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BRM

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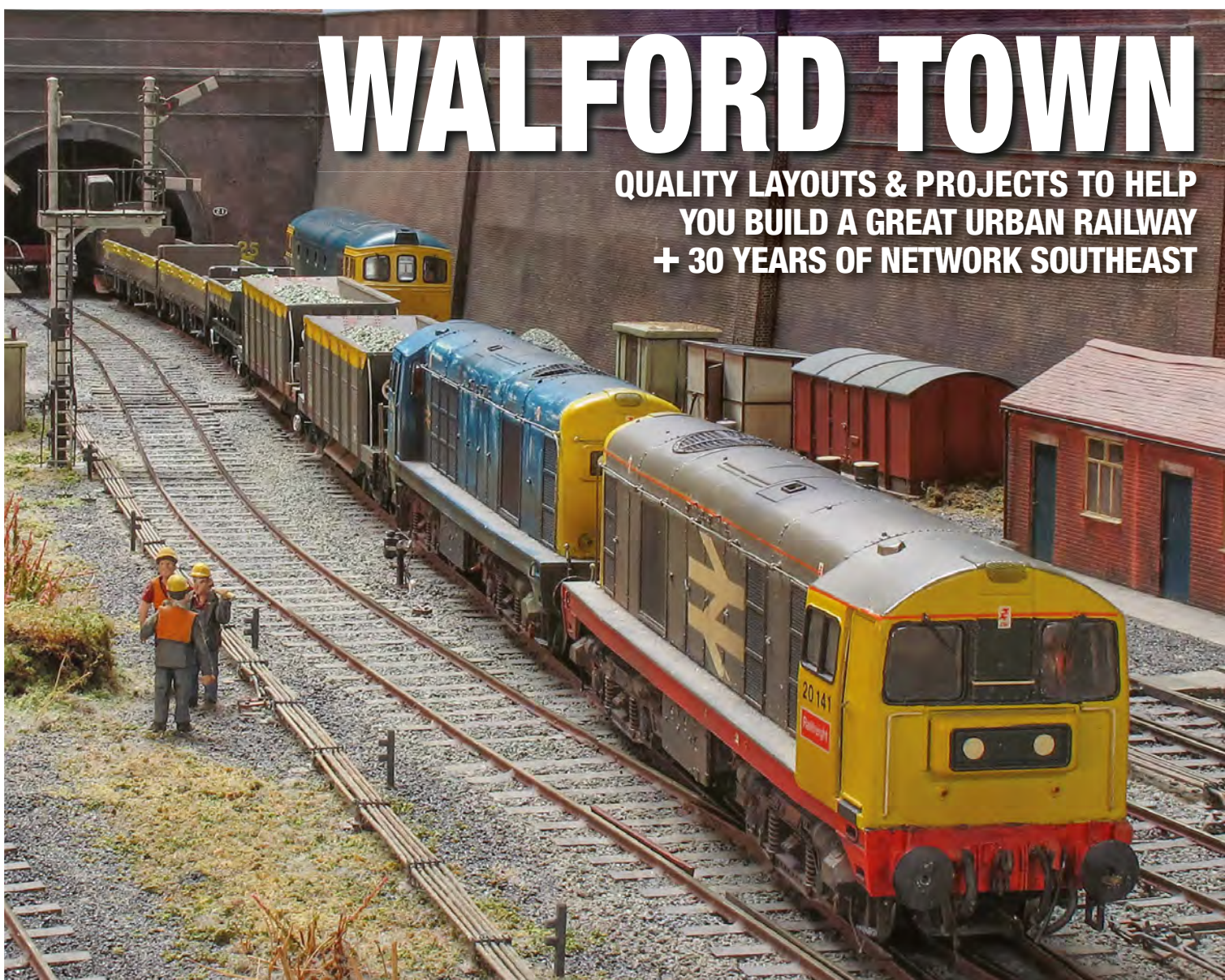
JUNE 2016 | £4.50



WHO'S DOING WHAT IN 2016/17?

WALFORD TOWN

QUALITY LAYOUTS & PROJECTS TO HELP
YOU BUILD A GREAT URBAN RAILWAY
+ 30 YEARS OF NETWORK SOUTHEAST



PRACTICAL BRM

- **FIT** NEW COUPLERS ON N GAUGE DMUS
 - **INSTALL** MOVING ROAD VEHICLES
 - **BUILD** BRITAIN'S SMALLEST 4mm LOCO
- PLUS** PREPARE & PAINT A BRASS KIT ➔



Network SouthEast

30th Anniversary

371-505 Class 101 2 Car DMU, BR Network SouthEast



- This set features DMBS & DMCL vehicles; often referred to as a 'power twin'
- Our model represents L837 with the destinations of Kings Lynn and Cambridge
- This model features fully detailed cab and passenger interiors and detailed underfloor equipment



371-023 Class 08 Diesel No. 08600

Livery: Network SouthEast - 'Ivor'

Ivor was allocated to several NSE depots, gaining celebrity status after attending numerous NSE open days and special events.



370-430 Capital Connection Train Pack

Contents:

- Class 47/4 No. 47581 'Great Eastern' in Network SouthEast livery
- BR Mk 2 TSO coach No. 5136 in Network SouthEast livery
- BR Mk 1 RMB coach No. 1685 in Network SouthEast livery
- BR Mk 2 BSO coach No. 9391 in Network SouthEast livery
- Scenecraft 'Downham Market' signal box



Era 8 = 1982-1994.

Ready to accept sound decoder. 6 DCC features 6 pin DCC Socket. fitted with directional lighting. N features NEM Couplings.

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted
GWR/BR King.....£900.00
GWR/BR Railcar 19-33.....£550.00
GWR/BR Parcels Railcar No.34.....£550.00
GWR 1361 Early black chassis.....£525.00
GWR/BR 1361 Late black chassis.....£525.00
L/LMS/BR Pug black.....£450.00
LNER/BR J39 0-6-0 black.....£925.00
GWR/BR 8750 Pannier black chassis.....£525.00

TOWER BRASS COACHES

Fully assembled in unpainted brass
GWR/BR Collett D127 brake 3rd.....£235.00

FULLY FINISHED R-T-R LOCOS

LMS/BR Royal Scot 4-6-0.....£1600.00
L&Y/LMS/BR Pug 0-4-0T.....£525.00
GWR/BR 48xx/14xx Autotank 0-4-2T.....£895.00
GWR/BR 1361 0-6-0ST.....£695.00
GWR/BR 8750 Pannier tank.....£695.00
GWR/BR 4575 Prairie tank.....£855.00
GWR/BR King 4-6-0.....£1260.00
GWR/BR Hall 4-6-0.....£1600.00
GWR/BR Razor Edge railcar.....£835.00
GWR/BR Parcels railcar.....£810.00
LNER/BR J39 0-6-0.....£1075.00
LNER/BR V2 2-6-2.....£1650.00
GWR/BR Manor.....£1650.00
LMS/BR Original Patriot.....£1650.00
GWR City of Turin.....£1825.00
GWR/BR Grange.....£1650.00
LMS/BR Black Five.....£1650.00
Over 100 R-T-R locos available off the shelf

SLATERS LOCO KITS

7L002 G.W.R 28xx Curved frame.....£500.00
7L003 G.W.R 28xx Square frame.....£500.00
7L005 M.R/L.M.S Flatiron.....£387.00
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7L007 M.R/L.M.S Johnson Kirtley.....£460.00
7L009 C.R/Industrial Pug.....£235.00
7L011 M.R/L.M.S Johnson 1262 0-4-4T.....£370.00
7L014 M.R/L.M.S Deeley Comp 4-4-0.....£487.00
7L015 G.W.R Saint Curved frame.....£550.00

GLADIATOR LOCO KITS

GTR1 LNER/BR D10/D11 4-4-0.....£295.00
GTR17 LNER/BR C13 4-4-2T.....£225.00
GTR18 LMS/BR de-streamlined Duchess.....£395.00
GTR20 LMS/BR Princess.....£395.00
GTR38 LNW/BR LMS Precursor 4-4-2T.....£225.00
GTR48 LNW/BR LMS Crane Tank.....£205.00
GTR50 LNER/BR Beyer Garratt 2-8-8-2.....£395.00
GTR58 LNER/BR B1 4-6-0.....£595.00
GTR66 SR/BR S15 4-6-0.....£395.00

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JKL5 SECR/SR/BR D Class 4-4-0.....£305.00
JKL6 G.W.R Dean Goods 0-6-0.....£295.00
JKL7 SECR/SR/BR C Class 0-6-0.....£295.00

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DL1 LMS Armstrong Whitworth 0-6-0DE.....£175.00
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TC1 Class 02 0-4-0 Diesel Shunter.....£240.00
TC3 Andrew Barclay 0-4-0 Steam Shunter.....£225.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor
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TC4 LMS/BR non streamlined Duchess.....£525.00
TC5 LMS/BR de-streamlined Duchess.....£525.00
TC6 LMS/BR Sir William Stainer.....£525.00
TC7 LMS/BR Black Five 4-6-0.....£525.00
TC14 LMS/BR Stanier 8F 2-6-0.....£525.00
TC16 LMS/BR Duchess with sloping firebox.....£525.00

