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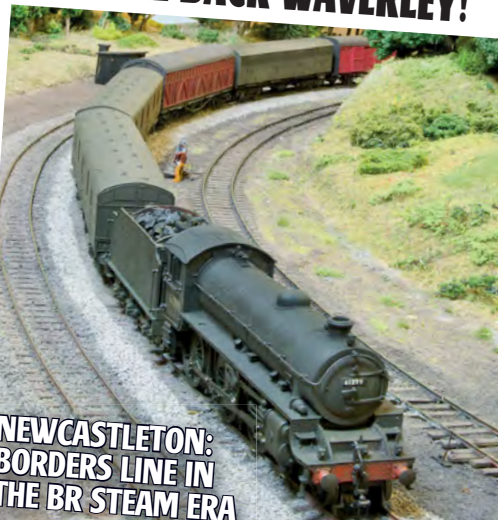
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A favourite on the exhibition circuit, this extensive OO gauge layout features a wealth of impressive industrial and railway features, as **Allan Cromarty** explains.



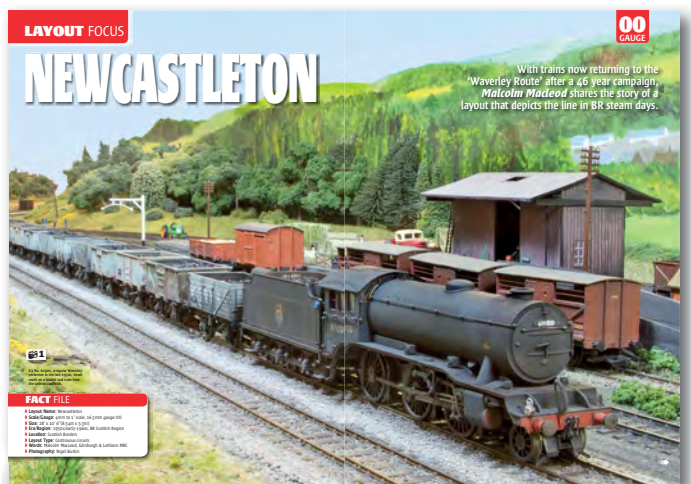
Phil Parker plans the new BRM project layout that'll be ideal for the exhibition circuit, with some help from layout design guru **Paul Lunn**.

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Malcolm Madeod shares the story of a layout that shows how the 'Waverley Route' used to look.



- 62 LAYOUT FOCUS: BLEACH GREEN**
With its white concrete viaducts, this junction north of Belfast is one of the best-known railway locations in Northern Ireland, superbly captured in model form by **Colm Flanagan**.
- 68 LAYOUT PICTORIAL: EAST WHEEL DREAM**
Based around a Cornish tin mine and harbour, this O gauge layout by **Keith Thompson** captures the atmosphere of the county's industrial past.
- 72 LAYOUT FOCUS: LITTLEWORTH SIDINGS**
Shunting puzzles are a great way to encourage exhibition visitors to try their hand at model railway operation, as **Ron North** explains.
- 78 LAYOUT FOCUS: STAFF LAYOUTS**
The theme of this issue is on layouts, so, as **BRM** staff, it only seems fair that we show our layouts too. Some are complete, others are still works in progress.
- 80 YOUR BRM: READER'S LAYOUTS**
Here's your chance to have your layout or project highlighted in the pages of **BRM** for all our readers to enjoy.



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This N gauge layout is based around pre-TOPS BR diesels and has high-quality weathering and detailing. **Mark Pegden** tells its story.



The theme of this issue is layouts, so, as **BRM** staff, it only seems fair that we show our layouts too. Some are complete, others are still in progress.

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This junction north of Belfast is one of the best-known railway locations in Northern Ireland, superbly captured in model form by **Colm Flanagan**.



Designed to be the saviour of rural branch lines, BR's diesel railbuses lasted less than a decade but, as **Ben Jones** discovers, provide lots of potential for modelling projects.

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84 PROTOTYPE INSPIRATION: BR PARK ROYAL RAILBUSES

Designed to be the saviour of rural branch lines, BR's diesel railbuses lasted less than a decade but, as **Ben Jones** discovers, provide lots of potential for modelling projects.

88 WHAT'S NEW?

Lively samples of Heljan's Catfish and Dogfish hoppers, a preview of the forthcoming Adams Radial from Oxford Rail and Invicta's exclusive wagon commission.

92 REVIEWS

Ben Jones takes a detailed look at several new releases from Bachmann, Graham Farish and Heljan, including a Class 05 shunter, Park Royal railbus and the first RTR model of London Underground stock.

103 NEXT MONTH

A quick glimpse of what's in store for October issue of **BRM**.

104 EVENT DIARY

Look out for all the exhibitions, swapmeets, toyfairs and open days in your area over the coming weeks.

146 TAIL LAMP

Our industry insider tackles the current culture of negativity around new model releases.

HELIJAN RAILBUS
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DON'T MISS OUT

The October 2015 issue of

BRM
BRITISH RAILWAY MODELLING

is published on Sept 10

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FOR MORE
DETAILS
ABOUT THE
NEXT
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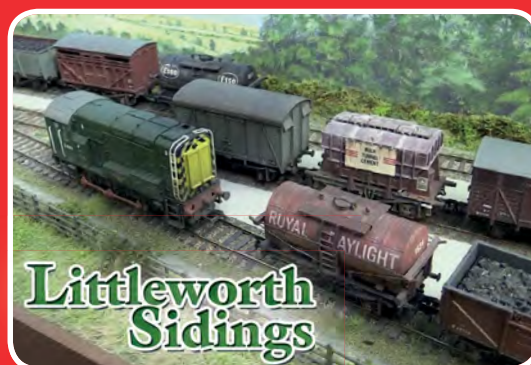
BRM TV

WHAT'S ON THE DVD

On this month's layout special DVD, presented from the Great Central Railway Model Event, we examine three different exhibition layouts

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PLAY



Cobalt Alpha

Never before in the history of the hobby has one small electronic device made such a difference...

Whether you choose to drive your trains with DC or DCC, the Cobalt α Alpha Digital Encoder will allow you access to the advantages of digital accessories and let you create control panels fast and with incredibly easy wiring.

Needing only the simplest of connections, the very clever Cobalt Alpha Digital Encoder is super-easy to install and it is extremely simple to connect too, as it needs no soldering. Set-up takes no time at all.

Each has 12 SPDT connection sets and can manage 12 x 2-way digital devices. It doesn't matter if your layout is big or small as you can use just 1... or you can inter-connect more than 100 if you need to!

Control becomes very versatile... and very simple!

Anything you connect is immediately turned into a digital control device. Anything! - Stud and Probe, A diode matrix, a simple push-button, a detector or any form of switch or automation trigger will work.

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

With only TWO wires!



WELCOME



Why do we do it? It's a question that I am asked occasionally by friends who aren't railway enthusiasts or modellers. It's a difficult one to answer; everyone has their own motivations, their own very personal reasons for being interested in model railways. Those of us who've been up at 4am to pack a van for a show and don't get home until midnight on a Sunday will also ask 'why do we do this?' but that's a different story! For many of us, one of the prime motivations is to build a layout, to create something that brings back a lost location, happy memories or depicts the colourful modern railway.

For one month only, **BRM** has replaced its usual mix of articles to feature a wider range of quality layouts ranging from Victorian broad gauge in 3mm scale via BR 1950s steam to Sectorisation era diesels in OO and much more. There's something to interest everyone and I hope you find plenty to inspire you and your own projects.

One of our main featured layouts is Edinburgh & Lothians MRC's 'Newcastleton', a re-creation of the famous 'Waverley Route' in the late-1950s and early-1960s. Ever since the bitterly disputed closure of this cross-border main line in 1969, there's been pressure to re-open it. That campaign has finally come to fruition this month with the return of scheduled passenger trains between Edinburgh and Tweedbank. At 30 miles, it's the longest section of line closed by BR to return to use. Having visited the line during reconstruction work earlier this year (see below), I'm really looking forward to my first journey by rail over this highly scenic line - I'm sure many of you are too.

For now, 'Newcastleton' will give you a good idea of the line in its BR heyday and a clue as to why it remained so popular with enthusiasts after closure. How long before we see a layout based on the new 'Borders Railway'?

Equally, but in a very different setting, we expect Bachmann's new London Underground 'S' Stock (reviewed on page 100) to inspire a raft of new layouts set around the capital. LU operates a fascinating network that carries more passengers each day than the entire National Rail system combined, so more attention in model form is long overdue. The opportunities for unusual layouts featuring side-by-side running with the 'main line', burrowing junctions and urban cityscapes will be too much to resist for some!

'Practical BRM' will return as usual next month with a wide range of projects for you to try. We'd also like to know what you'd like to see in **BRM** over the coming months. Do you want to see more layouts (or fewer?) as opposed to 'how to' articles; do you want more features on the prototype, or on important subjects such as DCC? Drop me a line at benj@warnersgroup.co.uk - all feedback is welcome.

If you enjoy watching high-quality layouts in action, don't forget that the National Festival of Railway Modelling 2015 is taking place at the East of England Showground in Peterborough on October 17/18. Discounted advance tickets are on sale now at www.model-railways-live.co.uk. Hope to see you there.

Ben

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Freightliner 66614 attached to a ballast train on the rebuilt Borders Railway, just north of Galashiels on February 20. BEN JONES

BRM

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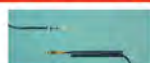
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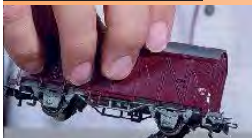
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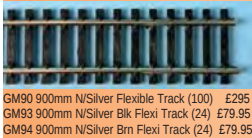
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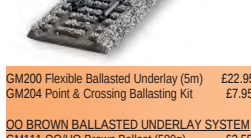
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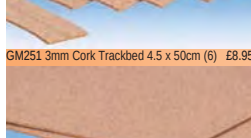
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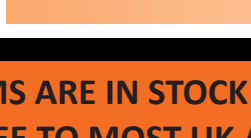
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GM181 Plum Trees in Blossom (3)	£6.95
GM182 Fruit Trees (3)	£6.95
GM183 Apple Trees (3)	£6.95
GM184 Birch Trees (3)	£6.95
GM185 Weeping Willow Trees (3)	£6.95
GM186 Poplar Trees (3)	£6.95
GM187 Pine Trees (2)	£8.50
GM188 Beech Trees (2)	£7.50

VALUE TREE ASSORTMENTS

GM127 N Scale Tree Assortment (10) TBA



GM128 OO Scale Spring Trees (10) £10.95

GM129 OO Scale Summer Trees (10) £10.95

GM185 Weeping Willow Trees (3) £6.95

GM186 Poplar Trees (3) £6.95

GM187 Pine Trees (2) £8.50

GM188 Beech Trees (2) £7.50

GM128 OO Scale Spring Trees (10) £10.95

GM129 OO Scale Summer Trees (10) £10.95

GM185 Weeping Willow Trees (3) £6.95

GM186 Poplar Trees (3) £6.95

GM187 Pine Trees (2) £8.50

GM188 Beech Trees (2) £7.50

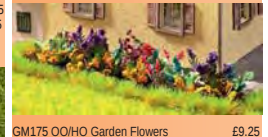
GM123 Small Fir Trees (50)	£29.95
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GM195 Seafoam for Tree Making	£19.95
GM156 Light Green Scenic Leaves (50g)	£3.65
GM157 Mid Green Scenic Leaves (50g)	£3.65
GM158 Dark Green Scenic Leaves (50g)	£3.65

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GM139 Flowerbeds £11.95



GM175 OOHO Garden Flowers £9.25

GM176 OOHO Water Plants £9.25

GM177 OOHO Garden Plants £9.25

GM178 OOHO Wild Flowers £9.25

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

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

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



GM704 Large Village Backscene £7.95



STRUCTURES

OO SCALE LASER CUT KITS (Ctd.)



GM453 Garden Shed Kit £6.00

OO SCALE "FORDHAMPTON" PLASTIC KITS

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



GM401 Fordhampton Station £25.50



GM402 Fordhampton Signal Box £10.50



GM403 Fordhampton Footbridge £17.50



GM404 Fordhampton Level Crossing £11.50



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



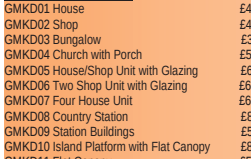
GM408 Fordhampton Village Store or Pub £17.95

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



KESTREL DESIGNS

N GAUGE PLASTIC KITS



GMKD01 House £4.25

GMKD02 Shop £4.25

GMKD03 Bungalow £3.50

GMKD04 Church with Porch £5.75

GMKD05 House/Shop Unit with Glazing £6.50

GMKD06 Two Shop Unit with Glazing £6.50

GMKD07 Four House Unit £8.50

GMKD08 Country Station £5.25

GMKD09 Station Buildings £8.00

GMKD10 Island Platform with Flat Canopy £5.75

GMKD11 Flat Canopy £6.25

GMKD12 Small Signal Box £3.00

GMKD13 Farm Rail Fencing Brown £3.00

GMKD14 Telegraph Poles £4.25

GMKD15 Windrose Doors & Gutters £2.75

GMKD16 Platforms (2) £2.25

GMKD17 Platform Ramps (2) £3.25

GMKD18 Station Yard Huts £4.25

GMKD19 Weighbridge & Office £3.25

GMKD20 Coal Office £5.75

GMKD21 Level Crossing/Keepers Cottage £3.00

GMKD22 Four Greenhouses £3.00

GMKD23 Two Domestic Garages £3.00

GMKD24 Water Tower £3.75

GMKD25 Corner Shop £4.50

GMKD26 Corner Pub £4.50

GMKD27 Three Storey Townhouse £5.75

GMKD28 Three Storey Town Shop £5.75

GMKD29 Modern Station £7.75

GMKD30 Modern Station Waiting Room £5.50

GMKD31 Station Masters House £6.25

GMKD32 Pair Pre War Semi Det. Houses £7.00

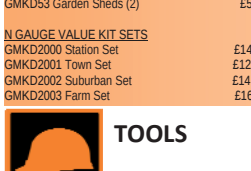
GMKD33 Boilerhouse & Chimney £6.25

GMKD34 Stable Block £3.75

GMKD35 Cow Shed £3.50

GMKD36 Barn £5.75

GMKD37 Farm House £7.25



N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

GMKD38 Steel Footbridge £7.25

GMKD39 Modern Industrial Unit £5.75

GMKD40 Modern Fire Station £7.00

GMKD41 Platforms Wide (2) £3.25

GMKD42 Platform Ramps Wide (2) £2.75

GMKD43 Goods Shed £7.50

GMKD1000 Town Station £16.95

GMKD1001 Old Factory with Chimney £19.95

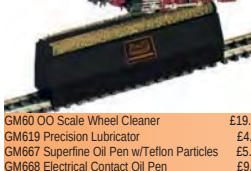
N GAUGE VALUE KIT SETS

GMKD2000 Station Set £14.95

GMKD2001 Town Set £12.95

GMKD2002 Suburban Set £14.95

GMKD2003 Farm Set £16.95



GM50 OO/HO Locomotive Wheel Cleaner £39.95

GM47 N Gauge Wheel Cleaner £34.95

GM51 Spare Pads for GM50 £17.95

GM49 Spare Pads for GM47 £17.95

GM59 N Scale Wheel Cleaner £15.95

GENERAL MODELLING TOOLS



GM08 Model Strip (115mm) £6.95

GM26 Track Rubber £3.15

GM27 Jumbo Track Rubber £5.75

GM600 A2 Cutting Mat £14.95

GM601 A3 Cutting Mat £9.95

GM602 A4 Cutting Mat £4.95

GM603 A5 Cutting Mat £2.95

GM604 Round Nose Pliers £6.75

GM605 Flat Nose Pliers £6.75

GM606 Side Cutters £6.75

GM607 Half Round Pliers £6.75

GM608 Bent Nose Pliers £6.75

GM609 S/Steel Tweezers (4) £7.95

GM610 Double Ended Pin Vice £3.50

GM611 Sawset 1 w/ Scalpel Handle £9.75

GM613 Trim-away Knife £3.50

GM614 S/S Scalpel & Blades £4.95

GM615 Plastic Scalpel & Blades £5.50

GM616 Cutting Knife & 5 Blades £5.95

GM617 Pick-Up Tool £5.95

GM618 Magnifier Tweezers £3.95

GM621 Locking forceps Curved £6.75

GM624 Swivel Top Pin Vice £6.50

GM625 Curved Tweezer R/Action £3.95

GM626 Straight Tweezer R/Action £3.95

GM627 Blunt End Tweezer R/Action £3.95

GM629 Cutting Discs (10) £4.75

GM630 Screw Top Mandrels (3) £4.25

GM631 Slicing Discs (10) & Mandrel £5.75

GM632 Budget Needle File Set £4.75

GM633 Glass Fibre Pencil 4mm £4.75

GM634 4mm GFibre Refills (10) £7.50

GM635 2mm Glass Fibre Pencil £9.50

GM636 2mm GFibre Refills (5) £6.50

GM638 Cutting Broaches 0.6-2.0 £15.50

GM640 Archimedian Drill Stock £5.95

GM641 HSS Jbrs Drills 0.5 (5) £3.95

GM642 HSS Jbrs Drills 0.8 (5) £3.95

GM643 HSS Jbrs Drills 1.0 (5) £3.95

GM644 HSS Jbrs Drills 1.2 (5) £3.95

GM645 HSS Jbrs Drills 1.5 (5) £3.95

GM646 HSS Jbrs Drills 1.8 (5) £3.95

GM647 HSS Jbrs Drills 2.0 (5) £3.95

GM648 Microbox Drills 0.3-1.6 £10.95

GM649 Microbox HSS Twist Drill Bits 61-80 £10.95

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GM651 HSS Jbrs Drills 0.4 (5) £3.95

GM652 HSS Jbrs Drills 0.6 (5) £3.95

GM653 HSS Jbrs Drills 0.7 (5) £3.95

GM654 HSS Jbrs Drills 0.9 (5) £3.95

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GM656 Spare Blades for GM616 £2.50

GM660 Pick n Place Twin Pack £7.75

GM664 Economy Spool/Plastic Cutter £4.50

GM666 Clip On Magnifying Eye Glass £6.50

GM669 Pin Pusher with Depth Stop £9.95

GM670 Deluxe Paintbrush Set £9.95



GM683 Soft Grip Knife Set with Blades £6.95

GM684 Spare Blades for GM683 £1.50

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GM694 Mains Powered Value Drill £16.95

GM695 Model Railway Screwdriver Set £4.95

GM696 Masking Tape 6mm x 18m (2) £2.25

GM697 Masking Tape 10mm x 18m (2) £2.25

GM698 Masking Tape 18mm x 18m (1) £2.75

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GM672 Razor Saw Superfine £10.95

GM673 3 in 1 Saw Set £13.95

GM674 Razor Saw Fine £10.95

GM675 Razor Saw Medium £10.95

GM676 Aluminum Mitre Box £14.95

GM677 Fine Woodcraft Saw £10.95

GM678 Flush Cutting Saw £14.95

GM679 Universal Razor Saw £11.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron £14.95

GM681 25W 230V Soldering Iron £16.95

GM682 40W 230V Soldering Iron £18.95

GM685 15W No.6 Tip £3.50

GM686 15W No.8 Tip £3.50

GM687 25W No.6 Tip £3.75

GM688 25W No.7 Tip £3.75

GM689 25W No.8 Tip £3.75

GM690 40W No.6 Tip £3.75

GM691 40W No.7 Tip £3.75

GM692 40W No.8 Tip £3.75

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g) £4.25

GM02 Solder 180 degrees (20g) £3.95

GM03 White Metal Flux £5.95

GM04 Brass Flux £5.95

GM05 Non Acid Safety Flux £6.25

GM06 Solder Wire 145 Degrees £4.85

SWITCHES

GM501 Slide Switch DPDT £1.65

GM502 Slide Switch DPDT (C/Off) £1.65

GM503 Toggle Switch SPST £2.30

GM504 Toggle Switch DPDT £2.60

GM505 Mini-Toggle DPDT (C/Off) £3.10

GM506 Mini-Toggle DPDT £2.70

GM507 Mini-Toggle SPST £2.40

GM508 Mini-Toggle SPDT £2.40

GM509 Mini-Toggle SPDT (C/Off) £2.40

GM510 Mini-Toggle for Point Motors £2.65

GM511 Mini-Toggle for G Point Motors £3.60

GM512 Push to Break Black (5) £5.95

GM513 Push to Make Black (5) £2.75

GM514 Push to Make Blue (5) £2.75

GM515 Push to Make Green (5) £2.75

GM516 Push to Make Red (5) £2.75

GM517 Push to Make White (5) £2.75

GM518 Push to Make Yellow (5) £2.75

GM519 Rotary Switch 1 Pole 12 Way £2.75

GM520 Rotary Switch 2 Pole 3 Way £3.70

GM521 Rotary Switch 3 Pole 4 Way £3.70

GM522 Rotary Switch 4 Pole 3 Way £3.70

BPGM501 Slide Switch DPDT (25) £12.95

BPGM502 Slide Switch DPDT (C/Off) (25) £12.95

BPGM503 Toggle Switch SPST (25) £34.95

BPGM504 Toggle Switch DPDT (25) £42.95

BPGM505 Mini-Toggle DPDT (C/Off) (25) £44.95

BPGM506 Mini-Toggle DPDT (25) £42.95

BPGM507 Mini-Toggle SPST (25) £34.95

BPGM508 Mini-Toggle DPDT (25) £34.95

BPGM509 Mini-Toggle SPDT (C/Off) (25) £39.95

BPGM510 Mini-Toggle for Point Motors (25) £44.95

BPGM513 Push to Make Black (25) £9.95

BPGM514 Push to Make Blue (25) £9.95

BPGM515 Push to Make Green (25) £9.95

BPGM516 Push to Make Red (25) £9.95

BPGM517 Push to Make White (25) £9.95

BPGM518 Push to Make Yellow (25) £9.95

WIRE

GM10 Wire Red/Black/Green (10m of each) £5.95

GM11BK Wire Black 7 x 0.2mm (10m) £2.15

GM11BL Wire Blue 7 x 0.2mm (10m) £2.15

GM11BN Wire Brown 7 x 0.2mm (10m) £2.15

GM11GN Wire Green 7 x 0.2mm (10m) £2.15

GM11GR Wire Grey 7 x 0.2mm (10m) £2.15

GM11IO Wire Orange 7 x 0.2mm (10m) £2.15

GM11P Wire Pink 7 x 0.2mm (10m) £2.15

GM11P Wire Purple 7 x 0.2mm (10m) £2.15

GM11R Wire Red 7 x 0.2mm (10m) £2.15

GM11W Wire White 7 x 0.2mm (10m) £2.15

GM11Y Wire Yellow 7 x 0.2mm (10m) £2.15

BPGM11BK Black Wire 7 x 0.2mm (100m) £7.95

BPGM11BL Blue Wire 7 x 0.2mm (100m) £7.95

BPGM11BN Brown Wire 7 x 0.2mm (100m) £7.95

BPGM11GN Green Wire 7 x 0.2mm (100m) £7.95

BPGM11GR Grey Wire 7 x 0.2mm (100m) £7.95

BPGM11IO Orange Wire 7 x 0.2mm (100m) £7.95

BPGM11P Pink Wire 7 x 0.2mm (100m) £7.95

BPGM11R Red Wire 7 x 0.2mm (100m) £7.95

BPGM11W White Wire 7 x 0.2mm (100m) £7.95

BPGM11Y Yellow Wire 7 x 0.2mm (100m) £7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire) £4.55

GM14 Crimped Pin Terminals (6) £2

METCALFE

READY CUT CARD KITS

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We are now only taking UK orders.



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

RAILWAY



Retaining Wall

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

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



Tapered Retaining Walls

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

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

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

RAILWAY



Railway Bridge

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

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

ALL THREE KITS AVAILABLE IN BRICK OR STONE STYLES



TOWN & COUNTRY

00/H0 Parish Church

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

PO226 - £15.99



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

TOOLS

Ultra Fine Glue Applicators

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

MT907 / £3.50



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MIDI KIT



Wooden Pavilion

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

MINI KIT



Picnic Tables

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

RAILWAY

Footbridge

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

00 / PO236 / £10.35
N / PN136 / £9.50



Span 170mm.



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

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

METCALFE

READY CUT CARD KITS

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INDUSTRIAL PERFECTION...

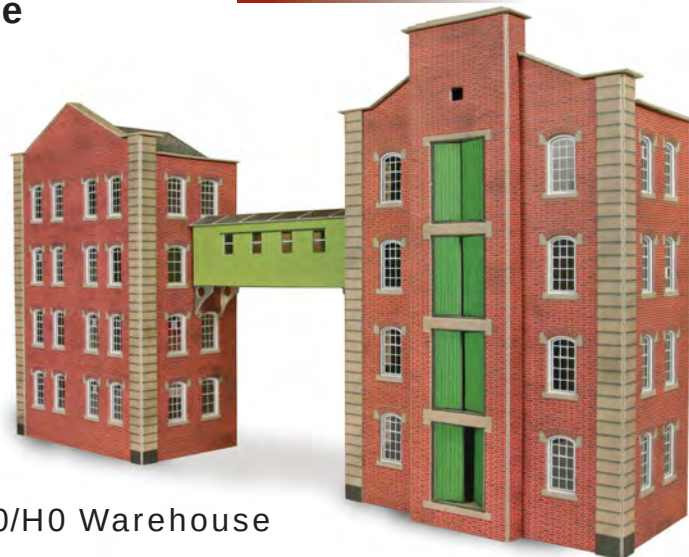
Three industrial buildings that can be arranged in different ways to create superb mills and factories...

INDUSTRIAL

00/ H0 Boilerhouse & Factory Entrance

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

PO284 - £13.99



00/H0 Warehouse

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

PO282 - £13.99

INDUSTRIAL

00/H0 Small Factory

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

PO283 - £13.99



STOP PRESS!

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

TOWN & COUNTRY

00 LOW RELIEF HIGH STREET BUILDINGS

PO205

PO206

PO271

Great for backdrops and limited spaces.

Works well with our retaining walls as shown here.

Pub & Shops:

PO205 - £9.20

Cinema:

PO206 - £9.20

Bank & Shop:

PO271 - £11.50



BACHMANN 2014/15 NEW ITEMS

ALL AVAILABLE TO PRE-ORDER NOW

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



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

Patriot Class 4-6-0 Pre-order for £131.70



31-204 5530 "Sir Frank Ree" in LMS crimson

Class A2 4-6-2 Pre-order for £144.45



31-528A 60529 "Pearl Driver" in BR lined green with late crest
31-531 60536 "Trimbrush" in BR lined green with early emblem

Class 416 2EPB Preorder for £119.50



31-375A Class 416 2EPB 2 Car EMU in BR blue - weathered
31-379 Class 416 2EPB 2 Car EMU 5771 in BR green with small yellow panel



Pre-order at www.ehattons.com/bachmann2014

Standard class 3MT tank Pre-order for £101.96



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



32-227B 3741 in LMS black £72.21
32-235 47673 in BR black with late crest - weathered £80.71

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)

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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Pre-order for £75.00



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

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



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

Class V2 2-6-2
Pre-order for £135.00



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

Class J39 0-6-0
Pre-order for £80.00



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

Class K3 2-6-0
Pre-order for £95.00



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

Class 94xx 0-6-0
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35-025 9402 in GWR Green
 35-026 9487 in BR black with early emblem
 35-027 9479 in BR black with late emblem

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



35-050 LNWR plain black livery
 35-051 LMS black livery
 35-052 BR black early emblem
 (Prices estimated - we will notify you if price rises & offer option to cancel)

Class 70 diesel



31-590 70015 in Freightliner livery with air intake modifications £152.95
 31-591 70805 in Colas livery with air duct boxes £98.00

Class 55 Diesel
Pre-order for £113.01



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

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

Lightly Weathered

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

Heavily Weathered

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

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

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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
 J9403 J94 68012 in BR black late crest
 J9405 "Hurricane" in NCB Bickershaw Colliery lined green
 J9409 7 in NCB Littleton Colliery lined blue
Lightly Weathered
Very Heavily Weathered



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

Due Q1 2015
www.ehattons.com/14xx

Class 6000 King
Pre-order for £169



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



HK09 6023 "King Edward II" in BR lined blue with early crest
 HK10 6009 "King Charles II" in BR lined green with early crest
 HK11 6017 "King Edward IV" in BR lined green with late crest
 HK12 6026 "King John" in BR lined green with late crest
 HK13 6005 "King George II" 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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00 Gauge (1:76 Scale)
Steam locos



R3302 '1940: Return from Dunkirk' 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) £231.47
R3116 BR Castle (Double Chimney) 7023 "Penrice Castle" (Hor) £120



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) BARGAIN £89



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



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) BARGAIN £89
32-828A Class 2MT Ivatt 2-6-0 46526 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



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



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) (list £119.95) BARGAIN £79
R3205 Class 4900 4-6-0 4965 "Rood Ashton Hall" in BR. New tooling for 2013. Special edition etched name & number (Hor) £105



R3169 Class 4900 4-6-0 Hall 5972 "Olton Hall" in GWR (Railroad range). New tooling for 2013 (Hor) £67
31-881 Class 4F 0-6-0 43875 BR black early emblem and Johnson/Deeley tender (Bac) £84.96
R3276 Class 4F Compound 4-4-0 1072 LMS black Fowler tender - Railroad range (Hor) £69.50



R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66
R3224 Class 52XX 2-8-0 5239 in BR black late crest (Hor) £111.20



32-085 Class 56XX 0-6-2 6639 in BR black early emblem (Bac) NEW £76.46



32-084 Class 56XX 0-6-2 6677 in GWR green (Bac) NEW £76.46
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



R3239 Class 700 0-6-0 30315 in BR late crest (Hor) £101.90



R3240 Class 700 0-6-0 30693 in BR early crest (Hor) ... £101.90



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



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



R3221 Class 8P Duchess 4-6-2 46233 "Duchess Of Sutherland" in BR green early crest & Mk1 support coach in BR maroon (Hor) £157.60



R3195 Class 8P Duchess 4-6-2 46247 "City Of Liverpool" BR green early emblem (Hor) £119
R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) BARGAIN £64



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green TTS Sound - Railroad range (Hor) £92.70



32-5508^ Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) ... BARGAIN £95
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) £79
R3280 Class A4 4-6-2 4496 "Golden Shuttle" in LNER Garter blue - Railroad range (Hor) £71.30



R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) (list £92.25) BARGAIN £59
R3114A Class B1 Thompson 4-8-0 61267 in BR black late crest (Hor) £120
31-137 Class D112 4-4-0 6385 "Luckie Muckelback" LNER black (Bac) £106.21



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) £93.46
35-077 Class E4 Brighton tank 0-6-2 32556 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
31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac) £93.46



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



R3227 Class O1 2-8-0 63663 in BR black late crest (Hor) £121.60



R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Hor) (list £139.99) BARGAIN £105
R3194 Class V Schools 4-4-0 30937 "Epsom" BR black early emblem (Hor) £112



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) NEW £110.46



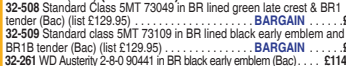
31-981 Standard Class 3MT tank 82021 in BR lined black early emblem (Bac) NEW £101.96



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) BARGAIN £74



32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) (list £119.95) BARGAIN £72.50



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



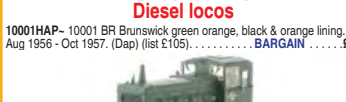
30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 "City of Birmingham" in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) ... £140.20
30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71



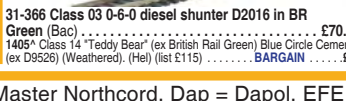
30-525 The Shakespeare Express Train Pack Hall Class 4965 "Rood Ashton Hall" in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) ... £195.45



R3220 Tyseley Connection train pack Hall Class "Pitchford Hall" in GWR green & 3 Mk1 coaches in chocolate and cream (Hor) (list £199.99) BARGAIN £149



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



31-366 Class 03 0-6-0 diesel shunter D2016 in BR Green (Bac) £70.51
1405^ Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) BARGAIN £75



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



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



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



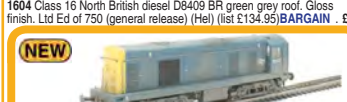
1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) ... BARGAIN £72



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



1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN £72
1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN £72



32-038DS Class 20 20124 in BR blue with indicator discs - weathered. DCC Sound (Bac) NEW £195.46



32-044 Class 20 D8028 in BR green indicator discs & tablet catcher (Bac) NEW £93.46
4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103



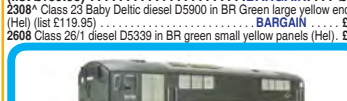
4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103



4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) ... £103
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN £69
2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) (list £129.95) BARGAIN £69



2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) (list £139.95) BARGAIN £69
2308^ Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £125) BARGAIN £72
2608 Class 26/1 diesel D5339 in BR green small yellow panels (Hel) £87



2800^ - Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) ... BARGAIN £80
2807^ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) BARGAIN £89
2810^ Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) BARGAIN £89
R3275 Class 31 31114 in Civil engineers 'Dutch' grey and yellow - Railroad range (Hor) £58.30

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R3262 Class 31 31452 in DCR green (Hor) £150.40
3414 Class 33/0 diesel D6570 BR green full yellow ends and BR coach
roundels (Hel) £95



3411 Class 33/0 diesel D6577 in early BR green (Hel) £95
3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) £94



32-480DS Class 40 D211 'Mauretania' in BR green indicator
discs. DCC Sound on board (Bac) (list £244.95) BARGAIN £189
R3282 Class 42 Warship D853 'Thruster' in BR maroon small yellow
panels - Railroad range (Hor) £50.90
31-656DC Class 47/0 D1677 'Thor' BR green full yellow ends. DCC On
Board (Bac) £106.21



32-816 Class 47/3 47365 'Diamond Jubilee' BR Railfreight
Distribution (Bac) (list £114.95) BARGAIN £72



32-817 Class 47/7 47745 'Royal London Society For The
Blind' in RES red & grey (Bac) (list £114.95) BARGAIN £72
32-815 Class 47/8 47834 'Fire Fly' BR InterCity Swallow (Bac)
(list £114.95) BARGAIN £78
4D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green
small yellow panels (Dap) £109
4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' in BR
blue full yellow ends (Dap) £109



4D-003-008 Class 52 diesel loco D1023 'Western Fusilier'
in BR maroon small yellow panels (Dap) £109
32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered
(advertised earlier as 'pristine') (Bac) £93.46



R3291XS Class 56 56094 in Colas Rail - Sound
fitted (Hor) £229.90
5820 Class 58 58012 Mainline Grey Livery (Hel) £125
5826 Class 58 58028 Plain Triple Grey Livery (Hel) £125
5824 Class 58 58030 in EWS Livery (Hel) £125



5825 Class 58 58038 Mainline Blue Livery (Hel) £125



32-980 Class 66/9 66731 'InterhubGB' in GBRf
Europorte (Bac) £93.46



R3272 Class 67 67006 'Royal Sovereign' (Hor)
(list £139.99) BARGAIN £110
R3349 Class 67 67024 in EWS (Hor) £129.82



31-588 Class 70 PowerHaul diesel 70005 in Freightliner
- weathered (Bac) £127.46
31-995 Class D16 LMS 10000 BR Brunswick green lined orange & black
(Bac) £101.96
4010 - English Electric DP2 prototype in BR Brunswick green (as per
1962 to May 1965) (Hel) (list £129.95) BARGAIN £75



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



4005 - Lion Diesel loco D0260 in white 5 gold stripes (Hel)
(list £129.95) BARGAIN £70

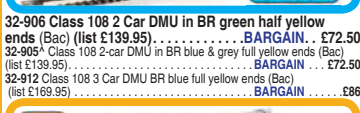
Electric locos
R3346 Class 92 92009 'Marco Polo' in DB Schenker (Hor) £74.06
R3347 Class 92 92019 'Wagner' in Railfreight/EWS (Hor) £74.06



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



31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow
ends (DCC on board) (Bac) (list £129.95) BARGAIN £74.50
31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power
Twin Unit) (Bac) (list £119.95) BARGAIN £78



32-906 Class 108 2 Car DMU in BR green half yellow
ends (Bac) (list £139.95) BARGAIN £72.50
32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac)
(list £139.95) BARGAIN £72.50
32-912 Class 108 3 Car DMU BR blue full yellow ends (Bac)
(list £169.95) BARGAIN £86



32-912A Class 108 3 Car DMU in BR blue yellow ends -
weathered (Bac) NEW £152.96
8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel)
(list £119.95) BARGAIN £69
8942 Class 128 DPU BR blue - weathered M55995 (Hel)
(list £129.95) BARGAIN £69
8991 Class 128 DPU BR green small yellow panels & Midland style fronts
M55989 (Hel) £94
8990 Class 128 DPU BR green speed whiskers and Midland style fronts
M55987 (Hel) £94



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



32-937 Class 150/2 2 car DMU 150202 in Centro blue
stripe (Bac) £140.21



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



31-256DC Class 251 Blue Pullman 6-car Midland set in
Nanking blue full yellow ends. DCC Fitted (Bac)
(list £349.95) BARGAIN £290
32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) £123.21



8704 Railbus W&M E79962 in green large yellow panel -
weathered. (Hel) (list £129.95) BARGAIN £79
8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hel) £94

8802 Railcar W79977 in BR dark green small yellow
warning panels & white cab roofs (Hel) £94
8803 Railcar W79978 in BR dark green speed whiskers (Hel) £94

EMUs
R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor)
(list £130.25) BARGAIN £96



31-030A Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in
Silver Link (unbranded) (Bac) (list £189.95) BARGAIN £99
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac)
(list £189.95) BARGAIN £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London
Midland (Bac) (list £189.95) BARGAIN £118
R3215 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar (Hor) £157.40



R3259 Class 401 2-BIL 2 car EMU in BR blue - As
preserved at the NRM (Hor) (list £130.25) BARGAIN £74



R3161B Class 401 2-BIL 2 car EMU in SR green (Hor)
(list £130.25) BARGAIN £69



31-375 Class 416 2-car EPB EMU in BR blue (Bac)
(list £124.95) BARGAIN £72



31-267 Class 419 Motor Luggage Van (MLV) in BR blue &
grey (Bac) (list £104.95) BARGAIN £64



31-265 Class 419 Motor Luggage Van (MLV) in BR
Southern Region green (Bac) (list £104.95) BARGAIN £64
31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region
green yellow panel (Bac) (list £104.95) BARGAIN £64

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



B800 Non-motorised OO Track Cleaner motorised
cleaning heads & vacuum in blue (Dap) £56
36-165A Plasser Tamper track maintenance machine (motorised) (Bac) £63.71



31-575 Windhoff MPV Multi-Purpose master and slave
units in 'Network Rail' (Bac) (list £148.95) BARGAIN £77

Train sets - analogue
R1176 Eurostar 2013 Train Set (Hor) £140

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



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

Coaches
R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) £27.80
R4620 BR crimson and cream Mk1 SO second open (Hor) £19
(list £24.99) BARGAIN £19
R4650 BR Gresley Suburban Third Class Brake Coach, Maroon (Hor) £37.27

R4675 BR Gresley Suburban Third Class Coach,
Maroon (Hor) £37.27
R4619 BR Maroon Mk1 BG full brake/parcels coach (Hor)
(list £24.99) BARGAIN £19
R4643 BR maroon Mk1 SO second open (Hor) (list £24.99) BARGAIN £19



R4621 BR maroon Mk1 TSO tourist second open (Hor)
(list £24.99) BARGAIN £19
39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) £29.71
39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with
lighting) (Bac) (list £48.95) BARGAIN £26
39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with
lighting) (Bac) (list £48.95) BARGAIN £24
39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) £33.11
39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with
lighting) (Bac) (list £48.95) BARGAIN £24
39-274A BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered (Bac)
(list £39.95) BARGAIN £21
39-274A Pack of 4 (Bac) (list £159.80) BARGAIN £80



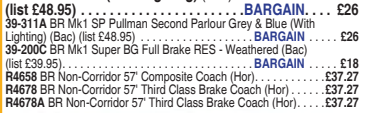
39-426 BR Mk1 POS Post Office Sorting Van BR Blue &
Grey (+ Nets) (Bac) £46.72
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With
Lighting) (Bac) (list £48.95) BARGAIN £24



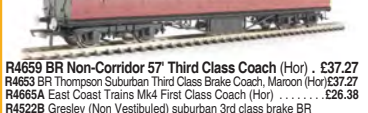
39-300C BR Mk1 SK Pullman Second Kitchen in Umber &
Cream 'Car 335' (With Lighting) (Bac) £26
(list £48.95) BARGAIN £26
39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With
Lighting) (Bac) (list £48.95) BARGAIN £26
39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac)
(list £39.95) BARGAIN £18
R4658 BR Non-Corridor 57 Composite Coach (Hor) £37.27
R4678 BR Non-Corridor 57 Third Class Brake Coach (Hor) £37.27
R4678A BR Non-Corridor 57 Third Class Brake Coach (Hor) £37.27