D.J.H LOCO KITS

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K301 B.R Standard 2MT 2-6-0.....£395.00
K302 LMS/BR Ivatt 2-6-2T.....£345.00
K303 LMS/BR Fairburn 2-6-4T.....£345.00
K310A LNER/BR A3 with Corridor tender.....£575.00
K317B BR Britannia with BR1/1A tender.....£575.00
K324B B.R 9F 2-10-0 BR1B/BR1C.....£575.00
K326 B.R Class 03 complete kit.....£395.00
K336 LNER/BR R.GS 0-4-0T.....£395.00
K338 LNER/BR R.GS 0-4-0T.....£395.00
K340 B.R Class 14 complete kit.....£395.00
K344 NEW LNER/BR Hunt Class 4-4-0.....£475.00
K345 NEW LNER/BR Thompson A2/1.....£556.00

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LK705 Brick lineside hut.....£18.15
LK709 Ground Level Signal Box.....£26.00
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LK741 GWR spear fencing.....£10.00
LK 742 GWR spear fencing ramps.....£10.00
LK743 Field fencing and gates.....£9.00
LK749 Loading Gauges (2).....£11.35
LK750 Single track level crossing gates.....£18.40
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LK759 Platform lamps (4).....£7.95
LK760 Telephone boxes (2).....£7.95
LK761 GWR Station seats (4).....£7.50
LK762 MR/NER station seats (4).....£7.50
LK763 SR/BR station seats.....£7.50
LK764 Bicycles (8).....£7.50
LK790 GWR home or distant signal.....£17.00

HELMSMAN CONTROLLERS

CFS5 Amp Single Controller.....£145.00
RM5 Remote handset for above.....£40.00

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W602 GWR Permanent Way brake.....£36.95
W603 GWR 6 wheel brake.....£38.70
W604 GWR 4 plank open.....£30.90
W605 GWR Steel Open.....£30.90
W606 GWR 10 ton Van.....£37.80
W607 BR 16 ton Mineral wagon.....£38.70
W608 BR 27 ton Iron Ore wagon.....£37.80
W609 BR 20 ton Pig Iron wagon.....£37.80

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point.....£50.00
SLE787BH Curved L/H Point.....£50.00
SLE700BH 12 yards flexitrack.....£72.50
SLE791BH Right Hand Point.....£39.50
SLE792BH Left Hand Point.....£39.50
SLE797BH Y Point.....£39.50
SLE790BH Double Slip.....£83.50
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SL11 12 insulated railjoiners.....£2.55
SL740BH Buffer stop.....£2.55
TPI Long Track pins (15mm).....£2.99
ST700 Box (6) 393mm straight.....£40.50
ST725 Half circle 1028mm radius curves.....£43.75
NEW Setrack R/H Point.....TBA
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PARKSIDE WAGON KITS

PS14 B.R. Grampus Ballast.....£32.85
PS16 L.N.E.R. Loco Coal Wagon.....£32.85
PS17 B.R. 12 ton Pipe Wagon.....£32.85
PS23 G.W.R. 13 ton Open Wagon.....£32.85
PS24 G.W.R. 12 ton Unfitted Van.....£32.85
PS25 B.R. 24 1/2ton Mineral.....£32.85
PS26 G.W.R. 12 ton Fitted Van.....£32.85
PS27 G.W.R. 12 ton Open Tarp.....£32.85
PS28 G.W.R. 12 ton Plywood Van.....£32.85
PS29 G.W.R. Fruit Van.....£32.85
PS30 B.R. 16ton Mineral.....£32.85
PS31 B.R. 16ton Slope Sided Min.....£32.85
PS32 B.R. 16ton Min (S.N.C.F.).....£32.85
PS33 B.R. 8 Plank Mineral.....£32.85
PS34 G.W.R. Mogo.....£32.85
PS35 G.W.R. Plywood Mogo.....£32.85
PS38 B.R. Sand Wagon.....£32.85
PS42 L.M.S. 12ton Open.....£32.85
PS45 L.N.E.R. 12ton Van.....£32.85
PS46 L.N.E.R. 12ton Fruit Van.....£32.85
PS47 G.W.R. Loco Coal Wagon.....£32.85
PS48 G.W.R. Tevan.....£32.85
PS49 G.W.R. Mica Van.....£32.85
PS100 SR Banana Van.....£32.85
PS101 SR Meat Van.....£32.85
PS104 NEW BR 21ton Coal Hopper.....£32.85
PS106 LNER/BR fitted cattle track.....£32.85
PS107 NEW S.R. Cattle Truck.....£32.85
PS108 LNER/BR rivetted hopper wagon.....£32.85
PS110 SR/BR Insulated Van.....£32.85
PS112 LMS/LNER/BR Gunpowder Van.....£32.85
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PS40 L.M.S./B.R. Brake Van.....£38.75
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PS103 NEW S.R. brake van.....£38.75
PS111 M.R./L.M.S. brake van.....£38.75
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PS02 N.B.R./L.N.E.R. Box Van.....£31.50
PS03 L.N.E.R. 7 Plank Open.....£31.50
PS04 L.N.E.R. 12T Van.....£31.50
PS05 L.N.E.R. Cattle Van.....£31.50
PS06 L.N.E.R. 4 Plank Open.....£31.50
PS07 L.M.S. 12T Van.....£31.50
PS08 L.M.S. Beer Van.....£31.50
PS09 L.M.S. Vent Van.....£31.50
PS10 L.M.S. Van with steel ends.....£31.50
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PS12 S.R. 8 plank open.....£31.50
PS13 S.R. Elliptical roof van.....£31.50

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H1 L.M.S. gold loco and coach.....£20.00
H2 L.M.S. yellow loco and coach.....£20.00
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H3 L.M.S. loco lining.....£20.00
H3A L.M.S. coach lining.....£20.00
H4 L.N.E.R. green loco and coach.....£20.00
H4A L.N.E.R. black loco and Gill Sands.....£20.00
H5 L.N.E.R. loco lining.....£20.00
H6 L.M.S. goods wagon lettering.....£18.50
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H8 G.W.R. loco and coach lining.....£20.00
H9 S.R. Maunsell loco and coach lettering.....£20.00
H10 S.R. Bulleid loco and coach lettering.....£20.00
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H12 L.N.E.R. goods wagon lettering.....£18.50
H13 S.R. goods wagon lettering.....£18.50
H14 BR steam loco and coach lettering.....£20.00
H15 BR blue diesel loco and coach lettering.....£18.50
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H17 LTR/MR/SD/LY/MCR gds lettering.....£20.00
H18 N.E.R. loco and coach lettering.....£21.00
H20 CB/NB/GSWR/HR/GNSR wgn lettering.....£20.00
H22 B.R. mixed traffic/L.N.W.R. loco lining.....£20.00
H24 MR/SDJR/LTSR/MGN loco & coach.....£21.00
H25 B.R. pre-TOPS wagon numbers etc.....£18.50
H26 B.R. pre-TOPS wgn instructions etc.....£18.50
H31 Pullman crests, names and numbers.....£21.00
H32 Pullman lining.....£18.50
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7C021P SR bogie van B.....£125.00
7C022 SR 4 wheel BY.....£78.75
7C019 MR slatted milk van.....£77.50
7C030 GWR siphon dia 05/06.....£77.50
SLATERS WAGONS, VANS AND TANKERS
7011 GWR 5 plank with sheet rail.....£31.00
7012 GWR 7 plank open.....£31.00
7013 GWR 4 plank open.....£31.00
7014 GWR iron loco coal.....£31.00
7015 GWR 3 plank open.....£31.00
7016 GWR 1 plank.....£31.00
7023 LMS Cattle wagon.....£36.25
7024 MR/LMS 10 ton van.....£34.25
7024F MR/LMS 10 ton fruit van.....£34.25
7025 MR/LMS 8 ton fruit van.....£30.25
7026 MR/LMS coke wagon.....£29.25
7029 MR/LMS 3 plank open.....£29.25
7030 MR/LMS cattle wagon.....£30.25
7042 LNER/BR 20 ton hopper.....£32.75
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7054 GWR cattle wagon.....£40.25
7032 MR/LMS 10 ton brake van.....£32.00
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7034 MR/LMS 6 wheel brake van.....£51.00
7053 LMS/BR 20 ton brake van.....£48.50
7039 Rectangular tar tank.....£37.50
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7066 B.R. Insulated Van.....£37.50
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7069 B.R. Lowfit Wagon.....£33.25
7070 B.R. 12 ton Palvan.....£37.50
7071 B.R. 13 ton High Goods Wagon.....£33.25
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47003 Cattle Dock.....£25.00
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Fully assembled and painted
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All the above can be seen on our website.

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EXCLUSIVE LIMITED EDITION WAGONS
Superb quality fully finished R.T.R.
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Choice of twelve running numbers
£42.00 each
Three for £120.00, Six for £230.00,
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Available mid 2016. Reserve yours now.

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BR 5 plank open wagon
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BR 8 plank open wagon
GWR 5 plank open wagon
GWR 7 plank open wagon
LMS 7 plank open wagon weathered
LMS 7 plank open wagon
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Ammanford 7 plank open wagon
C.W.S. 7 plank open wagon
Chatterley Whitfield 7 plank open wagon
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our price £36.25 each

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Fully finished, ready run locos
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BR blue post Top's
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Class B tanker waste oil black
Class B tanker Regent black
Class B tanker Mobil Charrington red
Class B tanker Mobil Charrington Fuel Oil
Class B tanker United Molasses
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VAA Van B.R. later bauxite
VAA Van Railfreight red and grey
VAA Van EWS maroon and gold
OAA Open B.R. early bauxite
OAA Open B.R. late bauxite
OAA Open B.R. late bauxite
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Lined forest green
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Five or more £60.00 each

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Available now!

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Lime green, green or blue
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SO Second open coach
FK First corridor coach
RMB Restaurant mini buffet
BSK Brake second corridor
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4 or more pay only £240.00ea
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HELJAN CLASS 42

WARSHIP

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Green, yellow panel D827 'Kelly'
Ltd Ed, green, yellow panel un-numbered
Maroon, yellow panel D869 'Zest'
Ltd Ed, Maroon, yellow front un-numbered
Maroon, yellow front D815 'Druid'
Ltd Ed, Maroon, yellow front un-numbered
Blue, yellow ends pre-tops D866 'Zebrä'
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All great model railways tell a story, but Mikkel Funder's diorama was inspired by a genuine court case from the early-1900s.

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This layout by Joe Loftus was inspired by the dozens of inner-city goods yards that once served Glasgow's heavy industries.

↓ PRACTICAL BRM

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Phil Parker continues his wagon building series with a new kit released in an unusual scale with interesting roots.

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BRM

BRITISH RAILWAY MODELLING

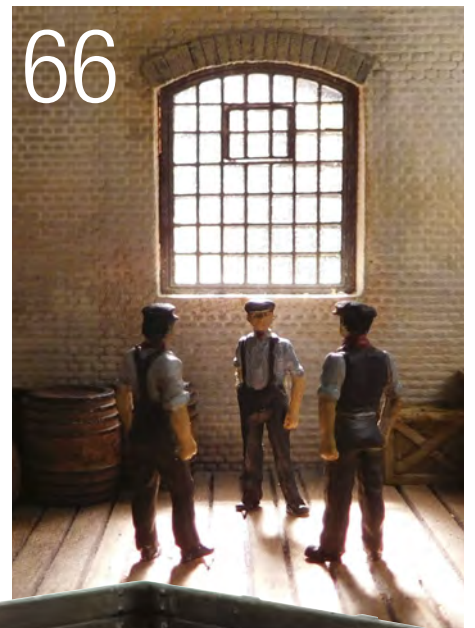
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**On your DVD: 'Northwick' / Limit Speeds
with DCC / Locomotives of John Webb**



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BRM TV

BRITISH RAILWAY MODELLING

WHAT'S ON THE DVD

In this episode of BRM TV, we step back in time to the 1950s with our layout of the month 'Northwick'. In the studio, **Howard Smith** shows how to cap the top speed of DCC locomotives and **Phil Parker** looks at the handbuilt locomotives of **John Webb**.



**TELL US WHAT YOU
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MONTH'S DVD**

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PLAY



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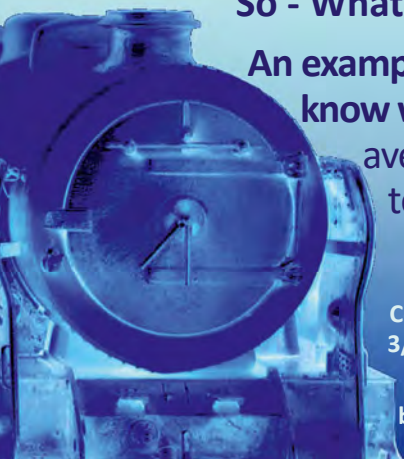
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For the vast majority of people in the UK, contact with railways is primarily an urban (or suburban) experience. Millions of us commute into our cities every day by train, light rail or London's Underground - which carries more people per day than the rest of the rail network put together. And yet if we look at our model railways, they're more often set around country railways. There are, of course, some wonderful examples of model railways in urban environments. Quite often these seem to inhabit forgotten or derelict corners of the BR network in the 1960s or 1970s, the sort of places where Regan and Carter would have chased down a suspect in *The Sweeney*. Perversely, the dereliction and decay that would have made law-abiding folk steer well clear of them then is exactly what seems to excite us today.

In recent years, we've seen a new generation of depot layouts, which often hint at their inner-city surroundings. There are also some superb goods yards on the exhibition circuit, bringing back memories of gloomy sidings and quaysides in the shadow of towering warehouses.

But, considering their pivotal role in getting the nation to and from city centres, busy inner-city and suburban railway locations are less common in model form. Again, there are honourable exceptions, such as 'Abbey Road', Tom Cunningham's 'Minories' (**BRM** April) and Kier Hardy's 'Wibdenshaw'. His latest layout 'Hornsey Broadway' is exceptional for many reasons but, for me, primarily because it depicts something rarely seen - a busy main line flying junction with suburban EMUs and cross-London freights and some serious civil engineering.

Maybe it's a space issue; many city stations and yards are on a grand scale that's impractical for all but the largest of indoor spaces. Or it could be that modelling urban landscapes is better suited to smaller areas because of the intensive modelling required - it's quicker and easier to cover the ground with a field or a hill than to model densely-packed buildings and streets.

Or maybe it's just that those of us who have to endure the daily grind into work on crowded commuter trains are so scarred by the experience that we don't want to be reminded of it. Whatever the answer, this month's **BRM** is full of layouts, projects and ideas that we hope will get you thinking about the exciting possibilities offered by the railways in our towns and cities.



MANAGING EDITOR | Ben Jones

BRM

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JUNE 23 - SEE PAGE 145

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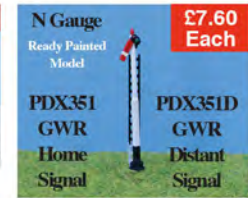
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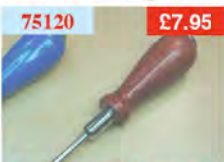
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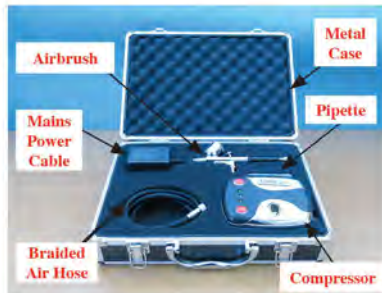
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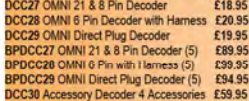
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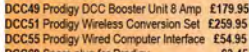
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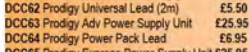
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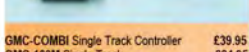
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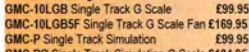
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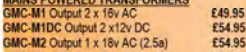
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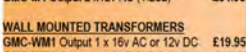
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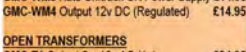
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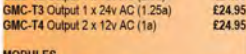
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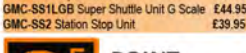
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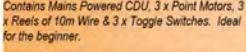
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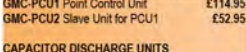
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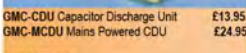
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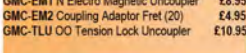
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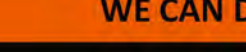
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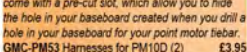
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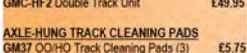
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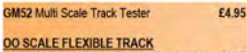
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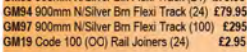
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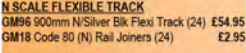
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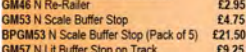
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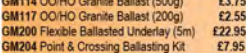
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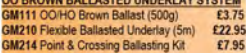
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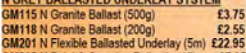
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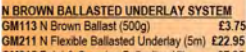
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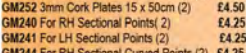
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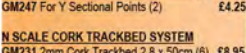
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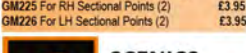
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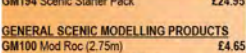
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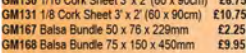
GM72 N Scale Buffer Stop Lights (Pack of 2) £9.95



GM73 N Scale Buffer Stop on Track £9.25



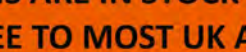
GM74 N Scale Buffer Stop Lights (Pack of 2) £9.95



GM75 N Scale Buffer Stop on Track £9.25



GM76 N Scale Buffer Stop Lights (Pack of 2) £9.95



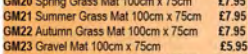
GM77 N Scale Buffer Stop on Track £9.25

GM78 N Scale Buffer Stop Lights (Pack of 2) £9.95

GRASS & GRAVEL MATS



GM20 Spring Grass Mat 100cm x 75cm £7.95



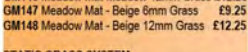
GM21 Summer Grass Mat 100cm x 75cm £7.95



GM22 Autumn Grass Mat 100cm x 75cm £7.95



GM23 Gravel Mat 100cm x 75cm £5.95



GM24 Spring Grass Mat 240cm x 120cm £29.95



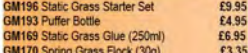
GM140 Meadow Mat - Spring 6mm Grass £9.25



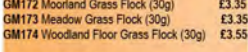
GM141 Meadow Mat - Meadow 6mm Grass £9.25



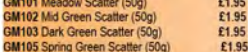
GM142 Meadow Mat - Spring 12mm Grass £12.25