39-300C BR Mk1 SK Pullman Second Kitchen in Umber &
Cream 'Car 335' (With Lighting) (Bac) £26
(list £48.95) BARGAIN £26
39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With
Lighting) (Bac) (list £48.95) BARGAIN £26
39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac)
(list £39.95) BARGAIN £18
R4658 BR Non-Corridor 57 Composite Coach (Hor) £37.27
R4678 BR Non-Corridor 57 Third Class Brake Coach (Hor) £37.27
R4678A BR Non-Corridor 57 Third Class Brake Coach (Hor) £37.27



R4659 BR Non-Corridor 57 Third Class Coach (Hor) £37.27
R4663 BR Thompson Suburban Third Class Brake Coach, Maroon (Hor) £37.27
R4665A East Coast Trains Mk4 First Class Coach (Hor) £26.38
R4522B Gresley (Non Vestibuled) suburban 3rd class brake BR
Crimson (Hor) £37.30
R4521B Gresley (Non Vestibuled) suburban composite BR Crimson (Hor) £37.30
R4616 InterCity MK2E TSO tourist second open (Hor) £23.10



R4659 BR Non-Corridor 57 Third Class Coach (Hor) £37.27
R4663 BR Thompson Suburban Third Class Brake Coach, Maroon (Hor) £37.27
R4665A East Coast Trains Mk4 First Class Coach (Hor) £26.38
R4522B Gresley (Non Vestibuled) suburban 3rd class brake BR
Crimson (Hor) £37.30
R4521B Gresley (Non Vestibuled) suburban composite BR Crimson (Hor) £37.30
R4616 InterCity MK2E TSO tourist second open (Hor) £23.10



39-460 LMS 57 ft Porthole Corridor Brake 3rd in BR
Crimson & Cream (Bac) £33.96
R4657 LMS Non-Corridor 57 Third Class Coach (Hor) £37.27
R4352 Mk1 BSK brake corridor second BR maroon. New tooling for 2013 (Hor) £17



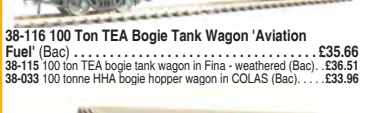
R4350 Mk1 CK corridor composite in BR maroon. New
tooling for 2013 (Hor) £17
34-632 Mk1 Suburban 2nd brake in BR blue - weathered (Bac) £25.46
34-633 Mk1 Suburban 2nd brake in BR blue - weathered (Bac) £25.46
34-678 Mk1 Suburban 2nd open in BR blue - weathered (Bac) £25.46



Wagons
R6720 Railroad LWB Open Wagon 'T. Threadgold' (Hor)
NEW £6.94
38-502 'Covhop' covered hopper British Industrial Sand bauxite &
black (Bac) £18.28
38-502 Pack of 4 (Bac) (list £91.80) BARGAIN £56
38-502 Megapack of 8 (Bac) (list £183.60) BARGAIN £126



38-116 100 Ton TEA Bogie Tank Wagon 'Aviation
Fuel' (Bac) £35.66
38-115 100 Ton TEA bogie tank wagon in Fintal - weathered (Bac) £36.51
38-033 100 tonne HHA bogie hopper wagon in COLAS
- weathered (Bac) £36.51



38-034 100 tonne HHA bogie hopper wagon in COLAS
- weathered (Bac) £36.51



Prices valid until 09/09/15

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



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) **BARGAIN** £135.83
38-030B Single (Bac) £33.96
37-628B 102 Tonne GLW Thrall BRA steel strip carrier in EWS-weathered (Bac) (list £29.95) **BARGAIN** £19
37-628B Pack of 4 (Bac) (list £119.80) **BARGAIN** £74
37-628B Megapack of 8 (Bac) (list £239.60) **BARGAIN** £143
38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac) £17.81



38-375A 12 ton ventilated van with plank ends in LNER oxide (Bac) (list £14.95) **BARGAIN** £8
38-375A Pack of 4 (Bac) (list £59.80) **BARGAIN** £30



38-325~ Megapack of 8 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £116) **BARGAIN** £74
38-325~ Single (Bac) (list £14.50) **BARGAIN** £10
38-325~ Pack of 4 (Bac) (list £58) **BARGAIN** £38
38-327~ 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) (list £14.50) **BARGAIN** £9.50
38-327~ Pack of 4 (Bac) (list £58) **BARGAIN** £36
38-327~ Megapack of 8 (Bac) (list £116) **BARGAIN** £70
37-426C 16 Ton slope side mineral wagon pressed side door in MOT brown (Bac) (list £12.95) **BARGAIN** £7
37-253B 16 ton steel mineral wagon without top flap doors in BR grey-weathered (Bac) £12.71
37-537D 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac) £20.83



37-531 20 ton brake van in BR bauxite - weathered (Bac) £20.83
37-530 20 ton brake van in BR grey - weathered (Bac) £20.83
37-529A 20 ton brake van in LNER oxide (Bac) £20.36
33-307 20 ton Toad brake van in BR bauxite (Bac) £11.86



4F-038-100 20T Steel Mineral Bolsover (Dap) **NEW** £10
4F-038-101 20T Steel Mineral Bolsover - weathered (Dap) **NEW** £11
38-602 21 Ton Grain Hopper BR Bauxite (Late) (Bac) £19.51
38-601 21 Ton Grain Hopper BR Grey (TOPS) (Bac) £19.51



4F-034-007 21T Hopper BR E289516 (Dap) **NEW** £10
4F-034-008 21T Hopper BR E289516 - weathered (Dap) **NEW** £11
38-270A 22 ton Prestlo in Blue Circle Railfreight brown (Bac) £22
38-270A Pack of 4 (Bac) £90
37-508 24 ton ore hopper wagon in BR grey - weathered (Bac) £12.71
R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) £210
R6606 Box of 12 (Hor) (list £249) **BARGAIN** £19



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) **BARGAIN** £116
38-126A 35 Ton VBB box van sliding door in BR bauxite-weathered (Bac) (list £24.95) **BARGAIN** £20.36
38-126A Pack of 4 (Bac) (list £90.80) **BARGAIN** £72
38-126A Megapack of 8 (Bac) (list £199.60) **BARGAIN** £136
38-005C 46 Tonne HSA hopper wagon in BR bauxite - weathered (Bac) (list £12.95) **BARGAIN** £10
37-062A 5 plank wagon wooden floor Edwin W. Badland (Bac) (list £12.95) **BARGAIN** £7
37-062A Pack of 4 (Bac) (list £51.80) **BARGAIN** £27
4F-031-020 6 wheel milk tanker "United Dairies" - weathered (Dap) £12
37-085A 7 plank end door wagon in North End (Bac) (list £14.25) **BARGAIN** £7
37-085A Pack of 4 (Bac) (list £57) **BARGAIN** £27



37-082A 7 plank end door wagon in Park Lane Wigan (Bac) (list £14.25) **BARGAIN** £7
37-082A Pack of 4 (Bac) (list £57) **BARGAIN** £27
38-151B 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £23.95) **BARGAIN** £14
38-151B Pack of 4 (Bac) (list £95.80) **BARGAIN** £54
38-151B Megapack of 8 (Bac) (list £191.60) **BARGAIN** £106



38-351A Pack of 4 BAA steel carrier steel coils in Railfreight Metals (Bac) (list £103.80) **BARGAIN** £52
38-351A Single (Bac) (list £25.95) **BARGAIN** £14
38-427 Bulk grain bogie hopper in Traffic Services Limited (Bac) £46.71
38-427 Pack of 4 (Bac) (list £239.80) **BARGAIN** £172
38-427 Megapack of 8 (Bac) (list £479.60) **BARGAIN** £330



38-350A Pack of 4 BZA steel carrier steel coils in EWS (Bac) (list £103.80) **BARGAIN** £52
38-350A Single (Bac) (list £25.95) **BARGAIN** £14



4F-037-009 Conflat & Container LMS K.2. (Dap) **NEW** £13
4F-037-010 Conflat & Container LMS K.2. - weathered (Dap) **NEW** £14
38-345A~ FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £29.95) **BARGAIN** £17
38-345A~ Pack of 4 (Bac) (list £119.80) **BARGAIN** £65
38-345A~ Megapack of 8 (Bac) (list £239.60) **BARGAIN** £128



37-313 Pack of 4 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) (list £199.80) **BARGAIN** £106
37-313 Single (Bac) (list £49.95) **BARGAIN** £28
37-314 Intermodal bogie wagon 2 x 45ft containers in Safmarine (Bac) (list £49.95) **BARGAIN** £29
37-314 Pack of 4 (Bac) (list £199.80) **BARGAIN** £108



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £199.80) **BARGAIN** £160
38-212A Single (Bac) £42.46
38-200A JPA bogie cement hopper "VTG - Lafarge Cement" (Bac) (list £35.95) **BARGAIN** £22
38-200A Pack of 4 (Bac) (list £143.80) **BARGAIN** £85
38-200A Megapack of 8 (Bac) (list £227.60) **BARGAIN** £166
38-751 Long Tube Wagon BR Bauxite (Early) (Bac) £22.06
B599A MRA Side Tipping Ballast Wagon 5 Car Set in Network Rail Yellow Livery (Dap) **NEW** £137



38-300 Pack of 4 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) (list £99.80) **BARGAIN** £77
38-300 Single (Bac) £20



37-672 Pack of 3 14 Ton tank wagons in British Tar-weathered (Bac) (list £46.95) **BARGAIN** £28



37-671 Pack of 3 14 Ton tank wagons in Fina-weathered (Bac) (list £46.95) **BARGAIN** £28



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) (list £43.95) **BARGAIN** £25
38-652 PCA Metalair Bulk Powder Wagon Grey - weathered (Bac) £15.26



4F-032-011 Rectangular Tank BR 28 (Dap) **NEW** £13



4F-032-012 Rectangular Tank BR 28 - weathered (Dap) **NEW** £13

Analogue controllers
DCC decoders
R8012 HM2000 High output power & speed controller, mains supply. (Hor) £74
36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



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



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



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



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59



BPDC28 OMNI 6 Pin Decoder Harness (5 Pack) (Gau) **NEW** £92



BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) **NEW** £88

DCC accessory decoders
DCC controllers
R8247 DCC accessory decoder (for points and motors) (Hor) £32
R8312 e-Link Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68
36-500 EZ Command DCC controller - boxed (Bac) £76.46
36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71



R8014 Mark 2 Point Motor (Hor) £7
TT300 Slow motion DCC point motor (Tra) £20



R8243 Surface Mounted point motor (Hor) £7



GM51 Locomotive Wheel Cleaning Pads (for GM50) (Gau) **NEW** £16
SFX11 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37



36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50
19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

Wheel sets
Buildings - railways
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
PO213 2 Road Red Brick Engine Shed & Workshop Building (Card Kit) (Met) £12.50
GM403 Fordhampton Footbridge Plastic Kit (Gau) **NEW** £16.50



GM404 Fordhampton Level Crossing Plastic Kit (Gau) **NEW** £9.50



GM402 Fordhampton Signal Box Plastic Kit (Gau) **NEW** £9.50



GM401 Fordhampton Station Plastic Kit (Gau) **NEW** £24
503Ratio Platform/Ground Level Signal Box (Hat) **NEW** £14
44-170 Shillingstone Goods Shed (170 x 115 x 100mm) (Bac) (list £39.95) **BARGAIN** £21

Man-made scenic structure railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £38
LK-55 76ft Well type turntable (Pec) £1.40



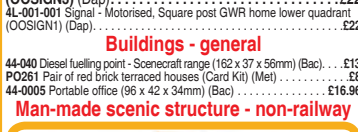
R083 Box of 6 Buffer Stop (Hor) £8
R083 Single (Hor) £1.40
R636 Double track level crossing (Hor) £18



44-189 Gated Level Crossing (170 x 100 x 37mm) (Bac) £33.11
SL-43 Loco Lift and storage unit (Pec) £11
R514 Platform Canopy x 2 (Hor) £12



ECKB232 2 light signal red/yellow standard square head (Ber) £16

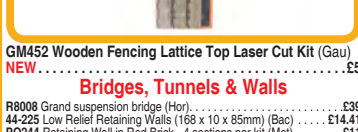


4L-002-001 Signal - Motorised, LMS home (OOISGN3) (Dap) £22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOISGN1) (Dap) £22



44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
PO281 Pair of red brick terraced houses (Card Kit) (Met) £8
44-0005 Portable office (96 x 42 x 34mm) (Bac) £16.96

Man-made scenic structure - non-railway



GM453 Garden Shed Laser Cut Kit (Gau) **NEW** £6
GM451 Wooden Fencing Laser Cut Kit (Gau) **NEW** £5



GM452 Wooden Fencing Lattice Top Laser Cut Kit (Gau) **NEW** £5



R8008 Grand suspension bridge (Hor) £39
44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11
PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11



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

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

15478Noch Pedestrians (Noc) **NEW** £8
15479Noch Pedestrians (Noc) **NEW** £8



NEW Opening hours
09:00 - 17:00 Mon - Sat
10:00 - 16:00 Sun

From 2nd Sep: 07:00 - 20:30 Mon - Fri
07:00 - 18:00 Sat, 09:00 - 17:00 Sun



15532 Noch Seated People (Noc) **NEW** £8
15533 Noch Seated People (Noc) **NEW** £8
15275 Noch Shunters (Noc) **NEW** £9
36-044 Station passengers standing x 6 (Bac) £6.21
15276 Noch Track Workers (Noc) **NEW** £9
15218 Noch Travellers (Noc) **NEW** £8

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14



ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (Pec) £76
ST-204 Box of 24 (Pec) £76

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-E99 3 way medium radius point electrofrog (Pec) £25
SL-99 3 way medium radius point insulfrog (Pec) £25



SL-90 Double slip insulfrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50
SL-E87 Left hand curved point electrofrog (Pec) £12.50
SL-89 Left hand large point insulfrog (Pec) £12
SL-96 Left hand medium point (Pec) £10



SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50
SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-86 Right hand curved point (Pec) £12.50
SL-E96 Right hand curved point electrofrog (Pec) £12.50
SL-E88 Right hand large point insulfrog (Pec) £12
SL-88 Right hand large point insulfrog (Pec) £12
SL-95 Right hand medium point (Pec) £10



SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50
SL-E91 Right hand small point electrofrog (Pec) £9.50

Track - Code 75 FineScale Streamline



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E199 3 way finescale medium radius point electrofrog (Pec) £27
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50
SL-E189 Finescale left hand large point electrofrog (Pec) £12
SL-E196 Finescale left hand medium point electrofrog (Pec) £12
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50
SL-E188 Finescale right hand large point electrofrog (Pec) £12



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

Track & Points

R609 3rd radius double curve track (8 make a circle) (Hor) £22
R609 Circle of 8 (Hor) £22
R262 Double 4th radius curve (8 make a circle) (Hor) £3



R601 Double Straight (Hor) £2.25
R601 Box of 24 (Hor) £49



R8072 Left Hand Standard Point (Hor) £9
36-872 Left-hand standard point (Bac) £7.52
R603 Long Straight (Hor) £3.25



36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34) **BARGAIN** £24.80
36-603 Single (Bac) £2.76



R8073 Right Hand Standard Point (Hor) £9
36-873 Right-Hand Standard Point (Bac) £7.52



R621 Pack of 24 Single 970mm length of flexible track (Hor) £66
R621 Single (Hor) £3
R600 Standard Straight (Hor) £1.40
R600 Box of 24 (Hor) £33

Track underlay



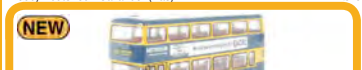
GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £9

Railway publications

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

Buses

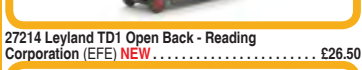
20140 Bedford OB Coach - Southdown (EFE) £26.50
B2038 Bristol MV Dual Purpose - 'Wills & Dorset' (Circa 1986 - 1981) (Bas) £17
18017 Daimler Fleetline 'Bournemouth Corporation' (EFE) £28
B021A Leyland Leopard Duplex Dominant II 'Midland Scottish' (Circa 1978 - 1990) Route: 39 - Callander (Bas) £16



29631 Leyland Olympian 'Metrobus' (EFE) **NEW** £28



27214 Leyland TD1 Open Back - Reading Corporation (EFE) **NEW** £26.50



26705 Plaxton Paramount 3500 - Stagecoach Caledonian Express (EFE) **NEW** £26.50
36711 Plaxton SLF Dart - Arriva Medway Towns (EFE) £26.50

Cars



76AH3003 Austin-Healey 3000 Ivory white/black (Oxf) **NEW** £5



76DAF03CT DAF 105 Skeletal Trailer Freightliner (Oxf) £18



76DAF002 DAF 85 2 Axle 40ft Box Trailer Parcellforce (Oxf) **NEW** £18
76EC001 ERF EC Olympic 40ft Fridge Scollie Transport (Oxf) £18
76FCG001 Ford Cargo Box Van 'BRS' (Oxf) £11

Military ground vehicles



76QLD001 Bedford QLD Army Fire Service (Oxf) **NEW** £11

Public Service vehicles



76TLM007 Leyland TLM Fire Engine Closed Cab Morecambe & Heysham (Oxf) **NEW** £10

Measuring devices



SL-20 OO Scale Rule (Pec) **NEW** £5

N Gauge Steam locos



372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) £135.96
372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika Line' BR green early emblem (Gra) £135.96
372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) £135.96



372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' BR green late crest (Gra) £135.96



372-626 Class 2MT Ivatt 2-6-0 46440 in BR lined black early emblem (Gra) £93.46
25-015-004 Class 2MT Ivatt 2-6-2 BR black early emblem - weathered (Gra) £57



372-210 Class 3F Jinty steam loco 7524 in LMS black (Gra) £59.46
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



25-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtbutton emblem - DCC fitted (Dap) £88
25-007-005 Class 57xx Pannier tank steam loco #L97 London Transport maroon (Dap) £61



25-019-006D Class 6800 4-6-0 6803 'Bucklebury Grange' in BR lined green late crest. DCC Fitted (Dap) **NEW** £119
25-019-003D Class 6800 4-6-0 6809 'Bucklebury Grange' in BR lined black early emblem. DCC Fitted (Dap) **NEW** £119
25-017-004 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 46230 'City of Birmingham' BR green late crest (Gra) £127.46



25-013-001 Class 9F 2-10-0 92088 in BR black late crest & BR1C tender (Dap) £87
25-013-003D Class 9F 2-10-0 92220 'Evening Star' in BR green late crest & BR1G tender - weathered. DCC fitted (Dap) £113



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



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) **NEW** £135.96
25-008-003 Class A4 steam loco 60004 'William Whitelaw' in British Railways Garter blue (Dap) £105



371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) £93.46
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
371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) £89.21
371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) £89.21



371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) £93.46
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
371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) £89.21
371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) £89.21



371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26
371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) £89.21
371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) £89.21



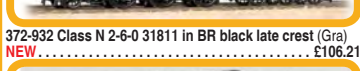
371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26
371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) £89.21
371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) £89.21



372-079 Class B1 4-6-0 1040 'Roeder' in LNER lined black (Gra) £110.46
25-016-001 Class M7 0-4-4 in Southern Railway green (Dap) £53



372-932 Class N 2-6-0 31811 in BR black late crest (Gra) **NEW** £106.21



372-931 Class N 2-6-0 31844 in BR black early emblem (Gra) **NEW** £106.21



372-930 Class N 2-6-0 868 in SR Olive green (Gra) **NEW** £106.21



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-933 N Class 2-6-0 810 in SECR grey (Gra) **NEW** £106.21
372-186 Princess Coronation Class 4-6-2 46226 'Duchess of Norfolk' in BR Express Passenger blue early emblem (Gra) £127.46
372-185 Princess Coronation Class 4-6-2 46236 'City of Bradford' in BR black early emblem (Gra) £127.46



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-933 N Class 2-6-0 810 in SECR grey (Gra) **NEW** £106.21
372-186 Princess Coronation Class 4-6-2 46226 'Duchess of Norfolk' in BR Express Passenger blue early emblem (Gra) £127.46
372-185 Princess Coronation Class 4-6-2 46236 'City of Bradford' in BR black early emblem (Gra) £127.46



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



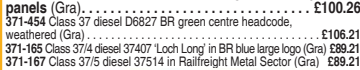
372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £99



Visit

www.ehattons.com/new

for new releases



371-828B Class 47/0 diesel 47096 in BR blue (Gra) **NEW** £101.96



371-825B Class 47/0 diesel D1572 in BR green small yellow panel (Gra) **NEW** £101.96



372-245 Class 47/7 diesel 47710 'Sir Walter Scott' in BR ScotRail (Gra) £101.96
372-244 Class 47/7 diesel 47711 'Greyfriars Bobby' BR blue large logo (Gra) £101.96



372-246 Class 47/7 diesel 47715 'Haymarket' in BR Network South East (Gra) £101.96
371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR blue (Gra) £93.46
2D-004-007 Class 55 diesel 55080 BR blue large logo (Concater bull) (Dap) £101
371-355 Class 60 diesel 60011 in DB Schenker (Gra) £93.46
371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21



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

Electric locos

ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £69
371-802 Class 91 electric 91201 'Archbishop Thomas Cranmer' DVT GNER (Gra) (list £114.40) BARGAIN £49

DMUs



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 BR blue/grey (Dap) £90



2D-009-002D Class 121 single car DMU 'Bubble car' 55032 in BR blue/grey (DCC Fitted) (Dap) **NEW** £107
2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) £90
371-558 Class 158 2 car DMU 158871 ScotRail (Gra) (list £144.95) BARGAIN £89
370-433 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 full yellow ends. (Gra) (list £269.95) BARGAIN £171

EMUs

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

Train sets - analogue



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



Train sets - DCC



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

Coaches



4F-071-106 7 Plank Ruabon 324 & Chirk 2014 Twin Pack (Dap) **NEW** £16.50



4F-071-107 7 Plank Ruabon 324 & Chirk 2014 Twin Pack weathered (Dap) **NEW** £16.50
2P-011-102 Gresley Teak 1st Class 31869 (Dap) **NEW** £19.50



2P-011-103 Gresley Teak 1st Class 31874 (Dap) **NEW** £19.50
2P-011-005 Gresley Teak 3rd Class 60631 (Dap) **NEW** £19.50



2P-011-004 Gresley Teak 3rd Class 60642 (Dap) **NEW** £19.50
2P-011-006 Gresley Teak 3rd Class 60656 (Dap) **NEW** £19.50
2P-011-204 Gresley Teak Brake 5535 (Dap) **NEW** £19.50
2P-011-205 Gresley Teak Brake 5546 (Dap) **NEW** £19.50
2P-011-302 Gresley Teak Buffet 9118 (Dap) **NEW** £19.50



2P-003-002 GWR B Set Coach Twin Pack GWR Shirtbutton (Dap) **NEW** £20

Wagons

373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner - weathered (Gra) £28.01



NR-P413 7-plank open coal wagon - 'Shirebrook Colliery Ltd No. 205' (Pec) **NEW** £7.50
NR-P414 7-plank open coal wagon - 'The Economic Coal Co. Ltd. No. 3' (Pec) **NEW** £7.50



2F-036-013 Bulk Grain Hopper - GWR 42311 (Dap) **NEW** £13
2F-036-014 Bulk Grain Hopper - GWR 42311 - weathered (Dap) **NEW** £13
2F-045-001 IOA 'Merlin' # 705992 002-3 Network Rail Ballast Wagon (Dap) £18
2F-053-002 Megafret Wagon (3368 4943 055) + 2 Stobart Rail Containers (Dap) £25



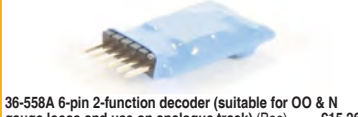
377-337 Triple Pack Conflat Wagons BR Bauxite A Containers (Gra) **NEW** £33.96



377-336A Triple Pack of Conflat Wagons in BR crimson BD Container - weathered (Gra) **NEW** £33.96

DCC decoders

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



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

Lighting equipment

NC040b Light Bar coach lighting unit for older coaches (Collett coaches Plug&Play) (Dap) £8

Cables & Wires

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

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17



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

Man-made scenic structure - railway-related Signals

379-200 4 x Platform sections (red brick) (Gra) £9
2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22

Buildings - general



PN174 Low Relief Terraced House Fronts - red brick (Pec) **NEW** £6.50
PN175 Low Relief Terraced House Fronts - stone (Pec) **NEW** £6.50

Bridges, Tunnels & Walls



PN143 Track Tunnel Entrances (2) (Met) **NEW** £6.50

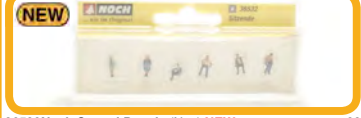
Trees



32107 2" - 2.75" Walnut Trees - Pack Of 4 (Bac) **NEW** £7.50
32110 2.5" - 2.75" Aspen Trees - Pack Of 4 (Bac) **NEW** £7.50
32111 2.5" - 2.75" Maple Trees - Pack Of 4 (Bac) **NEW** £7.50

People - civil

36478Noch Pedestrians (Noc) **NEW** £8
36479Noch Pedestrians (Noc) **NEW** £8

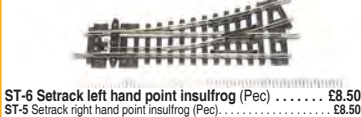


36532Noch Seated People (Noc) **NEW** £8
36533Noch Seated People (Noc) **NEW** £8
36218Noch Travelers (Noc) **NEW** £8

Track - Code 80 Setrack



ST-11 Double straight track (Pec) £1.50
ST-17 N Setrack No3 radius double curve (8 form a circle). 296.5mm/11.75" radius (Pec) £2
ST-12 No.1 radius double curve (Pec) £1.50
ST-15 No.2 radius double curve (Pec) £1.50

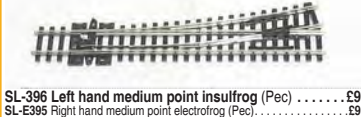


ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-300 Starter Track Set (Pec) £44
379-450 Straight Track 174mm (Gra) £1
379-450 Pack of 12 (Gra) £10

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9

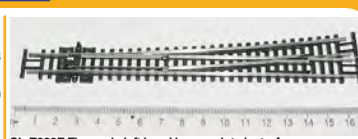


SL-396 Left hand medium point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-E395 Right hand medium point insulfrog (Pec) £9

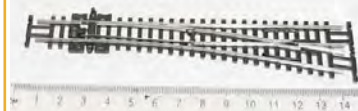
Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-E396F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11
SL-E390F Finescale double slip electrofrog (Pec) £35



SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-E382F Finescale left hand small point electrofrog (Pec) £9
SL-E388F Finescale right hand large point electrofrog (Pec) £11



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

Track & Points



ST-45 Setrack N Gauge Curved Turnout L/H (Pec) **NEW** £14
ST-44 Setrack N Gauge Curved Turnout R/H (Pec) **NEW** £14

Commercial vehicles



NTIL001 Austin Tilly 9th Survey Regiment (Oxf) **NEW** £3.95

Measuring devices

SL-320 N Scale Rule (Pec) **NEW** £4.50

O Gauge (1:43 Scale)

DMUs

8891 AC Cars Railbus W79977 in BR dark green small yellow panels (Hel) £400



8892 AC Cars Railbus W79978 in BR dark green speed whiskers (Hel) £400

Coaches

4922 BR Mk1 BSK brake 2nd corridor coach in blue & grey (Hel) £250
4920 BR Mk1 BSK brake 2nd corridor coach in cream & cream (Hel) £250
4923 BR Mk1 BSK brake 2nd corridor coach in chocolate & cream (Hel) £250



4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250
4910 BR Mk1 SO 2nd open in cream & cream (Hel) (list £325) BARGAIN £250
4950 Mk1 BG full brake in cream and cream (Hel) £250

Wagons

1042 200xx VAA sliding door van in Railfreight red & grey (Hel) £63
1002 33xx class B tank in Waste Oil black (Hel) £63

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
SL-700BH Single (Pec) £6.50
SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £83
SL-E787BH Left hand O gauge curved turnout (Pec) £50
SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
SL-E786BH Right hand O gauge curved turnout (Pec) £50



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39

Track & Points

SL-E791FB Finescale Right Hand Point With Flatbottom Rail. Electrofrog (Pec) £41

Cars

43AS0001 Austin Seven RN Saloon in fawn (Oxf) £12
43BN6001 Bentley MK VI 10 Peters (Oxf) £18



VA13403 BMW (E30) Coupe 325i Sport M-Tech 2, Diamond Black (Cor) **NEW** £19.99



VA13800 BMW (E30) Saloon 325i, Luxor Beige (Cor) **NEW** £19.99
43DP001 Daimler SP250 [Hood] Black Metropolitan Police (Oxf) £19



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

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

NEW



43DAT001 Datsun 240Z Red 905 (Oxf) **NEW** .. £19

NEW



VA10814C Ford Capri Mk3 3.0, Ghia Oyster Gold, LHD, French Registration (Cor) **NEW** .. £19.99
VA10814B Ford Capri Mk3 3.0, Ghia Oyster Gold, LHD, German Registration (Cor) **NEW** .. £19.99
VA10814A Ford Capri Mk3 3.0, Ghia Oyster Gold, RHD (Cor) **NEW** .. £19.99

NEW



VA12508B Ford Fiesta XR2, Black, LHD, German Registration (Cor) **NEW** .. £19.99

NEW



VA12508A Ford Fiesta XR2, Black, RHD (Cor) **NEW** .. £19.99

NEW



43JAGV12002 Jaguar V12 E Type Coupe Primrose Yellow (Oxf) **NEW** .. £19

NEW



43LE005 Lotus Elan + 2 Bahama Yellow (Oxf) **NEW** .. £19

NEW



VA14200 Lotus Esprit S1, White 'Last S1 off the Production Line' (Cor) **NEW** .. £19.99

NEW



VA14201 Lotus Esprit S2, Black & Gold 'World Champion' Edition (Cor) **NEW** .. £19.99

NEW



VA13504B Mini 1275GT, Blaze, LHD, Dutch Registration (Cor) **NEW** .. £18.99

NEW



VA13504A Mini 1275GT, Blaze, RHD, UK Press Photo Car (Cor) **NEW** .. £18.99

NEW



VA12008 Volkswagen Golf Mk1 (Series 1) 1.1, Miami Blue (Cor) **NEW** .. £19.99

NEW



VA13603 VW Golf Mk2 GTI, Demon Tweaks, Alan Minshaw BTCC (Cor) **NEW** .. £24.99

G Scale
Steam locos

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

Analogue controllers

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

Track & Points

12360 3 way point, electrical switch, 30 degrees radius 1 (LGB) .. £138



10610 Straight track 1200mm long (LGB) .. £23

10610 Box of 6 (LGB) .. £124

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

Any or Multiple Scales

Steam locos

NEW



M1DC Cased Transformer 12v DC (Gau) **NEW** .. £49

Analogue controllers



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

DS Double power controller brake simulator (Gau) .. £119



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



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

Analogue power supplies

DCP-PSU2 Dual Output Power Supply PSU2+ (DCC) .. £49

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

Analogue point control

CDU Capacitor Discharge Unit (Gau) .. £11

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) .. £52

PL-15 Twin Microswitch (Pec) .. £7

NEW



GM500 Universal Relay Switch (Gau) **NEW** .. £5.25

DCC decoders

NEW



36-566 0.9amp 4 Function 8 Pin DCC Decoder "featuring RailComPlus" (Bac) **NEW** .. £17.50

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

NEW



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

DCR-8PIN-2SAX Single (Hat) .. £11

DCR-8PIN-2SAX Box of 5 (Hat) .. £50

NEW



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

DCR-8PIN-Harness Single (Hat) .. £10

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

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

10321-01 8-pin 3-function 1-sided 1/1.8A decoder (Outputs A, B & C) (Len) .. £18

NEW



DCC28 OMNI 6 Pin Decoder Harness (Gau) **NEW** .. £17.50

NEW



DCC29 OMNI Direct Plug Decoder (8 Pin) (Gau) **NEW** .. £18.50

NEW



DCC15 Prodigy Decoder Doctor (Gau) **NEW** .. £74

DCC accessory decoders



DCD-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) .. £17



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

DCC controllers



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) .. £509

36-510 EZ Command Companion for using a 36-500 to control an additional loco (Bac) (list £79.95) .. BARGAIN .. £58



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



DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) .. £369

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

Point motors

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

DCP-CB8IP COBALT ip Slow Action Analogue Point Motor (6 Pack) (DCC) .. £82

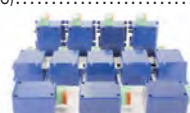


DCP-CB12DIP COBALT ip Slow Action Digital Point Motor (12 Pack) (DCC) .. £177

DCP-CB6DIP COBALT ip Slow Action Digital Point Motor (6 Pack) (DCC) .. £94



DCP-CB12DIP COBALT ip Slow Action Digital Point Motor (Single) (DCC) .. £17



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

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

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



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

PL-10 Single (Pec) .. £6



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

PL-10E Single (Pec) .. £6

PM-2 Seep point motor (Gau) .. £3.50

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



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



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

Switches & Levers

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

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



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

PL-22 Lever Operated On/Off Switch (Pec) .. £5

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



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

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



DCC66 Controller Caddy (Gau) **NEW** .. £5.50

SL-14 Track Fixing Pins (Pec) .. £1.50

BPGM500 Universal Relay Switch (3 Pack) (Gau) **NEW** .. £12.50

Cables & Wires

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

Track underlay

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

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

Railway publications

NEW



Heljan 2015 catalogue Heljan 2015/16 catalogue (Hel) **NEW** .. £1

Weathering mediums

PS-364 Ash Dust (Pec) **NEW** .. £4

NEW



PS-360 Brake Dust & Rust (Pec) **NEW** .. £4

NEW



PS-361 China Clay Dust (Pec) **NEW** .. £4

PS-362 Coal Dust (Pec) **NEW** .. £4

PS-363 Limestone Dust (Pec) **NEW** .. £4

PS-365 Road Surface (Pec) **NEW** .. £4

Hand tools

NEW



GM694 Mains Powered Model Railway Drill (Gau) **NEW** .. £15.50

NEW



GM693 Model Railway Value Drill Set (Gau) **NEW** .. £9.50

750-90duplicate Precision Hand Drill (Exp) **NEW** .. £8.95

NEW



GM683 Soft Grip Craft Knife no.1 set 6 Blades (Gau) **NEW** .. £6.50

Tools

XU215B Flexible track cutters (XURON) (Gau) .. £15

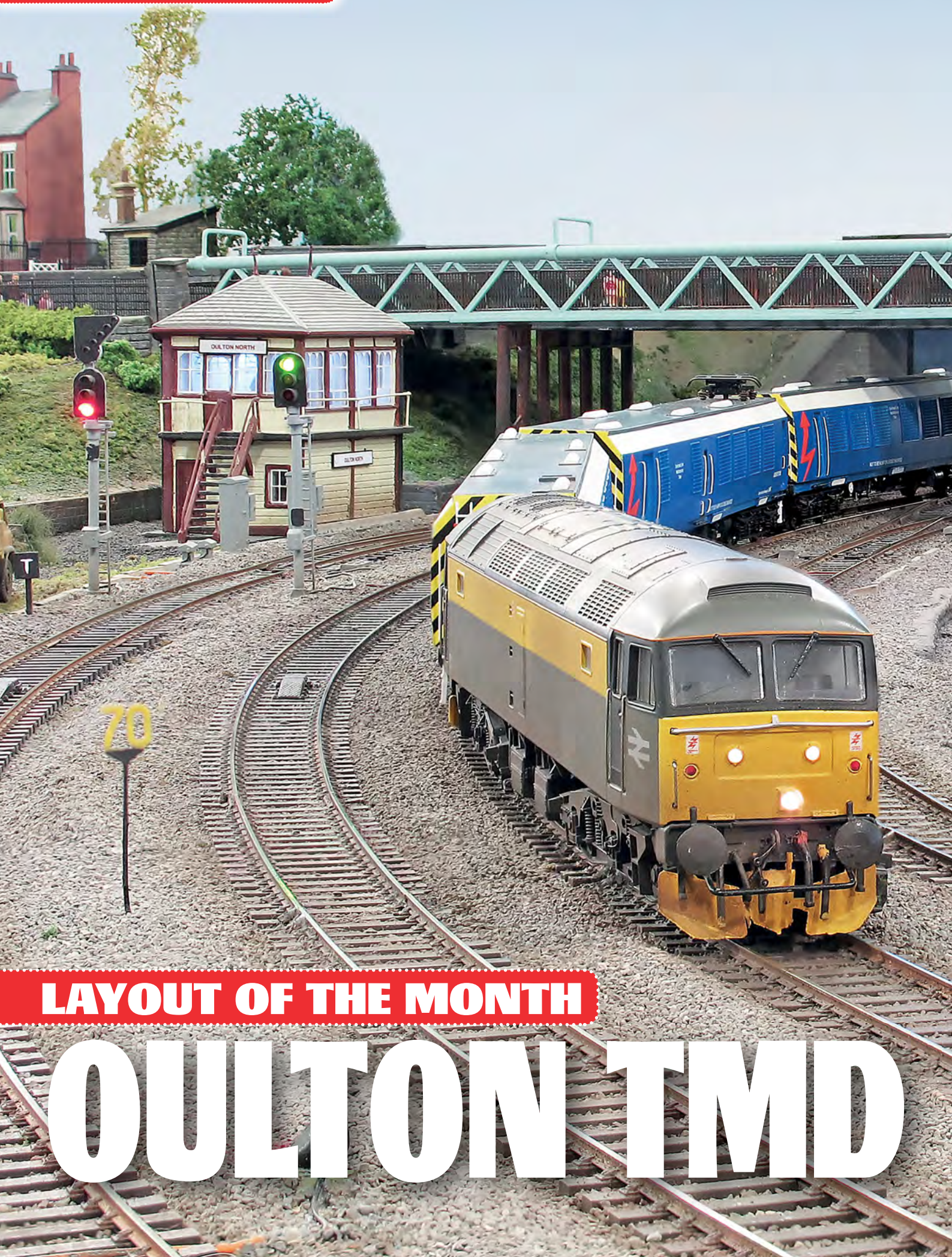
DCM-RR12 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC) .. £95



DCM-RR12 Rolling Road - Active Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) .. £61

AB605 Super Detail Airbrush Deal (Exp) .. £62.50

LAYOUT FOCUS



LAYOUT OF THE MONTH

OULTON TMD



Engineering trains to the fore as a 'Dutch' Class 47 passes the ballast depot with an overhead line electrification train - a rarely modelled feature of the 1980s and 1990s railway. In the background is the scratchbuilt footbridge spanning the yard.



A favourite on the exhibition circuit, this extensive OO layout features a wealth of impressive industrial and railway features, as *Allan Cromarty* explains

FACT FILE

- **Layout Name:** Oulton TMD
- **Scale/Gauge:** 4mm:1' scale/16.5mm gauge OO
- **Size (to include any fiddle yards):** 27' x 10'
- **Era/Region:** Midlands 1985-95
- **Location:** Fictitious but based around Crewe, Stoke, Stafford area
- **Layout Type:** End to end
- **Words (article written by):** Allan Cromarty
- **Photography:** Andy York





2

Giving the layout its name is the Traction Maintenance Depot, complete with its large scratchbuilt shed building and extensive facilities for servicing and stabling locomotives. On shed here are two depot 'pets' - Tinsley's 47145 *Merddin Emrys* and Stratford's 47581 *Great Eastern* in NSE livery.

Many layout builders are satisfied with one major feature; perhaps a locomotive depot, a station, an industrial private siding or factory complex. 'Oulton TMD' has all of these and as a result is a real crowd-puller at exhibitions. **BRM** spoke to owner and builder Allan Cromarty to find out what inspired him and how he did it.

BRM: How did you become interested in railway modelling?

Allan Cromarty: I was 14 when I built my first model railway. I bought a couple of locomotives, some coaches and wagons, along with bits and pieces of track. They were all Hornby and came from Massey's of Trent Vale - a hardware store that also sold model railways.

After about two years I sold it all, but restarted ten years later when time, money and a spare room meant I could build another layout. I continued to collect model railways over the years, eventually building a 30' x 10' layout at home. For the past 15 years I have helped on a trade stand at exhibitions, and have been exhibiting 'Oulton TMD' since 2005.

BRM: What are your prototype influences?

AC: I originally modelled BR steam, then one summer in the late-1980s the job I was involved

with meant I was situated alongside the railway line at Cliffe Vale near Stoke-on-Trent. I was there for several months and had plenty of time to view the various passenger and freight trains passing by. I began to take an interest in the current railway scene and decided to change to modern image, modelling in what I consider to be the most colourful time period in BR's history - the change from corporate blue to sectorisation.

BRM: Why did you choose to model in this scale?

AC: Availability of items and cost were the biggest factor in deciding to model in OO gauge. There was still quite a limited range of N gauge items at that time - they were also more expensive. By the late-1980s, Lima was producing a large selection of modern image locomotives and the quality was better than Hornby. As I had a large garage that I could dedicate as hobby room, space was not an issue either, so OO was a natural choice for me.

BRM: When did you start work on your layout?