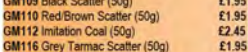
GM143 Meadow Mat - Meadow 12mm Grass £12.25



GM144 Meadow Mat - Beige 6mm Grass £9.25



GM145 Meadow Mat - Beige 12mm Grass £12.25



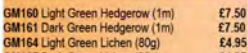
GM196 Static Grass Starter Set £9.95



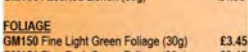
GM197 Static Grass Glue (250ml) £4.95



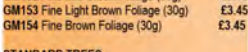
GM198 Spring Grass Flock (30g) £6.95



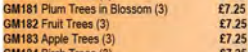
GM199 Spring Grass Flock (30g) £6.95



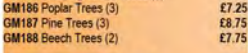
GM200 Spring Grass Flock (30g) £6.95



GM201 Spring Grass Flock (30g) £6.95



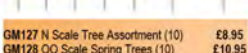
GM202 Spring Grass Flock (30g) £6.95



GM203 Spring Grass Flock (30g) £6.95



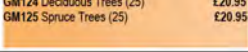
GM204 Spring Grass Flock (30g) £6.95



GM205 Spring Grass Flock (30g) £6.95



GM206 Spring Grass Flock (30g) £6.95



GM207 Spring Grass Flock (30g) £6.95



GM208 Spring Grass Flock (30g) £6.95



GM209 Spring Grass Flock (30g) £6.95

MAKE YOUR OWN TREES

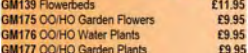
GM155 Seafoam for Tree Making £19.95
GM156 Light Green Scenic Leaves (50g) £3.95
GM157 Mid Green Scenic Leaves (50g) £3.95
GM158 Dark Green Scenic Leaves (50g) £3.95



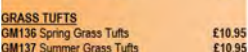
GM139 Flowerbeds £11.95



GM175 OO/HO Garden Flowers £9.95



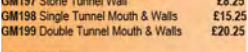
GM176 OO/HO Water Plants £9.95



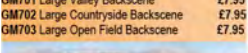
GM177 OO/HO Garden Plants £9.95



GM178 OO/HO Wild Flowers £9.95



GM136 Spring Grass Tufts £10.95



GM137 Summer Grass Tufts £10.95



STRUCTURES

OO SCALE LASER CUT BUILDINGS



GM453
Garden Shed Kit
£6.50

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 £25.95



GM402 Fordhampton Signal Box £10.95



GM403 Fordhampton Footbridge £17.95



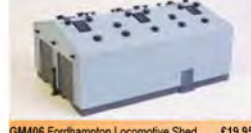
GM404 Fordhampton Level Crossing £11.95



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



GM407 Fordhampton Carriage Platforms £9.95



GM408 Fordhampton Village Store or Pub £17.95



GM409 Fordhampton Pub/Bistro TBA

GM410 Fordhampton Rest Home/Doctors TBA

GM411 Fordhampton Farmhouse/Cottage TBA

COMING SOON...



KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD01 House	£4.35
GMKD02 Shop	£4.35
GMKD03 Bungalow	£3.60
GMKD04 Church with Porch	£5.95
GMKD05 House/Shop Unit with Glazing	£6.75
GMKD06 Two Shop Unit with Glazing	£6.75
GMKD07 Four House Unit	£6.75
GMKD08 Country Station	£8.75
GMKD09 Station Buildings	£5.35
GMKD10 Island Platform with Flat Canopy	£8.25
GMKD11 Flat Canopy	£5.95
GMKD12 Small Signal Box	£3.10
GMKD13B Farm Rail Fencing Brown	£3.10
GMKD13W Farm Rail Fencing White	£3.10
GMKD14 Telegraph Poles	£3.10
GMKD15 Windows Doors & Gutters	£2.85
GMKD16 Platforms (2)	£2.35
GMKD17 Platform Ramps (2)	£3.35
GMKD18 Station Yard Huts	£4.35
GMKD19 Weighbridge & Office	£3.35
GMKD20 Coal Office	£5.95
GMKD21 Level Crossing/Keepers Cottage	£3.10
GMKD22 Four Greenhouses	£3.10
GMKD23 Two Domestic Garages	£3.85
GMKD24 Water Tower	£4.65
GMKD25 Corner Shop	£4.65
GMKD26 Corner Pub	£5.95
GMKD27 Three Storey Townhouse	£5.95
GMKD28 Three Storey Town Shop	£7.95
GMKD29 Modern Station	£5.75
GMKD30 Modern Station Waiting Room	£8.45
GMKD31 Station Masters House	£7.25
GMKD32 Pair Pre War Semi Det. Houses	£6.45
GMKD33 Boilerhouse & Chimney	£3.85
GMKD34 Stable Block	£3.60
GMKD35 Cow Shed	£5.95
GMKD36 Barn	£7.50
GMKD37 Farm House	£7.50



GMKD38 Steel Footbridge £7.50

GMKD39 Modern Industrial Unit	£5.95
GMKD40 Modern Fire Station	£7.25
GMKD41 Platforms Wide (2)	£3.35
GMKD42 Platform Ramps Wide (2)	£2.85
GMKD43 Goods Shed	£7.75
GMKD44 Town Station	£16.95
GMKD45 Old Factory with Chimney	£19.95

N GAUGE LASER CUT KITS

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

GM451 Wooden Fencing	£5.25
GM452 Lattice Fencing	£5.25
GM453 Garden Sheds (2)	£5.50

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

TOOLS



MODEL RAILWAY MAINTENANCE

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 Gauge Wheel Cleaner	£15.95



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 Side Switch DPDT	£1.70
GM502 Side Switch DPDT (C/Off)	£1.70
GM503 Toggle Switch SPST	£2.35
GM504 Toggle Switch DPDT	£2.65
GM505 Mini-Toggle DPDT (C/Off)	£3.15

GENERAL MODELLING TOOLS

GM08 Modelstrip (115ml)	£6.95
GM26 Traxx Rubber	£3.15
GM27 Jumbo Traxx 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	£6.95
GM605 Flat Nose Pliers	£6.95
GM606 Side Cutters	£6.95
GM607 Half Round Pliers	£6.95
GM608 Bent Nose Pliers	£6.95
GM609 S/Steel Tweezers (4)	£7.95
GM610 Double Ended Pin Vice	£5.95
GM611 Sawset 1 w/ Scalpel Handle	£9.95
GM612 Hole Saw & Arbor for Point Motor Fitting	£3.50
GM613 Trim-away Knife	£3.75
GM614 S/S Scalpel & Blades	£5.50
GM615 Plastic Scalpel & Blades	£5.95
GM617 Pick-Up Tool	£6.50
GM618 Magnifier Tweezers	£3.95
GM621 Looking Forceps Curved	£6.95
GM622 Hot Wire Cutter for Scenic Modelling	£19.95
GM624 Suvet Top Pin Vice	£6.75
GM625 Curved Tweezer Reverse Action	£4.50
GM626 Straight Tweezer Reverse Action	£4.50
GM627 Short End Tweezer Reverse Action	£4.50
GM628 Cutting Discs (10)	£4.95
GM630 Screw Top Mandrels (3)	£4.50
GM631 Slicing Discs (10) & Mandrel	£5.25
GM632 Budget Needle File Set	£4.75
GM633 Glass Fibre Pencil 4mm	£7.50
GM634 4mm G/Fibre Refills (10)	£9.95
GM635 2mm Glass Fibre Pencil	£9.95
GM636 2mm G/Fibre Refills (5)	£15.95
GM638 Cutting Brushes 0.6-2.0	£5.95
GM640 Arnhemian Drill Stock	£3.95
GM641 HSS Jbbers Drills 0.5 (5)	£3.95
GM642 HSS Jbbers Drills 0.8 (5)	£3.95
GM643 HSS Jbbers Drills 1.0 (5)	£3.95
GM644 HSS Jbbers Drills 1.2 (5)	£3.95
GM645 HSS Jbbers Drills 1.5 (5)	£3.95
GM646 HSS Jbbers Drills 1.8 (5)	£3.95
GM647 HSS Jbbers Drills 2.0 (5)	£3.95
GM648 Microbore HSS Twist Drill Bits 0.3-1.6	£19.95
GM649 Microbore HSS Twist Drill Bits 0.3-1.6	£19.95
GM650 HSS Jbbers Drills 0.3 (5)	£3.95
GM651 HSS Jbbers Drills 0.4 (5)	£3.95
GM652 HSS Jbbers Drills 0.6 (5)	£3.95
GM653 HSS Jbbers Drills 0.7 (5)	£3.95
GM654 HSS Jbbers Drills 0.9 (5)	£3.95
GM655 Spare Blades for GM614	£2.75
GM660 Pin in Place Twin Pack	£8.95
GM664 Economy Sprue/Plastic Cutter	£4.75
GM666 Clip On Magnifying Eye Glass	£6.75
GM668 Pin Pusher with Depth Stop	£10.95
GM670 Deluxe Paintbrush Set	£12.95



GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire)	£4.65
GM14 Crimped Pin Terminals (6)	£2.95
GM15 Ring Terminals (6)	£1.95
GM16 Pair Connecting Leads (Pin/Pin)	£4.95
GM28 Crocodile Clips Red/Black Pair	£1.75
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GM40 1.5a Rectifier	£4.95
GM41 Thermal Cut-Out 1 Amp	£3.95
GM42 Thermal Cut-Out 2.5 Amp	£3.95
GM75 PSB 6-Way Din Plug-Socket	£3.15
GM77 12-Way Poly Terminal Block	£1.95
GM89 Pack of 5 Amp Fuses (5)	£2.75

LIGHTING

GM61 Micro LED White (4)	£7.95
GM62 Micro LED Red (4)	£7.95
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GM69 Grain of Wheat Bulb 12v Yellow (5)	£3.95
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GM80 LED Green 3mm 12v (5)	£2.25
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GM83 LED Green 5mm 12v (5)	£1.95
GM84 LED Red 5mm 12v (5)	£1.95
GM85 LED Yellow 5mm 12v (5)	£1.95
GM76 Resistor 1K Ohm for LEDs (10)	£1.65

MAGNETS

GM86 Small Magnets (10)	£5.50
GM87 Medium Magnets (10)	£5.75
GM88 Large Magnets (10)	£6.00
GM88 3v Bulbs (10) & Capacitors (5)	£5.95
GM99 Pack of Reeds & 5 Magnets	£13.95

UNIVERSAL RELAY SWITCH

GM500 Universal Relay Switch	£5.50
BPGM500 Universal Relay Switch (3)	£14.50
GM500D Universal Relay Switch (DCC Friendly)	£5.75

ELECTRICS



GM353 CATALOGUE

128 Page Full Colour Catalogue	£3.95
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GAUGEMASTER Limited Edition News

N SCALE



DAGM221 GBR/Aggregates Industries 68711 "Sence"

£109.95 - Expected November 2016



DAGM230 Brighton Evening Argus DAGM235 The Royal Alex

£69.95

Both Already Sold Out to Pre-Orders



DAGM231 IC Executive Pristine £69.95

73 142 Broadlands



DAGM232 First GBR/ £69.95

73 141 Charlotte



DAGM233 South West Trains - £69.95

73 235



DAGM234 Southern Livery - £69.95

73 202



DAGM235 Southern Livery - £69.95

73 202



Pullman Class 73 101 - £129.95

DAGM100 The Royal Alex

DAGM101 Brighton Evening Argus

300pcs of each only

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POSTAGE:

Orders up to £19.99 = £2.50

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Visiting Skipton? Visit Craven Model Centre, Mount Pleasant, BD23 1JZ.



PO232

A country station scene in three kits...

The country station is based on designs by the Cheshire Lines Railway and the Manchester, Sheffield and Lincolnshire Railway Companies.



PO233

Railway Buildings

00/HO Scale

PO232 00/HO Goods Shed - £13.99

PO233 00/HO Signal Box - £9.00

PO237 00/HO Country Station - £13.75

N Scale

PN112 N Goods Shed - £7.25

PN133 N Signal Box Set - £9.00

00/HO Country Station PO237 - £13.75



Includes main station building and opposite platform shelter

COMING SOON IN N SCALE

N Scale Stable Block
PN822 - £5.75



Pictured 00/HO Stable Block
PO256 - £7.99

Mini & Midi Kits

00/HO Scale

PO256 00/HO Stable Block - £7.99

PO410 00/HO Wooden Pavilion - £6.50

PO502 00/HO Platform Benches - £5.75

PO503 00/HO Park Benches - £5.50

PO510 00/HO Picnic Tables - £5.50

PO511 00/HO Showjumps - £5.50

PO517 00/HO Platform Kiosk - £5.75

PO522 00/HO Stone Fountain - £5.25

N Scale

PN817 N Platform Kiosk - £5.50

PN821 N Wooden Pavilion - £5.50

PN822 N Stable Block - £5.75

PN823 N Fountain Set - £5.75

See and buy the full range of Metcalfe kits at www.metcalfe-models.com



PO503



PO410

Pavilion also available in N Scale (PN821)



PO511

NEW RELEASE

N Scale Fountain set - PN823 £5.75



00/HO Stone Fountain kit comes with one hexagonal fountain and three spouts (PO522)



PO510



PO502



METCALFE

Card Construction Kits

An industrial metropolis in N Scale...

Impressive industrial buildings all designed to stand next to each other allowing you to create a realistic skyline. The N Scale Warehouse can be built as stand-alone or low-relief to suit your layout space.



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Industrial Buildings

PN182 Warehouse - £10.99
PN183 Small Factory - £10.99
PN184 B/hse & Factory Ent. - £12.99
Similar available in 00/HO Scale
(Designs may vary slightly)
PO282 Warehouse - £13.99
PO283 Small Factory - £13.99
PO284 B/hse & Factory Ent. - £13.99



NEW RELEASE N Scale Boilerhouse & Factory Entrance PN184 - £12.99



A grand entrance and powerhouse to complete any mill or industrial scene. Designed to stand with the PN183 and PN182 (left)



Quality and realism you wouldn't expect from card modelling...

NEW RELEASE 00/HO Low Relief Timber Framed Shop PO421 - £8.00

An attractive timber framed shop in low relief, which adds a uniqueness to a high street. See also the low relief pub and shops below.



Manor Farm can be created using these three kits. Perfect for any countryside scene



Town & Country 00/HO Scale

PO205 00/HO Pub & Shops - £9.20
PO421 00/HO L/R Tim. Framed Shop - £8.00
PO250 00/HO Manor Farm House - £9.50
PO251 00/HO Manor Farm Barn - £9.50
PO252 00/HO Manor Farm Buildings - £10.50

N Scale

PN150 N Manor Farm Set - £8.25

N Scale Manor Farm Set (PN150) includes House, Barn, Tractor Shed and Worker's Cottage



BACHMANN 2015/16 NEW ITEMS

ALL AVAILABLE TO PRE-ORDER NOW

Class 414 2-HAP EMU Pre-order for £186.96 (estimated)



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- 31-391 Class 414 2-HAP EMU 6062 in BR blue & grey
- 31-392 Class 414 2-HAP EMU 4322 in Network SouthEast livery

Class 5P4F Stanier Mogul 2-6-0 Pre-order for £127.46



- 31-690 2955 in LMS lined black
- 31-691 42969 in BR lined black with early emblem
- 31-692 42968 in BR lined black with late crest (as preserved)

Class 7F 2-8-0 Pre-order for £118.95



- 31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black
- 31-015 Class 7F 2-8-0 13810 in LMS black

Pre-order at www.ehattons.com/bachmann2016

SECR Birdcage Coaches

Pre-Order for £50.96



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- 39-601 SECR 60' Birdcage Brake Composite SR Olive Green
- 39-602 SECR 60' Birdcage Brake Composite BR Vermillion
- 39-610 SECR 60' Birdcage Composite SECR Dark Lake
- 39-611 SECR 60' Birdcage Composite SR Olive Green
- 39-612 SECR 60' Birdcage Composite BR Vermillion
- 39-620 SECR 60' Birdcage Brake 3rd SECR Dark Lake
- 39-621 SECR 60' Birdcage Brake 3rd SR Olive Green
- 39-622 SECR 60' Birdcage Brake 3rd BR Vermillion

Class 57 Diesel Pre-order from £127.46



- 32-753DS Class 57/0 57007 "Freightliner Bond" in Freightliner green - DCC sound fitted £203.96
- 32-756 Class 57/6 57603 "Tintagel Castle" in GWR (2015) green
- 32-764 Class 57/3 57305 "Northern Princess" in DRS Northern Belle livery

Class 47 Diesel Pre-order from £114.71



- 31-654 Class 47/4 47576 "Kings Lynn" in Network SouthEast livery
- 31-661DS Class 47/3 47346 in BR Civil Engineers 'Dutch' - DCC sound fitted £203.95
- 31-662 Class 47/3 47359 in BR Railfreight triple grey with Metals sub-sector branding

Class 90 Electric Pre-order for £119.00 (estimated)



- 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

Class J72 0-6-0T Pre-order for £75.00 (estimated)



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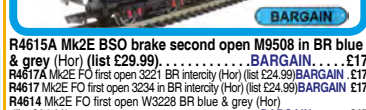
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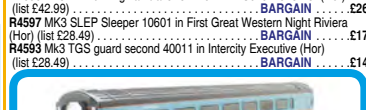
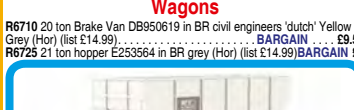
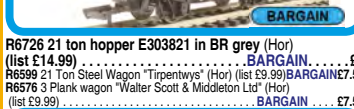
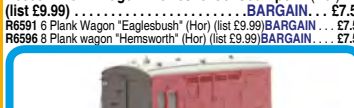
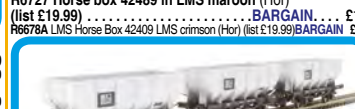
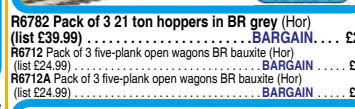
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31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £90.06



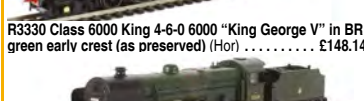
32-084 Class 56XX 0-6-2 6677 in GWR green (Bac) £76.46



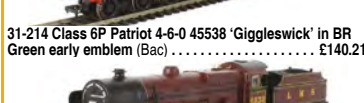
R3323 Class 5MT Black 5 4-6-0 44694 in BR Black late crest (Hor) £124.99