AC: After many years of having a large layout at home I decided it was time to try and build a layout to exhibit. Work commenced on 'Oulton TMD' in early-2005. My first invitation was to Alsager Model Railway Show in November of that year; a small exhibition held in the local village

hall and a good show for my first outing.

The layout was quite basic and to be honest, not very well detailed, but while I was there I was lucky enough to be invited to my next show, the Soar Valley MRE in September of the following year. Spurred on by the invitation, I continued working on upgrading the scenery, fitting lights and detailing the locomotives and stock.

BRM: Have any exhibition layouts or model railways featured in magazines inspired specific features on your layout?

AC: 'Dyserth Road' had one of the biggest influences on how my layout was to develop. I saw and heard it at an exhibition and was immediately impressed with the sound-fitted Class 37s. I decided that was the way I wanted to go. My original layout had been wired for DC with some 20-odd isolating sections. The changeover to DCC from analogue meant a rewire and a panel rebuild, plus the additional cost of the DCC equipment, but the change was well worth it.

BRM: What advice would you have for those starting out in the hobby, or making the transition to a permanent layout?

AC: There is nothing more frustrating than a locomotive that continually stutters and stalls on points or crossings. The best advice I can give is to

I don't think anyone actually taught me how to build a model railway. I gained experience through trying - and failing - but learning from my mistakes.



One of the layout's major features is the oil terminal, served by regular trains of TTA and TEA tank wagons. Railfreight 60009 *Carnedd Dafydd* stands under the scratchbuilt unloading gantry, which is based on one at Westerleigh, near Bristol.





Dominating one end of the layout is a large rail-served cement works with scratchbuilt silos, loading hoppers and associated buildings. The plant even has its own internal shunter in the form of an ex-BR Class 17 in Ribble Cement colours.



use quality track and controllers. Most people start with a Hornby trainset. The track and controllers are fine to start with, but I would recommend upgrading to either Peco Streamline Code 100 or Peco Setrack if space is tight. I would suggest the use of Peco Code 75 track if you are more confident with the wiring of Electrofrog points. 'Oulton TMD' uses both; Code 100 in the depot and fiddleyard and Code 75 on the front section. The points are also a mixture of Insulfrog and Electrofrog. Both types have been extremely reliable and work well with DCC. In the ten years the layout has been operating I haven't had to change one point!

A quality controller helps too. Before I changed to DCC I used a hand-held feedback controller and a twin track controller, both from Gaugemaster. Both were reliable and controlled the locomotives well, even at slow speed.

As for DCC there are many choices, but I use the Lenz system. It's not the cheapest on the market

and it's not being developed as much as other systems, but I've found it to be very reliable and some components from other manufactures are compatible with it. For example, I use NCE EB1 circuit breakers to create power districts on the layout, so if there is a fault in one section, power to the whole layout doesn't go down!

BRM: What challenges or problems did you face when building the layout?

AC: Wiring was one of the biggest challenges. Every time I extended the layout I needed to build a new control panel. I don't operate the points with DCC but use the conventional way of a CDU and toggle switches. 'Oulton' has five panels, the largest of which is 1m long, operates 23 points and 28 colour light signals!

The other problem is operators - or lack of them! At the first show I originally operated the

layout on my own, but as the layout grew in size I soon realised I needed help. While at the Soar Valley show in 2006, one of the SVMRC members offered to help out and still does. I now have a team of eight people, whose assistance is very much appreciated (Thanks lads!). Six of those are members of various model railway clubs. We usually try to have a team of six to operate the layout at exhibitions, unfortunately they sometimes have commitments to their own clubs and are not always available.

BRM: What lessons have you learned from building 'Oulton TMD'?

AC: I don't think anyone has actually taught me how to build a model railway. I started out buying ready-made buildings or kits and I never thought I could build a layout that could be exhibited. I gained experience through trying - and failing - but learning from my mistakes. So my advice would be



to have a go, do your best and if it doesn't work out the first time, try again until you are happy with the end result.

BRM: What, if anything, would you do differently based on your experiences?

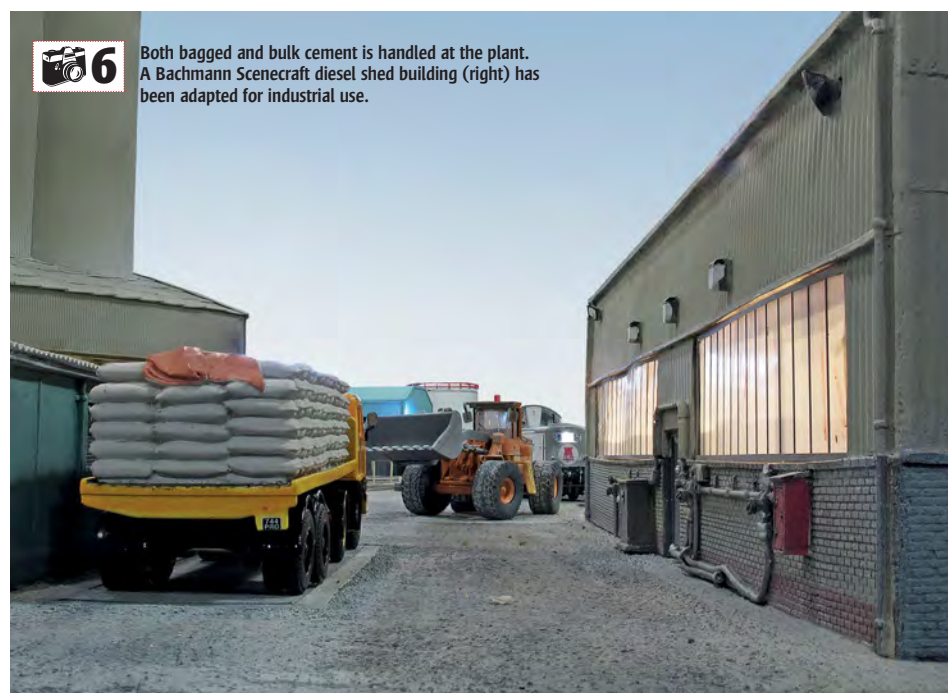
AC: The wiring. DCC needs only two wires - I don't think so!

Yes there are two wires from the controller, but because of the complicated track design and the fact I used Electrofrog points I have had to install quite a few track feeds. There is also a vast array of wiring needed to feed all the colour light signals and all the points as I still prefer to use a CDU and switches to control them.

I must admit that all that wiring is not as neat as I would have liked. I dread the day when a problem occurs as fault-finding will be a complete nightmare! I have thought about rewiring it but



The TMD running shed interior is illuminated and the fully detailed interior is visible to exhibition visitors. Much use is made of lighting all over the layout.



Both bagged and bulk cement is handled at the plant. A Bachmann Scenecraft diesel shed building (right) has been adapted for industrial use.

even that would be a daunting task. In future any new layout or extension would be much neater and wired logically to aid fault finding.

BRM: What are your favourite areas of the layout and how were they tackled?

AC: Originally I built everything myself, but as new sections were constructed there was pressure to complete them in time for the next show, so Derek Barnett of Footplate Model Railways helped out. The layout has developed and so, I believe, have my modelling skills. A few years ago I decided to build a large extension to the layout that would consist of an oil terminal and the cement works.

I remember there being an oil terminal at Etruria, near Stoke, in the 1980s. I couldn't find any photographs of it, but found one of the Westerleigh terminal near Bristol which looked similar to the Etruria facility.

The challenge was to create a model just by using details from the photograph, so with help from Derek we scratchbuilt the girder and angle iron framework from plastic and used brass wire for the handrail that ran over the tanks. Wills chequerplate was used to create a walkway and details and pipework from the Knightwing range were used for added features. I also needed an oil storage tank and this was built from a piece of 4" soil pipe (unused I might add!) with extra details. A road tanker filling point was scratchbuilt, again scaled purely from on a image seen on the internet.

BRM: Have you experienced any problems with rolling stock that needed modification before it would run reliably?

AC: Generally most modern locomotives and items of rolling stock are very good, so other than





Overview of the cement works, showing the high level line which forms the scenic break at the rear of the layout.



weathering I have had to do very few modifications. The exceptions were older Bachmann Class 08s and 37s, which needed additional pick-ups to help them run better.

Working lights were also fitted to the older Bachmann Class 08s, 20s and 37s. With regard to the rolling stock, some of the old Lima PCA cement tanks and Hornby ferrywagons needed better wheels and couplings altered to the NEM type.

I have had problems with Heljan Cargowagon couplings and they are in the process of being modified. Another problem is that the couplings are not always the same height. To solve this I've bought various couplings, some cranked, some straight, and fitted the ones that work best using trial and error. Occasionally I need to refit the whole unit and use Parkside Dundas NEM mounting blocks (PA34) to reposition the coupling as required.

BRM: What are your plans for the layout?

AC: In November 2015, 'Oulton TMD' will reach its tenth anniversary on the exhibition circuit, but there are still plenty of small jobs that need doing. I want to fit lights to the oil terminal and to some of the vehicles. I am always adding new locomotives and they need detailing and weathering as do any wagons and coaches I buy.

When finances allow, a new sound decoder or two will also be fitted, which will keep Simon, one of our operators happy, as he refuses to run any locomotive that is not sound fitted!

With regards to the layout, I am still undecided whether to extend it again or build a new layout altogether. There is still a lot of interest in 'Oulton TMD', with provisional show appearances booked through to 2017!

BRM: How do you fit your railway modelling around your work and home life?

AC: I am self-employed and have an understanding partner so this gives me a high degree of flexibility



Ballast arrives by road at the 'virtual quarry' and is then loaded into rail wagons for movement to worksites.



Careful detailing and the tall structures help to create an authentic heavy industrial look in the cement works.

10

Departmental sector Class 31s, 33s and 37s gather in anticipation of a busy weekend of engineering possessions!



in the amount of time I can devote to working on the layout and prepping it before a show. I try to make sure I have at least one evening per week set aside as a modelling night.

I also plan big, but start small - that's what works for me. If you can design a large layout that can be built in several small sections, you are able to finish and operate one part before moving on to the next. 'Oulton TMD' was only 12' long and 2' wide when it was first exhibited, it is now 28' by 10'!

If you are really struggling to find time to build your own layout I would highly recommend joining your local model railway club.

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

AC: When Derek was helping me we would generally discuss, or more likely argue about any problems that arose. He has a lot of experience in the model railway world and is always on hand to offer advice, usually along the lines of; "What you want to do is..."

Next would be fellow modellers. I am lucky to be indirectly involved with several local model railway clubs, namely Stafford, Alsager and the Soar Valley club. Not only do some of their members help

operate the layout, but their advice is invaluable. Ashley, of SVMRC advised and worked for two days fitting and wiring up over 100 LEDs during construction of the control panel.

The internet and internet forums are also very useful in finding specific information, and I keep magazines that have articles relating to projects that I may find interesting.

BRM: How do you prefer to buy models?

AC: I use a variety of sources; obviously, Derek at Footplate helps provide the majority of models,



Above Lighting helps to show off some of the more interesting features of the layout, and the skilled modelling required to produce such well-observed modern industrial structures.

Right At the station end of the layout, there's yet another freight terminal, complete with travelling gantry crane for transhipment of loads between road and rail transport. Class 47s are much in evidence, including a Res locomotive which has arrived with a short Travelling Post Office (TPO) train. Also evident is the extensive low-relief backscene of industrial units.

track and accessories I need, but I am also lucky that I attend about 15 model railway shows over the year. That allows me to source most of the other items that I require. I also have two local model shops which are a bonus and of course the internet and eBay fill in any gaps.

I don't tend to go to swapmeets anymore except occasionally the one at Stafford - they work well for picking up locomotives and rolling stock but I prefer model railway exhibitions for their better selection of building materials and accessories that help lift a layout. Footplate of Kidderminster, Express Models for the locomotive and yard lights, South West Digital, DC Kits and Legomanbiffo provide the sound decoders.

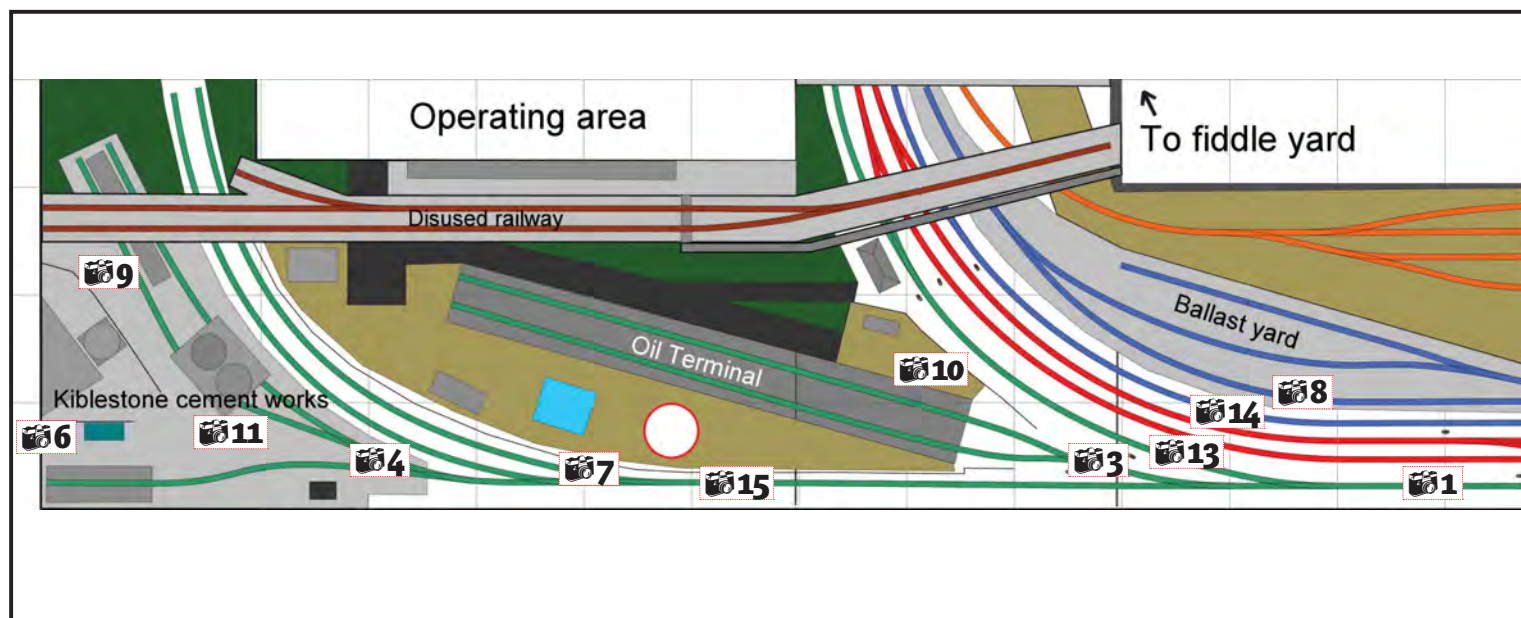
BRM: What developments would you like to see in the hobby?

AC: When I exhibited 'Oulton TMD' at Eurospoor in Utrecht, one question I was asked was; "Why don't British layouts have catenary?"

I have to agree that there are not many layouts out there with it installed. I would certainly like to see one of the major manufacturers produce it. Dapol produced one item, but it would be nice to have a full set. I would like to see Bachmann or Hornby upgrade their Class 08s and 20s so they have working lights fitted. More items of rolling stock from the late-1980s and early-1990s would be good for me; one example being Tiphook Rail KPAs and it would be nice to see a Railfreight Construction sector Class 37! **BRM**



LAYOUT OF THE MONTH OULTON TMD

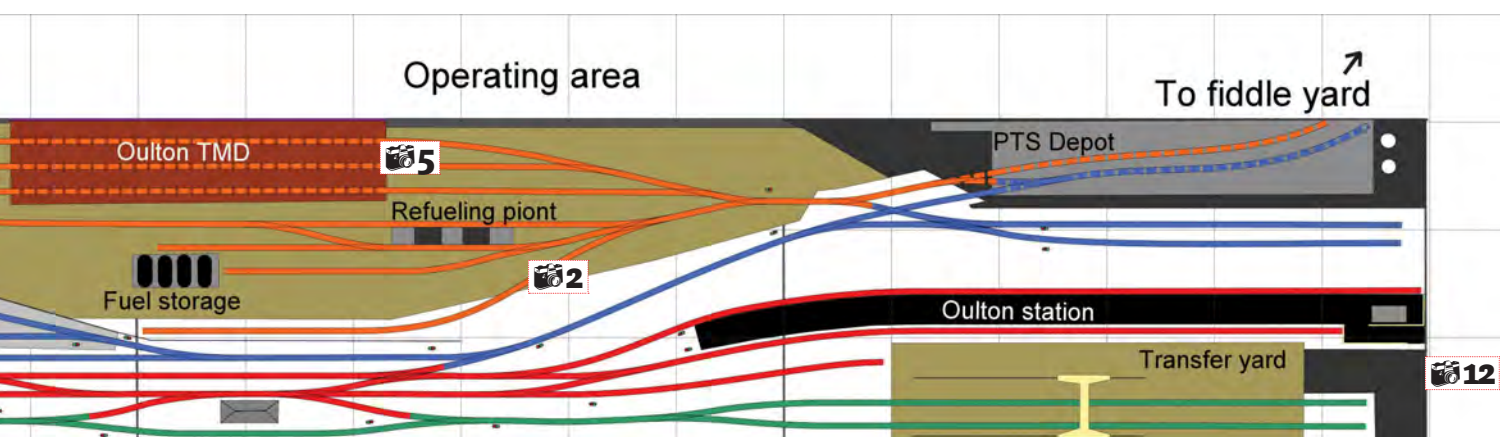




SEE IT IN ACTION...

Find out more about 'Oulton TMD' on Facebook and at cromarty100.supanet.com. You can see the layout in action at the REC exhibition at Woking Leisure Centre

on September 12/13 and at the Wigan Finescale Exhibition on October 3/4.





A steam era metal speed restriction sign is a traditional feature in a scene that otherwise shows how the railway was modernising in the 1990s; PW gangs in high-visibility clothing, portable floodlights to illuminate their worksite and pallisade fencing have become universal over the last two decades, as new working practices and safety rules have been introduced.



With the Class 66 revolution yet to take place, classic BR diesels dominate the fleet. Large logo 37025 *Inverness TMD* heads away with a steel train as the OHLE train eases under the high level line.



The oil depot brings together scratchbuilt structures, such as the storage tank, and components from the likes of Knightwing, Plastruct and Wills.



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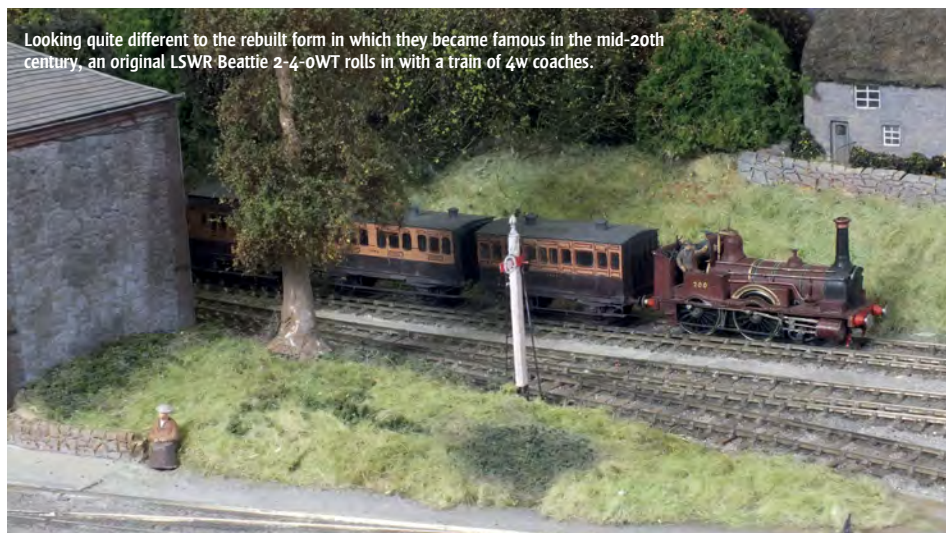


YEOTON WHARF

This evocative 3mm scale mixed gauge layout, built by **Nick Salzman**, depicts a West Country interchange in the Victorian era.

‘Yeoton Wharf’ is the culmination of over 40 years of railway modelling and a journey back in time in my interest in railways. I have always worked in 3mm scale, starting with Tri-ang TT as a child and gradually evolving to the finescale standards of The 3mm Society.

I had always used the original 12mm gauge, but after visiting an exhibition organised by the Broad Gauge Society I became hooked on the idea of constructing a layout to Brunel’s 7’ 0¹/₄” gauge.



Looking quite different to the rebuilt form in which they became famous in the mid-20th century, an original LSWR Beattie 2-4-0WT rolls in with a train of 4w coaches.

This resulted in my purely broad gauge layout, ‘Bagborough West’, featured in **BRM** October 2006.

That was really a testbed for working in this gauge, where I had to initially make all the gauges before constructing the track and stock from scratch, being the only one mad enough to do it in 3mm scale! The next logical step was to try a mix of

broad and standard gauge, or narrow gauge as it was known at the time!

PLANNING

Following retirement and a move to Devon I developed an interest in the North Devon Railway from Exeter to Barnstaple. It was built to broad



Left GWR (ex-Bristol & Exeter Railway) broad gauge 4-4-0T No. 2048 shunts the canal wharf siding, demonstrating how closely the railways and canals were still linked in the late-19th century.

Below Dominated by its 8' 9" driving wheel, Bristol & Exeter Railway 4-2-4T No. 39 is one of several scratchbuilt broad gauge locomotives on the layout.

Bottom The goods transfer shed served by LSWR standard gauge trains is based on one on the Cromford Canal in Derbyshire. It was built from card and Metcalfe stonework scribed and weathered to look more authentic.

FACT FILE

- **Layout Name:** Yeoton Wharf
- **Scale/Gauge:** 3mm:1' scale, 14.2mm/21mm gauges
- **Size** (to include any fiddle yards): 7' 2" x 2' 0"
- **Era/Region:** Late-19th century North Devon
- **Location:** Portable
- **Layout Type:** Fiddleyard to fiddleyard
- **Words & Photography:** Nick Salzman



KEY DETAILS LIGHTWEIGHT BASEBOARDS

The baseboards are designed for lightness and portability. The former was achieved by using 2" thick extruded polystyrene sheet surrounded by a frame of 6mm plywood. I bought the polystyrene from Trylon online. The main board measures 44" x 24" and has a 21" x 24" board hinged at each end and fits easily in the back of an estate car. The top surface of the polystyrene was very smooth and wouldn't take any glue or sticky tape. I found that if the surface was roughed up it would glue far better with 'No More Nails'.

gauge and operated by the Bristol & Exeter Railway. The London & South Western Railway (LSWR) acquired it in 1862, as it expanded westwards. The LSWR converted it to mixed gauge and following the end of the broad gauge in 1892 it became a standard gauge line.

I had read that a number of proposals were put forward in the early-19th century to link the north and south coasts of Devon by canal. This sowed the seeds of an idea to model a canal/railway interchange near Crediton, where the railway runs close to the River Yeo and would have been a site where the canal might have been built.

After a number of trials I settled on a plan consisting of a through line and passing loop; off which are broad and standard gauge sidings. Both

interchange with the canal, but the broad gauge also serves a maltings and warehouse with wagons moving in and out via wagon turntables.

TRACKWORK

Unfortunately, having opted for a mixed gauge of 21mm and 14.2mm I was unable to make use of the new finescale flexible track produced by The 3mm Society. Instead, the track was made by hand using Code 60 bullhead rail in plastic chairs glued to 1/32" plywood sleepers. The chairs were supplied by Ian Osborne of The 3mm society and the sleepers were cut from a large sheet using a Minicraft circular saw.

The broad gauge sidings were laid with the original baulk road where the bridge rail is laid direct on longitudinal timbers. This was represented by gluing

4mm wide copper-clad strip to the template and then soldering the bridge rail to it. The bridge rail is a 4mm version supplied by the Broad Gauge Society but does not appear out place in 3mm scale.

A trackplan was designed using Templot software and then the templates were printed on the thickest card I could get to go through an inkjet printer. The track was built on the templates and then wired up and ballasted before being stuck to 1/8" cork sheet using double-sided sticky tape. The cork was first glued to the baseboard.

At baseboard joints the rail is soldered to brass pins inserted into the edge of the plywood frame. In practice the track has stood up well to the rigours of exhibiting the layout over a few

Somewhat more modern in appearance is the 'Ilfracombe Goods' 0-6-0, as re-boilered by Adams in 1888 and painted in LSWR dark goods green.



years. The odd section has become unstuck but is soon fixed by with Butanone glue.

WIRING AND CONTROL

All track was wired up at the construction stage. Droppers from the templates pass through the board and are connected to power bus wires underneath. Connection between boards is by D-plug multi-pin sockets and plugs.

The only switchable section is the yard, which because of the diamond crossing, is switched between the broad and standard gauges and a centre-off position. The rest of the layout is electrically fed by the position of the points.

There are two PICtrollers selected by cab control. One controls the whole layout whilst the other controls the main running line and passing loop. A simple double-pole changeover switch selects between the controllers. This allows shunting to be carried out while trains are run through on the main line.

The point and signal switches are set into the control panel like a signalbox frame. Provision has been made for LEDs to show the position of points and signals and eventually I plan to interlock the whole panel electrically using relays, but that is for the future.

The level crossing gates are worked by servos. They are actuated via a relay, which also controls the feed to the track leading from the storage yard. This prevents the gates being inadvertently 'run through'. Points are operated by Hoffmann motors supplied by Finney & Smith.

SCENERY

The scenery at the back of the layout was shaped using expanded polystyrene carved and sanded to shape - a really messy job! It was then covered in strips of green paper towels soaked with slightly diluted PVA. When dry, bleached carpet underlay was then glued to it with PVA and when this was dry it was trimmed to size and painted with a very thin wash of green enamel paint. Finally a variety of scatter materials was added to produce texture and variation in colour.

Felt carpet underlay is becoming more difficult to obtain. Since building the layout I have been



Not one of the fevered imaginings of Rowland Emmet or Heath Robinson, but a model of Fairfield, the only broad gauge railmotor ever built. Completed in 1848, it was sold in 1856 and converted into an 0-4-0T contractors locomotive.

KEY DETAILS

WAGON TURNTABLE & TRANSVERSER

As an interesting cameo I have made the wagon turntable in front of the maltings operate together with opening doors and a wagon being drawn in and out of the building.

The turntable operates via a multi-stage gearbox supplied by Proops and small microswitches control the limits of movement. Magnets move the wagon in and out of the building, using a rack and pinion gear under the board and a small magnet on the wagon. Much use is made of old Meccano bits to make a guide for the rack. The whole mechanism is set on its own sub-base let into the main extruded polystyrene board.

The doors operate via two servos controlled by a servo board from Heathcote Electronics.





Above With a set of scratchbuilt and modified kit-built 6w coaches in tow plus a carriage loaded onto a flat wagon, B&ER 2-2-2WT No. 58 of 1859 passes on the main line.

Left The superb warehouses are built from card and based on a maltings in Newton Abbot. The design is typical of many such buildings in the West Country from this time.

Below Broad and standard gauge come face-to-face as LSWR 'Crewe Type' 2-4-0 *Creedy* passes on the main line with a goods train as the 'Ilfracombe Goods' shunts the transhipment shed sidings.



introduced to the use of static grass for the scenery and have been suitably impressed. I will probably use this technique in the future.

I get more comments and questions at exhibitions about the backscene than any other part of the layout. I took a series of overlapping pictures using a digital SLR camera mounted on a tripod. The site was on the western edge of Dartmoor looking towards Bodmin Moor. I was very lucky on the day to have just the right sort of light for the scene to blend well with the scenery on the layout.

The images were stitched together on the computer to form a panorama, which was then re-sized to fit the length and height of the backscene. It was printed out on a roll of photographic paper and mounted on the backboard. This was time and ink-consuming and if I were doing it again I would consider having the image professionally printed on thin foamboard.

BUILDINGS

All the buildings on the layout are made from card. The main buildings are the maltings and associated warehouse at the front of the layout featuring opening doors and a wagon traverser. They are based on Tucker's Maltings in Newton Abbot.

The stonework was achieved by photographing the building as near straight on as possible, then manipulating the image on the computer. Unwanted bits were cloned out and windows and doors were moved until the desired overall effect was achieved. A test print was done from which the scale could be calculated by measuring the bricks and then reducing the image to 3mm:1' scale. Finally the image was printed on an A4 size computer label, which was then stuck to the card.

The windows and doors were cut out and replaced with properly glazed ones. The stonework was then scribed to give some relief. After the building had

been made and the roof done, all stonework was weathered using powders. The roof is laid with strips of paper slates and individually painted.

The goods transfer shed is based on one on the Cromford canal in Derbyshire. Again it is made of card and the stonework is from the Metcalfe range suitably scribed and weathered. The canal base was carved out of the extruded polystyrene board with a mini router. The base was then lined with plaster and painted with acrylics. This was followed by three to four layers of polyurethane varnish.

Boats for the canal were derived from 4mm scale Craftsman kits, which were photo-reduced to 3mm scale. The stonework for the lock is made from DAS modeling clay glued with PVA to a card base, scribed and when dry painted and weathered.

LOCOMOTIVES & STOCK

At the moment the stock is biased towards the broad gauge as I am still constructing standard gauge stock. Because of the scale and the period I model, all the stock has to be hand-built.

Broad Gauge

B&ER 4-2-4WT No. 39 - With an 8' 9" driving wheel, designed by Pearson and built in 1868 at Bristol. It carries the all-black livery of the Bristol & Exeter Railway. Renumbered 2001 by the GWR, it was withdrawn in 1877.

B&ER 2-2-2WT No. 58 - Pearson-designed and built by Rothwell in 1859. Renumbered by the GWR as No. 2057 and withdrawn in 1880.

B&ER 4-4-0ST No. 2048 - Built as No. 85 by Avonside in 1872. Absorbed by the GWR and renumbered, this locomotive lasted until the end of the broad gauge in 1892.

GWR 0-4-4T No. 3560 - Built at Swindon in 1889. It was always unsteady at speed. It was converted to 'narrow' gauge and eventually rebuilt as a 4-4-0 tender locomotive.

Fairfield - This combined locomotive and carriage was built by W.B. Adams at the Fairfield Works, Bow in 1848. The only broad gauge steam railmotor, it was sold out of service in 1856 and converted to an 0-4-0 contractors' locomotive.

LSWR 2-4-0 *Creedy* - A 'Crewe type' locomotive built at Brassey's Canada Works in Birkenhead in 1855 for the North Devon Railway. It came into LSWR ownership when it acquired the line in 1863. It is in the early brown livery of the LSWR.

Standard Gauge

LSWR Beattie 2-4-0WT - In its early form but with an Adams boiler as running in 1878. It is in the later umber livery of the LSWR.

LSWR 0-6-0 'Ilfracombe Goods' - As re-boilered by Adams in 1888. It is in dark green goods livery.

Under construction is an LSWR 4-4-0T 'Metropolitan Tank', otherwise known as a 'Plymouth' tank and will be as rebuilt in 1877.

Broad Gauge Goods and Passenger stock is a mixture of scratch-built vehicles and converted 3mm Society kits. The early coaches are made from brass etches produced from plans by Alan Doherty of Worsley Works. Standard gauge stock is mainly from 3mm Society kits, but the four-wheel coaches and the goods brake vans are scratchbuilt.

I have tried to produce the atmosphere of a railway at the end of the 19th Century set in a rural scene in North Devon - I leave it to you to decide if I've succeeded. **BRM**

● More details the layout construction are on my blog at www.nsalzman5853.wordpress.com

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RUSTON
QUAYS



After the success of his 'Edgeworth' layout, **Phil Parker** embarks on the sequel, set around a traditional urban industrial wharf. Over the next few months he'll show you how to develop your layout-building skills further to produce this quality DCC layout for exhibitions.

INTRO: PAUL A. LUNN, LAYOUT DESIGN EXPERT

Sometime ago I met Phil Parker for the first time. He was encouraging members of the public to have a go at layout operation and welcomed a family who'd been at my design clinic, as a natural follow-on to their experience. In that brief encounter he spoke of his next layout design and, having captured my imagination, we agreed to meet the next day.

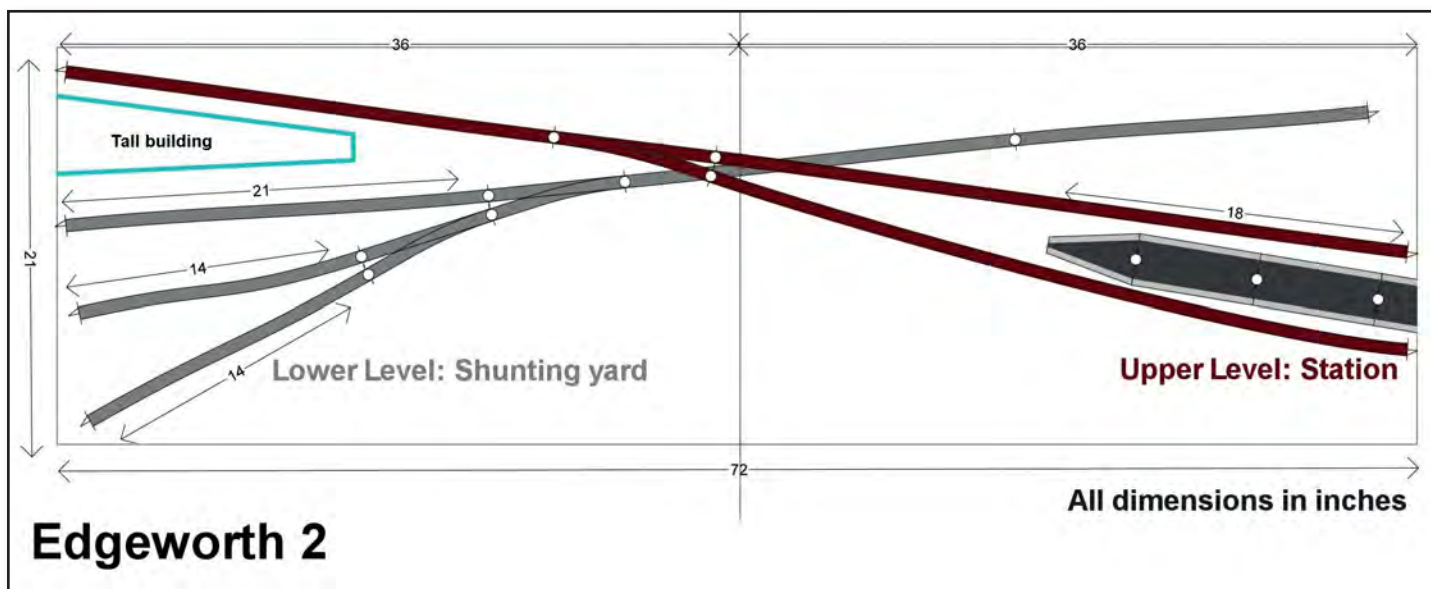
I had a previously published idea that I thought would entice him - 'Across the Diagonal' was a twin-level urban layout featured in the book *Micro Layouts* and would be the catalyst for his next venture.

The development you see here is based around the same idea, taking its prototypical inspiration from the North Midlands area and the almost entirely demolished Dewsbury Central in Yorkshire. This was an elevated island platform with gabled canopies and the railway served warehouses at several locations in the town.

We explored a number of changes, especially in track format, including lengthening the low-level sidings, the structures used and some additional scenic features - in particular a partial representation of a canal basin. We've taken considerable time to 'compose' the layout, ensuring there is a balance between the structures, texture and colours.

What you see here is an interpretation of what might be achieved, but not the end result. As a designer you can only do so much at arms' length and whilst I've supported Phil to this point, the next step needs to be undertaken nearer completion. This is about deciding where to place items and the volume that they occupy.

It's especially relevant to what might appear, on the face of it, minor detail - the final position of the grounded coach body, perhaps more to the left or right, how many vehicles should be placed on the layout, their position and relevance to the scene and perhaps most important, the story telling. It also covers such things as canal debris, weeds and potholes in the tarmac exposing cobbles beneath. It's all about trial and error, plonk stuff on, view it from different angles and when you've found the optimum position, glue it down.



My first attempt, at the time named 'Edgeworth 2' was pretty basic, horribly angular and drawn on a computer using AnyRail5. At least I know everything I need will fit on the baseboards.

I need something that is quick and easy to set up and takes the minimum of operator input to keep things moving while I talk to visitors at exhibitions.

If you were enjoying **BRM** early last year, you'll have read about 'Edgeworth' - our project layout built to show that anyone could create an exhibition quality model railway.

The layout has been to numerous exhibitions and proved even more popular than we'd hoped. Modest size and simple construction combined with entertaining operation has inspired several people to have a go at their own version. If all these come to fruition, I'm going to have to apologise to some

exhibition managers for all the identical models on the circuit!

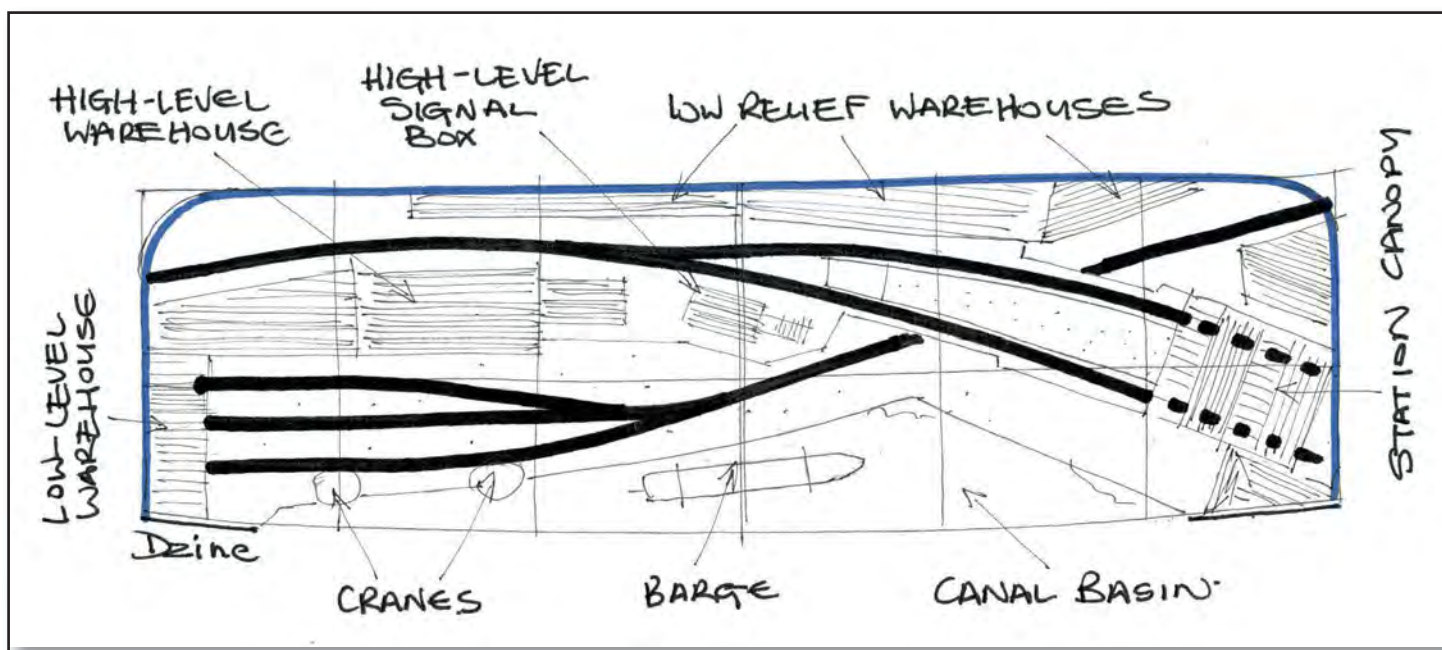
Despite being a seasoned layout builder, there were still many lessons I learnt from the project and so when Editor Ben decided it was time for a follow-up, initially known as 'Edgeworth 2', the result was to be a very different looking beast.

The first lesson was that while I'm used to attending shows as part of a team of operators, with 'Edgeworth', I was usually on my own, at least for the set-up. I'm also on the stand for the entire

day chatting to people and it's difficult to chat and operate trains at the same time. This isn't very different from the position in which most modellers find themselves; the model railway will be built single-handedly and operated the same way. If it needs to be moved, then it's a one-person job too.

So, I need something that is quick and easy to set up and takes the minimum of operator input to keep something moving.

Oh, and Ben said it had to have two track levels and DCC.



Stage 2: Paul Lunn took my plan and drawing in pencil, bent the tracks to increase the apparent running length and make everything look more natural. Compare this to the finished painting and you'll notice that we've removed some of the warehouses to both speed the build and improve some viewing angles.