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



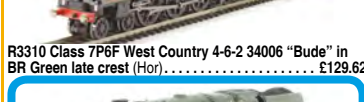
R3370TTS Class 6000 King 4-6-0 'King Richard II' BR Early Crest Blue - featuring TTS sound (Hor) £179.99



R3330 Class 6000 King 4-6-0 6000 'King George V' in BR green early crest (as preserved) (Hor) £148.14



31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) £140.21



31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' in LMS crimson (Bac) £140.21



R3464 Class 72xx 2-6-2 7224 in BR Black late crest (Hor) £118



R3310 Class 7P6F West Country 4-6-2 34006 'Bude' in BR Green late crest (Hor) £129.62



R3244TTS Class 8 4-6-2 71000 'Duke Of Gloucester' in BR Green late crest - TTS Sound fitted (Hor) (list £139.99) BARGAIN £94



R3339 Class 8P 4-6-2 Princess Coronation 6229 'Duchess of Hamilton' in LMS crimson lake (Gloss Finish) - as preserved (Hor) NEW £130



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (list £84.99) BARGAIN £55



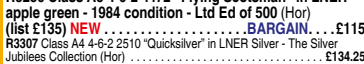
32-5508^ Class A1 4-6-2 60163 'Tornado' in BR lined Brunswick green (Bac) (list £159.95) BARGAIN £95



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) BARGAIN £56



R3250 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green - 1984 condition - Ltd Ed of 500 (Hor) (list £135) NEW BARGAIN £115



R3307 Class A4 4-6-2 2510 'Quicksilver' in LNER Silver - The Silver Jubilee Collection (Hor) £134.25



R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) £105



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) BARGAIN £80



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) (list £109.95) BARGAIN £80



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) BARGAIN £80



31-481 Class G2A Super D 0-8-0 49106 in BR black early emblem - weathered (Bac) NEW £111.45



31-480 Class G2A Super D 0-8-0 9376 in LMS black tender back cab (Bac) NEW £101.96



R3326 Class J50/3 0-6-0T 68971 in BR Black late crest (Hor) £74.06



R3325 Class J50/4 0-6-0T 68987 in BR Black early emblem (Hor) £74.06



3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) £148



3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) £148

3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) £148

3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) £148



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) £148



3921 Class O2/4 Tango 2-8-0 63963 BR black early crest flush tender (Hel) £148



31-003A Class O4 Robinson 2-8-0 6184 in LNER black (Bac) NEW £110.46



31-004A Class O4 Robinson 2-8-0 63762 in BR black early emblem - weathered (Bac) NEW £118.96



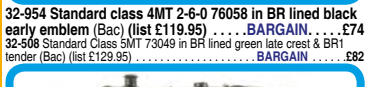
R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (list £84.99) BARGAIN £67



R3329 Class S15 4-6-0 30630 in BR Black late crest (Hor) £124.99



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) £122



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) £122



R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) £124.99



R3279 County Class 4-6-0 1016 'County Of Haris' in BR Green early crest - Railroad range (Hor) £69.50



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



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



R2922 Thomas & Friends - 4-6-0 No.3 Henry the green engine (Hor) £81



R9303 Thomas The Tank Engine 70th Anniversary Locomotive (Ltd Ed of 1000 Pieces) (Hor) £42.50

R3399 EWS Freight Train Pack - Ltd Ed (Hor) NEW £188

R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green Late crest. 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

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

32-109 Class 08 08631 'Eagle' in Network SouthEast (Bac) NEW £84.96

R3342 Class 08 Shunter 08489 in BR blue (Hor) £111.10

32-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) £93.46

Opening hours

Store: 09:00 - 17:00 Mon - Sun



07:30 - 18:00 Mon-Sat
09:00 - 17:00 Sun



R3343 Class 08 Shunter 08822 'John' in FGW (Hor) £111.10



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £84.96



32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac) £84.96
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
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
1716 Class 17 D8523 in blue full yellow ends (Hel) £94
32-045 Class 20 20118 'Saltburn-by-the-Sea' BR Railfreight Red Stripe (Bac) £93.46
32-044 Class 20 D8028 BR Green Indicator Discs & Tablet Catcher (Bac) £93.46



2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN £59



2800*- Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) BARGAIN £80
2809* Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) BARGAIN £89



R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) BARGAIN £42
3415 Class 33/0 D8516 in early BR green (Hel) £94



3416 Class 33/0 D6551 in BR green small yellow panels (Hel) £94
3448 Class 33/1 D6511 in BR blue full yellow ends (Hel) £94
32-796 Class 37/0 37174 in EWS Domino Headcode (weathered) (Bac) £106.21



32-381M Class 37/4 37402 in Direct Rail Services (DRS) compass blue (Bac) £137.95
32-390 Class 37/7 37706 'Conidae' in Railfreight Petroleum (Bac) £101.96
32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR Green Small Yellow Panel (Bac) £118.96



32-065 Class 43 North British (NBL) Warship D865 'Zealous' in BR Maroon Small Yellow Panel (Bac) £118.96
32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96



32-681 Class 45 D108 in BR Green Split Centre Headcode (weathered) (Bac) £110.46



R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) £79



31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) NEW £127.46
31-655 Class 47/3 47301 'Centurion' BR Railfreight Grey Red Stripe (Bac) £97.71



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



31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



31-654 Class 47/4 47576 'Kings Lynn' in original Network SouthEast (Bac) NEW £114.71



32-817 Class 47/7 47745 'Royal London Society For The Blind' in Rail Express Systems (Bac) (list £114.95) BARGAIN £72



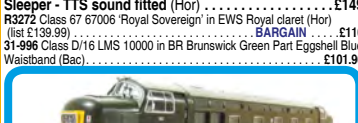
32-815 Class 47/8 47834 'Fire Fly' in BR Intercity Swallow Livery (Bac) (list £114.95) BARGAIN £78
4D-003-006 Class 52 diesel D1065 'Western Consort' in BR maroon small yellow panels (Dap) £119



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £113
32-532 Class 55 55007 'Pinzas' in BR Blue Finsbury Park White Cab windows (weathered) (Bac) £113.01
R2879 Class 55 Deltic 55001 'St Paddy' BR blue (Hor) (list £52.49) BARGAIN £43



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) £149
R3272 Class 67 67006 'Royal Sovereign' in EWS Royal claret (Hor) £110
31-996 Class D16 LMS '10000' in BR Brunswick Green Part Eggshell Blue Waistband (Bac) £101.96



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN £75
4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN £70



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



9001 Metropolitan Bo-Bo electric 9 'John Milton' in Metropolitan (Hel) £107

DMUs



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



31-535 Class 105 Ravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN £78



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
8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (list £119.95) BARGAIN £59



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59
8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59



8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £52
8992 Class 128 DPU in BR blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £52



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) BARGAIN £69
8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95) BARGAIN £69



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) BARGAIN £59



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £123.21
8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) BARGAIN £79



31-030* 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



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



31-379 Class 416 2EPB 2 Car EMU 5771 in BR green no yellow panel (Bac) NEW £186.96
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (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



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



31-379 Class 416 2EPB 2 Car EMU 5771 in BR green no yellow panel (Bac) NEW £186.96
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (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

DEMUs



31-236X Class 205 2-H 'Thumper' 1121 in BR green small yellow panel - Exclusive to Kernow MRC (Bac) NEW £204



31-238Z Class 205 2-H 'Thumper' 1122 in BR blue - Exclusive to Kernow MRC (Bac) NEW £204



31-239Z Class 205 2-H 'Thumper' 205001 in de-branded Network SouthEast (Kernow Exclusive) (Bac) NEW £204



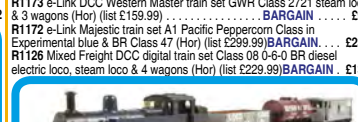
B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56
36-151 Plasser OWS10 crane. Self propelled track maintenance vehicle (motorised) (Bac) £50.96



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) BARGAIN £79



R9283 Thomas the Tank Engine Train Set (Hor) £54



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) BARGAIN £99
R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) BARGAIN £230
R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list £229.99) BARGAIN £135



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £179.99) BARGAIN £115



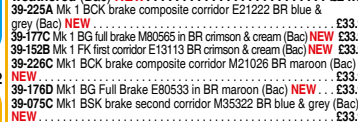
4P-010-047 60 FT Stanier Corridor Comp BR Carmine & Cream M3947M (Dap) NEW £15.50
R4531B Gresley 61' 6" Full Brake maroon (Hor) (list £48.99) BARGAIN £24



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN £24
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24
39-312 BR Mk1 SP Pullman Second Parlour E352E in BR Blue & Grey (With Lighting) (Bac) NEW £56.61
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
39-410A BR Mk2A BFK Brake First Corridor 17069 BR Blue & Grey (Bac) NEW £38.21