STEP-BY-STEP GUIDE

BUILDING THE BASEBOARDS



White Rose Modelworks supplied our baseboards in kit form - we reviewed them in April's issue of **BRM**. At 4' long, each board had to be shortened before use (White Rose will supply the correct length if you order them yourself) which I had done before assembly by my helpful local woodcutters. After this, I just had to assemble the laser-cut parts with plenty of wood glue in all the joints, the simplest bit of woodwork I've ever done and the results are perfect. To join the boards, I fitted loose pin hinges from a DIY store. The boards were clamped together, for fitting but now all I need to do is knock the pins out to separate them.

2



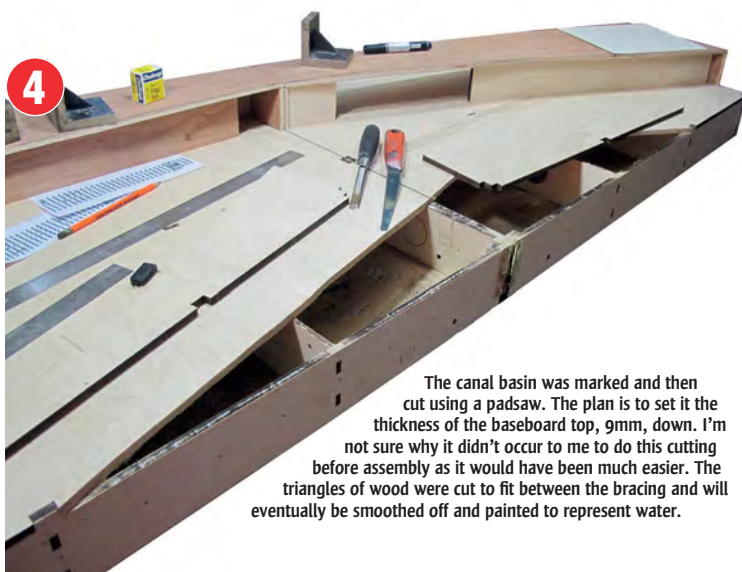
While the board tops were on the cutting machine, I bought some 9mm plywood exactly the same length for the high-level trackbed. Using some spare track and a point template, the plan was worked out and then the sides of the wood cut away. While wasteful of wood, this ensures the ends are spot on square. I'm sure I'll find a use for the offcuts later.

3



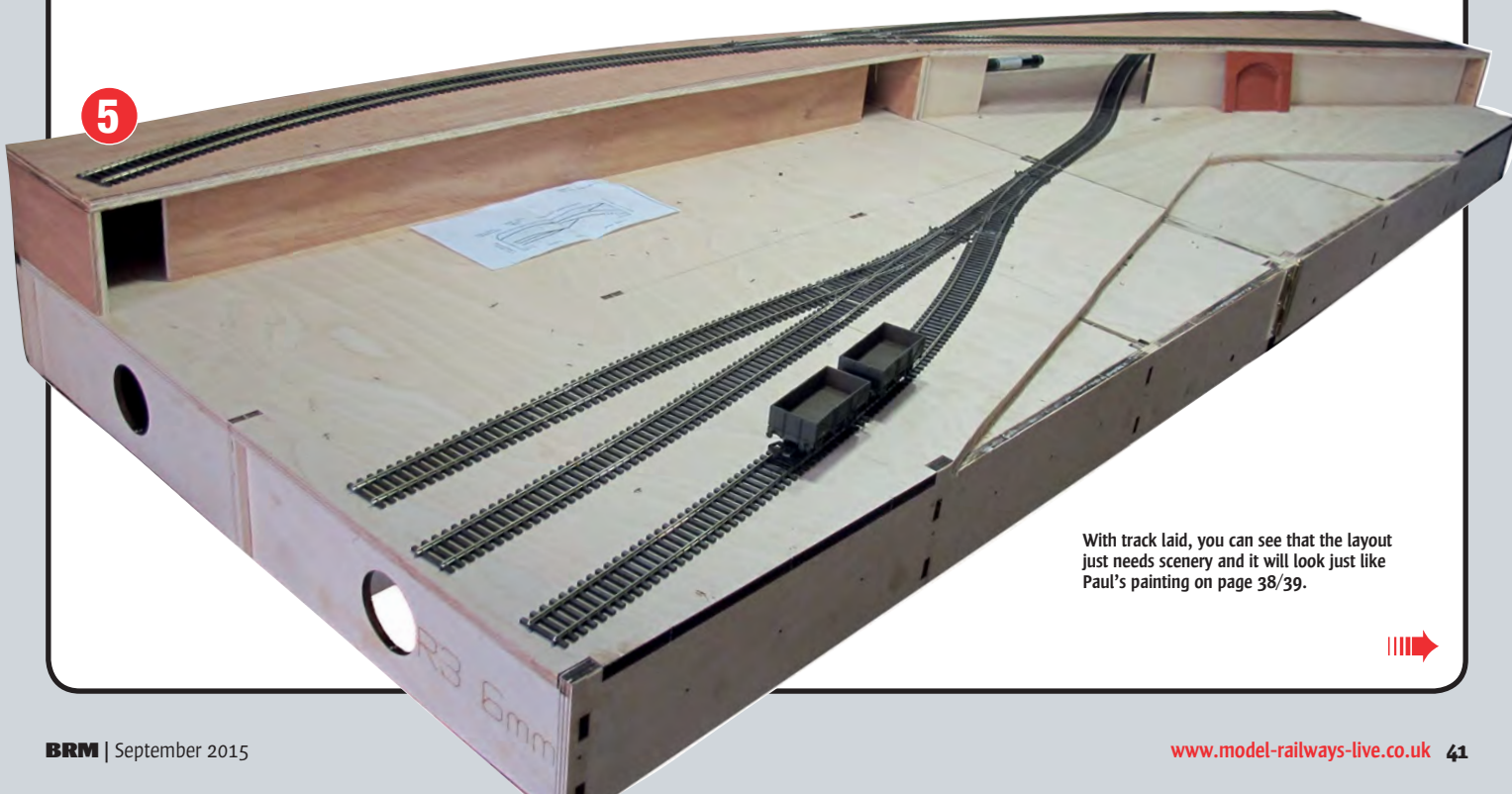
More plywood, this time strips 7cm tall which were cut to support the high-level trackbed. I glued everything together using heavy angled pieces of metal from Squires Tools to keep everything square.

4



The canal basin was marked and then cut using a padsaw. The plan is to set it the thickness of the baseboard top, 9mm, down. I'm not sure why it didn't occur to me to do this cutting before assembly as it would have been much easier. The triangles of wood were cut to fit between the bracing and will eventually be smoothed off and painted to represent water.

5



With track laid, you can see that the layout just needs scenery and it will look just like Paul's painting on page 38/39.

Urban scenes take longer to build than countryside as there aren't great areas of grassland that can be developed quickly using flock powder, mats or static grass.

My layout building space at home is a 6' worktop so ideally I wanted it to fit there. By incorporating two different levels, I'd actually get twice the track length, albeit as two separate mini-layouts. Packing all of that into a small space suggested to me an urban layout, the opposite of 'Edgeworth'. When land is cheap stations sprawl, but in town they tend to have a more compact footprint.

After a little pondering, the basic plan emerged. On our upper level there would be a terminal station. This will be operated by a Gaugemaster automatic shuttle unit so a DMU or railcar can trundle back and forth, at one end hiding behind some tall buildings. That will keep things moving while I'm chatting to people.

On the lower level will be a shunting yard. To keep things interesting, this will be an Inglenook puzzle (see below) to be operated by visitors to the show using a control panel mounted on the front of the layout.

My first plan was pretty basic. Drawn using AnyRail5 on the computer, it proved that the idea would fit in the space available. What it lacked was atmosphere, being rather too angular. At this point, I passed the plan over to layout design expert Paul A. Lunn for his advice. You can see what he came back with on the previous pages.

Paul took my computer-drawn plan and curved it to produce something that looked much more natural. When he showed me the plan of 'Across the Diagonal', I realised that I'd seen it in the past and maybe this had unconsciously influenced my ideas.

After some discussion, we came up with the design in Paul's artwork. By the time he got out his pencils for the initial sketches, I'd built the

baseboards and laid track which focused both our ideas. However, even with much of the 'hardware' in place, the buildings and scenery left plenty for our imaginations to work on. You can be sure that there were plenty of discussions about our differing ideas. These arty types have to be reminded that someone was going to have to build this thing for real, but then there are plenty of features that might not have made the finished project had pragmatism been the only driving factor!

As drawing proceeded we looked at suitable products to be used so that they appeared on the painting. Urban scenes take longer to build than countryside as there aren't great areas of grassland that can be developed quickly using flock powder or static grass. We'll be doing lots of kit-building, even if the kits aren't built as the manufacturers intended.

One benefit of having a drawing is that I already have a feel for the atmosphere we're looking for. This will be a run-down scene showing a railway in decline. While not the happiest of scenes, I think this it's far more interesting to look at than modelling everything pristine and new.

Our chosen time period will be the classic BR steam/diesel transition period, still the most popular. Steam will have been displaced by DMUs on passenger duties on the high level line. Shunting the yard will be the role of either a Class 03 or small steam shunter. Dock owners like the Port of London Authority and Manchester Ship Canal often had their own fleets of shunting locomotives so we'll be looking at the possibilities for motive power not owned by BR - an excuse to feature some different liveries.

The location is, provisionally, somewhere in the North Midlands/Derbyshire area with red brick buildings, liberally covered in sooty weathering powders. Our canal basin won't be doing any real business anymore but won't be totally derelict either.

As you'd expect, there's a lot to do if this layout is to be ready for unveiling at **The National Festival of Railway Modelling** in Peterborough this October, so I'm going to treat the upper and lower levels as separate layouts.

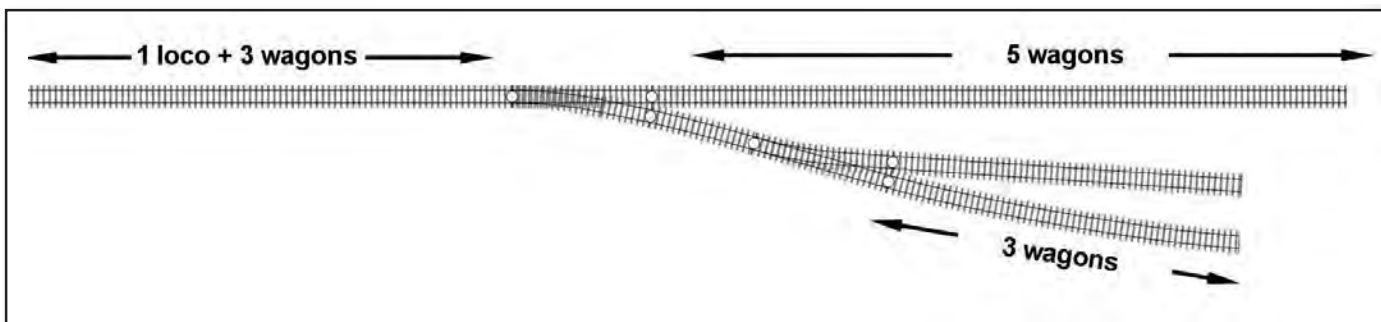
The upper level will use Tillig Code 83 trackwork, kindly supplied by Golden Valley Hobbies, and DC control via a Gaugemaster shuttle unit. The shunting yard below however is to be laid with Peco Code 75 track. We'll use this layout as an opportunity to test a variety of different DCC systems from manufacturers at shows, so that you can see which one you prefer. The points will be controlled with DCC concepts 'Cobalt' point motors and 'Cobalt S' levers.

It sounds like a mixed bag of parts, but we've wanted to test the German Tillig track system for a while and it will be interesting to compare it with the ever-popular Peco track.

At exhibitions we'll be able to try both DCC and DC locomotives and for many visitors, it will be possible to give them a taste of DCC operation.

'Ruston Quays' will be built over the next few months, serialised in **BRM**. Watch out for updates on www.rmweb.co.uk where we'll open up a new thread for questions about the layout. In a few months time we'll have another layout to be proud of, and one that you can try operating at exhibitions in the future. **BRM**

WHAT IS AN INGLENOOK SHUNTING PUZZLE?



Shunting wagons around a layout can be a pleasant activity we can make it a little more challenging.

Invented by Alan Wright, the basic concepts of an Inglenook puzzle originated in the 1950s, but his classic 'Inglenook Sidings' appeared in 1978. The layout was designed to fit in the alcove beside a fireplace (hence the name) 4' long and 1' wide. The rules of the puzzle are simple. You have eight wagons

and one locomotive. To start, draw cards from a deck representing five wagons to determine the order they should appear in the final train. Then simply shunt them into order. Don't worry about repetition, there are 6,720 possible different trains to make up.

This wouldn't be such a challenge except that the siding space is limited. You are faced with three sidings, two of which will accommodate three wagons

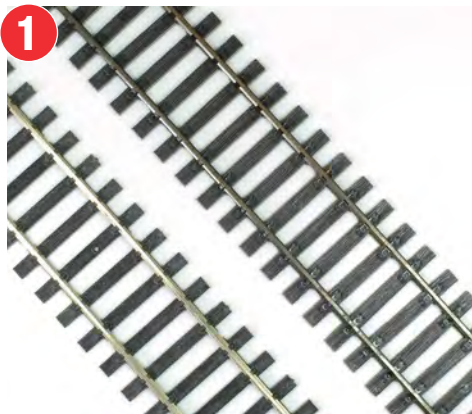
and one with a capacity of five.

Like all good games, the rules are simple, but the challenge isn't. Operators will tie themselves in knots trying to marshal a train but a little perseverance should see most through to completing their task.

See more information on shunting puzzle layouts: www.wymann.info/ShuntingPuzzles/

STEP-BY-STEP GUIDE

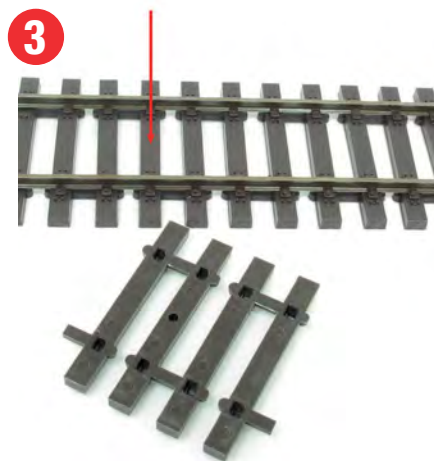
TRACKWORK



On the left, Peco Code 75, right, Tillig Code 83. The Tillig sleepers are just 1mm longer than the Peco ones and 0.25mm thicker. We're using Peco in the yard and Tillig in the station to compare the two.



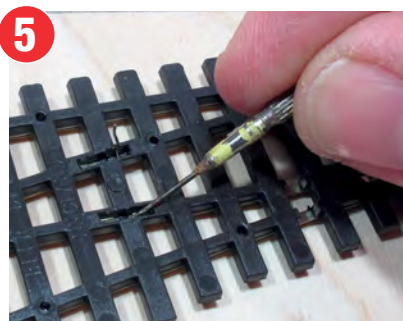
Tillig 11/15° point on the left, Peco medium radius on the right. Peco has an over-centre spring in the tiebar for manual operation, whereas Tillig assumes a point motor is fitted that will hold the blades in place.



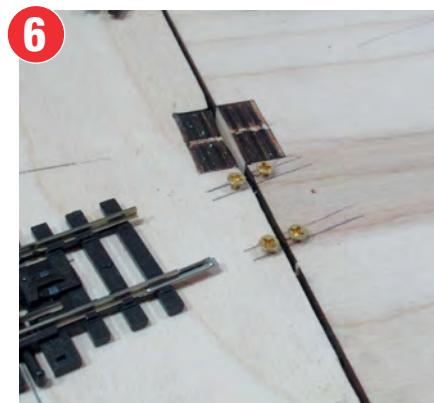
Tillig moulds holes for track pins in the sleepers but not all the way through. It's possible to see the holes from the top, although they don't show in photographs. If you glue the track, rather than pin like me, there's no need for holes. Note that the rails are chemically blackened.



One problem with Tillig is that it's very flexible. The sleepers slide more freely on the rail than Peco, so I spent time sliding them back into place for neatness when they bunched up.



Peco Electrofrog points are supplied with the switch blades wired to power the frog. This relies on excellent contact between the blades and stock rails - not always easy to achieve. It's also possible for a wheel to touch both rails causing a short circuit. Breaking the connections between the rails by levering the wires with a small screwdriver removes this possibility. We'll need to wire the switching through a point motor later. Tillig points are already set up this way.



When crossing baseboard joins, I don't like to rely on the plastic chairs to hold the rail to the sleepers. Careless handling can catch the rail, ripping it out of them, so I place small brass screws under them.



With some sleepers removed, the rail is soldered to the screws. A good no-clean flux is best for this as it won't corrode the join later. The best I've found so far is from DCCconcepts.



Before soldering, the chemical blacking has to be polished away from the Tillig track using a fibre pen.



Once soldered, the rails are cut through using a slitting disk or fine saw. The finished touch is to reinstate some of the missing sleepers using leftover scraps of track.

READ
MORE ON
'RUSTON
QUAYS'
NEXT
MONTH

NEWCASTLETON



K3 No. 61900, a regular Waverley performer in the late-1950s, heads south on a loaded coal train from the Lothian coalfields.

FACT FILE

- **Layout Name:** Newcastleton
- **Scale/Gauge:** 4mm to 1' scale, 16.5mm gauge OO
- **Size:** 28' x 10' 6" (8.54m x 3.3m)
- **Era/Region:** 1950s/early-1960s, BR Scottish Region
- **Location:** Scottish Borders
- **Layout Type:** Continuous circuits
- **Words:** Malcolm MacLeod, Edinburgh & Lothians MRC
- **Photography:** Nigel Burkin

With trains now returning to the
'Waverley Route' after a 46 year campaign,
Malcolm Macleod shares the story of a
layout that depicts the line in BR steam days.





Newcastleton, also known as Copshaw Holm, is a planned village dating from 1793. The railway station, which opened on March 1, 1862, lay to the north-west just off the central main square. It consisted of two platforms, goods yard - now the site of a caravan park - signalbox, footbridge, level crossing and a stationmaster's house, which today is the only building still remaining. Heading north from Carlisle, Newcastleton was the last major centre of population on the 'Waverley Route' before Hawick, 21 miles away.

The 'Waverley' ran south from Edinburgh leaving the East Coast Main Line at Portobello Junction and running through Galashiels, Melrose and Hawick to Carlisle. The first section from Edinburgh to Hawick was proposed by an independent company, but was absorbed by the North British Railway before

opening in 1849. It was extended to Carlisle by the Border Union Railway, opening throughout in 1862. There were connections with the Border Counties Railway to Hexham at Riccarton Junction and a branch line to Langholm at Riddings Junction. The route did not assume main line status until the Midland Railway reached Carlisle from Leeds in 1876.

The railway closed officially on January 6, 1969. The closure was unpopular and there were a number of protests by local residents. On January 5/6, 1969, the final service train, a southbound sleeper hauled by 'Peak' 60 *Lytham St Annes*, was held up by protests, led by Reverend Brydon Maben. They closed Newcastleton level crossing and stood on the line delaying the train for two hours. Earlier they had also hijacked the local traffic inspector's Land Rover, driven it onto the level crossing and let the tyres down. The minister was arrested and

the-then Member of Parliament for the area, David Steel, who was on the train, was famously roused from his bed to negotiate the minister's release and persuade the crowd to allow the last train to pass.

Part of the 'Waverley Route', between Edinburgh and Tweedbank just south of Galashiels, is re-opening in September 2015. Whether the line south to Carlisle will ever re-open and provide Newcastleton with a station again is a matter of debate!

GESTATION

Many, many moons ago Edinburgh & Lothians MRC (E&LMRC) members decided that after other layouts had been completed the club ought to build a large OO main line layout. Large, in the case of the E&LMRC, means 20-30' by 10', something that can be put up in the clubrooms without barring all routes in and out or blocking access to the tea kettle!



2

Ex-NBR 'Glen' 4-4-0 No. 62471
Glen Falloch departs with the
lunchtime Carlisle-Hawick stopping
train. Glen Falloch was completed in
October 1913 and withdrawn from
Hawick shed in March 1960.



3

Above A small group of passengers awaits the arrival of the next southbound passenger train whilst a porter prepares parcels and milk churns for loading.

Below The unusual footbridge, which also provided access to the signalbox, was assembled from etched brass parts out of the scrapbox, augmented by sections built from scratch.



4

For many years Fountainhall on the Waverley Route, the junction for the Lauder light railway, had been the frontrunner. However as luck would have it, just as the club's O gauge 'Puddle Bridge' layout was nearing completion and thoughts were turning to the OO project, onto the Scottish exhibition circuit came an N gauge version of Fountainhall.

Well done East Kilbride MRC; you probably conceived, built and exhibited the layout more quickly than the E&LMRC has ever done but, with our thunder stolen, we started looking for another suitable prototype. We were drawn to Riccarton Junction, which had trains of a length we could cope with, a junction, small locomotive shed and some sidings.

However, it was decided in October 2003 that whilst there was adequate length available in the clubroom, we lacked the necessary width to accommodate the trackplan and associated fiddle

KEY DETAILS

OPERATION

The club's electrics 'guru' is a retired BR Signalling Engineer. As well as wiring the layout he designed a semi-automatic control system for the storage loops utilising Heathcote Electronics IRDOT (infra-red) detectors. This allows the layout to be run with only two operators if required, though normally a third operator shunts the goods yard from a secondary operating position.

The 12 road yard has six Down and six Up loops, each holding two trains. The operator sets the points, which also routes the power to the loop, and calls the first train from the front of the loop. As it clears the infra-red detector the second train automatically moves forward until it reaches the detector and stops, leaving space for the first train to come into the rear section where it also stops automatically.

Once this train has arrived back the points are changed and the sequence continues with the trains in the next loop. A card index shows when shunting operations or station stops are required and also keeps the two operators in step with each other.

All rolling stock is owned by club members and, as none of us use DCC, the layout has been wired for analogue control using various makes of handheld feedback controllers. The layout can be operated from the main control panel by two people, one each for the Up and Down lines, but a third operator can shunt the goods yard from a secondary operating position.

LANDSCAPE

Whilst site visits were made, due to the passage of time since the line was abandoned, it has been necessary to rely on photographs to provide information on the topography in the vicinity of the railway and to enable the painting of a representative backscene.

The landscape was profiled from polystyrene overlaid with bandage and brown and black dyed plaster before suitably shaded flock material was applied. The area around Newcastleton is quite heavily wooded so it was necessary to 'plant' a large number of trees. Some complete trees were purchased from The Model Tree Shop but in order to keep costs - and the Treasurer's blood pressure - down to reasonable levels a production line of members was set up to 'grow' many of the trees ourselves. An armature wire framework was overlaid with glue and or paper painted a suitable base colour and greened using a variety of proprietary foliage.

There are only five buildings of note; namely the station buildings on the Up platform, the signalbox and footbridge at the south end of the Down platform, the stationmaster's house, a goods shed and the parish church - our largest building. Most



Hawick shed's J35 0-6-0 No. 64509 buffers up to the rear of a Down goods, ready to assist a K3 on the eight mile, 1-in-75 climb to Whitrope summit.

yard; the amount of compression necessary was just too drastic and would have severely compromised the model. So, thoughts turned elsewhere and settled on Newcastleton. Whilst what has been produced is not an entirely accurate model - there is a limited amount of compression - it will be instantly recognisable to anybody who knew the original.

HARDWARE

The baseboards were built using a ply surface screwed to a softwood frame. Most baseboards have one set of legs permanently attached by hinges and when assembled 'piggyback' to their neighbour. Two boards, the first to be put up when assembling

the layout, are freestanding. Two other baseboards, the last to be fitted into place, have no legs and are suspended from adjacent boards.

The plain track is SMP Scaleway and all the points were hand-built using code 75 bullhead rail soldered to PCB sleepers. The track was laid onto a cork base glued to the baseboard top, then ballasted with N scale stone ballast held in place by the classic 50/50 PVA glue and water mix with washing up liquid. All track sections have dropper wires soldered to the side of the track, fed through the baseboard and connected to give electrical continuity. Points are powered by Fulgurex slow-action motors with the exception of the goods yard where the points are mechanically controlled using the traditional 'wire in tube' method.

Whilst there is a limited amount of compression, the layout will be instantly recognisable to anyone who knew the original 'Waverley' route station at Newcastleton.

One of the longest trains on the 'Waverley Route' was essentially a parcels and fish train but carried passengers as far as Hawick. The train was diagrammed for an A4 for some years. Ex-works No. 60027 *Merlin* heads the train south.



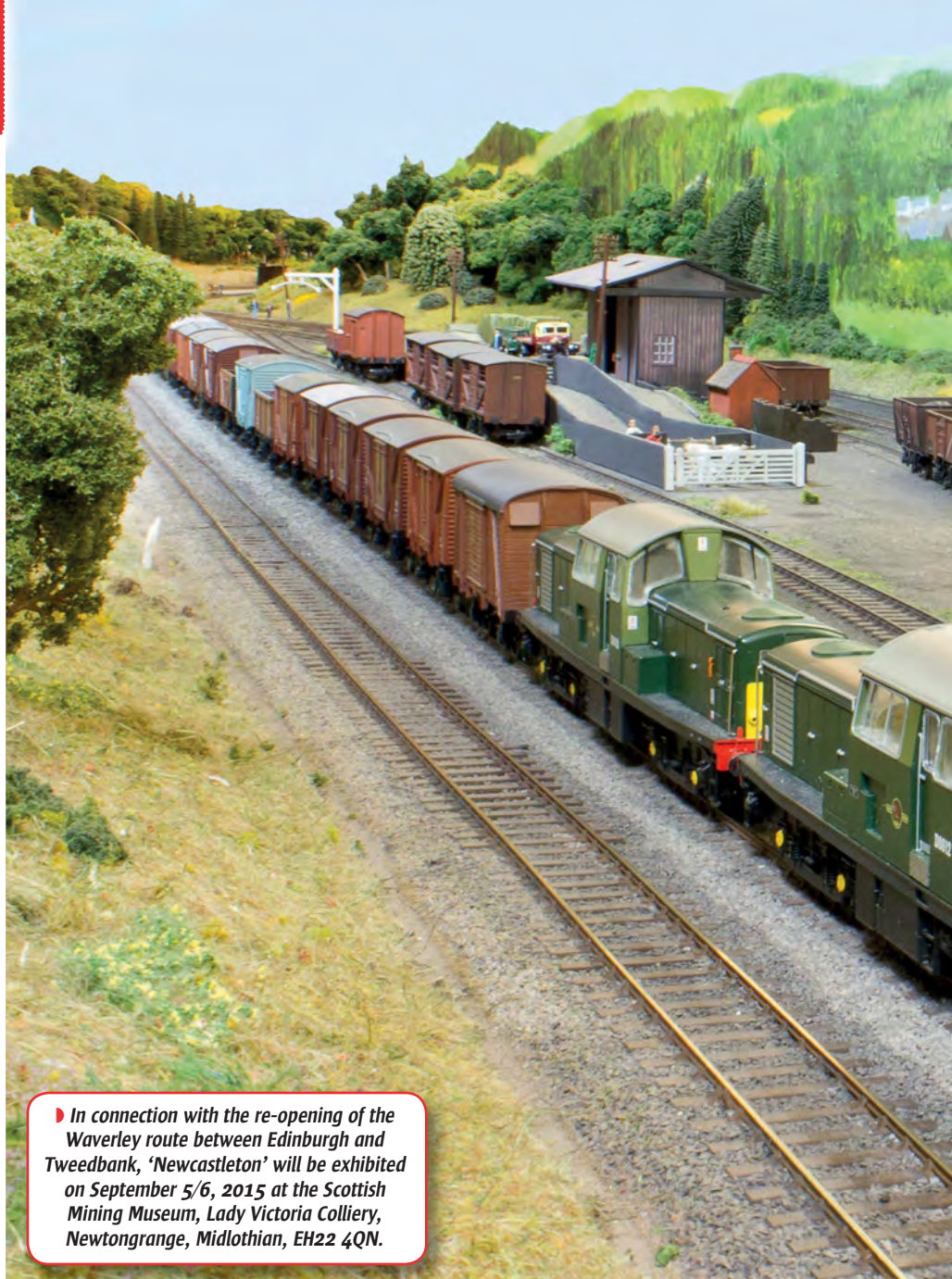
KEY DETAILS

SIGNALS

Our signals are built from Model Signal Engineering components. The standard signals use LNER/ex-North British Railway upper quadrant kits [S4/KE2] built as supplied. Two signals use 45° lattice post kits (S0023); the signal with co-acting arms (pictured), which is also fitted with a scratchbuilt bracket to carry the disc signal for the loop, and the signal on the Up platform.

All semaphore signals are operated by relays modified by soldering a wire arm to the armature, but it was decided that, in 4mm scale, operating disc signals would not be noticeable so non-working cast disc signals from the Springside range are used.

All signals are removable to avoid damage when the layout is being transported. The bottom of the signal is fitted to a length of square brass tube which plugs into a square socket fitted in the baseboard. The signal is lightly spring loaded to return to danger so the connection between the relay and the signal is by a simple push-rod. This means the operating mechanism doesn't need to be connected or disconnected when fitting or removing the signal. The signals are interlocked with the points and with each other where required. Ongoing work is the installation of cosmetic point rodding and signal wires.



► In connection with the re-opening of the Waverley route between Edinburgh and Tweedbank, 'Newcastleton' will be exhibited on September 5/6, 2015 at the Scottish Mining Museum, Lady Victoria Colliery, Newtongrange, Midlothian, EH22 4QN.

were scratchbuilt using mounting card and building papers, however the footbridge was built using a mixture of etched brass parts and scratchbuilding.

Future work includes fully detailing the signalbox and rebuilding the goods shed. Murphy's Law prevailed with the goods shed as no sooner had the existing model been completed than a drawing was unearthed showing that it was built in stone, not timber as had been assumed.

OPERATIONS

'Newcastleton' was conceived to give members' OO gauge stock a good continuous running facility not available on our branch line layout 'Glendevon'. The layout is operated to a timetable sequence comprising 12 Up and 12 Down trains, reflecting what might typically have been seen from the 1950s through to the mid-1960s. The sequence is based on the 1953 Working Timetable with information on train formations being taken from photographs and various publications.

Some trains were shunted here to allow more important trains to pass. As part of the sequence, a goods train is shunted into the Down refuge siding to allow 'The Waverley' to pass. This was the premier train on the line linking Edinburgh Waverley and London St Pancras via Leeds and prior to 1957 was called 'The Thames-Forth Express'.

The eight-mile, 1-in-75 climb to Whitrope summit started at Newcastleton and banking locomotives were attached here to some northbound goods trains. This features in the sequence with the arrival of a light locomotive from Riccarton Junction which then crosses over from the Up line to await its next duty.

For many years ex-North British Railway J35 0-6-0 No. 64509 was allocated to Hawick shed (64G) specifically for this duty and it's this locomotive which is depicted in this article. Once a goods train has been stopped at the Down starting signal, the banker emerges and couples to the rear. On arrival in the storage sidings the banker is detached and runs into a storage loop to await its path back to Newcastleton.

ROLLING STOCK

The club is able to call on an extensive fleet of locomotives, coaches and wagons most of which actually ran on the 'Waverley Route' during the period depicted. Steam traction mainly comprises of ex-LNER or NBR classes including, A1-A4 'Pacifics', B1, D30/D34 4-4-0s, K3, J35-J37 and J39 0-6-0s and V2s, but a BR Standard 2MT 2-6-0 and even an occasional ex-LMS 'Black Five' also put in an appearance.

To represent 'progress' a few early BR diesel



The diesels start to take over: two Heljan Clayton Type 1s, hauling an Up freight, run more reliably than the prototypes ever did! An ex-NBR 'Glen' 4-4-0 awaits departure from the yard with the daily trip to Carlisle.

KEY DETAILS - TIMETABLE

classes can be seen, for example Clayton Type 1 Bo-Bos, which were briefly seen on the route. This motive power is a mixture of modified RTR and kit-built and nearly all have been repainted, renumbered and weathered with extra detail added to represent locomotives seen on the line.

Passenger stock comprises Up and Down sets for 'The Waverley' and 'Thames Forth Express', the Up and Down sleepers and three Up and three Down ordinary passenger sets. A number of representative parcels and goods trains are available and can be varied as required.

Freight flows include Down empty minerals balanced by Up loaded minerals, the doubleheaded car train to Bathgate and the daily trip goods working. As with the locomotives, the stock is a mixture of modified RTR and kit-built. Where possible the train formations are based on photographs of trains taken on the line within the period modelled.

When the layout was conceived the re-opening of the 'Waverley Route' was just a pipe dream. Is it still a pipe dream that one day the Club will display this layout in Newcastle on the day trains again run between Tweedbank and Carlisle? **BRM**



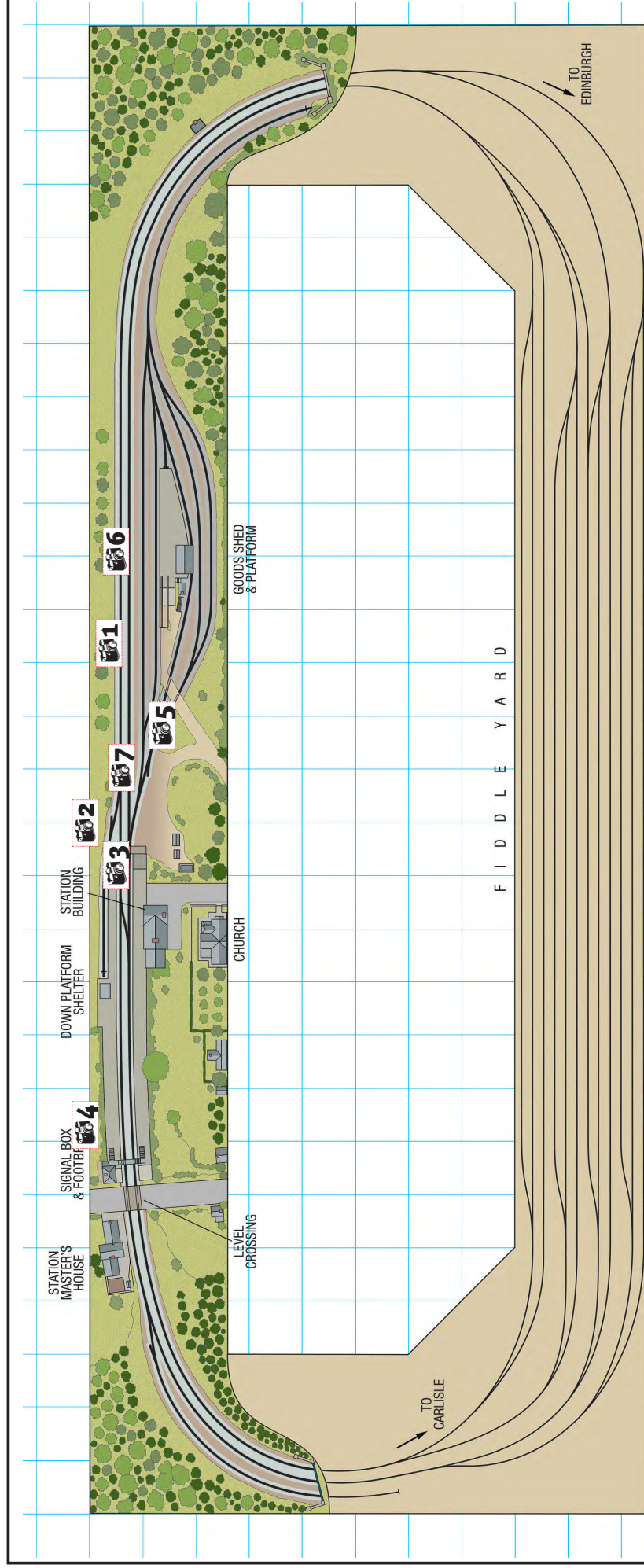
We operate to a sequence comprising 12 Up and 12 Down trains. It's loosely based on the 1953 Working Timetable with additional information on operations taken from the book *The District Controllers View No.8: The Waverley Route* by Xpress Publishing. Train formation information for 'The Waverley' and the St Pancras-Edinburgh sleeper was taken from *Passenger Train Formations 1923-1983: LMS-LM Region* by C.S. Carter (Ian Allan IBSN 0-7110-1606-2). The operators follow a card index system to draw their trains out of the storage sidings in the correct sequence.



00
GAUGE

LAYOUT FOCUS NEWCASTLETON

Canford



Each grid square represents 1 foot

FACT FILE: E&LMRC

Edinburgh & Lothians MRC was established in 1951 and amongst the early members were a number of well-known modellers including Sir Eric O Hutchison, P.D. Hancock [Craig & Mertonford], John Charman [Charford], Ken Northwood [North Devonshire Railway] and Don Rowland. Since 1998 the clubroom has been located in Piershill on the east side of Edinburgh where it is home to layouts in O, O:16.5, O9, OO and OO9. The club also owns the surviving parts of P.D. Hancock's 'Craig and Mertonford Light Railway'.

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LEYLAND TDI OPEN BACK

SOUTHDOWN
EAST & MID SUSSEX NBC



18617
BRISTOL VR MK III OPEN TOP

ARRIVA SOUTH LONDON



36609
SLF DART 2 DOOR MKII

BRIGHTON & HOVE METRO



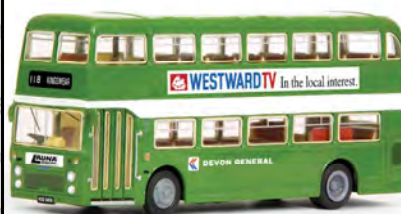
27630
WRIGHT RENOWN

STAGECOACH CALEDONIAN EXPRESS



26705
PLAXTON PARAMOUNT 3500

DEVON GENERAL NBC



38121
BRISTOL VRT

LONDON COUNTRY



32005
RCL ROUTEMASTER

SOLENT BLUELINE



38122
BRISTOL VRT

NORFOLK GREEN



36712
PLAXTON SLF DART

ARRIVA MEDWAY



36711
PLAXTON SLF DART

WILTS & DORSET



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LEYLAND DMS

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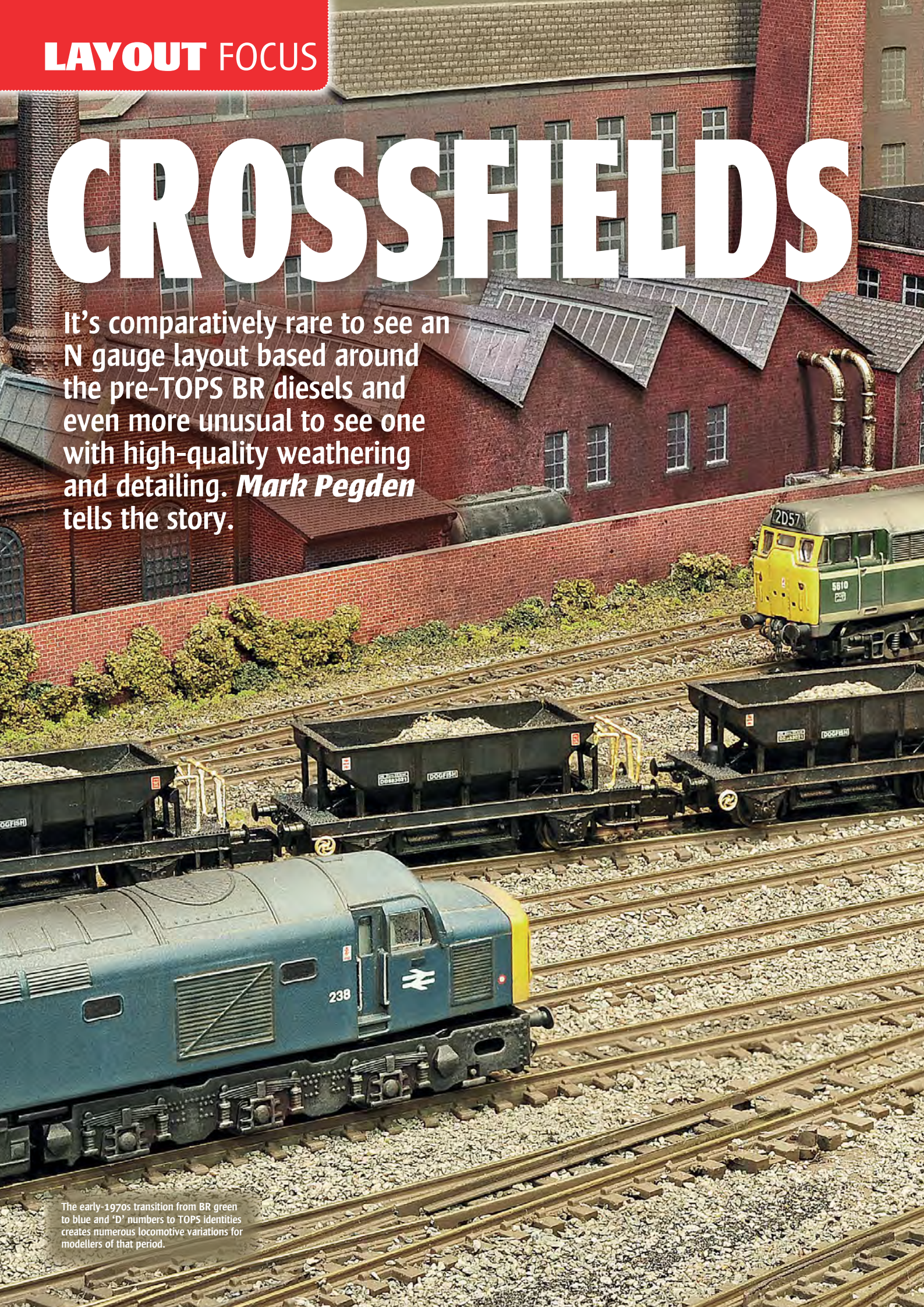
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CROSSFIELDS

It's comparatively rare to see an N gauge layout based around the pre-TOPS BR diesels and even more unusual to see one with high-quality weathering and detailing. **Mark Pegden** tells the story.



The early-1970s transition from BR green to blue and 'D' numbers to TOPS identities creates numerous locomotive variations for modellers of that period.

FACT FILE

- **Layout Name:** Crossfields
- **Scale/Gauge:** 1:148 scale, 9mm gauge N
- **Size (scenic area):** 2' x 5' 7" (0.6m x 1.76m)
- **Era/Region:** Early-1970s BR LMR/ER
- **Location:** South Yorkshire/North Midlands
- **Layout Type:** Continuous circuits
- **Words & Photography:** Mark Pegden



The construction of 'Crossfields' started in 2008 and was designed to be a platform to showcase the BR diesel era between the late-1960s and the introduction of the Total Operations Processing System (TOPS) computer numbers in 1973.

Although a fictitious location, the layout is intended to represent the look and feel of the Midlands/South Yorkshire industrial heartland during that period. As such, endless coal trains and heavy freight workings predominate, hauled by an eclectic mix of period diesel traction. The livery of the day is chiefly BR corporate blue

but some locomotives can still be seen sporting the last vestiges of BR green.

To re-create the atmosphere with a gritty realism, close attention has been paid to consistent weathering of, well, simply everything. In short, 'Crossfields' is no sugar-coated, cherry-on-top, 'Titfield Thunderbolt' of a layout! Think Toton and Tinsley in the early-1970s, long unfitted coal trains and British Rail as recorded in the black and white pages of Bradford Barton's finest books and you get the idea.

It first featured in the gallery pages of RMweb in April 2011 to much acclaim. At that time the layout was

very much geared to simply watching trains go by with a small stabling point and a few sidings to add variety; furthermore it was in operated by DC analogue control.

However in mid-2011, with a rapidly growing stable of locomotives, I started to ponder a redesign of the layout to incorporate a larger maintenance depot. Then one evening, following a five-minute sketch on the back of a Graham Farish guarantee card, the fate of the 'old' layout was sealed. This was also going to be the time to make the switch to DCC. Eight months later, following the great analogue-to-digital switchover, the layout is as you see it now.



Careful weathering and detailing can make the latest generation of N gauge diesels, such as these Graham Farish Class 37s and Class 24, just as convincing as those in larger scales.

KEY DETAILS BUILDINGS AND BACKSCENE



The majority of buildings are Metcalfe card models that have been kit-bashed in some way. The locomotive shed is built from two kits end-to-end with a scratchbuilt roof. The large warehouse which dominates the horizon, by far the most commented-on building, is built from a total of six kits joined together. All of the buildings are further weathered with dyes, inks and acrylic paints until the level of grime is right.

They give the illusion that the layout is much bigger than it actually is. The outer limits of the backscene are purely made up of simple geometric shapes painted in singular block colours. This unconventional approach creates the impression of depth. Hopefully the effect comes across in the photographs, after all the visible part of the layout is only 0.6m wide and 1.76m long.



LAYOUT FOCUS



It's difficult to imagine in 2015, but spotters visiting large depots in the 1970s could guarantee seeing dozens of locomotives under repair or awaiting their next turns.

A graphic demonstration of the size of N gauge models, also showing the minute detailing and weathering work that can go into making them look more authentic.





The quality of locomotives in N gauge has improved dramatically over recent years, and this isn't limited to purely main line classes. A Class 03 and an 08 await their next shunting duties.



Parked up for the weekend, BR blue Type 2, 3 and 4 designs crowd into the depot sidings, surrounded by typically grimy industrial and traditional railway buildings.

LAYOUT FOCUS

LOCOMOTIVES & ROLLING STOCK

To re-create the look and feel of the era a considerable quantity of period rolling stock was required. This was especially important as the longest of the 15 roads in the fiddleyard are capable of holding up to 46 short-wheelbase wagons. There are currently over 130 16t mineral wagons passing through 'Crossfields' to serve the local coal industry.

Every single wagon and carriage on the layout is individually weathered and detailed to some degree and no piece of rolling stock is ever run factory-fresh. And then there are the locomotives.

The post-steam, pre-TOPS period is a niche era for all gauges, but in N gauge it's very rare. Ready-to-run offerings are quite limited and more often than not are found to be incorrectly represented in some form. Getting this right was going to be a tall order.

Locomotives had to be re-sprayed, renumbered, 'domino' headcodes changed to four character displays and period details corrected even before the weathering process started. During the early days of construction I was quite happy with my weathering and detailing achievements. My buildings and rolling stock looked the part, but with the locomotives I felt things could be better. I really wanted to push the boundaries and achieve O gauge levels of detail in an N gauge package. So, I contacted Mercig Studios and the transformation of the layout began. Every locomotive you see has been researched from books and online resources and then submitted to Mercig for painstaking recreation. No two are alike and all carry individual idiosyncrasies, just like the prototype.

To see a few examples, look carefully and you will see that none of the Sulzer Type 2s are alike; all sport varying configurations of grilles, bodyside valances, number positions and headcodes as well as the prominent snowploughs fitted to Class 24/0 D5027 and Class 25 D5166. 'Peak' D6 *Whernside* is missing a headcode disc, as seen at Toton in 1971 and D6900 can be seen as an ultra-rare example of a pre-TOPS blue English Electric Type 3 (Class 37) recorded with snowploughs and frost grilles fitted.

Capturing D6900 in this form was only made possible through **RMweb**, when fellow member

Despite the introduction of MGR operations in the mid-1960s, many traditional coal wagons remained in traffic throughout the 1970s and 'Crossfields' has hundreds of them!



Great attention has been paid to getting period details correct for each locomotive, such as D6900 with miniature snowploughs and original frost shields.

and N gauge modeller 'HealeyMills' managed to source a single photograph (thanks Lee!).

When you look at the photographs and cannot tell the scale or when you get accused of modelling in a larger scale and trying to pass it off as N gauge (true!) or when you place a coin alongside a model for scale and you're asked where you get 15' high penny pieces from you know you are looking at as close to perfection as you can get in N gauge.

These are not just models, they're more akin to miniature pieces of artwork. Recognition where it is due, 'Crossfields' wouldn't be the layout it is without the genius of Mercig Studios.

THE FUTURE

In my mind the layout is far from complete and countless details remain to be added. The variety of rolling stock is set to increase as is the fleet of locomotives, especially with the very tempting line up of new models that have been announced.

Keep an eye out on the **RMweb** Gallery pages for Deltics hauling Mk 2s, maybe a 'Midland Pullman' set and as for the arrival of more new Class 20s, I'll say no more! **BRM**



It's not all freight - the occasional parcels and passenger trains can be seen too, such as split headcode 'Peak' 95 threading its way through the yard with a set of Farish Mk 15.

FACT FILE

Dr Mark Pegden is a highly specialised Engineering Consultant and lives in North Yorkshire. His family have always been enthusiastic about all aspects of engineering, especially railways, and his father is a lifelong 3mm scale model railway enthusiast. Away from railway modelling, Mark ('Pre-Tops Blue' on [RMweb](#)) is also a keen and accomplished amateur photographer and all of the photographs submitted for this article are his own work.



Attention to detail extends well beyond the locomotives, as can be seen in this view of Class 24/0 5058 (another Mercig weathering masterpiece) alongside the shed.

LAYOUT FOCUS

FACT FILE

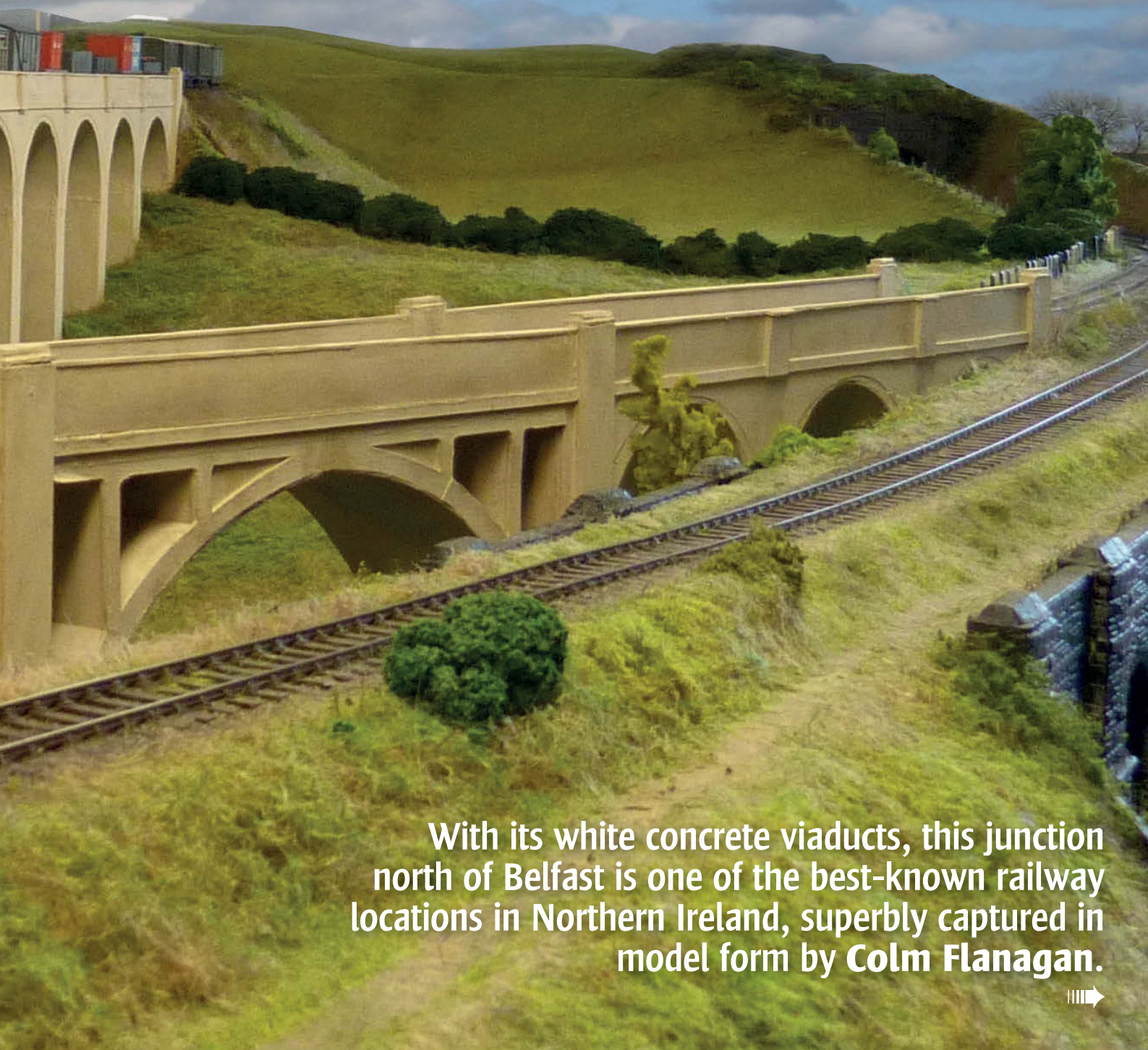
- **Layout Name:** Bleach Green
- **Scale/Gauge:** 4mm to 1foot scale, 16.5mm gauge OO
- **Size:** (to include any fiddle yards): 26' x 12'
- **Era/Region:** 1950-68 Northern Ireland (UTA)
- **Location:** North of Belfast
- **Layout Type:** Continuous circuits
- **Words & Photographs:** Colm Flanagan



Centrepiece of the layout is the junction with its impressive and unmistakable concrete viaducts, built by the LMS (NCC) in 1933.

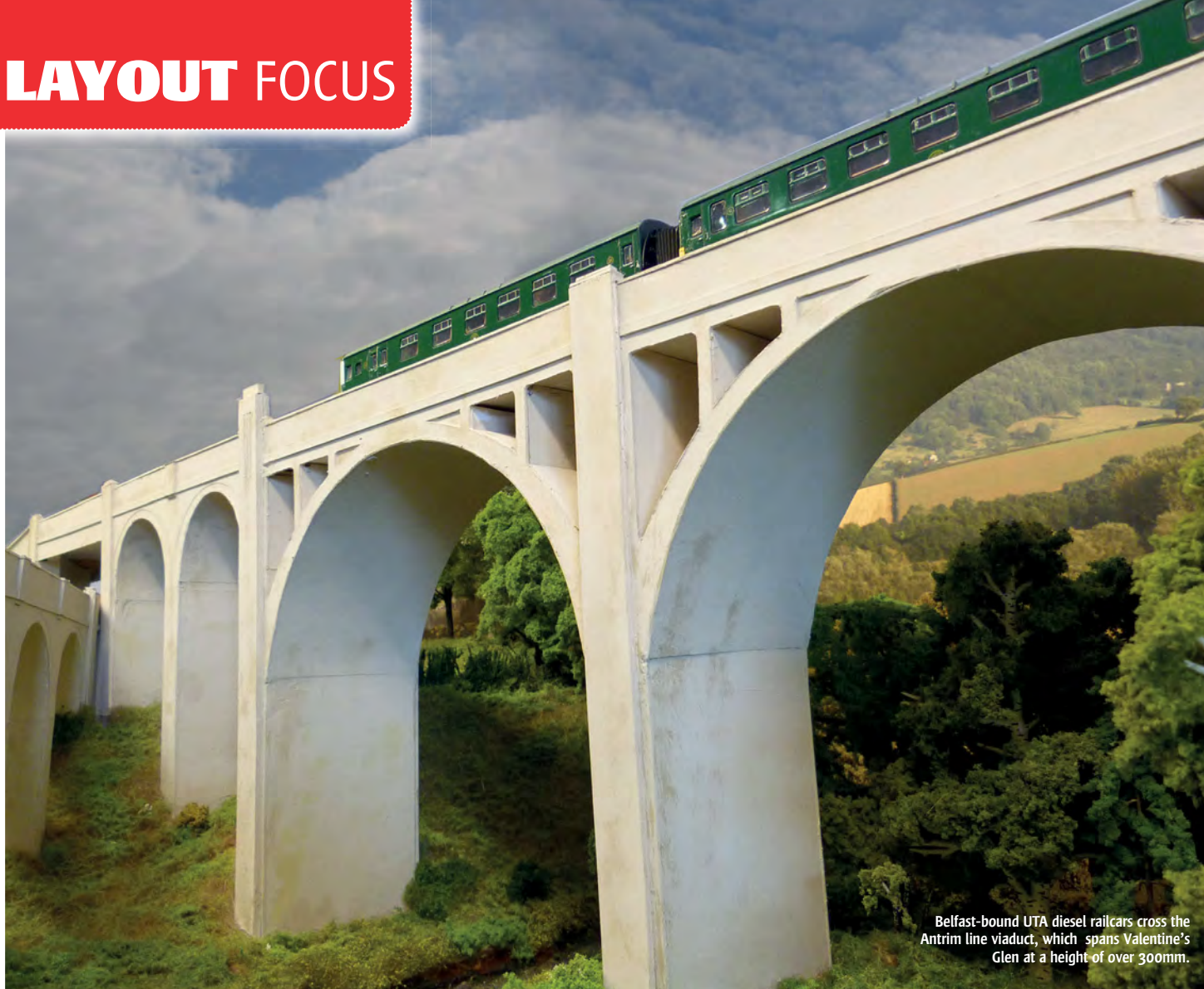
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GAUGE

BLEACH GREEN



With its white concrete viaducts, this junction north of Belfast is one of the best-known railway locations in Northern Ireland, superbly captured in model form by **Colm Flanagan**.





Belfast-bound UTA diesel railcars cross the Antrim line viaduct, which spans Valentine's Glen at a height of over 300mm.

The story of the 'Bleach Green' layout began in August 2009 when Ken Gillen's wife, visiting a local model railway exhibition, remarked; "You can do as well as anything here, why don't you do something that'll really make heads turn at an exhibition?"

The comment got Ken thinking. He'd built a beautiful model of a Northern Ireland station – 'Cookstown Junction', at home and I had built a considerable number of Northern Irish locomotives and stock. We began to consider on what places on the LMS (Northern Counties Committee) might be a good base for a new exhibition layout. So where? Should we go fictional?

Initially, I met Ken's suggestion of Bleach Green with considerable scepticism. Too big, too difficult, I thought. However, both he and Ian Sinclair (the third member of our 'group') agreed it could and should be done. So we began serious planning.

CIVIL ENGINEERING

It was July 2011 before Ken was able to begin building the 14 boards; the total layout size would be 26' by 12'. The boards were a major undertaking with two main boards at 7' by 3' each. This enabled us to build the viaduct as a single unit.

The plan was to build these two boards as a trolley. The top 'deck' would be the junction, the viaducts themselves would go underneath. We knew the boards would be big and heavy but there seemed no alternative if we were to make the viaduct to scale - a joint on it was not acceptable. As the viaduct boards would have a depth of nearly 1' (300mm) from track to the bottom of Valentine's Glen, and

a further 1' to the top of the backscene, the layout would have to be somewhat higher than usual, and we finally decided upon 3' 9" as the datum height. The main line would rise some 2.5', the Larne line would dip by the same amount. Continuing the gradient over the viaduct (as per the real thing) wasn't an option as this would make the grades to the rear sidings unacceptably steep.

While the line schematic looks simple enough, levels for the track were complex. We decided that a ruling gradient of 1-in-50 would be achievable. One thing in our favour was that in Northern Ireland,

passenger trains were not usually more than six coaches and this would be the determining factor. If our locomotives could manage this, we would be OK.

I had built a number of Ulster Transport Authority (UTA) diesel trains using 'Black Beetle' power bogies. On the flat one could pull up to four free-running trailers, but they wouldn't work on the gradients - I needed to build a few more power cars!

TRACKLAYING AND TESTING

With the baseboard plan agreed discussion turned to track; what should we use? Although true scale Irish



A breakdown train lays over in the rarely used Henderson's Mill siding.



Looking along the main line towards Antrim, the short, sharp gradients required for the flying junction of the Larne line are obvious.

5' 3" track is works out at 21mm gauge, the decision to use 16.5mm gauge was already made. All our previous UTA 1950s/60s era layouts had used this and we would re-use the stock from them on 'Bleach Green'. I was in favour of Peco Code 100 - we like its good running capabilities and robust construction and, if ballasted properly, it can look good. Ken had used Peco Code 75 on 'Cookstown Junction', but eventually Scaleway Code 75 was chosen for its looks. It is however more fragile than the Peco equivalent. One ongoing problem was that we could not set

up the layout in its entirety in the garage, and this caused alignment problems later on.

I began work on Bleach Green Halt, which had two short platforms, capable of taking three 57' coaches. The halt was built of plastic card throughout; one unusual feature is the nameboards which are not, as you'd expect, on top of the concrete fencing, but attached underneath its top edge.

By September 2011 we were able to carry out locomotive tests on some temporary boards with our 'ruling gradient' and - to our relief - the main motive power, the NCC 'Jeep' 2-6-4Ts and 'W' 2-6-0s

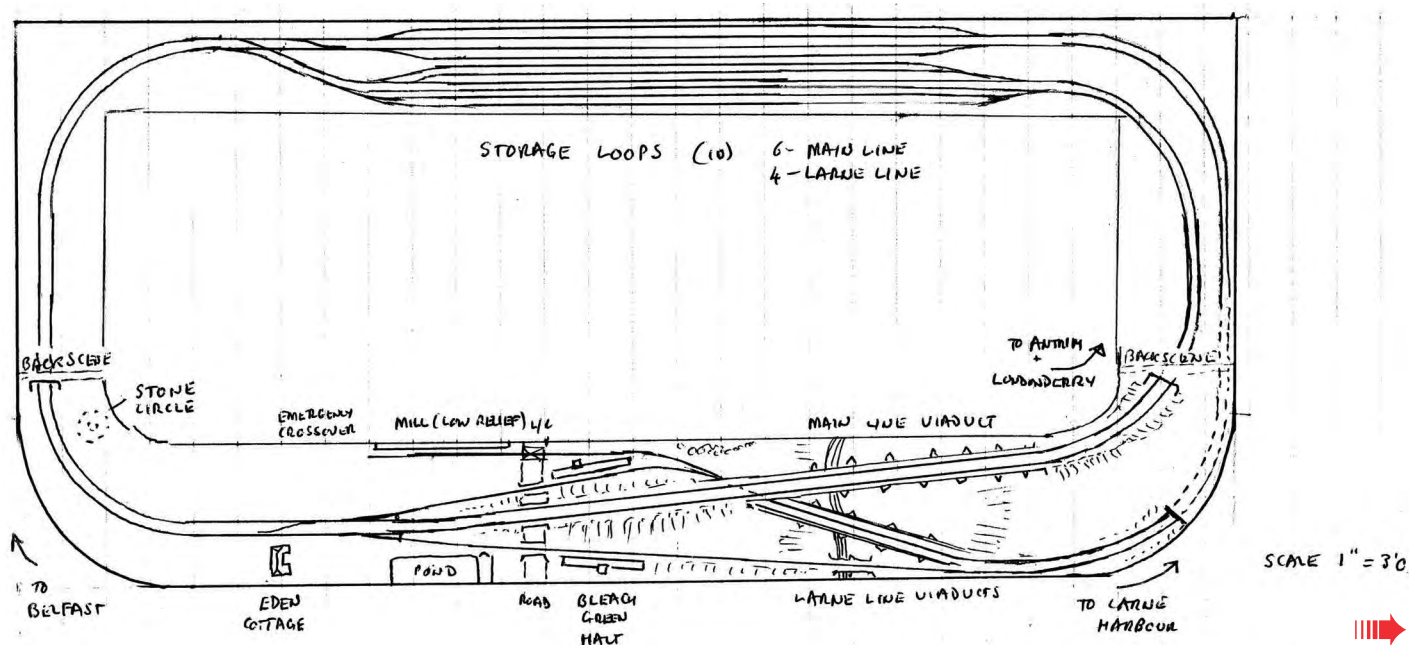
could haul the required six coaches, and more, up the inclines. This was encouraging, so we knew the project was viable from an operational point of view.

Ken was 'Chief Civil Engineer'; the planner and builder of boards and scenery, including the main viaducts which had to be built *in situ*. I planned and laid the track and acted as 'Motive Power Engineer'; I had built most of it over the previous six or seven years anyway. I also built the smaller structures - the halt, the mill, and a few houses. Ian Sinclair was in charge of electrics and signalling. Quite often Ian would be under a board wiring while Ken and I laid

TRACKPLAN

The trackplan on the layout is very simple and follows as closely as possible the original; a double track route emerges from a bridge, and runs towards the viaduct. There is an emergency crossover just before the viaduct is reached; it was rarely used, and on the model the points are not operational. The track then splits, one line (the Down Larne line) burrows underneath the main viaduct, re-joining the Up Larne line just beyond the glen. The Up Larne line joins the Up Main at the same point. Both sets of double track then curve round and disappear from view respectively under a bridge and

into a tunnel. The latter does not exist in real life but is necessary due to space constraints. At the rear are ten hidden storage sidings. We modelled the siding to Henderson's Mill, behind the Down platform of Bleach Green Halt, though in reality it curved in a near 180 degree half-circle away from the main line. The only item of railway interest, other than the viaducts and bridges, is the twin platform Bleach Green Halt, also built of concrete, with tin huts, austere structures which sufficed until the halt finally closed to passengers in 1977.



track on a separate board at the other end of the garage!

By July 2012, the main boards were largely complete and some scenic work had started. Electrics were also installed for DC operation. We already had suitable controllers from other layouts and our financial resources were limited. None of us like multi-way sockets much, so we used audio style XLR plugs and sockets for the inter-board connections.

The major remaining wiring work would involve the signalling, which Ian wanted to make working. The platforms and huts at Bleach Green Halt were by now installed and I had completed the low-relief mill building. Our model could not be the correct distance from the tracks, so imagination came into play to create an attractive and typical background scene. We rarely use the private siding serving it.

We couldn't test the layout at Ken's house - there simply wasn't room and in Northern Ireland in September, to try and set it up outside would be tempting fate! Nevertheless on one showery day we set as much of it up as we could. There seemed to be some discrepancies in the levels of some of the end boards and we hoped that when we put it all on one large floor surface they would not be too great.

FINISHING TOUCHES

While the running tests were going on Ken had been working furiously on the viaducts to get them finished. They are built of artist's board throughout, painted and slightly weathered. We had some discussion about this; during our chosen period, the 1950s and 1960s, the concrete viaduct had weathered to a dirty grey-brown with lots of 'rust' streaks. We opted for a cleaner look, simply because on balance we prefer it that way! Our trains are all relatively clean for the same reason.

Two other significant structures are the house - Eden Cottage - and the mill, both long gone. We only had an Ordnance Survey map to show us the outline of the house, and I built something which looked like a late-19th century Belfast villa. We discovered from



Two 'WT' 2-6-4Ts, better known as 'Jeeps' head an empty spoil train towards Belfast. These were the last main line steam operations in the UK.



One of the layout's signature trains is the 1953 Royal Train, specially prepared for the visit of Queen Elizabeth II and hauled by an ex-LMS (NCC) 'W' 2-6-0.



The value of flying junctions is clear as a 'Jeep' heads for Larne and a 'W' 2-6-0 crosses with an express for Belfast on the main line.

a visitor to our first exhibition that the real building looked quite different from my effort!

To my great surprise the lady in question produced a photograph, so the current Eden Cottage is as accurate as it's possible to be. The mill was built from plastic card throughout, and styled as a local mill of similar type. We had no useful photographs at that time of what at Bleach Green's mill buildings actually looked like but used photographs of similar structures at Randalstown and Mossley (a few miles away) with their typical stone and brick facings.

In the era modelled, the viaducts stood in countryside. Today, housing in the area is built up right to the bases of the pillars. We are still debating whether to put people on the Halt platforms – none of us ever remember anyone getting on or off there, except one friend who wanted to take a photograph.

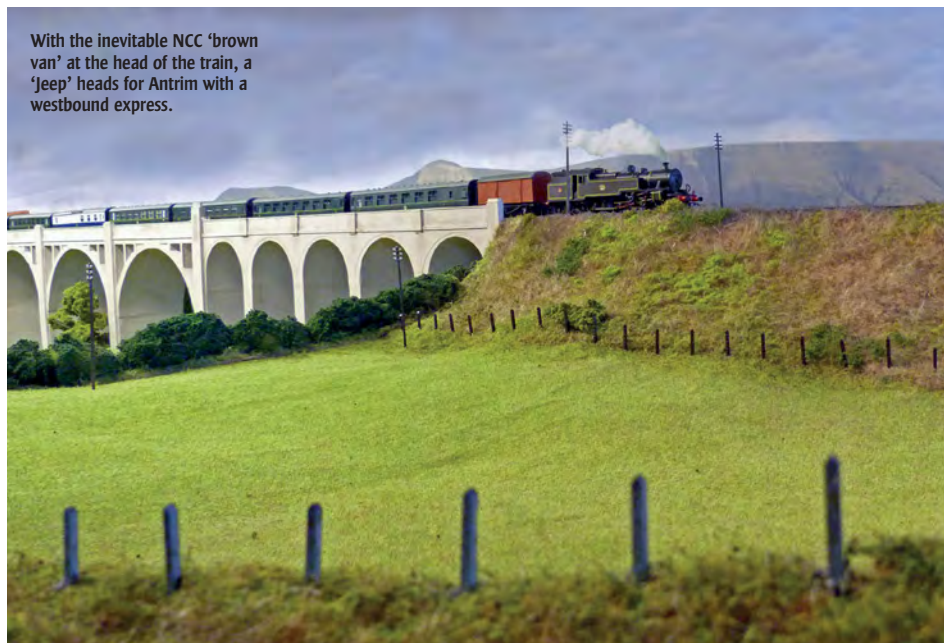
The stone circle is an unashamed flight of fancy, though it is based on a Northern Ireland one. It began life as a little 'build your own Stonehenge'!

LOCOMOTIVES AND STOCK

The layout is based on a general era from 1950 to 1968. The story of NI railways in this period was broadly similar to the rest of the UK and Ireland - railways run by a nationalised organisation - the UTA - steady closures and some modernisation as steam gave way to diesel. However, in Northern Ireland this meant largely 'home-made' diesel railcars; there was no Modernisation Plan here. Many steam-hauled coaches were converted into railcars, and this process continued into the 1960s, when the first diesel-electric types made their appearance.

The UTA chose dark green for coaches and railcars, which was replaced in 1965 by a number of new colour schemes, including the red and light grey which would eventually be carried by the whole Northern Ireland Railways (NIR) fleet. Steam survived in Northern Ireland until 1970; indeed the last main line steam workings in the UK were seen on these viaducts nearly two years after it ended on BR.

Most of the locomotives seen on 'Bleach Green'



were built by the former LMS (NCC), such as the 1930s 'W' Class 2-6-0s and their 2-6-4T equivalents, the 'WT' Class, better known as 'Jeeps'. The nickname was given to these versatile machines just after their introduction in 1947, in memory of the go-anywhere US Army vehicle. They bear some resemblance to LMS 2-6-4T designs and were designed at Derby.

The model 'Moguls' and 'Jeeps' are all converted from Hornby Fowler 2-6-4Ts and carry UTA black lined with yellow and red; attractive when clean, which is how our models are. We've discussed weathering but haven't got round to doing much yet.

The vast majority of traffic is passenger and we've even got a 'Royal Train' which was specially prepared for the Queen's 1953 UK tour. The UTA got rid of most goods traffic in the 1950s and subsequently used diesel railcars to pull what was left - a sight

not seen in the rest of the UK! We run the odd breakdown train or permanent way special and, of course, the famous steam-hauled 'Spoil Trains'. These were operated, ironically, in conjunction with a motorway building programme north of Belfast.

The unique wagons were built by Cravens and were hauled by two 2-6-4Ts in block trains of 20. Thanks to Leslie McAllister of Provincial Wagons, who produced a kit, we can run our own spoil operations.

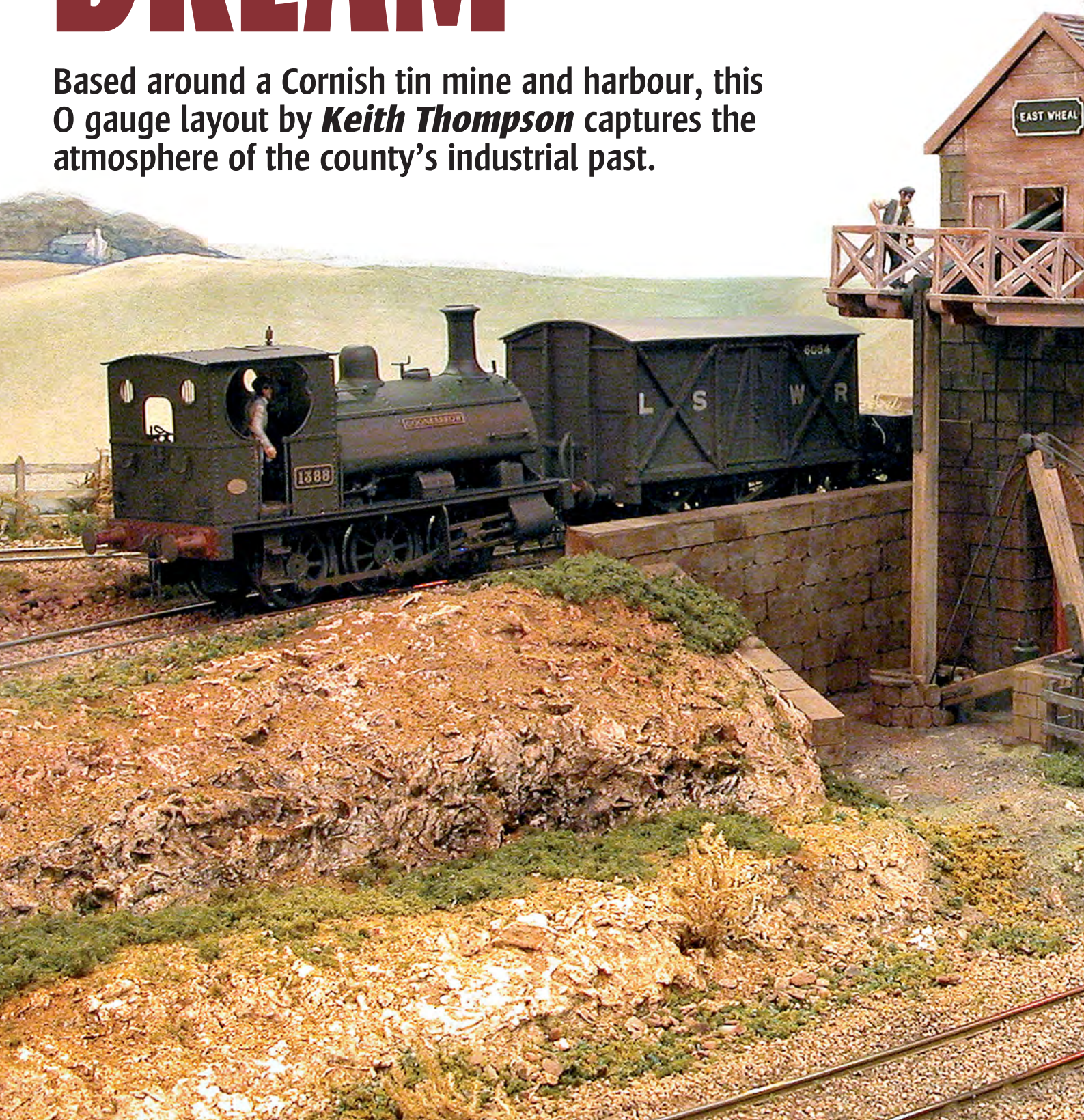
We have no plans to make any alterations for now. It needs four quite skilled operators; driving a train takes some getting used to, as the curves and gradients provide traps for the unwary. Too fast and you derail and too slow and you stall! For all that we believe we have created a rather special Northern Irish railway scene, which many of us still remember with great affection. **BRM**



LAYOUT PICTORIAL

EAST WHEEL DREAM

Based around a Cornish tin mine and harbour, this O gauge layout by **Keith Thompson** captures the atmosphere of the county's industrial past.



Main Image Set in the 1920s on a Cornish mineral railway that has somehow escaped being absorbed into the larger railway companies, 'East Wheel Dream' captures some of the industrial past of England's most westerly county.

Right All buildings are beautifully scratchbuilt with individually applied hand-cut stones made from card. Note the subtle room lighting, which highlights the detailed interiors.



FACT FILE

- **Layout Name:** East Wheel Dream
- **Scale/Gauge:** 7mm to 1" scale, 32mm gauge O
- **Era/Region:** 1920s Cornwall
- **Location:** Portable exhibition layout
- **Layout Type:** Fiddleyard to quayside with switchback
- **Photography:** Tony Wright



The beam engine is powered by boilers housed in the adjacent building, which are fed by regular deliveries of coal brought in by rail. The boilers are visible through the left hand doors in this view.



Goods traffic is dominated by china clay, but other regular loads include coal for the engine house, fresh fish, stone and, in this case, barrels of some unspecified liquid!



GWR Peckett 0-6-0ST
No. 1388 *Goonbarrow* -
inherited from the Cornwall
Minerals Railway - edges
along the breakwater as
seagulls eye the contents of
the boxes being landed from
the fishing boat!



Above 'East Wheal Dream' is somewhere between Newquay and St Agnes on a branch of the CMR that managed to avoid being absorbed by the Great Western in the late-19th century. A CMR 0-4-0ST attacks the steep incline away from the switchback.

Below One of the layout's most intriguing features is a working beam engine, still earning a living and keeping the mine safe in the late-1920s despite the decline of the Cornish mining industry. Many derelict engine houses can still be seen in the county.



The lovely cottages are built in card with individually painted and applied hand-cut stones. Note also the delicate sash windows and beautifully modelled gardens.



Goonbarrow shunts an SR 12t vent van and a GWR long wheelbase van on the low level siding. All locomotives and wagons are kit-built, hand-painted and weathered.

LITTLEWORTH



Eight wagons are placed on the front two sidings, each has an identity card, these are shuffled, five cards are drawn and placed in a row. The locomotive then proceeds to assemble the selected wagons in the same order as the cards on the rear siding, note that the front sidings only hold four wagons in each, and the headshunt is only long enough for the locomotive and two wagons."

These words were hand-painted by me on a large sign to save having to explain the shunting procedure on 'Littleworth Sidings' at model railway exhibitions.

In the event, visitors were so keen to get on with playing trains, that nobody bothered to read the sign first! It gives an indication of how popular this little layout has been at exhibitions.

It's a formula born of the fact that unlike many other micro-layouts, we allow both adults and children to take control if they want to. There is never pressure to undertake the shunting challenge, just moving

the wagons around is sometimes preferred. I can claim no originality for the trackplan as it's just another version of the classic 'Inglenook Sidings' concept (see page 39). If Inglenook is unfamiliar to you then just search online for 'Inglenook Siding Layouts' to access everything you would ever want to know on the subject; their history, concept, layouts, YouTube clips and even a virtual operating site.

For the benefit of modellers not online I will attempt to give a brief summary. In 1926, A.R. Walkley built a minimum space layout that could be used as a shunting puzzle. The idea was revived in the 1970s/80s by Alan Wright and crafted as a switching/shunting game during the course of building several

At just 4' x 1', an Inglenook layout is a great way to practice your construction skills and scenic techniques before progressing on to larger projects.

Unlike many other layouts, we allow both adults and children to take control. There's no pressure to undertake the shunting challenge - just moving the wagons around is often enough.

SIDINGS

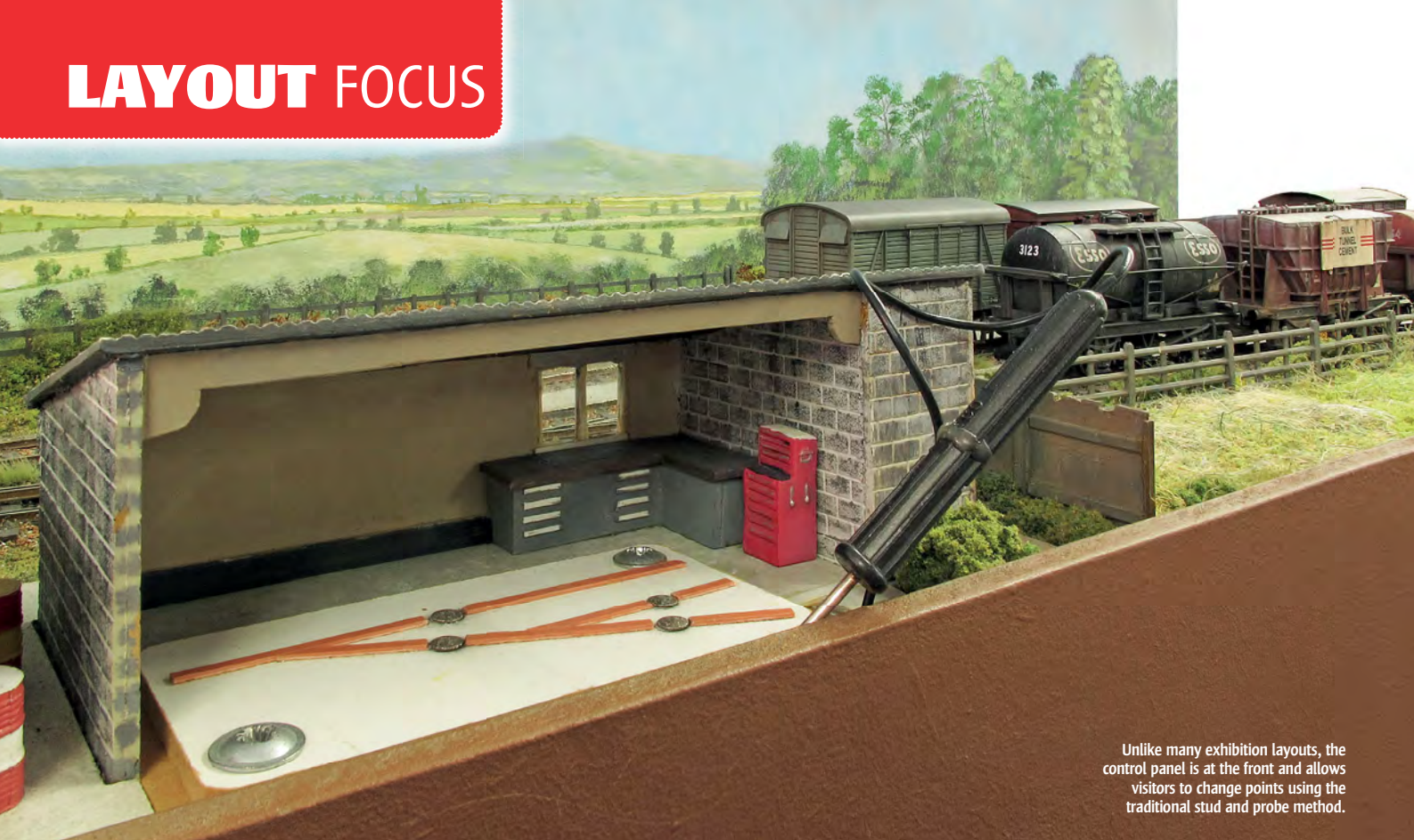
FACT FILE

- **Layout Name:** Littleworth Sidings
- **Scale/Gauge:** 1:76 scale, 16.5mm gauge 00
- **Size:** 4' x 1'
- **Era/Region:** Unspecified
- **Location:** Unspecified
- **Layout Type:** Inglenook Shunting puzzle
- **Words:** Ron North & Francis Gomme
- **Photography:** Andy York

Shunting puzzles are a great way to encourage exhibition visitors to try their hand at model railway operation, as **Ron North** explains.