34-328A Ex-LMS Pili Parcels Van M31253 in BR blue - weathered (Bac) NEW £24.61
39-225A Mk1 BCK brake composite corridor E21222 BR blue & grey (Bac) NEW £33.96
39-177C Mk1 BG full brake M80565 in BR crimson & cream (Bac) NEW £33.96
39-152B Mk1 FK first corridor E13113 BR crimson & cream (Bac) NEW £33.96
39-226C Mk1 BCK brake composite corridor M21026 BR maroon (Bac) £33.96
39-176D Mk1 BG Full Brake E50565 in BR maroon (Bac) NEW £33.96
39-075C Mk1 BSK brake second corridor M35322 BR blue & grey (Bac) NEW £33.96
39-126C Mk1 CK composite corridor M15916 in BR maroon (Bac) NEW £33.96
39-125C Mk1 CK composite corridor M16153 BR blue & grey (Bac) NEW £33.96



39-277 Mk1 GUV general utility van E86380 in BR blue (Bac) NEW £33.96

Visit

www.ehattons.com/new

for new releases

39-273 Mk1 GUV General Utility Van S86724 in BR green (Bac) **NEW** £33.96
39-274 Mk1 NXX General Utility Van E93326 in BR blue & grey InterCity Motorail branding (Bac) **NEW** £33.96
39-250A Mk1 RFO Restaurant open M5 in BR blue & grey (Bac) **NEW** £33.96

NEW

39-262B Mk1 RMB Miniature Buffet S1851 in BR green (Bac) **NEW** £33.96

NEW

39-261B Mk1 RMB Miniature Buffet W1816 in BR Maroon (Bac) **NEW** £33.96
39-105 Mk1 RU restaurant car W1900 BR crimson & cream (Bac) **NEW** £33.96
39-051J Mk1 SO second open E4059 in BR Maroon (Bac) £33.11
39-052K Mk1 SO second open M3741 BR crimson & cream (Bac) **NEW** £33.96
39-412A Mk2A BFK Brake First Corridor 17097 Network SouthEast blue (Bac) **NEW** £38.21
R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) £33
R4664 Pullman First Class Parlor Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33



R4662 Pullman Third Class Brake Parlour Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33
R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33
R4661 Pullman Third Class Parlor Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33

Wagons



38-116 100 Ton TEA Bogle Tank Wagon 'Aviation Fuel' (Bac) £35.66
38-115 100 Ton TEA bogle tank wagon in Fina - weathered (Bac) £36.51
37-708A 12 Ton LMS Cattle Wagon LMS Brown (Bac) £15.26
37-706A 12 Ton LMS Cattle Wagon NE Brown (Bac) **NEW** £15.26
37-804 12 Ton Planked ventilated van M50860 BR bauxite - weathered (Bac) **NEW** £14.41
38-404A 25 Ton Pill Box brake van ZTP D556409 in BR departmental olive green - weathered (Bac) **NEW** £27.16



38-125A Megapack of 8 35 Ton VBA box van sliding door in EWS (Bac) (list £191.60) BARGAIN £102
38-125A Single (Bac) (list £23.95) BARGAIN £15
38-125A Pack of 4 (Bac) (list £95.80) BARGAIN £54
R6780 4-wheel wagon "Llanfairpwllgwyngyllgogerychwyrndrobwlilanysillofogogoch" in BR maroon (Hor) **NEW** £11



38-150A Megapack of 8 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £191.60) BARGAIN £112
38-150A Single (Bac) (list £23.95) BARGAIN £15
38-150A Pack of 4 (Bac) (list £95.80) BARGAIN £58
4F-016-013 Banana Van Tropical Fruit M42 (Bac) **NEW** £10
R6708 CDA hopper wagon 353224 Railfreight red (Hor) (list £24.99) BARGAIN £11



R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

R6706 HAA MGR hopper wagon 351854 in Railfreight red - graffiti (Hor) (list £23.99) BARGAIN £11
37-314 Intermodal bogie wagon 2 x 45ft containers in Salfmarine (Bac) (list £49.95) BARGAIN £29
37-314 Pack of 4 (Bac) (list £199.80) BARGAIN £108

NEW



38-212B JJA non-generator auto ballaster in ex-Railtrack curved top profile - weathered (4 per rake each Generator wagon) (Bac) **NEW** £46.71

NEW

38-553A Midland 20T brake van 134900 in LMS Bauxite (without Duckets) (Bac) **NEW** £23.76

NEW

38-552A Midland 20T brake van 357914 in LMS Grey (with Duckets) (Bac) **NEW** £23.76

NEW



38-550A Midland 20T brake van M357897 in BR Grey (with Duckets) (Bac) **NEW** £23.76
R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) BARGAIN £12



R6760 PGA hopper wagon VGT14234 in CAIB / Procor - weathered (Hor) (list £16.99) BARGAIN £7
38-400A SR 25 Ton Pill Box brake van 56462 in SR Brown (Bac) **NEW** £23.76

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) £74

DCC decoders

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



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70
36-557 Single (Bac) £14.50
BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 27w x 100 mm) x 5 (Gau) £71



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

DCC accessory decoders

PC1 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £205



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

Point motors

R8014 Mark 2 Point Motor (Hor) £7
R8243 Surface Mounted point motor (Hor) £7

Switches & Levers

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

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £48

Lighting equipment

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

Cables & Wires

LC-150 200mm Wires x 5 (Pec) **NEW** £10
LC-151 260mm Wires x 5 (Pec) **NEW** £10.75
LC-152 340mm Wires x 5 (Pec) **NEW** £10.50
LC-153 380mm Wires x 5 (Pec) **NEW** £11
LC-154 500mm Wires x 5 (Pec) **NEW** £12

Spares

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

Metal Conductive RAIL JOINERS
HO/OO, O and O-16.5
No further glue needed
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
18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8096 Metal disc wheels on axles (10 axes) (Hor) £5.50

Buildings - railways

44-0034 Depot Crew Room (Bac) £38.21

Man-made scenic structure - railway-related



LK-55 76ft Well type turntable (Pec) £38
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
R070 Electrically Operated Turntable (Hor) £59
LC-110 Single Mast (Pec) **NEW** £7.95

Signals



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

Buildings - general

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
44-0021 Rural Workers Cottages (Bac) £38.21

Bridges, Tunnels & Walls

PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11

People - civil



36-408 12 x Seated Coach Passengers (Bac) **NEW** £10.16
36-047 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Setrack

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

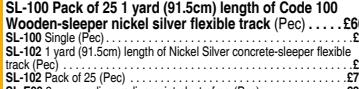


ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9

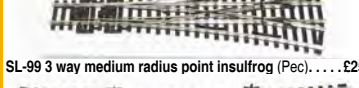
Track - Code 100 Streamline



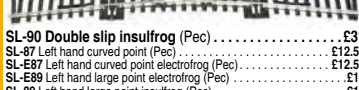
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
SL-102 Pack of 25 (Pec) £25
SL-E99 3 way medium radius point electrofrog (Pec) £25



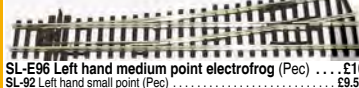
SL-99 3 way medium radius point insulfrog (Pec) £25



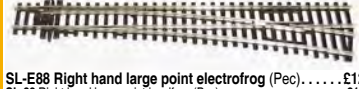
SL-90 Double slip insulfrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50
SL-E87 Left hand medium point electrofrog (Pec) £12.50
SL-E89 Left hand large point electrofrog (Pec) £12
SL-89 Left hand large point insulfrog (Pec) £10
SL-96 Left hand medium point (Pec) £10



SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50
SL-E82 Left hand small point electrofrog (Pec) £9.50
SL-E86 Right hand curved point electrofrog (Pec) £12.50



SL-E88 Right hand large point electrofrog (Pec) £12
SL-88 Right hand large point insulfrog (Pec) £12



SL-95 Right hand medium point (Pec) £10
SL-E85 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50



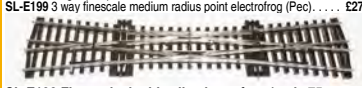
SL-E91 Right hand small point electrofrog (Pec) £9.50

Track - Code 75 FineScale Streamline

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102F Pack of 25 (Pec) £72



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-E188 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

R601 Double Straight (Hor) £2.25
R601 Box of 24 (Hor) £49
R6072 Left Hand Standard Point (Hor) £9



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
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

Railway publications



36-2016 Bachmann Branchline 2016/17 Catalogue (Bac) £6.80

Commercial vehicles



76SET45 Hayton Coulthard Centenary Set (Oxf) **NEW** £40



76SET005 Scammell Showtrac & Dodgem Trailer Anderson & Rowland - Gladiator (Oxf) **NEW** £10
76SL04WRF Scania Highline Waking Floor Stober Assot Champions Day (Oxf) **NEW** £17.80

Farming & Construction



76KOM001 Komatsu PC340 standard (fully poseable) boom (Oxf) **NEW** £17

Military ground vehicles

76SV005 Standard Vanguard RAF Nicolsa (Oxf) **NEW** £4

SL-43 Loco Lift and storage unit (Pec) £11

N Gauge

Steam locos



2S-007-006D Class 5700 Pannier 0-6-0 3702 in BR black late crest - DCC Fitted (Dap) £82
2S-012-007 Class A1X Terner 0-6-0T 5 Portishead GWR green shirributt (Dap) £63.66



2S-008-005 Class A4 steam loco 60022 "Mallard" in BR green early crest & double chimney (Dap) £119.60

Train packs



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





UK P&P £4 PER ORDER
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)