SEE IT IN ACTION...
...ON THE BRM TV DVD!



Unlike many exhibition layouts, the control panel is at the front and allows visitors to change points using the traditional stud and probe method.



Spare materials and recycled track were used to build 'Littleworth Sidings', keeping the cost and construction time to a minimum.

similar layouts. Apparently it was the 1979 version based on Kilham Sidings on the North Eastern Region's Alnwick-Cornhill branch that received the most publicity. This was a result of articles in the model press, but in particular it featured in a series of layout plan booklets by Cyril Freezer.

The name derived from the fact that Alan's layout occupied the space beside his chimney breast, known as the Inglenook. The design's attributes are:

Simple: The track layout is easy, quick and cheap to build and set up.

Straightforward: The rules are easy to understand, memorise and apply, it's ready to play in seconds with no extra equipment needed and any kind of token will do.

Entertaining: The puzzle is challenging but never frustrating.

Not Repetitive: Over 6,720 different shunting orders are possible.

Size: At just 4' x 1' it's an ideal second layout.

Easy to Store: That's where it got its name from. My version was started soon after I saw Paul Allen's 'Ingleton Sidings' layout (which can be displayed on an ironing board) at an exhibition.

KEY DETAILS

CONSTRUCTION

In true Inglenook tradition, 'Littleworth Sidings' was built in a very short space of time. An assessment of all the leftover timber from layout construction in my garage revealed enough material to build the 4' x 1' baseboard I needed, and a spare. A rummage through more odds and ends provided all the track with more to spare.

I also had some industrial buildings, but my layout had to be urban/countryside so that it could match a wider variety of backscenes. If I could have known then just how much use this little layout would get, I would have used brand new turnouts, motors and track. It's testimony to the durability of Peco Code 75 track that in ten years only the polarity switches have needed to be refurbished.

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GAUGE

Even with such a small fleet of wagons,
6,720 different combinations are
possible when assembling trains.





Above One of the advantages of micro-layouts is that it's possible to include lots of small details and cameo scenes to catch the eye of viewers, without taking years to complete the whole layout.

Below Full relief buildings are well belnded into the painted backscenes.



KEY DETAILS

THE SHUNTING PUZZLE

It's more of a game really. I select eight distinctly different wagons, some have branding such as cement or fruit to enable easy identification. All eight cards are the same size and colour with simple wording such as Van Grey, Tank Wagon Black and so on.

Let's suppose that five cards are drawn and we are ready to start. If the first wagon required is at the nearer end of the siding, then the puzzle will take about ten or so minutes to complete.

If, however, both the first and second wagons are at the buffer stops, then 20 or more minutes is required. The thing to remember is that until that first wagon is directly coupled to the locomotive, no progress can be made. I have found that when the task is completed, it is better to work the wagons back into the siding from whence they came as it is more satisfying than the using the 'hand of god' method. Happy Shunting!



I needed a small nondescript diorama style layout that could accept a variety of hand-painted backscenes I'd produced for my demonstration stand which was on the exhibition circuit at the time.

I was always able to attract the 'arty' types, but I wanted to attract more typical modellers. What better than a small layout that could not only complement a backscene, but could be operated if required? The only downside to this was an occasional clash of interests, but, the idea was very successful overall.

The backscene featured and shown in this article is a hangover from my demo stand. These days I find that lower backscenes are more practical when the layout is invited to an exhibition in its own right.

OPERATION

Even though I intended the layout for analogue operation I have wired it to be just as electrically robust as it needs to be for DCC. That means dropper wires from each rail and polarity switched Electrofrog turnouts.

Reliable operation and smooth slow running is paramount on this type of layout. An ideal locomotive is either a Hornby or Bachmann Class 08 'Gronk' as they both have smooth running five-pole motors, low gearing and plenty of weight.

For more punishing exhibition conditions I use eight dedicated older-style wagons with extra weight added. They are all fitted with slimline tension lock couplings with an additional modification to the coupler hook. This enables the hook to lift even when the couplings are in tension. I've filed off the harpoon shaped hook end to allow it to lift rather than catch on the underside of the adjoining coupling. I've also devised a homemade uncoupler tool so that wagons can uncouple with ease. **BRM**



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The **BRM** team doesn't just write about model railways, we're building them too - across a wide range of scales, eras and locations.

PENMAENMAWR



The layout has yet to be painted, so the plastic finish of the buildings, track and ballast looks out of place. The buildings are scratchbuilt to scale from plastic card with embossed brickwork and have interior lighting and detail.

Penmaenmawr is a project I started back in 2009, but due to work and other projects it has slowed considerably the past few years. The layout measures over 40' x 2½' and is an O gauge scale replica of the location on the North Wales Coast without compromise. I thought that the ballast sidings, obscure station and dramatic rugged hillside behind it would make a suitable exhibition layout.

Penmaenmawr's coastal location is an excuse to have the odd seagull squawking away in the background, although most would be drowned by the noise of heavy traffic on the A55 that runs parallel to the tracks.

I've chosen to set the model during a specific period - the summer of 1995 - a time when change was afoot, privatisation had begun and many of the trains were locomotive hauled. Class 37s and 31s were common sight along the coast and with many varied and colourful liveries at the time, I think it's one of the best eras to model for diesel fans.

The last 'cross-eyed' Class 37 with bufferbeam cowlings intact and in a terrible state at the time in large logo livery - 37116 *Comet*, was a regular visitor to the sidings - a model of this is on the 'to-do' list.

ST. BLASIEN Hbf



The baseboards were professionally made and installed by White Rose Modelworks and are an excellent fit.



Now becoming a reality after many years of wishful thinking, saving and planning, my home layout is at an exciting stage. My railway interests range from British subjects to the railways of Ireland and mainland Europe, but having spent some time travelling in Germany and Switzerland and seen how good the models are, I chose to model a fictional German station on the border with Switzerland, which gives me the best of both countries.

Using a combination of professionally-built baseboards and supports from White Rose Modelworks and trackbed sections precision cut

FOUNDRY LANE



The station building as featured in **BRM** January 2015

The bulk of the layout work is now complete - the baseboards are built, most of the track is laid and ballasted and many structures are built - the station building was seen in **BRM** a few issues ago. Other elements have featured in the magazine such as the colour light signal, walling and station plant pots.

The challenge is now to build enough rolling stock to run varied trains on it - look out for my Heljan Mk 1 coach upgrades in **BRM** soon. From first and second generation DMUs to locomotive-hauled passenger trains, nuclear flask trips and ballast trains loading from a working conveyor belt, all with DCC sound, lights and smoke - there should be plenty moving around to keep viewers both young and old entertained.

I'm not quite sure when it'll be finished, but as the saying goes - 'Rome wasn't built in a day'.

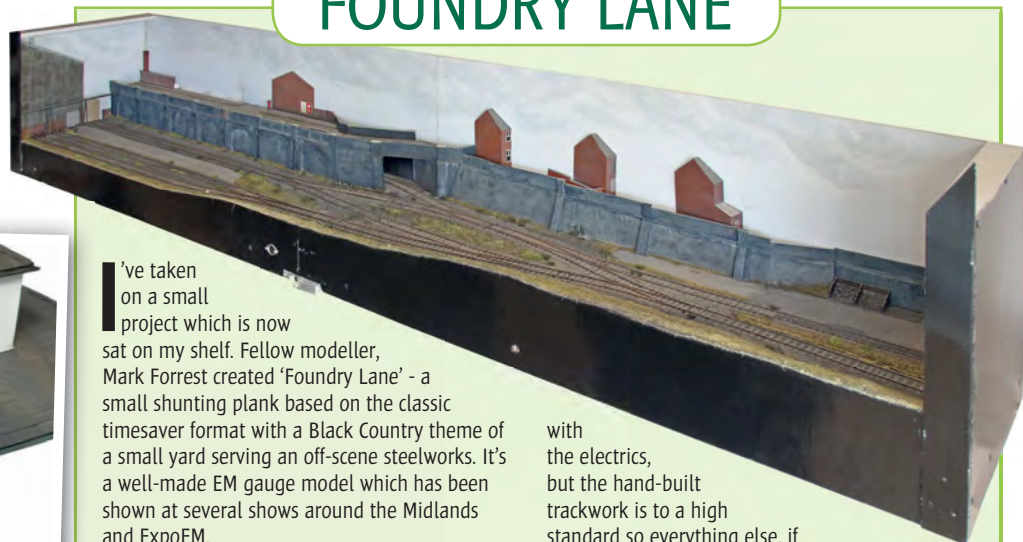
Howard Smith, Features Editor

by industrial waterjet, it's not a conventional approach to layout building, but the results so far are excellent. I'm now engaged in tracklaying and wiring on the lower deck lines. The track power bus and dozens of droppers from the track are in and working well. The next stage is to start fitting and wiring point motors before the rest of the upper deck is installed.

Eventually, the upper deck will feature a station with seven platforms, two departure routes at each end and short stabling sidings nicknamed 'loco pockets' in Germany. These allow traction changes on through trains. Inspired by the half-station on David Segar's 'Waverley West' - look out for it in **BRM** soon - I designed the station on a curve with just the ends of the platforms and station throat showing at each end. Between them will be an upper deck with a scratchbuilt modern transport interchange and station entrance building hiding the tight curves.

This is also my first proper venture into digital control, so a few locomotives have been fitted with decoders to give some experience in setting up and running DCC locomotives.

Ben Jones, Editor



I've taken on a small project which is now sat on my shelf. Fellow modeller, Mark Forrest created 'Foundry Lane' - a small shunting plank based on the classic timesaver format with a Black Country theme of a small yard serving an off-scene steelworks. It's a well-made EM gauge model which has been shown at several shows around the Midlands and ExpoEM.

I have a few ideas to bring evidence of the steelworks on-scene and include a representation of a railway structure of which I believe only one example survives - a Midland Railway rail/canal depot at the back of a steelworks in Wolverhampton. The trackplan could also suit a small rural colliery, dockside scene, a shabby preserved railway operation, exchange sidings for an ironstone operation, a wagon works or a small shed operation.

Taking on a layout that someone else has built will require some familiarisation, especially

with the electrics, but the hand-built trackwork is to a high standard so everything else, if there are any issues, will be relatively easy to resolve. I intend to increase the depth of the layout from its current 14 inches. It only measures 6' 6" long - so it'll be easy to chuck into the car if I fancy doing shows with it in the future.

If, like me, you are short on time and not proficient in track-building, keeping an eye open for well-made layouts like this can give a good value leg-up to getting a new project up and running.

Andy York, RMweb Editor & Photographer

MELBRIDGE DOCK

Melbridge Dock is my first successful OO gauge exhibition layout and took me 25 years to build. Although I've built others since it first appeared at a show in 1990, it's the one that's most special to me. It's also the one that is still the most entertaining to operate after over 100 exhibitions.

Planned as a small shunting yard that could be set up at home, the overall length had to be limited to 9ft, fiddle yard included and set in the late 1950s to early '60s. The model was unusual in that the buildings dominated the scene, a real break from all the bucolic branch lines seen elsewhere at the time.



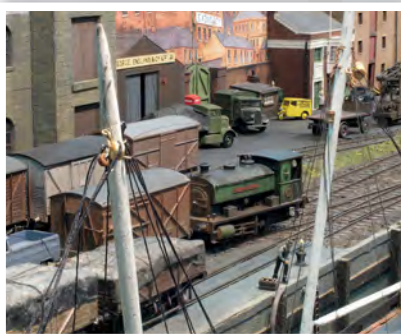
This scratchbuilt ex-LNER Z5 0-4-2T hauls a home-made passenger train comprised of two-axle coaches.

The operation is simple enough - trains arrive in the loop and are shunted to place wagons in appropriate sidings, while taking out those that have been stood around for a while.

Despite its age, the layout is still invited to shows. Each time there is a little tinkering - perhaps some scenic tidying or a new vehicle. Spare locomotives live in a display box over the fiddle yard to entertain those who like train-spotting.

It's very old-fashioned by today's standards. The buildings are scratchbuilt, rolling stock is mostly from kits and even the road vehicles were built or modified from diecast models. Modern modellers have access to far more, but if I'm honest, I prefer doing things the slightly harder way - at least it looks different.

Phil Parker, Modelmaker & Writer



Dock scenes need to be full of bustle. Between the masts of a pair of scratchbuilt 'Clyde Puffers' is a Barclay 0-4-0ST, built from a DJH starter kit.

Here's your chance to have your layout or project highlighted in the to enjoy. Send your photographs and text to the address below. We look

ENGAINE-CUM-HARDY

Robin French's tabletop layout measures under five foot in length, but still has an appeal for beginners with limited space.

For potential modellers, 'Engaine-cum-Hardy' shows what can be achieved on a tabletop, whilst experienced modellers can appreciate the planning of such a layout.

Using analogue DC control, four independent working manoeuvres can be undertaken. Apart from choosing which locomotive to use out of a fleet of 19, two main line passenger trains can travel prototypically at speed on the main lines whilst a goods locomotive shunts wagons in the yard. At the same time locomotives on the shed can also move independently as they prepare for their next turn of duty.

The main line station has four platforms. Platforms 2 and 3 can accommodate two seven-coach trains simultaneously whilst the bay platform (Platform 1) accommodates a branch line DMU. Platform 4 on the far side allows another branch line train to make a through connection with the main line from the opposite direction.

The station also has a goods yard with three sidings and two head-shunt lines. One siding serves the goods shed whilst another siding is for coal. A third (private) siding serves the local brewery, famous for 'Engaine Ales – and part of the Worthington Group with its own company branded wagons.

The brewery has a working turntable where wagons are turned and shunted into four different platforms giving maximum unloading capacity in the limited space available. This was quite common in industrial yards. The brewery dray horses would be used to manoeuvre the wagons on and off the turntable before leaving the yard to make their local deliveries.

The four-road locomotive shed and yard has a much larger turntable with ten sidings leading from it, served by two access roads. All 19 locomotives can be shedded here. The turntable and working coaling tower allows locomotives to be turned, serviced and coaled, ready for their next run. Finally, a 45-ton breakdown crane and snowplough are kept on standby for emergencies.



AYOUTS

pages of **BRM** for all our readers forward to receiving them!



Above Robin's four platform station with canopy makes full use of the layout length - note the platforms terminate on the curve. It isn't the first thing you'd expect to see on such a small layout, but shows that limited space doesn't have to force you down the small country halt route.

Left Full use has been made of the central space inside the tracks without creating too much clutter. An industrial environment with warehouses makes a suitable scenic break.

Far left A layout overview that makes the track layout clearer. Note the use of different levels to create variations in the landscape - a road passes under the rail bridge, tunnels pass through the hill.

Below left A street scene reminiscent of days gone by is irresistible on a layout. Robin's layout puts this focal point at the very front, exploiting the straight edge along the front of the layout.

Below right A variety of buildings can be seen on the layout, most of which are card kits from Metcalfe. Many are positioned at an angle, helping to break up the squareness of such a small 'tailchaser' layout.



Typically, nine BR Standard steam locomotives can be seen including No. 70000 *Britannia* and 9F 2-10-0 No. 92220 *Evening Star*. Then there is the amazing new-build Peppercorn A1 No. 60163 *Tornado* (back in its trademark early-BR apple green), an 'Austerity 2-8-0, an Ivatt 2-6-0 and no fewer than seven Brighton 'Terriers'.

'Modellers' licence' is freely claimed for the five 'Terriers' in pre-Nationalisation liveries (two are in BR black). These are retained in their original liveries because they are exquisite to watch as they trundle around the layout - their appearance at exhibitions always being greeted with surprise, admiration and affection by everyone who sees them. And that's a good enough reason to retain them.

Although diesels are generally banned at 'Engine', an exception has been made for a Metro-Cammell three-car DMU, as introduced in the late-1950s.

Finally, 'Engine' is a fictitious place set in the early-1960s, and so-called because it's an 'N gauge' layout that was come-by being 'hard' to build - although in reality it wasn't that difficult! **BRM**

Here's your chance to have your layout or project highlighted in the pages of **BRM** for all our readers to enjoy. Send your photographs and text to the address below. We look forward to receiving them!

EXCURSION TO THE PENNINES

When my then 14-year old son Matthew asked me if we could build a layout together, I was overjoyed. At last - a father/son bonding experience centred around a big model railway. We could run all my old OO trains and some of Matthew's childhood trains too! What could be better? Then Matt explained; "Actually Dad, I want to do it in N gauge".

I can't even see N gauge, let alone model in it, but not wishing to disappoint the lad, I said "Of course son, whatever you feel is best."

We sold the older OO stock and began looking for locomotives and stock for the new N project. We joined the N Gauge Society at the



St. Albans exhibition in 2010. This proved to be crucial to our success, as most of the suppliers and expertise was then grouped together in one place, save a few important 'cottage industries' that we have sought out for particular items, such as CR Signals and Forgehouses Model workshop for the catenary.

'Branksdowne Junction' is set on an electrified tributary of the West Coast Main Line somewhere high up in the Pennines. Set between tunnels is the small commuter station serving Branksdowne itself with frequent Northern services to and from

Liverpool or Manchester. The town boasts a small speciality chemical works and a vibrant High Street.

The busy yard was a Railfreight Distribution centre but now is home to Network Rail and Direct Rail Services stock.

The layout is all DC operated with section switches, self-isolating points and station stops. All the points in the visible section are operated by rods to make it more reliable and easy to construct.

Steve & Matt Knight, by e-mail

SWANAGE CASTLE

I enclose a photograph of my layout called 'Swanage Castle' that lives in the garage. Originally it was going to be a single baseboard with some track to run the few OO locomotives I have, but in this hobby anything can happen.

It's loosely based on Swanage; the trains from the station run under the

road bridge, past the locomotive shed area (minus the turntable) past Corfe Castle, through a scenic break tunnel and into the four-track fiddle yard. The scenic section is 10' long and the fiddle yard measures 4' x 13" wide. I hope this might be of interest.

David Orriss, by e-mail



LAYOUTS

BRAEVIEW SIDINGS



As a regular reader of **BRM** I thought I would send some photographs for consideration. This is a section of my model railway 'Braeview Sidings'. It lives in the loft and occupies a 12' x 4' area but isn't

based on any real railway location or era. I'd say it's loosely based on a preservation railway. This photograph is of the maintenance yard with a Graham Farish Transrail Class 37.
Elton, by e-mail

COLGATE SOUTH

My layout is a London suburban terminus set in the late-1960s. The plan is taken from C.J. Freezer's 'Minorities' and is set on a 9' x 2' board with a bolt-on fiddleyard extension. The terminus is named 'Colgate South' and features mostly two-car EMUs/DMUs and some locomotive-hauled stock.

My next job is to make up the station roof with some imitation glass curved fronts and paint it to

look like Cannon Street or similar.

Control is DC and the fiddleyard starts within the station throat area to maximise train lengths leading into the storage area/fiddle yard. I have a timetable in operation and might add London Underground stock later, although I'll have to use the old school way of gluing pieces of rail to the sleepers for the third and fourth rail.

Andrew Barnes, by e-mail



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PARK ROYAL RAILBUSES

Designed to be the saviour of rural branch lines, BR's diesel railbuses lasted less than a decade but, as **Ben Jones** discovers, provide lots of potential for modelling projects.

Even before the Second World War, many branch lines around Britain were failing to cover their costs. For rural districts where passenger traffic was sparse, railway companies developed many different solutions to reduce operating costs; from steam railmotors and push-pull trains to railcars powered by internal combustion engines - at the time a relatively new form of traction for railways.

Necessity, as always, proved to be the mother of invention and some of the poorest railway companies - most notably those running narrow gauge lines in north-west Ireland - devised cheap, efficient diesel railbuses that eventually inspired the British railcar

revolution. But, as car ownership increased and passenger numbers continued to dwindle, more radical solutions were needed if lines were to stay open.

Under similar circumstances, simple, lightweight railbuses were developed for rural light railways in Germany from the 1920s onwards, for both standard and narrow gauge use. In the early-1950s West German state railway Deutsche Bundesbahn took on the idea and introduced a series of prototype 4w railbuses and trailers.

Much cheaper to operate than conventional trains, the concept was very successful and production eventually ran to more than 800 units of various designs. Economical to run and requiring fewer staff to

operate, they transformed services on secondary and branch lines all over the country. Their low-slung design and retractable steps also meant that they could stop almost anywhere, like a road bus, attracting new business from passengers who could board and alight at small halts and road crossings and buy tickets from the driver.

Despite visits to see the West German railbuses, BR took some years to acknowledge their potential for loss-making rural lines, preferring heavier diesel railcars instead. However, in mid-1956 authorisation was given for an experimental batch of around 20 diesel railbuses for trial use on Scottish, Eastern, Western and London Midland Region lines under

threat of closure. Of those, five each were built by Park Royal, Wickham, AC Cars and German company Waggon & Maschinenbau of Donaueschingen and two by Bristol with Eastern Coachworks bodies.

With the recent release of Heljan's OO gauge Park Royal version, it's that design we look at in more detail here. However, much of what follows applies to the other types too, including the WMD and AC Cars vehicles released previously by Heljan.

IN OPERATION

Perhaps most famously known as the subject of an Airfix kit from the early-1960s, the Park Royal railbuses were arguably the best looking of the five designs. One of the country's leading

M79971 perched precariously on the high level platform at Craigendoran, near Glasgow on September 3 1962. Railbuses briefly replaced steam-hauled push-pull trains powered by ex-North British C15 2-4-2Ts on the shuttle to Arrochar & Tarbet. COLOUR-RAIL



Another view of the almost-new Sc79970, taken at Boat of Garten on May 16 1959. Note the extra headlamp above the destination blind, as fitted to the two Scottish Park Royals, but not the trio of LMR vehicles. This view also highlights the lack of a separate cabin for the driver. COLOUR-RAIL



bus builders, Park Royal had been involved in building experimental sets of 4w railbuses for the London Midland Region in 1952-57, but built only small numbers of conventional DMUs for BR.

Of the five railbuses, M79971-973 were delivered to the LMR at Bedford in July 1958 for use on the threatened lines to Hitchin and Northampton. Sc79974 went to the Scottish Region in November 1958, followed by Sc79970 the following February. The latter was initially used on the Aviemore-Elgin Speyside line, while Sc79974 was introduced on the Dalmellington branch in Ayrshire.

Despite increases of up to 140% in ticket receipts in the early weeks of operation, the Park Royal railbuses were quickly found wanting by the LMR and M79971-973 joined their

sisters in Scotland in February 1960. Made redundant by line closures in Scotland, M79972/973 saw a brief return to the LMR in December 1965, when they moved back south to work between Buxton and Millers Dale. However, they spent just six months shuttling between the Derbyshire spa town and the Manchester-Derby main line before poor reliability again led to their withdrawal.

With its tough operating conditions, steep gradients and harsh weather, the Scottish Region wasn't, in hindsight, an ideal environment for these lightweight vehicles, but ScR management was keen to find ways of reducing costs to keep some of its more isolated lines open. The three ex-LMR Park Royals helped to boost the region's fleet and provide more cover for failures and repairs,

as well as extending operation to two more routes (see p94). The two ScR Park Royals differed from their English sisters in having air-powered retractable passenger steps, for use where no conventional platform was provided. An extra headlamp was also provided above the destination blind. These features were not added to 79971-973 when they moved north.

While the railbuses proved cheaper to run and more popular with passengers than the elderly steam-hauled trains they replaced, reliability and durability were major issues. Failures were common, some railbuses even broke their frames and, weighing in at just 15t, collisions with obstructions on the line could lead to derailments. By March 1960, the British Transport Commission had decided that no more would be ordered.

Views of Park Royal railbuses at work during their first, brief stint on the London Midland Region are scarce but in December 1965 M79972/973 returned south to work Buxton-Millers Dale shuttles. They were replaced in June 1966 by two Waggon & Maschinenbau railbuses transferred from the Eastern Region. In May 1966 one of the pair waits for passengers in the now-roofless MR platforms at Buxton. COLOUR-RAIL



PROTOTYPE INSPIRATION

Alongside AC Cars, Wickham and Bristol railbuses, 79970-974 saw use on Lugton-Beith, Damellington-Ayr-Kilmarnock, Aviemore-Elgin, Stirling-Dollar-Alloa, Crieff-Gleneagles, Inverness-Aviemore via Carrbridge and Grangemouth-Alloa services, as well as Craigendoran-Arrochar shuttles. Kilmarnock-Ardrossan-Ayr services and the Darvel branch were added from 1961 after 79971-973 arrived from the LMR.

By January 1966, just ten of the original 22 DRBs were left in service, including all five Park Royals. However, 79972-974 were withdrawn in November 1966, 5c79970 in March 1967 and 79971 in February 1968. The body of the latter was subsequently used as a staff bothy in Millerhill Yard, until the discovery of asbestos insulation led to it being buried in a landfill site in 1984.

COMPLEMENTARY MODELS

Unlike many of the subjects we cover in **BRM** Prototype Inspiration articles, there's no matching rolling stock or locomotives to run with these railbuses. Apart from a rudimentary coupling hook used to rescue them when they failed, the Park Royals could not couple to any other vehicles. However, bearing in mind how unreliable they were, a railbus being towed by a steam locomotive such as a Stanier 'Black Five' would make an interesting addition to a 1960s Scottish Region layout.

There's evidence of Park Royal and AC Cars railbuses working side-by-side (see below), both of which are now offered by Heljan.

Other suitable models include Heljan's BRCW Type 25 (Class 26/27), Bachmann ScR English Electric Type 15 (Class 20) and Type 45



Four of the five diesel railbus designs were used by the ScR - only the German-built WMD type never ventured north. They could occasionally be compared side-by-side, as in this June 1967 view of AC Cars (left) and Park Royal types at Grangemouth. Although the Park Royals gained yellow warning panels in the early-1960s, the AC vehicle still has its original 'speed whiskers', even at this late date. COLOUR-RAIL



Sc79970's first assignment was to the Aviemore-Elgin Speyside line, one of many loss-making rural Scottish routes threatened with closure. In July 1960, it waits at Craigellachie, junction for the Keith and Aviemore lines, displaying its original livery, extra headlamp and the retractable passenger steps under the door. COLOUR-RAIL

FURTHER READING

BR First Generation Diesel Railbuses, Evan Green-Hughes, Ian Allan 2011, ISBN 978 0711 0363 52
BR First Generation DMUs, Hugh Longworth, Ian Allan 2011, ISBN 978 08609 361 21

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(Class 40), plus a raft of ex-LMS/LNER and BR Standard steam locomotives used in Scotland. Also used alongside the railbuses on the Speyside route were two-car Cravens DMUs, as produced by Bachmann and BR Derby/Sulzer Type 25 (later Class 24/1), due for release by Bachmann in 2016. Don't forget to have a couple of tatty ex-LMS/LNER coaches (non-gangwayed or demoted main line corridor stock) and a spare locomotive ready to act as a standby train too!

During their short-lived LMR operations, the Park Royals would have worked alongside Derby Lightweight two-car DMUs and a wide range of ex-LMS steam locomotives (4Fs, 8Fs, 'Black Fives', Ivatt 2MT and 4MT 2-6-0s), all of which are available as RTR OO gauge models.

MODELLABLE LOCATIONS

By their very nature, many of the rural lines served by the Park Royal DRBs lend themselves to limited space layouts, but some larger locations also have great appeal. The Speyside line in particular offers more than just a simple branch line halt or terminus. Serving the area's whisky industry, it retained locomotive-hauled freight well into the 1960s and stations such as Craigellachie (see left) and Boat of Garten (see p85) offer plenty of potential for modellers. Three regular

Park Royal haunts that have already been captured in model form are Grangemouth (Falkirk MRC, see the **BRM** 2015 Annual), Alloa built by The Scottish Study Group and featured in **BRM** September 2012 and Millers Dale - which has been the subject of several layouts over the years.

If something a little more isolated is required, one of the specially-built railbus halts could make an interesting working diorama. Bachmann Scenecraft's new wooden platforms (Ref: 44-0010/11) are an easy way to re-create a basic wooden halt, although you'll need to scratchbuild the smaller, even more basic 'platforms' built by the Scottish Region.

Four were built at isolated spots on the Speyside line - Imperial Cottages Halt, Gibley's Cottages Halt, Dalvey Farm Halt and Ballifurth Farm Halt (the names alone give a clue to their remote locations). Look out in **BRM**'s forthcoming guide to building a model railway (published in September) for Phil Parker's expert advice on making small wooden structures.

As many people have proved over the years by building and motorising the Airfix kit, Park Royal's short-lived railbuses can provide the spark for a fascinating layout project, or a quirky addition to many 1960s layouts.

BRM

Now turn to Page 94 for our review of Heljan's new OO gauge Park Royal railbus.

RETRO MODELLING: MOTORISING THE AIRFIX RAILBUS

by Phil Parker

Before Heljan's RTR model, if you wanted a Park Royal diesel railbus, there was always the option of building a plastic kit. Launched by Airfix in November 1960, the model continues in production to this day under Dapol's ownership.

Of course as soon as modellers saw the railbus, they wanted to make the static kit work. The earliest commercial motorising pack came from Eames in the 1960s, but these are rare and unbuilt kits will be snapped up by collectors to be kept in their boxes.

Modern modellers could use the mechanism from a Hornby Class 142, apparently this is a fairly simple conversion but does involve cutting up a model. With plenty of secondhand Hornby models appearing as people upgrade to the Realtrack Models 'Pacers', it's got to be an option if you fancy a challenge.

The Hornby '142' isn't known for it's great running qualities so if this is important, Branchlines manufactures a kit to do the job that will appeal to anyone not worried about a little soldering. I built one a couple of years ago and the results are impressive.

Ancient transfers for the speed whiskers are best replaced with some from Fox Transfers or similar. Raised lines are moulded in the sides to aid lining but I scraped these off and had a go with a bowpen. Transfers might have been better but I found them difficult to apply in a dead straight line without breaking.



WHAT'S NEW?

News and Events from the model railway trade

ADAMS 'RADIAL' FIRST EP FROM OXFORD RAIL



The first engineering prototype of the LSWR 4-4-2T Adams Radial from Oxford Rail was unveiled during a

showcase event held at the Bluebell Railway last month. The prototype model shows the combination of several tooling options and so doesn't represent a specific

locomotive from the class, but serves as a demonstration of the standards we can expect from this new RTR manufacturer.

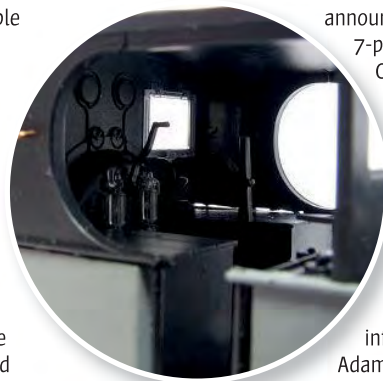
This first sample model has been tested for its running qualities over the past few weeks, before it progresses to the next stage of livery samples.

The useful LSWR locomotive is being produced in three liveries - ornate LSWR green as preserved No. 488, BR lined black No. 30584

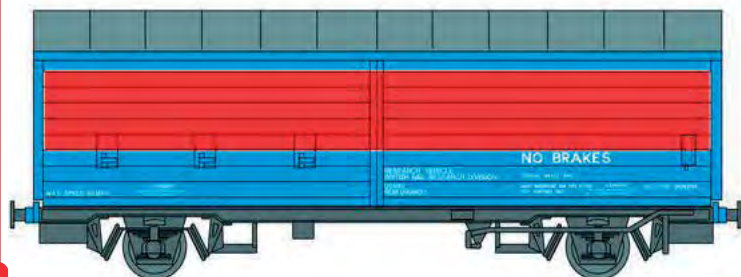
with the early emblem and BR late crest lined black No. 30583.

Oxford Rail has also announced that its 7-plank 1923 Private Owner wagons are progressing well, with final livery samples of the last three versions - of six - now in the UK.

Look out for all the latest information on the Adams 'Radial' and other forthcoming products from Oxford Rail in future issues of **BRM**.



INVICTA RTC WAGON EXCLUSIVE IN 'N'



Sidcup-based model railway retailer, Invicta Model Rail has commissioned an exclusive wagon from Graham Farish. The 35 Ton VBA van in BR Research Division RTC blue/red is a limited edition that will see 504 pieces produced, each priced at £14.95.

Pre-orders for the wagon (373-050Z) are being taken, with the wagons expected to arrive early in 2016. Numbered as 999900, the real VBA started life as a COV-AB and was used for high-speed suspension testing - known as HSFV5.

In latter life it was fitted out for use in the RTC Tribometer train, as the train's recording vehicle. The 'Trib Train' was used to investigate rail adhesion problems. Visit Invicta Model Rail's website to place your order.

W www.invictamodelrail.com

T 02083 027 774

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



'ECONAMI' - NEW BUDGET SOUND DECODERS



This month, US-based DCC decoder manufacturer SoundTraxx released Econami, a new line of budget digital sound decoders that will arrive with retailers soon.

Starting at £55.00, 'Econami' is a sound decoder designed with value in mind to complement SoundTraxx's top-of-the-line Tsunami Digital Sound Decoders. Available in three

formats to suit a variety of steam, diesel and electric locomotives, Econami provides 16-bit sound, lighting effects, and advanced motor control for enhanced realism. New features include 34-function support and 'Flex-Map' technology to assign any function to any function key.

The smallest in the Econami line is the ECO-100 at £55.00, measuring 27mm x 10.5mm x 5mm. The

ECO-400 4Amp version at £102.40 is available for models requiring more power and the 21-pin ECO-21P will fit and model with an NMRA 21-pin socket at £55.00.

For more information about the new range of Econami DCC sound decoders, visit Digitrains' website.

E enquiries@digitrains.co.uk

T 01522 527 731

W www.digitrains.co.uk

NUMBER NEWS

1

interesting new item released this month by DCCconcepts is the Controller Caddy - a universal controller support bracket.

DCCconcepts has

designed the controller holders for all major types of handheld controllers, and smart phones. The Controller Caddy is sold in packs of 1, 10 and 100. More information is available on its website.

W www.dccconcepts.com

40

specialist suppliers are expected at the 2015 International N Gauge Show at Warwickshire

Exhibition Centre on September 12 and 13. The exhibition will be its largest to date, focusing entirely on N Gauge. On display will be a full range of Modern Image, Steam, Continental and American layouts. Open Saturday 1000-1700 and Sunday 1000-1600. Pre-bookings are being taken now.

W www.ngaugeshow.co.uk

20,314.78

dollars was presented to The Lung Association by Rapido Trains president Jason Shron and his team, in memory of actor Leonard Nimoy. "When Leonard passed away earlier this year we wanted to do something to honour him" said Rapido President Jason Shron. "When we saw it was something Leonard had long been associated with, it was an obvious decision" he said.

W www.rapidotrails.com

2

mm Association members have access to a new Graham Farish 'Jinty' re-wheeling kit. The kit is the first in a series by the association

designed to drop into existing models to convert RTR locomotives to 2mm finescale.

The kits contain chassis bearings, plain and geared insulating axle muffs and etched nickel silver coupling rods. Visit the association members' shop online for details on how to complete a conversion.

W www.2mm.org.uk



RESIN BUILDINGS FROM JOHN AYREY

New in the **BRM** office this month are two resin cast building kits manufactured by Dutch company Artitec and imported by John Ayrey. The first depicts the façade of a multi-storey building (ATT 10282), at £22.99 designed to be placed at the rear of a layout. The second is suited to N gauge modellers at 1:160 scale and depicts a goods depot with doors, guttering and chimneys. The kit (14104) is priced at £21.99. Where relevant, etched brass parts are supplied with the kits for finer details.

For the full range of Artitec kits available now in the UK, see the John Ayrey website.

E enquiries@ayrey.co.uk

A Bentley House, 202 Market Street, Shipley, West Yorkshire BD18 2BY

T 01274 594 119



SOLDER-FREE WIRING

Rapid Electronics is stocking a selection of inline clamps to connect wires without the use of solder. The connectors also eliminate the need for stripping and splicing wires and snap into place.

Three different types of connector are available, I, T and double connector DI types with three different current ratings from 3A to 25A.

E sales@rapidonline.com

T 01206 751 166

W www.rapidonline.com



SOAR VALLEY EXHIBITION

Soar Valley MRC will host its annual Model Railway Exhibition at Loughborough Grammar School in Leicestershire on September 5/6. Entitled 'Heart of the Midlands Exhibition', over 20 layouts are expected with trade support, demonstration stands, societies and clubs. A good family day out is guaranteed. Open Saturday 1030-1700 and Sunday 1030-1600.

E soarvalleymrc@gmail.com

A Loughborough Grammar School LE11 2DU

W www.svmrc.co.uk

SMALL SUPPLIERS

SCOTRAIL SALTIRE MK 2s FROM R3SPRAYS

Custom transfer and paint specialist, R3Sprays, has produced transfers for OO modellers to create the Scottish Saltire livery on Mk 2f coaches. Three packs of transfers are available to create the hard to produce new livery, applied to multiple units from 2008/09 onwards and more recently to locomotive-hauled stock. A single coach pack is priced at £9, with triple packs at £24. If required, Hornby Railroad Mk 2 coaches can be produced to order for £60, with Bachmann Mk 2fs planned too, once they are released.

T 07879 511403

W www.r3sprays.co.uk



CLASS 508 FOR WARLEY

Ayjay Models is expecting to release its Class 508 EMU kit in time for the Warley NEC show on November 28/29. The kit has a one piece resin body with trailer and motor bogie sides to fit Tenshodo 'Spud' or Black Beetle motor bogies. Included are seating units, nickel silver etched window frames, a chassis floor with under gear, glazing and instructions. Ayjay's Class 508s will be supplied in either three- or four-car formats from DC Kits stand at the show, with prices yet to be confirmed as this issue went to press.

W www.southernregionmodels.co.uk



TETBURY GOODS SHED

A new laser-cut kit of Tetbury goods shed is being sold exclusively by Osborns Models. The N gauge kit of the famous Cotswolds GWR building costs £29 and is made of micro-plywood and card.

A 7, Honestone Street, Bideford, North Devon EX39 2DL

T 01237 423 453

W www.osbornsmodels.com

HELJAN LIVERY SAMPLES UPDATE



The ZEV 'Catfish' (top) in Dutch livery is an ideal wagon for short engineers trains. Heljan has chosen to model the ZFV 'Dogfish' (above) with roller bearings. Both are welcome RTR additions in 7mm scale.

LOOK OUT
for more on these new models in BRM and on RMweb later this year



Falcon is a brave choice for O gauge, but the prototype diesel sold well in OO gauge.

Heljan has released livery sample images of its 'Catfish' and 'Dogfish' ballast wagons. The forthcoming O gauge RTR wagons are being produced to suit its current range of RTR locomotives and are expected to appear at the end of this year.

Both the 19.5 Ton 'Catfish' and 24 Ton 'Dogfish' ballast hoppers are being produced in four liveries; BR engineer's black, early olive green, late olive and 1980s grey/yellow to suit all periods between the mid-1950s until 2002. RRP is £99.95 each.

The Danish manufacturer has also been making progress with its model of *Falcon* in O gauge. Three livery samples are now being checked - Brush lime green as D0280, BR dark green with yellow warning panels as D0280 and BR Blue with yellow ends as 1200. They are expected to be released early next year, with prices yet to be confirmed.

W www.heljan.dk

GAUGEMASTER NEW ARRIVALS



▲ **Faller 40' Hi-Cube Container 'Hapag-Lloyd' (ref: 180841)**

Scale: HO/00 **Price:** £10.00

◀ **Gaugemaster Knife set with six blades (ref: GM683) Price:** £6.95

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

W www.gaugemaster.com T 01903 884 488



▲ **Noch Green grass tufts (ref: 07032)**

Scale: 6mm high (multiple)

Price: £4.95

This month's **OXFORD** New Releases

1:72



DH Puss Moth - G-AAZP
72PM004 1:72

Mitsubishi Zero AGM2 -
Koga, Ryuho 1942
AC053 1:72

DH 88 Comet - G-ACSS -
Grosvenor House
72COM002 1:72

Yakovlev Yak 3 -
Roger Sauvage,
'Normandie Reg' 1945
AC054 1:72

DH Tiger Moth DH82
G-AMNN - 'Spirit of Pashley'
72TM007 1:72

1:76



DAF 85 2 Axle 40ft Box Trailer -
Parcelforce
76DAF002 1:76

Scania R Series 8-wheel
Crane Lorry - Stobart Rail
76SCL003 1:76

Austin-Healey 3000 Mk III -
Ivory White/Black
76AH3003 1:76

Messerschmitt KR200
Bubble Car - Rouge Sarde
76MBC001 1:76

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Army Fire Service
76QLD001 1:76

Leyland TLM Closed Cab -
Morecambe & Heysham
76TLM007 1:76

1:43



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[Hood] - Healey Blue
AH1001 1:43

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Red
DAT001 1:43

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Bahama Yellow
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1:148



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HELJAN CLASS 05 SHUNTER

A new diesel shunter is a relatively rare event in OO gauge, so **Ben Jones** was keen to see how Heljan fared with its first move into this diverse but under-appreciated topic.



Although the superiority of diesel traction over steam for shunting work had been known since the 1930s, the intervention of the Second World War meant that it was the mid-1950s before BR began to introduce large numbers of diesel shunters. At the time, Britain still had many famous locomotive builders capable of designing and constructing suitable machines and they all wanted their slice of the action.

Dozens of different locomotive designs were ordered, some based on proven industrial types, others straight from the drawing board. Although it was one of the country's foremost industrial locomotive builders, Hunslet of Leeds played a relatively small part in the process, delivering just two types totalling 72 locomotives - a 204hp 0-6-0 diesel-mechanical and a class of three 153hp 0-4-0DMs used on quayside tramways in East Anglia. It's the former we look at here, in its final form as delivered in 1960/61.

Eight models are being produced in this first batch, from 'as delivered'

D2574 in plain BR green, D2578/81/92, D2600 and Departmental No. 88 in green with 'wasp' warning stripes and 'as preserved' BR blue D2595 to industrial No. 2 *Cider Queen* in green. The latter has a steam locomotive style chimney added by Bulmers of Hereford, where it worked in the 1970s/80s.

Shown here (and kindly supplied by Kernow Model Rail Centre) is the Ribble Steam Railway's D2595, which was repainted in non-authentic BR blue in 2008. None of the later '05s' survived long enough to carry corporate blue in BR service, but it sits rather well on this handsome Hunslet design.

D2595 was delivered to York (50A) on January 30, 1960 and saw service from Ardsley and Bradford Hammerton Street before moving to the Scottish Region at Haymarket in April 1967. There followed brief stays at Leith Central and Thornton Junction in Fife before withdrawal on June 8 1968 - a working life of just eight and a half years. However, D2595 was one of the lucky ones, being reconditioned for industrial use by Hunslet and sold to Chadderton Power Station in Manchester in September 1969. From 1981-83 it also worked at Kearsley Power Station before being sold for preservation.

LOOKS

Heljan has selected the D2574-D2618 batch (see fact panel). In terms of looks, it is streets ahead of the kits available previously. There's lots of separately fitted detail, including neatly executed bodyside door handles and rivets, crisply moulded grilles and bonnet top detail, plus separately-fitted wire handrails and finely-rendered radiator shutters with a mesh grille behind.

The gently curved cab roof is also well captured, as are the huge cab

Although none of the later Class 055 ever carried BR blue, D2595 looks smart in its 'as preserved' livery.



FACT FILE: CLASS 05

windows and their frames, picked out in silver. Other separate detail parts include lamps (non-working) and lamp brackets, fine windscreen wipers, sand pipes sprung buffers, warning horns, vacuum brake pipes and metal screw link couplings. The four exposed grab handles on the front corners are extremely vulnerable though as the plastic is not flexible. Separate wire conduits to the lower electric lights on each end are a small, but commendable and well-executed feature.

A die-cast metal running plate provides additional weight for traction, and below there's plenty of authentic frame and running gear detail.

The highly visible cab interior is moulded in a creamy yellow, similar to the paint scheme of the prototype, although it would benefit considerably from a little attention from a paintbrush to pick out the dials, gauges and controls on the drivers' desk. Fitting a driver is easy as the cab simply unclips. Separate crew seats and handbrake column complete one of the most impressive areas of the model.

Decoration of our sample was impressive, even down to the non-standard typeface used for the cabside numbers. Beautifully printed worksplates can be seen on the cab doors of certain models, and a moulded 'HUNSLET' makers plate is proudly carried on the nose of the bonnet. At first glance, this appears to be etched metal, but it is in fact moulded.

EQUIPMENT

Unclipping the cab and bodyshell reveals a tightly-packed die-cast chassis encasing a centrally-mounted three-pole motor with gears to the centre axle. Performance is quiet and smooth, with plenty of power for shunting authentic trains.

Standard features include a six-pin DCC decoder socket on top of the chassis block and detachable couplers to fit in neatly disguised NEM pockets.

As delivered, the models have plug-in covers over the coupler pockets, but these are easily persuaded out of place with a fingernail if you wish to fit compatible couplings.

With an RRP of £129.95, it's expensive compared to Bachmann's Class 03 - the most direct equivalent in OO. A standard DCC Ready '03' has an RRP of £82.95, - £47 less than its Heljan rival. That said, many retailers are offering discounts, taking the price closer to the £100 mark. One or two fragile areas aside, it's a superb model of an attractive and unusual prototype. **BRM**

FACT FILE

- ▶ **MANUFACTURER** Heljan A/S
- ▶ **PRODUCT** 2522 BR blue Hunslet 204hp 0-6-0DM D2595
- ▶ **RRP** £129.95
- ▶ **AVAILABILITY** Heljan stockists
- ▶ **REVIEW** Ben Jones



D2581 parked at Thornton Junction on July 16 1965. BILL WRIGHT/STRATHWOOD

Equivalent to the much more numerous BR and Drewry 204hp 0-6-0 diesel-mechanicals (later Class 03/04) and sharing the same Gardner 8L3 engine, Hunslet's 0-6-0DMs for BR went through several stages of development between 1955 and 1961. The first batch, numbered 11136-143 under the old BR system (later D2550-57) and 11161-176 (D2558-73) featured a relatively squat cab with a wide flat roof.

A total of 69 locomotives were built and delivered to the Eastern Region in East Anglia (first batch), North Eastern and Scottish Regions (later batches), although D2603-06 were also allocated, briefly, to the London Midland Region. The second batch of locomotives, D2574-D2618 introduced 8" longer frames and modified front steps, a 12" higher, more rounded cab

roof and larger windows, oval buffers and 3' 9" diameter wheels (previously 3' 4").

Early deliveries were painted in the then standard shunter livery of plain black with steam locomotive style numbers and lion-and-wheel emblems on the cabsides. This subsequently changed to plain green with 'wasp' end warning stripes added from the early-1960s. Only D2554 (later 05001, 97803) from the first batch survived long enough to carry BR blue.

The drastic reduction in goods traffic and move from traditional yards and sidings to more modern railfreight operations from the mid-1960s led to a rationalisation of shunter types and the Hunslet 0-6-0DMs were deemed surplus to requirements, being withdrawn between 1966 and 1968. Four locomotives survive in preservation.

HELJAN PARK

Heljan's third OO gauge lightweight diesel railbus brings back memories of the old Airfix plastic kit. **Ben Jones** takes a detailed look.

If like me, one of your first ventures into model railway kit-building was the Airfix/Dapol railbus, this new RTR model from Heljan will be instantly familiar. The company's third venture into lightweight diesel railbuses of the 1960s depicts the Park Royal-built variant, delivered to the London Midland and Scottish Regions in 1959.

Like the Waggon & Maschinenbau and AC Cars vehicles that preceded it, the Park Royal railbus is the perfect self-contained train for smaller layouts set in the steam-diesel transition era. Four liveries are available, Sc79970 in original dark green with 'speed whiskers', Sc79974 in green with small yellow warning panels, M79971 with 'speed whiskers' and M79972 in 1966 guise with small yellow warning panels (pictured). Kindly supplied by TMC for review are the two latter versions.

M79971 was one of three DRBs delivered to Bedford in July 1958 but transferred to the ScR in February 1960, restricting this version to a fairly short period. Even shorter was the six-month move of M79972/973 back to the LMR to work Buxton-Millers Dale shuttles. Destination blinds on the two models

read 'Bedford', 'Hitchin', 'Buxton' and 'Millers Dale' respectively.

While all five railbus designs had a definite quirky appeal, the Park Royals were regarded as the best looking of the bunch and this is certainly reflected in Heljan's OO gauge model.

FACT FILE

- ▶ **MANUFACTURER** Heljan A/S
- ▶ **PRODUCT** 8752 BR green Park Royal 4w diesel railbus M79971 (speed whiskers), 8753 BR green Park Royal DRB M79972 (small yellow warning panels)
- ▶ **RRP** £119.95 each
- ▶ **AVAILABILITY** Heljan stockists
- ▶ **REVIEW** Ben Jones
- ▶ **PHOTOGRAPHS** Andy York

THE MODEL

The challenge for Heljan has been to make such a lightweight 4w vehicle run smoothly and reliably on OO gauge track. The solution is weight, and plenty of it. In addition to a very heavy chassis, the model has a smooth-running five-pole motor hidden within the die-cast block, driving both axles. This has been designed to sit below window level

and is disguised by the interior unit and seating. Our sample ran faultlessly on Peco Code 100 and Code 75 track, negotiating complex pointwork without hesitation, repetition or deviation.

In terms of specification, the model is similar to previous Heljan railbuses, with a 21-pin DCC decoder socket mounted on a printed circuit board in the roof space, directional LED marker lights, two-character headcode panels and illuminated destination blinds. Correctly, there are no red tail lights

as the prototype carried a conventional tail lamp at the rear. No saloon interior lights are provided.

In terms of looks, the models really capture the shape and feel of the prototype. Attention has been paid to the differences between LMR and ScR vehicles, with the two Scottish models having retractable steps under the passenger door on each side and longer handrails to match. These handrails need to be removed before opening the body, as well as the chassis mounted steps, although these were removed in later usage. The additional headlamp fitted to Sc79970/974 is not included.

Step bars are included for the customer to fit to the chassis, but it's recommended that the user does this after opening the body up to fit a decoder (if required).

Body removal is somewhat testing and Heljan's advice is to slide a small



ROYAL RAILBUS



Above Park Royal's DRBs were the best looking of the bunch and this also applies to Heljan's new model.

Below A cutaway view showing the interior and PCB unit in the roof space, which contains the 21-pin DCC decoder socket.

blade into the rectangular recess just outboard of the wheels on the chassis, insert a card or plastic shim between the body and chassis at each of these four points and pull the chassis out whilst avoiding gripping any more fragile parts of the chassis detailing. It's tricky, and requires careful handling.

The floor is artificially raised to accommodate the underfloor motor and driveshafts to each axle. Installing passengers will be possible, but they will need to be modified somewhat to fit in the seats.

Notable small details include the brass-painted horns under the left-hand side of each cab, two small wire handrails on the cab front, the flimsy 'buffers' with integral lamp brackets and bus-style seats with separate grab handles visible on top. The windscreens give a slight prismatic effect but are commendably flush with the fine framing, the black rubber seal is very tidy. A look at *BR First Generation Diesel Railbuses* by Evan Green-Hughes reveals this clearly.

The decoration is impressive bar one or two areas that are worth noting. The yellow panels had fuzzy edges on our sample, while the application of the



Driver's cabin is well detailed - all it needs is a driver and a little careful painting.

light green lining was a little untidy on a couple of the rounded cab corners. However, generally the finish was neat and accurately printed, including the British Railways coaching stock roundels, most of the light green lining and vehicle data at the right hand end on each side. With a muted satin finish, the overall effect was convincing on both samples reviewed. Contemporary photographs show that the Park Royals were usually relatively clean and smart (perhaps because they spent so much time out of service and on depot!), so weathering should be kept to a minimum.

This is another successful venture into 'cult' BR traction by Heljan; it's arguably the best looking of its trio of diesel railbuses and will doubtless appeal to modellers far beyond the LMR and Scottish routes frequented by the prototype. Recommended. **BRM**



TURN TO PAGE 84 to read more about the real Park Royal Railbuses

FARISH HAWKSWORTHS



Without doubt one of the most stylish groups of pre-BR express passenger coaches, GWR Hawksworth stock of the late-1940s is now available in N from Graham Farish.

FACT FILE

- ▶ **MANUFACTURER** Graham Farish by Bachmann
- ▶ **PRODUCT** 374-511 GWR chocolate/cream Hawksworth Brake Third No. 850, 374-536 GWR Hawksworth Corridor Third No. 809, 374-561 GWR Hawksworth Corridor Composite No. 7252
- ▶ **PRICE** RRP £29.95 each
- ▶ **AVAILABILITY** Bachmann stockists
- ▶ **REVIEW** Ben Jones

After the introduction of prototypes in 1945, only small numbers were built in 1946/47 before the GWR disappeared. However, construction continued under BR, with a total of 550 built up to 1953. Withdrawals took place between 1965 and 1967. A few survived long enough to receive BR blue/grey - although not for long - while others went on in parcels and departmental service into the 1980s.

To complement its forthcoming 'Castle' 4-6-0, as well as many other recent N gauge steam and diesel locomotives, Graham Farish has developed a family of four all-new Hawksworth vehicles; a Diagram D133 three-compartment Brake Corridor Third, Diagram C82 Corridor Third, E163 Corridor Composite and a K45 Full Brake. Reviewed here are the three passenger coaches in post-1943 GWR chocolate/cream with the company's coat of arms flanked by the words 'GREAT' and 'WESTERN' in sans serif typeface and a dark grey roof. There's no Full Brake (BG) in GWR colours as these vehicles

came later and only carried BR liveries. Crimson/cream will be the only option on the BG initially, but BR maroon and hopefully BR blue versions will follow.

As front-line express coaches, the Hawksworths have a double waistband above and below the vehicle number and class designations applied to each door. Lesser vehicles in this livery had just one fine waistband. Decoration of all three coaches is exemplary, right down to the '1' printed on the glazing of the First Class compartments of the CK. Colours look accurate and densely printed with a pleasing satin finish. Printing is crisp throughout, complementing what is a superb new family of GWR/WR coaches.

The elegant body shape of F.W. Hawksworth's design has been captured beautifully, but it's the added detail that puts these models in the 'Premier League' of N gauge coaching stock. Separately fitted wire water tank filler pipes, gangway suspension arms and various underframe components are worthy of

note, as is the super-fine rivet detail on the roof, underframe and bogies.

The latter are well detailed in their own right, featuring excellent relief in the stepboards, suspension and axlebox mouldings. Free-running pin-point metal axles and wheels with fine flanges are fitted. Rapido couplings are in NEM pockets on a sprung, self-centring cam mechanism. Thanks to this and the extended gangways, 'daylight' between coaches is kept to a minimum on straight track, although the visual effect is still not as complete as Dapol's Maunsell coaches.

A small bag of extra detailing parts includes a set of bufferbeam hoses and two tailboards to fit into the rear gangway of your train.

Anyone wishing to assemble a complete period express train will find that the lack of a suitable RTR catering vehicle (of any GWR design) is the major stumbling block. Despite that, we expect to see sets of these outstanding new coaches on layouts very soon.

LMS CRIMSON 'RADIAL'

Bachmann's Lancashire & Yorkshire 'Radial' 2-4-2T has been given the full crimson lake treatment - a gorgeous livery from the early years of the LMS. With yellow and black lining, shaded gold numerals on the tank

sides and LMS roundels on the bunker the deep satin finish is lush but not 'fairground' gaudy.

No. 10713 entered service in 1895 as LYR No. 1264 and is depicted in mid-1920s condition with a round-

topped firebox, original short bunker and Ramsbottom safety valves. Although many of the class lasted well into BR days, this example was withdrawn and scrapped by the LMS in 1938. Like its LMS and BR black predecessors, the



FACT FILE

- ▶ **MANUFACTURER** Bachmann Branchline
- ▶ **PRODUCT** 31-168 LMS crimson (ex-LYR) Aspinall Class 5 2-4-2T No. 10713
- ▶ **PRICE** RRP £105.95
- ▶ **AVAILABILITY** Bachmann stockists
- ▶ **REVIEW** Ben Jones

model has a six-pin DCC decoder socket, detachable couplers in NEM pockets and a smooth-running mechanism. Although pick-ups are only provided on the four driving wheels, our sample ran faultlessly while on test. The substantial die-cast running plate provides plenty of weight and stability for hauling typical secondary and local trains.

This is another lovely step back into the colourful inter-war period before black became the standard garb for smaller locomotives. **BRM**

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T&CS: *BOOKING FEE APPLIES. **SHUTTLE BUS IS A RETURN SERVICE FROM PETERBOROUGH RAILWAY STATION.

SOUND '37' GOES DUTCH



Since it replaced the drab 'General' grey in 1990, BR engineers grey/yellow has proved enduringly popular with enthusiasts and modellers. Immediately nicknamed 'Dutch' livery thanks to its similarity to Netherlands Railways' standard locomotive colour scheme, it was applied to many different classes of locomotives and all types of departmental rolling stock.

Bachmann's latest sound-fitted OO Class 37/0 recalls a fairly ordinary 'Dutch' locomotive in typically work-stained 1990s condition. It's a useful machine for late sectorisation and early post-privatisation period layouts just about anywhere in the country. The locomotive depicted is Cardiff Canton's 37254, now preserved at the Spa Valley Railway. A South Wales resident throughout its main line career, it was allocated to the well-known Western Region Civil Engineer's pool (DCWA)

in January 1990 and retained its grey/yellow livery until withdrawal by EWS on January 31 1999.

Bachmann's model is neatly and accurately decorated, complete with silver BR double arrows and Cardiff Canton depot plaques on the cabsides, as carried by the prototype until at least mid-1996. By April 1997 they had been removed and the remains roughly painted over in a darker grey.

Contemporary photographs also show that the locomotive was unusual in retaining its original radiator grille frost shields well into the 1990s, long after they had been removed from most '37s'. Bachmann has included a set of etched metal shields in the detailing pack to allow this feature to be replicated. The pack also contains clip-in miniature snowploughs and bufferbeam hoses/cables to detail each end as required.

Standard features include all-wheel

pick-up and drive to all six axles, sprung metal buffers, NEM couplers and directional LED headcode marker, tail and cab lights, the two latter of which can be switched on and off by sliding switches under the fuel tanks.

In this instance, the 21-pin DCC socket has been used to install a factory-fitted sound decoder and attendant speaker. The Class 37/0 is one of the better examples amongst Bachmann's fleet of sound-fitted models, providing a reasonable representation of the prototype. For the connoisseur, there are better, more comprehensive recordings available from after-market suppliers, but for many people this will do the job more than adequately.

Our sample ran and performed well on test, looking the part on late-BR period engineering trains formed of 'Seacow/Sealion' hoppers, but would look equally at home on Railfreight,

Transrail or EWS period freights either singly or paired with other Class 37s.

Although 'celebrity' and named locomotives often receive the most attention from model manufacturers, for obvious reasons, it's good that 'normal' working locomotives are offered too and we look forward to seeing more.

FACT FILE

- ▶ **MANUFACTURER** Bachmann Branchline
- ▶ **PRODUCT** 32-785DS BR engineers grey/yellow Class 37/0 Co-Co diesel 37254 (weathered)
- ▶ **PRICE** RRP £239.95
- ▶ **AVAILABILITY** Bachmann stockists
- ▶ **REVIEW** Ben Jones

FARISH SR BOGIE LUGGAGE VAN



The growth of high-quality N gauge models depicting Southern subjects continues with this archetypal SR bogie luggage van. Officially known as a 'Van B', the vehicles were used for parcels, newspaper and

mail traffic, as well as to transport luggage on express trains to the many holiday resorts and ports served by the Southern.

Bearing a strong family resemblance to the more numerous 4w Parcels

& Luggage Vans (PLVs) and 'Van U' Covered Carriage Trucks, as well as the standard SR 12t ventilated vans, the 'Van B' was introduced in 1938, with 130 built in three batches up to 1953. A small number survived on parcels

traffic into the mid-1980s, becoming the last vehicles of pre-Nationalisation design in revenue earning use with BR.

The Graham Farish model has been introduced to complement the company's superb family of Bulleid passenger stock and new locomotives such as the 'Merchant Navy' and Maunsell 'N' 2-6-0. For SR modellers, it will also prove a useful companion for Dapol's Maunsell coaches. However, these vans wandered far and wide, with contemporary photographs showing them in use across England, on Somerset & Dorset lines and even in Scotland in the 1950s and 1960s.

Our sample carries post-1957 BR Southern Region dark green with a mid-grey roof, as applied from the mid-1950s until the advent of corporate blue in the late-1960s. Decoration is

NET GAIN FOR MK1 TPO



Originally produced as an exclusive for ModelZone, Bachmann's OO gauge Mk 1 Travelling Post Office (TPO) sorting vans have sold well and are now on to their third production run. Although 1960s Royal Mail red vehicles have been produced before, this is the first time they've been offered with representations of the retractable net used for collecting mailbags on the move.

The modifications makes the coach suitable for a considerably longer period of the decade than the previous models without nets, which were restricted to around 1967-69. This opens the model up to modellers of the late BR steam and early diesel era, after the Mk 1 TPO coaches were introduced in the early-1960s.

Despite having previously stated that it wouldn't be possible to fit nets to the sorting vans, Bachmann has

bowed to demand and found a way to do it. And very neat it is too, being assembled from two blackened, finely etched metal mesh pieces. At this point it must be stressed that the net is purely a cosmetic addition and not designed for the collection of model mailbags like the old Hornby/Tri-ang operating mail coach sets!

Also added are neat plastic representations of the four retractable arms that could be swung out to position mailbags for lineside collection at speed. These can be seen either side of the large sliding doors on one side.

Otherwise the model, in this case decorated as W80305, is as previously reviewed with superb levels of external detail and very finely executed decoration. Notable features include the impressive underframe detail and the super-fine security mesh behind the many small windows. However, unlike their

Graham Farish N gauge sisters, the side-facing inspection lights still don't work on the OO model.

When the TPO coaches were first released, they were considered an expensive item at £40 each. That now looks like good value for a coach of this quality, especially as the RRP for this revised model has climbed to £54.95. Bring on the matching stowage vans!



FACT FILE

- **MANUFACTURER** Bachmann Branchline
- **PRODUCT** 39-421 Royal Mail red Mk 1 TPO sorting van W80305 (with nets)
- **PRICE** £39.95
- **AVAILABILITY** Bachmann stockists
- **REVIEW** Ben Jones



to the usual high standard, with legible printing throughout (even the tiny vehicle information at the right hand end of the body) and an excellent matt, but not dull, finish to the BR green.

In terms of shape and detail, the model is very convincing. The extensive planking and external bracing has been crisply moulded, as have various other smaller features such as the handrails, chalkboards, hinges and door straps. Particularly impressive is the grey security mesh behind the glazing of all

four double doors on each side. Fine enough in 4mm scale, it is a miniature work of art in N.

Under the body, there are numerous separately fitted parts, including the underframe trussing, dynamo, battery boxes and brake gear; there's even a representation of the steam heating pipe along one side of the solebar.

Bogies are shared with the existing Bulleid coaches and have free-running metal wheels with pin-point axles. Detachable Rapido couplers are mounted

in NEM pockets on a sprung, self-centring cam arrangement at each end.

Two other versions are being offered - an unusual Southern Railway green option with orange panels denoting a vehicle fitted with a stove and a BR blue van for the 1970s/80s. Vehicles built in 1952/53 were delivered in BR crimson, which offers another option for later. All should prove popular with N gauge fans, whether they model the SR or not.

° Thanks to Graham Muspratt for his assistance with this review. **BRM**

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **PRODUCT** 374-631 BR(S) green 'Bogie B' luggage van S2045
- **PRICE** RRP £25.95
- **AVAILABILITY** Bachmann stockists
- **REVIEW** Ben Jones

BACHMANN LONDO

The first high-quality RTR model of a London Underground train has arrived. **Ben Jones** tests this revolution in miniature mass transit.



Four-car base pack for a Metropolitan Line S8 train. The other four cars are available separately.

How often does a new model appear that opens up a whole new genre for modellers? Bachmann's new London Underground 'S' Stock has the potential to do just that.

London Underground is Britain's busiest rail operator, carrying 1.3 billion passengers a year and more people per day than the entire National Rail system combined. But, for enthusiasts and modellers, it's always been a specialist pursuit, with the flame carried by a small band of dedicated fans and kit suppliers. That may be about to change...

The first ever high-quality RTR models of London Underground stock will be available to the public from September 27, at the LT Museum's Acton depot open day, and from the LT Museum shop in Covent Garden from October 2.

However, thanks to the museum and Bachmann, we've been able to take a good look at the models before they are released. Supplied for review is the four-car base pack containing S8 cars Driving Motor 21088, M1 22088, MS 24087 and Driving Motor 21087. Production is limited to 2,000 packs, and indications are that you'll need to move fast to secure one, if you haven't already pre-ordered.

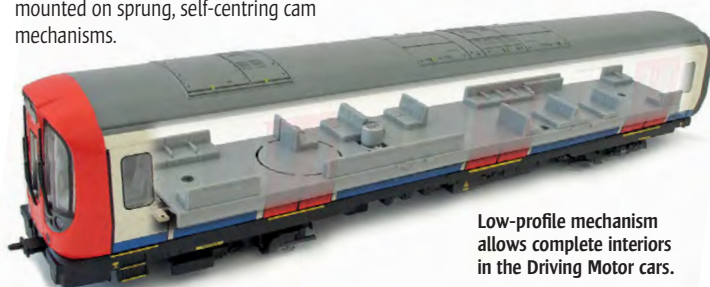
Four additional trailer cars have also been produced (1,000 of each), allowing a full Metropolitan Line eight-car set to be formed. These are M2 23088 (35-995), MS 24088 (35-996), M2 23087 (35-995A) and M1 22087 (35-997). All cars have a five-digit number: the second digit identifies the role of car, the last three digits the set number (001-116, 301-565).

A comprehensively illustrated instruction sheet shows how the cars should be marshalled, as well as other important information on how to remove the bodies and where to fit the 21-pin DCC decoders. Two decoders are required, one for each motor car, and the sockets are neatly hidden away under a removable panel on each underframe.

Although the inter-vehicle couplers are of a similar design to those used on the 'Midland Pullman' sets, they do not conduct power through the train in this case. For close-coupling, they are mounted on sprung, self-centring cam mechanisms.

A low-profile mechanism with centrally-mounted motor drives two axles on each Driving Motor (DM) vehicle. A cardan shaft links the motor to gears on the inner bogie. The only visible evidence of the mechanism in the saloon is a capacitor poking through the floor. The fact that Bachmann now has a true low-profile multiple unit mechanism bodes well for future releases such as the re-tooled Class 158.

Brass wiper pick-ups are provided on all wheels, including those of the trailer cars. Trailing wheels are relatively free running and have pin-point axles, while the powered axles have inside bearings. Our set ran smoothly, with the two motor cars well matched, although it was fairly noisy initially.



Low-profile mechanism allows complete interiors in the Driving Motor cars.



N UNDERGROUND 'S' STOCK



The prescribed 'running-in' period of an hour in each direction and careful lubrication should help to resolve this.

Despite the small wheels and bogies tucked well under the body, no difficulties were encountered on tight curves or pointwork. A minimum curve radius of 450mm (18") is recommended.

The two motor bogies are more than adequate for a four-car set, but for those using the trains in full 'S8' formation or with steep gradients, a pair of alternative driving axles with traction tyres is provided. These are easy to exchange by removing the bogie retaining plate.

LOOKS

With assistance from Transport for London (TfL) and design material from Bombardier, Bachmann has produced a very convincing representation of this contemporary Underground train. The clean, modern design has been well captured, especially around the cab front, and the bulbous body profile, taking full advantage of LU's loading gauge, is spot on.

Windscreen wipers are fitted on the three front windows, but otherwise separately fitted detail is fairly minimal. Areas such as the roof-mounted air-conditioning units, underframe equipment and gangways are neatly

moulded, but don't feature separate components such as etched mesh grilles, wire handrails or equipment boxes.

Bogies are neat and accurate and include representations of the pick-up shoes and trip cocks on the DM cars. The underfloor equipment on the two DMs surrounds the mechanism and is cast in metal to provide extra weight for traction. On the unpowered centre cars, the underframe equipment is moulded in one piece, but looks convincing.

Whilst primarily aimed at collectors, Underground fans and visitors to the LT Museum, the set has a number of features designed with the more 'serious' modeller in mind. The interior seating units of the

FACT FILE: LU 'S' STOCK



FACT FILE

- ▶ **MANUFACTURER** Bachmann Europe for London Transport Museum
- ▶ **PRODUCT** 35-990 London Underground 'S8' Stock four-car train pack 21088+22088+24087+21087
- ▶ **RRP** £280.00
- ▶ **AVAILABILITY** Exclusive to LT Museum, telephone 020 7565 7295, W: www.ltmuseumshop.co.uk
- ▶ **REVIEW** Ben Jones
- ▶ **PHOTOGRAPHY** Andy York

As part of a massive renewal of rolling stock and infrastructure, London Underground placed a £1.5 billion order with Bombardier for new sub-surface trains, known as 'S' Stock. Introduced in 2010, a total of 1,395 cars formed into 191 trains are being assembled in Derby. Eight-car (S8) trains took over Metropolitan Line services in 2010-12, S7s were introduced on the Hammersmith & City and Circle Lines in 2012-14 and deliveries are now focusing on S7

sets for the District Line. Deliveries are scheduled to be completed in 2016. S8 sets have a mix of seating bays suited to longer-distance journeys and longitudinal seats, while S7 seating is entirely longitudinal benches.

'S' Stock sets are the first LU trains to have full-width gangways between cars, regenerative braking and air-conditioning, as well as many other modern features. Maximum capacity of an S8 set is 1,226 people, although only 306 of those are seated.



Bright LED headlights are a prominent feature of prototype and model. Note also the illuminated destination display.



DM cars have a 'break out' section above the decoder compartment, allowing space to fit a speaker for DCC sound; part of the front valance is removable, which should permit end couplings to be fitted and the pick-ups throughout will assist if you plan to fit interior lights. With a little work, it ought to be possible to re-create the main line delivery trips from Derby powered by top-and-tail GB Railfreight Class 20s!

Interior seating units with a mix of seating bays and longitudinal benches are one of several features that mark this out as an S8 set. The interior is relatively basic, lacking features such as the many

handrails for standing passengers and glass partitions by each pair of doors, but these could feasibly be added by the keen modeller. Likewise, it was not feasible to model the distinctive full-width gangways within the set, but the grey plastic inner ends could be opened out if necessary.

The large windows make the absence of people very obvious, both in the cab and passenger saloon. A decent smattering of figures inside would help to make it look more realistic, although a rush hour load would require a serious investment in Preiser figures!

One of the defining factors of the 'S' Stock is the extremely bright blue-white

LED headlights, which give plenty of warning of your train's arrival at sub-surface stations. Bachmann has done an excellent job of capturing this with directional LEDs, giving two white headlights and two smaller red tail lights at the rear. Also illuminated are the superb destination displays, which read 'Aldgate' and 'Metropolitan Line' at both ends.

My first impression of the decoration is that the dominant off-white upper body isn't quite 'white' enough. 'S' Stock is usually fairly pristine with a glossy finish to the paintwork, but the model has matt 'dirty white' finish. Apart from that, the printing is very neatly executed throughout. Underground roundels, vehicle numbers and numerous warning notices on the doors are all neat and accurate and even the edges of the stepboards are picked out in yellow.

Although there's currently only one livery available, others may appear in due course - depending on demand - and who knows what TfL has up its sleeve for these trains over the coming years?

As a first venture into mass-produced RTR London Underground trains, Bachmann's 'S' Stock is a significant new product that opens up lots of possibilities for OO modellers. Although not designed specifically for the demanding finescale, high-detail market, it offers a good compromise between price, detail and specification that should suit the vast majority of potential purchasers.

If you've always been tempted by the possibilities of modelling the world's oldest underground railway system, this new train is likely to be a catalyst and recognition that from now on, sub-surface doesn't have to mean sub-standard. **BRM**

► For more photographs and reader comments, see the Bachmann/LT Museum 'S' Stock thread at www.rmweb.co.uk

TAKING NUMBERS LONDON'S UNDERGROUND

1.3 Billion passengers per year and increasing every year.

1,395

'S' Stock cars formed into 191 S7 and S8 trains are currently being delivered by Bombardier's Derby works - an order worth around £1.5bn. They have already replaced all older trains on the Hammersmith & City, Circle and Metropolitan lines and will take over all District Line duties by 2016.

402 kilometre (249.2 mile) network

stretching from Chesham, 47km to the north of the city, to Morden in south London, and from Epping in Essex to Heathrow Airport.

89.4

million passengers pass through Waterloo station per year - the busiest on the LU system.

54.9 kilometres (34 miles) from Epping to West Ruislip on the Central Line - the longest direct journey on the system.

55 per cent of the network is above ground, making it more of an 'Overground' system than the name suggests.

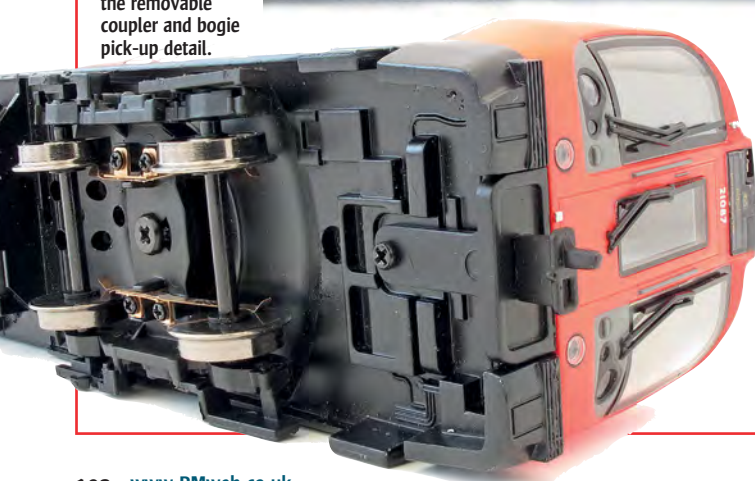
0.3

kilometres between Piccadilly Line stations at Leicester Square and Covent Garden stations - the shortest distance between two stations on the system. The Metropolitan Line's Chesham and Chalfont & Latimer are the furthest apart at 6.3km.

KEY DETAILS

Right Roof detail, such as this air-con unit, is all moulded.

Below Underside view, showing the removable coupler and bogie pick-up detail.



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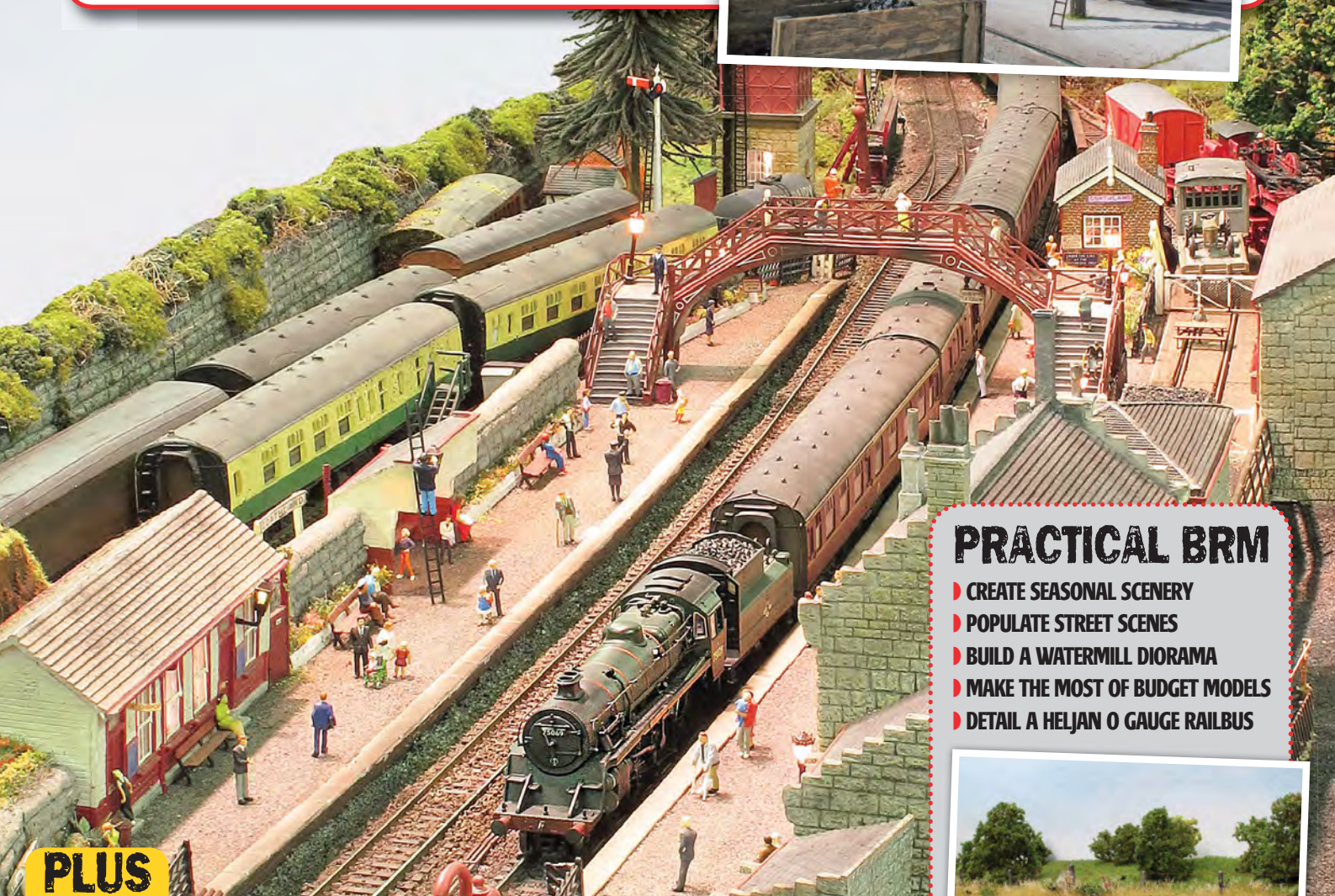
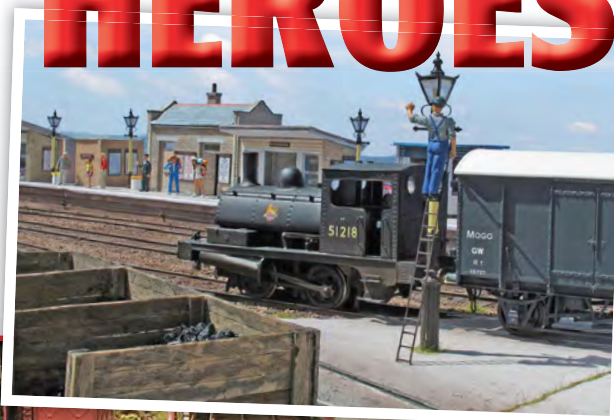
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Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

EXHIBITIONS

15TH AUGUST

Silverfox DCC Model Railway Club Exhibition Rainbow Drive, Chaffron Way, Leadenhall MK6 5EJ
Saturday: 1000 - 1600
Prices: £5.00 adult, £2.50 child, £12.00 family (2 + 2)
Web: www.silverfoxdcc.club

15TH-16TH AUGUST

Ross on Wye Rotary Model Railway Exhibition John Kyrle High School, Ledbury Road, Ross-on-Wye HR9 7ET
Saturday: 1000 - 1600
Sunday: 1000 - 1600
Prices: £4.00 adult, £3.00 child, £0.00 OAP, £3.00 concessions, £10.00 family (2 + 2)
Tel: 01594 543330
Web: www.rossrotary.com

22ND AUGUST

Northampton & District Model Railway Club Exhibition Cogenhoe Village Hall, York Avenue, Cogenhoe, NN7 1NB
Saturday: 1000 - 1630
Prices: £3.00 adult, £7.00 family (2 + 2)
Tel: 01604 890275
Web: www.nmrc.org

East Kent Model Railway Society

Exhibition United Reformed Church, Middle Wall, Whitstable, Kent CT5 1BW
Saturday: 1000 - 1600
Prices: £2.00 adult, £1.00 child, £5.00 family (2 + 3)
Tel: 01227 275157

Astolte Model Railway Club Open Day

Barge Building Shed, National Trst, Dapdune Wharf, Surrey GU1 4RR
Saturday: 1100 - 1700
Tel: 01483 722098
Web: www.astolatmrc.co.uk

22ND-23RD AUGUST

Ulster Model Railway Club Exhibition Carrickfergus Museum & Civic Centre, Antrim Street, Carrickfergus, Co. Antrim BT38 7DG
Saturday: 1000 - 1700
Sunday: 1300 - 1700
Tel: 07850 953563
Web: www.ulstermodelrailwayclub.co.uk

Skipton Model Railway Exhibition

Ermysteds Grammar School, Gargrave Road, Skipton, North Yorkshire BD23 1PL
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £4.00 adult, £3.00 child (3 - 15yrs), £4.00 OAP, £4.00 concessions, £12.00 family (2 + 2)
Tel: 01943 831935
Web: www.skiptonrailsoc.org.uk

Model Railway Weekend - Carnforth

Heritage Centre Carnforth Station, Warton Road, Lancashire LA5 9TR
Saturday: 1000 - 1600
Sunday: 1000 - 1600
Prices: £2.00 adult
Tel: 01524 735165
Web: www.carnforthstation.co.uk

28TH-29TH AUGUST

Hayle Model Railway Club Exhibition Hayle Day Care Centre, Commerical Road, Hayle, Cornwall TR27 4DE
Web: www.haylemrc.org.uk

29TH AUGUST

North Cornwall & Devon MRC Open Public Running & Exhibition Day The Parkhouse Centre, Ergue-Gaberic Way, Bude, Cornwall EX23 8LD
Saturday: 1000 - 1630
Prices: £3.00 adult
Tel: 01566 772667

29TH-30TH AUGUST

Sedgemoor Rail King Alfred School, Burnham Road, Burnham-on-Sea, Somerset TA9 3EE
Saturday: 1000 - 1630
Sunday: 1000 - 1600
Prices: £4.00 adult
Tel: 01278 782121

29TH-31ST AUGUST

Gainsborough Model Railway Society Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE
Saturday: 1330 - 1800
Sunday: 1330 - 1800
Monday: 1030 - 1800
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2)
Tel: 01427 615871
Web: www.gainsboroughmodelrailway.co.uk

31ST AUGUST

Harrogate Model Railway Show Bilton United Reformed Church, Corner Skipton Road and Woodfield Road, Harrogate, North Yorkshire HG1 4LN
Monday: 1000 - 1600
Prices: £3.00 adult, £1.00 child, £6.00 family (2 + 2)
Tel: 01423 521542

5TH SEPTEMBER

Tadworth Autumn Model Railway Exhibition The Good Shepherd Church Hall, Station Approach Road, Tadworth, KT20 5AE
Saturday: 1000 - 1700
Prices: £5.00 adult, £3.00 child, £4.00 OAP, £10.00 family (2 + 2)
Tel: 077 5845 8827
Web: www.ndmrc.info/Home/Tadworth.htm

5TH-6TH SEPTEMBER

Modelex 2015 John Hanson School, Floral Way, Andover, Hampshire SP10 3PB
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £1.00 child, £4.50 OAP
Tel: 07590 429643
Web: www.amrc.hampshire.org.uk

Blackburn & East Lancs Model Railway Society Exhibition

Hyndburn Leisure Centre, Henry Street, Church, Accrington, Lancashire BB5 4EP
Saturday: 1000 - 1700
Sunday: 1000 - 1700
Prices: £7.00 adult
Web: www.belmrs.org

Heart of the Midlands Model

Railway Exhibition Loughborough Grammar School, Burton Walks, Main Entrance Leicester Road, Loughborough, Leicestershire LE11 23DU
Saturday: 1030 - 1700
Sunday: 1030 - 1600
Prices: £8.00 adult, £4.00 child, £7.00 concessions, £20.00 family
Tel: 01530 450187

Aln Valley Railway Trust Model

Railway Exhibition Lionheart Station, Lionheart Enterprise Park, Alnwick, Northumberland NE66 2HT
Saturday: 1030 - 1600
Sunday: 1030 - 1600

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Tel: 01530 450187
Web: www.svmrc.co.uk

The Medway Model Railway Show Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ
Saturday: 10.00 - 17.00
Sunday: 10.00 - 16.00
Prices: £5.00 adult, £2.50 child, £12.00 family (2 + 2)
Tel: 07821 254232

6TH SEPTEMBER
Bressingham Steam Museum Model Railway Day Bressingham Steam Museum, Low Road, Diss, Norfolk IP22 2AA
Prices: £5.00 adult
Tel: 01379 686900
Web: www.bressingham.co.uk

12TH SEPTEMBER
Bishops Stortford Railway Society Model Railway Exhibition Birchwood High School, Parsonage Lane, Bishop's Stortford, Hertfordshire CM23 5BD
Saturday: 1030 - 1630
Prices: £5.00 adult, £2.00 child, £12.00 family (2+2)
Tel: 077336 308696
Web: www.tinyurl.com/bsrailsoc

3mm WestFest Ilton Village Hall (Merryfield Hall), Nr Ilminster, TA19 9HG
Saturday: 1000 - 1700
Prices: £3.00 adult
Tel: 01460 259718

Bury St Edmunds Model Railway Exhibition Village Hall, Risby, Bury St Edmunds, Suffolk IP28 6RT
Saturday: 1000 - 1600
Prices: £5.00 adult, £4.00 concessions
Tel: 01284 700219
Web: www.burystedmundsmrc.com

Faversham Model Railway Exhibition West Faversham Community Centre, Bysing Wood Road, Faversham, Kent ME13 7RH
Saturday: 1000 - 1630
Prices: £4.00 adult, £2.00 child, £3.00 OAP
Tel: 07931 589001
Web: www.favershammrc.org.uk

Romiley Methodist Railway Modellers Exhibition Romiley Methodist Church and Schoolroom, Hill Street, Romiley, Stockport, Cheshire SK6 3AA
Saturday: 1030 - 1630
Tel: 0161 406 7572
Web: www.mrmr.unwrick.co.uk

12TH-13TH SEPTEMBER
expoEM North 2015 Partington Sports Village, Chapel Lane, Partington M31 4ES
Saturday: 1030 - 1730
Sunday: 1000 - 1630
Web: www.emgs.org

Railway Enthusiasts' Club Model Railway Exhibition Woking Leisure Centre, Kingfield Road, Woking, Surrey GU22 9BA
Saturday: 1030 - 1730
Sunday: 1000 - 1700
Prices: £7.00 adult, £3.00 child
Tel: 01252 542 574
Web: www.rec-farnborough.org.uk

Grantham Rail Show Walton Girls High School and Sixth Form, Kitty Briggs Lane, off Harlaxton Road (A607 Melton Mowbray Road), Grantham, Lincolnshire NG31 7JR
Saturday: 1000 - 1700
Sunday: 0930 - 1630
Prices: £4.00 adult, £2.00 child, £3.00 OAP, £10.00 family (2 + 3 (under fives))

13TH SEPTEMBER
Late Summer Model Railway Show The Campus, behind Morrisons, Highlands Lane, Weston Super Mare
Sunday: 1000 - 1630
Prices: £6.50 adult, £2.00 child, £2.00 OAP, £15.00 family
Tel: 01934 425075
Web: www.westonsupermaretrainshow.com

19TH SEPTEMBER
Lichfield Model Railway Show The Life Church, formerly Emmanuel Christian Centre, Netherstowe, Lichfield WS13 6TS
Saturday: 1000 - 1630
Prices: £4.00 adult, £3.00 OAP, £11.00 family (2+2)
Tel: 07810 701366
Web: www.tvrms.org.uk

Culm Valley Model Railway Exhibition Willand Village Hall, Willand, Cullompton, Devon EX15 2PL
Saturday: 1000 - 1630
Prices: £4.00 adult, £1.50 child
Tel: 01844 840369
Web: www.cvmrc.co.uk

Oxford & District Model Railway Exhibition United Reformed Church Halls, Collinwood Road, Headington, Oxford, Oxfordshire OX3 8HH
Saturday: 1030 - 1700
Prices: £5.00 adult

34th Annual Model Railway Exhibition Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancs FY7 8AY
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.50 adult, £2.50 child (5-15yrs), £5.00 OAP
Tel: 01253 823951
Web: www.blackpoolandnorthfylde.mrc.co.uk

19TH-20TH SEPTEMBER
Shipley Model Railway Society Exhibition Baildon Recreation Centre, Green Lane, Shipley, West Yorkshire BD17 5JH
Saturday: 1000 - 1700
Sunday: 1000 - 1630

OPEN DAYS

15TH AUGUST
Club Open day Club Rooms, Unit 3, Park Works, Heywood/Rochdale, Greater Manchester OL10 4AB
Saturday: 1000 - 1600
Tel: 07710 229450
Web: www.hmrg.co.uk

29TH AUGUST
Folkestone, Hythe & District Open Day St Andrews Methodist Church Hall, Cheriton Road, Cheriton, Derbyshire CT19 4DY
Saturday: 1000 - 1630
Prices: £0.50 adult
Tel: 01303 239889
Web: www.folkestone-mrc.com

29TH AUGUST
Hillingdon Railway Modellers Test Track Open Day Yiewsley Baptist Church, Cornerstone Centre, 74 Colham Avenue, Yiewsley, Middlesex UB7 8HF
Saturday: 1000 - 1600
Prices: £4.00 adult
Tel: 020 8368 4090
Web: www.hillingdonrailwaymodellers.co.uk

5TH SEPTEMBER
Cumbernauld Model Railway Group Open Day The Link Community Education Centre, (adjacent to Tryst Sports Centre), Bron Way, North Lanarkshire G67 1EW
Saturday: 1000 - 1600
Prices: £1.00 adult

Prices: £6.00 adult, £2.40 child, £11.00 family
Tel: 01274 593031
Web: www.shippleymrs.org.uk

26TH SEPTEMBER
Enfield Whitewebbs Railway Modellers Exhibition Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW
Saturday: 1030 - 1700
Prices: £4.00 adult, £3.00 child, £3.00 concessions, £10.00 family (2+2)
Tel: 020 8508 1938

Festival of Model Railways Cranleigh Village Hall, Village Way, Nr Guildford, GU6 8AF
Saturday: 1000 - 1700
Tel: 01483 277199

Plymouth Model Railway Show Plymouth Community Centre, Broadway Car Park, Plymouth, Hampshire
Saturday: 1030 - 1600
Prices: £2.50 adult, £1.00 child, £2.00 OAP
Tel: 01752 361687

Leigh Model Railway Society Annual Model Railway Exhibition St Josephs Parish Hall, Chapel Street, Leigh, Lancashire WN7 2DA
Saturday: 1000 - 1700
Sunday: 1000 - 1700
Prices: £5.00 adult, £4.00 child (5 to 15yrs), £4.00 OAP, £4.00 concessions,

Tel: 01236 612099
Web: www.cumbernauldmrg.org.uk

12TH SEPTEMBER
Club Open day Club Rooms, Unit 3, Park Works, Heywood/Rochdale, Greater Manchester OL10 4AB
Saturday: 1000 - 16.00
Tel: 07710 229450
Web: www.hmrg.co.uk

20TH SEPTEMBER
Chichester Model Engineers Final Steam Blackberry Lane, off Bognor Road, Chichester (East), PO19 2FS
Sunday: 1400 - 1700
Web: www.cdsme.co.uk

25TH-26TH SEPTEMBER
Spalding Model Railway Club Open Weekend Pinchbeck Village Hall, Knights Street, Pinchbeck, Spalding, PE11 3RC
Saturday: 1000 - 1600
Sunday: 1000 - 1600
Web: www.spaldingmodelrailwayclub.org.uk

26TH SEPTEMBER
Cleveland Model Railway Club Autumn Open Day Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Saturday: 1000 - 1600
Prices: £1.00 adult, £0.50 child
Tel: 07864 880242
Web: www.cmrc.club

£12.00 family (2 adults & 2 children)
Tel: 01942 681764
Web: www.leighmrs.weebly.com

Tri-ang Society Vintage Trains Timperley Village Hall, 268 Stockport Road, Timperley, WA15 7UT
Saturday: 1030 - 1630
Prices: £3.50 adult, £1.50 child, £5.00 family

26TH-27TH SEPTEMBER
Forest of Dean MRC Exhibition The Dean Academy, Lydney GL15 5DZ
Saturday: 1100 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £2.50 child, £4.50 concessions, £12.00 family (2+3)
Tel: 01594 837473
Web: www.fdmrc.co.uk

Halifax Model Railway Club Exhibition North Bridge Leisure Centre, North Bridge, Halifax, West Yorkshire HX3 6TE
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £6.00 adult, £3.00 child
Tel: 01422 3711489
Web: www.halifaxmrc.co.uk

27TH SEPTEMBER
Banrail 2015 Ruskin School, Ruskin Road, Banbury, Oxfordshire OX16 7HY
Sunday: 1000 - 1700
Tel: 01295 250463



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3RD-4TH OCTOBER

Folkestone Model Railway Club

Leas Cliff Hall, Folkestone

Saturday: 1000 - 1700

Sunday: 1000 - 1700

Prices: £5.50 adult, £2.50 child

Tel: 01797 362630

Website: www.folkestone-mrc.com

TRAIN & TOY FAIRS

16TH AUGUST

SRP Toy Fairs - Wallington Phoenix Centre,

Mollison Drive, Wallington, Surrey SM6 9NZ

Sunday: 1000 - 1400

Tel: 07739 998012 / 01322 662729

Web: www.srptoyfairs1.co.uk

22ND AUGUST

Kirkleatham Museum - Toy & Train Fair

Redcar, Teesside TS10 5NW

Saturday: 1000 - 1430

Prices: £2.00 adult

Tel: 01642 479500

Web: www.redcar-cleveland.gov.uk/museums

23RD AUGUST

SRP Toy Fairs - Orpington Crofton Halls,

Station Road, Orpington, Kent BR6 8PR

Sunday: 1000 - 1400

Prices: £2.00 adult

Tel: 077399 98012 / 01322 662729

Web: www.srptoyfairs1.co.uk

26TH AUGUST

South Croydon Toy & Train Fair

St John's Community Hall, Upper Selsdon Road, South Croydon CR2 8DD

Wednesday: 1830 - 2030

Prices: £1.00 adult

Tel: 07866 641215

31ST AUGUST

Tony Oakes Fairs - Bridgnorth Leisure

Centre, High Town, Bridgnorth WV16 4ER

Monday: 1030 - 1500

Prices: £2.00 adult

Tel: 01270 652773

2ND SEPTEMBER

Hoddesdon Toy & Train Fair Sheredes

School, Cock Lane, Hoddesdon,

Hertfordshire EN11 9JY

Wednesday: 1900 - 2100

Prices: £1.00 adult

Tel: 07866 641215

4TH SEPTEMBER

Alfreton Toy and Train Fair Leisure

Centre, Church Street, Alfreton, DE55 7BD

Friday: 1900 - 2100

Prices: £2.00 adult

Tel: 07951 072790 / 01623 722115

Web: www.tttf.co.uk

6TH SEPTEMBER

SRP Toy Fairs - Dartford Dartford Science

& Technology College, Heath Lane, DA1 2LY

Sunday: 1000 - 1400

Prices: £2.00 adult

Tel: 07739 998012 / 01322 662729

Web: www.srptoyfairs1.co.uk



9TH SEPTEMBER

Burton Upon Trent Toy & Train Fair

Town Hall, St Georges Square, Burton-on-

Trent, Staffordshire DE14 2EB

Wednesday: 1830 - 2030

Prices: £2.00 adult

Tel: 07951 072790 / 01623 722115

Web: www.tttf.co.uk

13TH SEPTEMBER

SRP Toy Fairs - Brighton The

Grandstand & Paddock Hall, Brighton

Racecourse, Fresh-Field Road, BN2 9XZ

Sunday: 1000 - 1400

Prices: £2.00 adult

Tel: 07739 998012 / 01322 662729

Web: www.srptoyfairs1.co.uk

17TH SEPTEMBER

Theydon Bois Toy & Train Fair Theydon

Bois Village Hall, Coppice Row (B172),

Theydon Bois, Essex CM16 7ER

Thursday: 1900 - 2100

Prices: £1.00 adult

Tel: 07866 641215

19TH SEPTEMBER

Nottingham Toy & Train Fair Bluecoat

Academy, Aspley Lane, Nottingham,

Nottinghamshire NG8 5GY

Saturday: 1000 - 1400

Prices: £2.00 adult

Tel: 07951 072790 / 01623 722115

Web: www.tttf.co.uk

20TH SEPTEMBER

Tony Oakes Fairs - Kidderminster

Gilt Edge Leisure Centre, Zortech Avenue,

Kidderminster, Worcestershire DY11 7DY

Sunday: 1030 - 1400

Prices: £1.50 adult

Tel: 01270 652773

Sidcup Toy Soldier & Warhammer

Show Chislehurst and Sidcup Grammar

School, Hurst Road (A222), Kent DA15 9AG

Sunday: 1000 - 1500

Prices: £3.50 adult

Tel: 07739 998012 / 01322 662729

Web: www.srptoyfairs1.co.uk

Train & Toy Fair Newton Abbot

Newton Abbot Racecourse, Newton Abbot,

Devon TQ12 3AF

Sunday: 1000 - 1500

Prices: £2.00 adult

Tel: 01823480097 / 07717278420

26TH SEPTEMBER

Tony Oakes Fairs - Stoke-on-Trent

Fenton Community Centre, Manor Street,

Fenton, Stoke on Trent ST4 2PT

Saturday: 1030 - 1400

Prices: £1.00 adult

Tel: 01270 652773

27TH SEPTEMBER

Carlisle Model Transport Fair Borderway

Exhibition Hall, Rosehill CA1 2RS

Sunday: 1030 - 1500

Prices: £2.50 adult

Web: www.carlisletoyfair.com

SRP Toy Fairs - Herne Bay The Kings

Hall, The Beacon Hill, Herne Bay, CT6 5BA

Sunday: 1000 - 1400

Tel: 07739 998012 / 01322 662729

Web: www.srptoyfairs1.co.uk



Burden Road is one of 18 layouts set to appear at the annual show organised by Blackburn and East Lancs Model Railway Society on September 5 and 6. Photographs - GEOFF GRIFFITHS.

29TH SEPTEMBER

SRP Toy Fairs - Tonbridge Angel Centre,

Angel Lane, Tonbridge, Kent TN9 1SF

Tuesday: 1830 - 2030

Prices: £1.00 adult

Tel: 07739 998012 / 01322 662729

Web: www.srptoyfairs1.co.uk

SWAPMEET

5TH SEPTEMBER

Mickleover Model Railway Group

Derby (Trains Only) Our Lady of

Lourdes Parish Centre, 36

Uttometer Road, Mickleover, DE3 9GE

Saturday: 1030 - 1430

Prices: £1.00 adult

Tel: 01332 512580 / 07786 260523

Web: www.mmrng.org.uk

MEETINGS & TALKS

16TH AUGUST

Rusper Model Railway Club

- Operating Meeting Pickhurst, Nr

Bromley, Kent

Web: www.ruspermrc.co.uk

1ST SEPTEMBER

Southern Electric Group - Eastleigh

Meetings Eastleigh Railway Institute,

Romsey Road

Prices: £3.00 adult

Tel: 023 8067 0028

3RD SEPTEMBER

Lutterworth Railway Society -

Railways of Northamptonshire Part 1

United Reformed Church, George Street,

Lutterworth LE17 4EF

Thursday: 1930

Tel: 01455 203307

Web: www.lutterworthrailwaysociety.co.uk

4TH SEPTEMBER

North London Railway Historical

Society Keen House, 4 Calshot Street,

London N1 9DA

Prices: £3.00 adult

Tel: 01235 511044

7TH SEPTEMBER

Mirfield Railway Enthusiasts Society

- Railways, Through my Eyes The

Navigation Tavern, Station Road, Mirfield,

West Yorkshire WF14 8LG

Monday: 1930

Tel: 01924 498451

8TH SEPTEMBER

The Enfield Transport Circle - Peter

Watson, Transport Video Miscellany

First Floor Meeting Room, The Drill Hall

Sports Club, Old Park Avenue, Enfield,

Middlesex EN2 6PJ

Tuesday: 2000 - 2230

Prices: £3.00 adult

Tel: 020 8363 0697

17TH SEPTEMBER

Lutterworth Railway Society -

Doncaster Station United Reformed

Church, George Street, LE17 4EF

Thursday: 1930

Tel: 01455 203307

Web: www.lutterworthrailwaysociety.co.uk

28TH SEPTEMBER

Nantwich & Market Drayton Railway

Society - History of Railways in East

Shrops King's Head Inn, Shrewsbury

Road, Market Drayton TF9 3EH

Monday: 8.00 pm

Web: www.the-gingerbread-line.co.uk

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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

- 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 - CHIPPENHAM** Model Railway Exhibition, Sheldon Sports Hall, Hardenhuish Lane, Chippenham, Wiltshire, SN14 6HJ. Sat 10-5.
- 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 - 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 Club Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire SK7 5JX. Sat 10-5, Sun 10-4.
- Oct 31/Nov 1 - LEEDS** Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS. Saturday 10-5, Sunday 10-5.
- Oct 31/Nov 1 - WIMBLEDON** Model Railway Show, Carshalton Boys Sports College, Winchcombe Rd, Carshalton, Surrey. Cars/SM5 1QS Pedes/SM5 1RW. Sat/Sun 10-5.
- Nov 7 - HIGH WYCOMBE - WYCRAIL** 15 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks HP12 4UD. Saturday 10-5.
- Nov 7 - LANCING** West Sussex Area Group N Gauge Society Model Railway Exhibition, The Parish Hall, South Street, Lancing BN15 8AJ. Saturday 10-5.
- Nov 7/8 - TELFORD IPMS** Scale Model World 2015 The Telford Exhibition Centre, St. Quentin Gate, Telford TF3 4JH. Sat 10-6, Sun 10-4. Free Entry for IPMS Members.
- Nov 7/8 - BARNSELY** Model Railway Exhibition, Hoyland Leisure Centre, West St, Hoyland, Barnsley, South Yorkshire S74 9HE. Sat/Sun 10-5. www.barnsleymrc.org.uk
- Nov 14/15 SPALDING** Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding PE12 6ET. Sat 10-5, Sun 9.30-4.30.
- Nov 20-22 - WAKEFIELD** 53rd Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield WF2 8TY. Fri 5.30-9, Sat 10-6, Sun 10-5.
- Nov 21 - PORTSMOUTH** South Hants Model Rail Exhibition, The Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT. Sat 10.30-4.30 **Plenty of Free Parking**
- Nov 21/22 - WORKINGTON** Mod Rail Show, University of Cumbria, Energen Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria CA14 4JW. Sat 10-5, Sun 10-4.
- Nov 29/28 BIRMINGHAM** - Warley National Model Railway Exhibition, Hall 5, NEC Birmingham B40 1NT.
- Dec 5 - ISLINGTON** - The Toy Soldier Show London, The Islington Business Design Centre, 52 Upper Street, London N1 0QH. Sat 10.30-4pm.
- Dec 6 - ISLINGTON** - The London Plastic Modelling Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London N1 0QH. Sun 10.30-4.
- Dec 12/13 - NORTH SHIELDS** Railx NE Model Railway Exhibition, Quorum Business Park, Newcastle-upon-Tyne NE12 8BS. Sat 10-5, Sun 10-4. **New Dates New Venue**
- Dec 12/13 - KNOCKHOLT** Model Fest 2015, Coolings Garden Centre, Rushmore Hill, Knockholt, Kent, TN14 7NN. Featuring Model Railways, Boats, Planes & Military Modelling. Sat/Sun 10-4.

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 26/27/28 - GLASGOW** Model Rail Scotland 50th Anniversary 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 ABRAIL** 2016 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, OX14 3PJ. Saturday 10 - 5.

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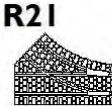
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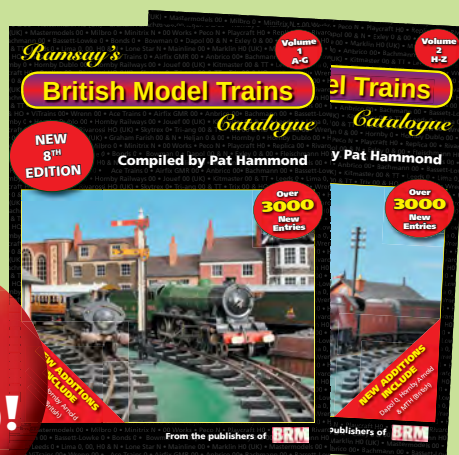
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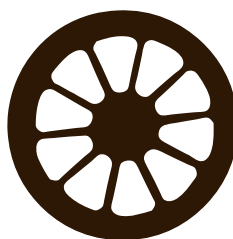
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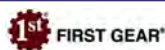
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GAUGEMASTER *Spotlight*

DCC Decoders



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DCC27 OMNI 21 & 8 Pin Decoder
(BPDCC27 five pack)
Most Suited to OO/HO Gauge Locomotives

A really versatile decoder for use with locomotives that have 8 Pin or 21 Pin sockets.

Dimensions: Length 22mm Width 16mm Depth 5mm
Harness Length: 75mm

BEST FOR
OO Versatility



DCC28 OMNI 8 & 6 Pin Decoder
(BPDCC28 five pack)
Most Suited to OO/HO Gauge & N Gauge Locomotives

6 Pin decoder with plugable 8 pin harness. This very versatile 2 function decoder is very small so it can fit in most locomotives regardless of space.

Dimensions: Length 15mm Width 8mm Depth 2mm
Harness Length: 55mm

BEST FOR
Multi Scale



DCC29 OMNI Direct Plug Decoder
(BPDCC29 five pack)
Most Suited to OO/HO Gauge Locomotives

A 4 function decoder suitable for direct plug fitting into suitable OO and HO Locomotives.

Dimensions: Length 15mm Width 12mm Depth 10mm

BEST FOR
Small Spaces

Other Decoders



DCC22 Very Small 8 Pin Decoder
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



DCC26 Standard 8 Pin Decoder
Most Suited to OO/HO Gauge Locomotives

Fantastic value decoder from our original OPTI Range, available again. 4 function, 1.1 amp decoder with adjustable CVs for motor control, Back EMF, built in lighting effects, supports consisting. It is compatible with DC running, and has a full factory reset function. The decoder can be set with any address from 0-9999.

Dimensions: Length 19mm Width 11mm Depth 5mm
Harness Length: 90mm

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Decoder Doctor



DCC15 Prodigy Decoder Doctor

Makes programming and reading back your decoders easy! This device allows you to test decoders before or after installation.

There is a built-in 8 Pin socket, and the Decoder Doctor also comes supplied with an adaptor harness allowing you to also test 6 Pin decoders.

You can also attach it to a test track for testing already fitted decoders.

Power comes from either a 15V power supply (DCC65) or your DCC Main Track output.

PRICES

Code	Description	RRP
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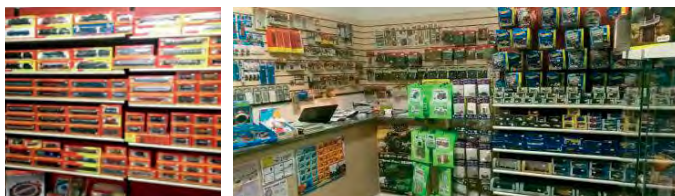
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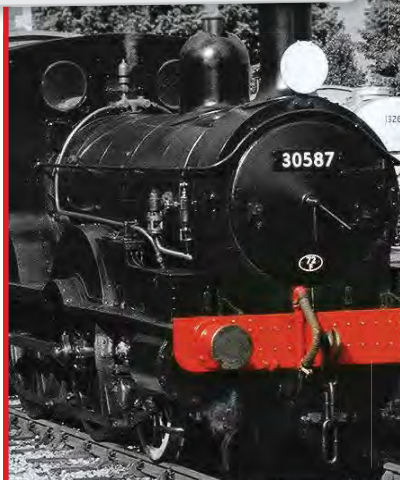
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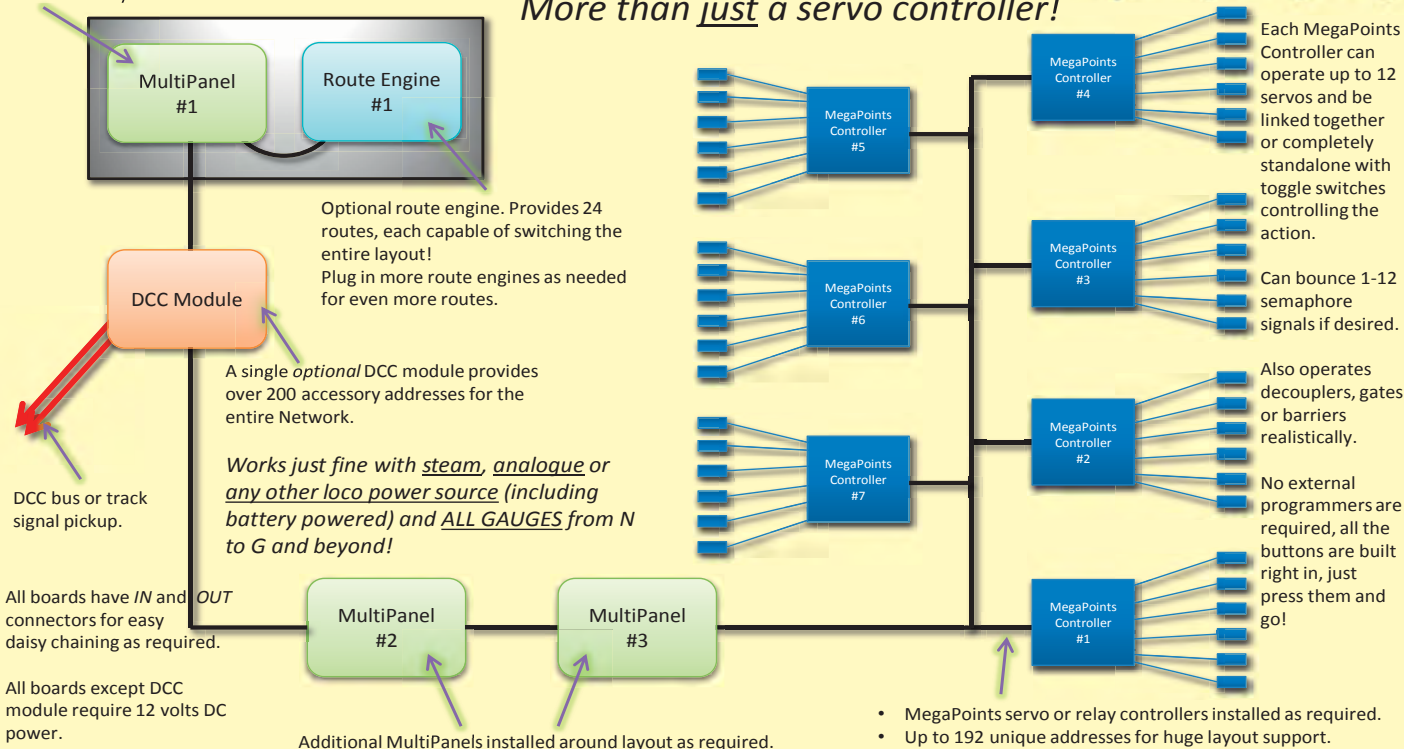
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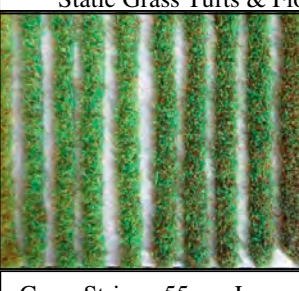
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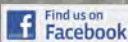


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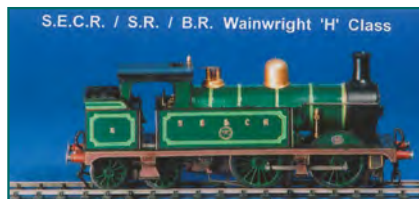
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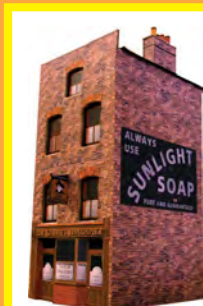
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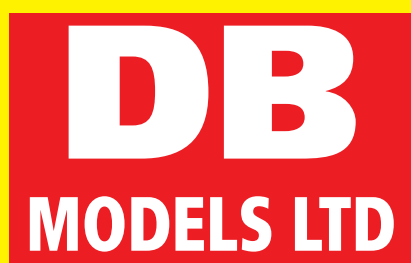
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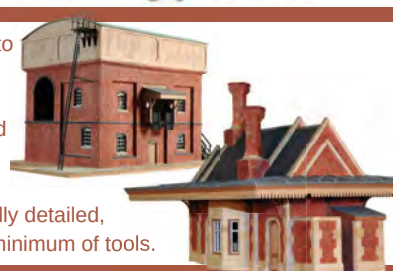
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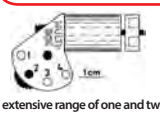
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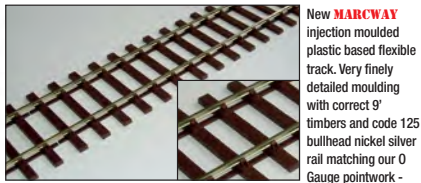
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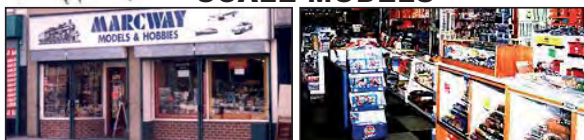
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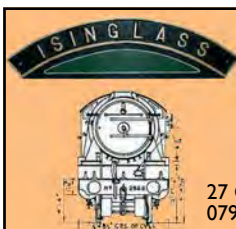
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TAIL LAMP



You might have noticed that some in the model railway fraternity appear never to be satisfied. For years they ask for a particular model and moan each year when it doesn't feature on manufacturers plans. But, the minute the model is actually announced there are complaints that the particular variant, or even the number they want isn't on the schedule. They will then proclaim that the manufacturer obviously has no idea what they are doing. This ignores the fact that research and development teams spend months, years even, preparing new products and have extensive experience of what sells and, importantly, what doesn't.

Once the model has been released then it is time to 'Cry Havoc' and let slip the 'dogs of war'. Some looking to air their boundless 'knowledge' will give a dozen reasons why they will not buy one, whether they have any interest in owning such a model anyway. Why do so many of these so-called enthusiasts feel that they have to air such negative comments, often without seeing the model first hand?

A new variant on such model moans are those who claim that the manufacturers do not produce enough of each model. When they have eventually decided to spend their money they discover that the model they want is no longer available - 'Quelle surprise!'

Vitriolic postings then follow on various social platforms aimed at the manufacturer and in some cases, specific retailers, complaining bitterly that not enough models are being produced. Being charitable I must assume that there are some who are genuinely aggrieved, however I did overhear one particular modeller who claimed that the locomotive he wanted was 'all sold out' and how disgusted he was, adding that the company richly deserved to go bust!

Later that day, intrigued by his comments, I checked a well-known retailer website for the locomotive concerned and discovered that it had plenty of stock. I can only assume that our complainant either did not have access to the

internet, or else he was just venting because it made him feel the centre of his own universe!

All this may seem rather harsh but I, and others within the industry, find ourselves increasingly at odds with those who continually find fault or apparently complain just for the sake of it.

Personally, I believe it is time that some within the hobby remember what it is they actually enjoy about model railways. If they cannot recall then they should go and find something else to do and find fault with that instead.

As for the manufacturers, they are in business to make money and then plough those profits back into their business so further investment can be made in new models. The days of the same models in catalogues year-in, year-out are long gone.

No manufacturing in any industrialised country functions on *ad hoc* production runs. Factory schedules are planned six to nine months in advance and therefore orders are placed well in advance of that lead time. Those placing the orders have to use a tremendous degree of skill and judgement to avoid having too many or not enough of an item produced and it is very rare that a specified quantity will be absolutely correct.

Modelling railways today is very different from what it was in days gone by.

With the market dominated by the over-50s and so many new models being introduced, model railways have become very much a fashion industry and consequently production runs reflect this fact. What is 'hot' one day is soon yesterday's news and manufacturers as well as retailers do not want older products sat on their shelves gathering dust. New products bring people into the shop - literally and metaphorically.

My advice is to save for the model you want - and let's face it, as things stand we have plenty of time for that - place an advance order or buy it as soon as it is available. If this isn't possible then please do not moan at the manufacturer; they probably have much more to lose by having excess inventory than not enough. **BRM**

'Industry Insider' tackles the culture of negativity around model production and how the hobby is changing.

dapol

model railway company

Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

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Fax: 01691 778866
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www.dapol.co.uk

August Releases

N GAUGE Q1



- 2S-021-001** - Q1 BR Black Early Crest 33016
2S-021-001D - Q1 BR Black Early Crest 33016 DCC
2S-021-002 - Q1 BR Black Late Crest 33018
2S-021-002D - Q1 BR Black Late Crest 33018 DCC



- 2F-024-012** - Siphon G BR W1459
2F-024-016 - Siphon G BR W1459 Weathered

Also released this month include;

- 2P-012-301** - Maunsell Coach BR 1st Class SR Green 7665
2P-012-302 - Maunsell Coach BR 1st Class SR Green 7367
29-012-351 - 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-020-001 - B17 Liverpool Wartime Black 2864
2S-020-001D - B17 Liverpool Wartime Black 2864 DCC
2S-020-002 - B17 Liverpool BR Early Crest 61664
2S-020-002D - B17 Liverpool BR Early Crest 61664 DCC
2S-020-003 - B17 Manchester City LNER Apple Green 2871
2S-020-003D - B17 Manchester City LNER Apple Green 2871 DCC
2F-024-012 - Siphon G BR W1459
2F-024-016 - Siphon G BR W1459 Weathered

OO GAUGE



- 4F-033-011** - 24T Steel Ore Hopper - BR B433419
4F-033-012 - 24T Steel Ore Hopper - BR B433419 Weathered



- 4F-060-009** - Grampus - BR DB990653
4F-060-010 - Grampus - BR DB990653 Weathered



- 4F-040-007** - 4 Plank - GWR 45583
4F-040-008 - 4 Plank - GWR 45583 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-046-001 - IKA Megafret Twin Pack Wthd + 2 x 45' High Cube Containers
4F-013-013 - Gunpowder Van - LMS 209014
4F-013-014 - Gunpowder Van - LMS 209014 Weathered

All product release dates correct at time of going to press

APPROVED

DAPOL *GOLD*
STOCKISTS



The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel: 01420 542244
ARUNDEL: **Gaugemaster** tel: 01903 884321
AXMINSTER: **Buffers Model Railways** tel: 01297 35557
AYLSHAM: **Bure Valley Railway** tel: 01263 733858
BARROW IN FURNESS: **Crafty Hobbies** tel: 01229 820759
BIDEFORD: **Osborn's Models** tel: 01237 423453
BRISTOL: **Model Railways Direct** tel: 01275 774224
BURTON-ON-TRENT: **The Tutbury Jinny** tel: 01283 814777
CARLISLE: **C & M Models** tel: 01228 514689
CHELTENHAM: **Cheltenham Models** tel: 01242 523117

HEREFORD: **Hereford Model Shop** tel: 01432 352809
KIDDERMINSTER: **DMB/Footplate Models** tel: 01562 750076
LIVERPOOL: **Hattons** tel: 0151 733 3655
NANTWICH: **Trident Trains** tel: 01270 842400
NORTH LANCING: **Morris Models** tel: 01903 754850
SHEFFIELD: **Rails of Sheffield** tel: 01142 551436
STROUD: **ANTICS** tel: 01453 825381
SHEPTON MALLET: **East Somerset Models** tel: 01749 880651
WORCESTER: **DCC Supplies** tel: 01905 621999
YORK: **Monk Bar Model Shop** tel: 01904 659423



Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

0151 733 3655
364-368 Smithdown Road
Liverpool, L15 5AN

Phone opening times Shop opening times
Mon to Fri 7am-8.30pm Mon to Fri 10am-5pm
Sat 7am-6pm Sun 9am-5pm
Sun 9am-5pm Sun 10am-4pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
E4 Brighton tank	ehattons.com/e4	£93.46	Mar 2013							
Modified Hall class	ehattons.com/mh	£106.21-£114.71	Mar 2012							
Class 43 NBL Warship	ehattons.com/c43	£118.96	Mar 2013							
Hawthorn Autocoaches	ehattons.com/hac	£58.61	Mar 2013							
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Class 5MT	ehattons.com/5mt	£85 (EST)	Mar 2015							
LNWR Webb coal tank	ehattons.com/wct	£102.00 (EST)	Sep 2014							

Birdcage coaches, Class 5P4F Stanier Mogul, Class 24/1, Class 90, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£105.00	March 2012							

GWR Railcar, Class 68, Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014	Feb 2015						
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014	Nov 2014						

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 05	ehattons.com/c05	£100.00	Jun 2013							
Metropolitan Bo-Bo	ehattons.com/mbb	£107.00	May 2014							

Park Royal railbus, Class 02/3, Class 1366 - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 700	ehattons.com/c700	£101.90	Dec 2013							
Class 9f Crosti-boiler	ehattons.com/9fcb	£111.20	Dec 2013							
D16	ehattons.com/d16	£101.90	Dec 2103							
Class S15	ehattons.com/s15	£124.99	Dec 2014							
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							

LMS Coaches, K-Type Pullmans - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	ehattons.com/oxcw	£9.00	Jan 2015							
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehattons.com/ici	£24.00 / £25.00	Mar 2015							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change