370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) £89

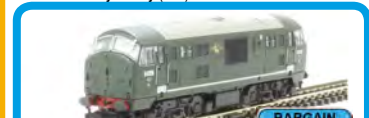
Diesel locos



371-023 Class 08 08600 "Ivor" in Network SouthEast (Gra) **NEW** £80.71



371-035 Class 20 Twin Pack 20904 "Nancy" & 20906 in Hunslet-Barclay Livery (Gra) £178.08



2D-012-010 Class 22 diesel loco D6311 in BR green no yellow panels & disc headcodes (Dap) (list £136.89) **BARGAIN** £76
 2D-012-013 Class 22 diesel loco D6315 in BR green (pre-TOPs font numbering) - weathered (Dap) (list £142.89) **BARGAIN** £79
 2D-012-014 Class 22 diesel loco D6328 in BR blue (pre-TOPs font numbering) (Dap) (list £136.89) **BARGAIN** £76
 371-111 Class 31 D5596 in BR Green Small Yellow Panels (Gra) £100.26
 2D-004-008D Class 56 diesel 56056 in Construction (Doncaster built) - DCC fitted (Dap) **NEW** £116
 371-635 Class 70 PowerHaul 70006 Freightliner (Gra) (list £119.95) **BARGAIN** £82.50

HSTs



2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) £135

DMUs



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

EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 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

Coaches



374-642 BR Mk1 CCT BR Blue Express Parcels Weathered (Gra) **NEW** £21.21
 374-640 BR Mk1 CCT BR Blue Weathered (Gra) **NEW** £21.21
 374-902A BR Mk1 TPO Blue & Grey (Gra) **NEW** £33.96



374-220D BR Mk1 FK Pullman First Kitchen Car "Robin" Umber & Cream (Gra) **NEW** £30.56



374-200E BR Mk1 FP Pullman First Parlour Car "Pearl" Umber & Cream (Gra) **NEW** £30.56
 374-107A BR Mk1 RMB Mini Buffet Car Maroon (Gra) **NEW** £25.46



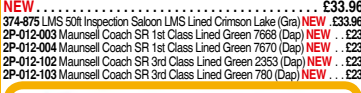
374-901B BR Mk1 TPO in Post Office red (Gra) **NEW** £33.96
 NLRT002 Leyland Royal Tiger Southdown (Oxf) **NEW** £7



374-877 LMS 50ft Inspection Saloon Blue & Grey (Gra) **NEW** £33.96



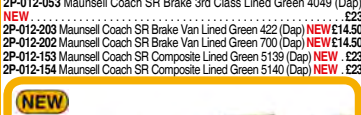
374-876 LMS 50ft Inspection Saloon BR Maroon (Gra) **NEW** £33.96



374-875 LMS 50ft Inspection Saloon LMS Lined Crimson Lake (Gra) **NEW** £33.96
 2P-012-003 Maunsell Coach SR 1st Class Lined Green 7668 (Dap) **NEW** £23
 2P-012-004 Maunsell Coach SR 1st Class Lined Green 7670 (Dap) **NEW** £23
 2P-012-102 Maunsell Coach SR 3rd Class Lined Green 2353 (Dap) **NEW** £23
 2P-012-103 Maunsell Coach SR 3rd Class Lined Green 780 (Dap) **NEW** £23



2P-012-054 Maunsell Coach SR Brake 3rd Class Lined Green 4048 (Dap) **NEW** £23
 2P-012-053 Maunsell Coach SR Brake 3rd Class Lined Green 4049 (Dap) **NEW** £23
 2P-012-203 Maunsell Coach SR Brake Van Lined Green 422 (Dap) **NEW** £14.50
 2P-012-202 Maunsell Coach SR Brake Van Lined Green 700 (Dap) **NEW** £14.50
 2P-012-153 Maunsell Coach SR Composite Lined Green 5139 (Dap) **NEW** £23
 2P-012-154 Maunsell Coach SR Composite Lined Green 5140 (Dap) **NEW** £23



2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) **NEW** £111

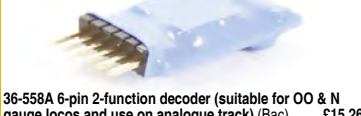
Wagons



373-900F 46 Tonne glw HAA Hopper BR Freight Brown Weathered (Gra) **NEW** £14.41
 2F-071-002 7 Plank Ruabon 825 (Dap) **NEW** £9
 2F-071-033 7 Plank Ruabon 825 Weathered (Dap) **NEW** £9
 2F-013-027 Gunpowder Van LMS Grey 7004 (Dap) **NEW** £9

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

Accessories

HN601 Barrels, Stacked Horizontally (Har) **NEW** £4.35

Spares

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17
 SL-310 Rail Joiners/Fishplates for N & O gauge (24 per pack) (Pec) £2

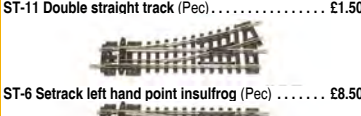
Buildings - general

PN184 Factory Entrance & Boiler House (Met) **NEW** £12

People - civil

379-321 12 Seated Coach Passengers (Gra) **NEW** £10.16
 379-315 1960/70's Standing Station Passengers (Gra) **NEW** £6.38
 379-318 1960/70's Station Staff (Gra) **NEW** £6.38
 379-316 Factory Workers & Foreman (Gra) **NEW** £6.38

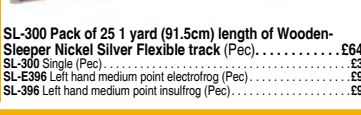
Track - Code 80 Setrack



ST-11 Double straight track (Pec) £1.50



ST-6 Setrack left hand point insulfrog (Pec) £8.50



ST-5 Setrack right hand point insulfrog (Pec) £8.50

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-395 Right hand medium point insulfrog (Pec) £9

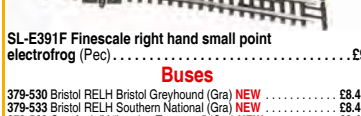
Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
 SL-300F Single (Pec) £3
 SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
 SL-E389F Finescale left hand large point electrofrog (Pec) £11
 SL-E396F Finescale left hand medium point electrofrog (Pec) £10



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



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

Buses

379-530 Bristol RELH Bristol Greyhound (Gra) **NEW** £8.46
 379-533 Bristol RELH Southern National (Gra) **NEW** £8.46
 379-560 Guy Arab IV "London Transport" (Gra) **NEW** £8.46
 379-562 Guy Arab IV "Midland General" (Gra) **NEW** £8.46
 379-516 Harrington Cavalier Maidstone and District (Gra) **NEW** £8.46
 379-546 Leyland Titan PD2 Stockport Corporation (Gra) **NEW** £8.46

Commercial vehicles

NBSA003 Motorbike and Sidecar Royal Mail (Oxf) **NEW** £3

O Gauge (1:43 Scale)

Diesel locos



5352 Class 53 1200 "Falcon" in BR Blue full yellow ends (Hel) £550



5351 Class 53 D0280 "Falcon" in BR two tone green small yellow panels. (Hel) £550

Coaches

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

Wagons

5050 2797 695 IWB Cargowagon (Hel) £145
 7F-051-019 5 Plank LMS 24361 (Dap) **NEW** £36.50
 7F-051-019W 5 Plank LMS 24361 Weathered (Dap) **NEW** £36.50

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
 SL-700BH Single (Pec) £6.50
 SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
 SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39

Cars

43DSP004 Daimler SP250 Open Racing Green (Oxf) **NEW** £18.60
 43VF001 Vauxhall Firenza Sport SL in Bluebird blue (Oxf) £19

Any or Multiple Scales

Analogue controllers



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



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



Q Quadruple 4 circuit power controller (Gau) £130

Analogue point control



PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £54
 PL-15 Twin Microswitch (Pec) £7

DCC decoders

10311-02 2-function 2-sided 0.5/0.8A servo mini decoder NEM651 plug (Len) £29



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
 8PinMicro 6-pin decoder 8-pin plug (ESU) **NEW** £99



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
 54-888 Loksound V4 Next18-pin sound decoder (ESU) **NEW** £99

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



524-042 NCE Power Cab controller (NCE) £136



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £215
 524-027 SB5 Smart Booster Entry level SA DCC system for use Power Cab controller (NCE) £144
 60100 SET100 DCC amplifier and controller (Len) £260

DCC accessories

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

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £146
 DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £17



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £177
 DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £94
 DCP-CB120MG Cobalt Omega slow-action analogue point motor x 12 (DCC) £135
 PL-10 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-1 Seep point motor accessory switch (Gau) £4



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

Switches & Levers



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
 DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165
 PL-26B Passing Contact Switch - Black Lever (Pec) £5.50

Railway publications

SYH26 Booklet - "Shows You How" Series - Modelling Overhead Catenary (Pec) **NEW** £1

Glues

AE2715 30ml Precision Poly Cement (Hum) **NEW** £2.99



Headlights

John Webb (1942-2015) is best known for his layout 'Ambergate' which featured in **BRM** in December 1997 and January 1998. Fascinated with model trains since the age of five, it wasn't until 1970 that he started to build models of Midland Railway prototypes. An engineer for Rover, his skills were better than average. Many were exhibited at Model Engineering shows in London. Gold and silver medals weren't given out lightly but John was typically self effacing about his success, commenting that he was disappointed with a silver for a coach as he'd hoped for a bronze to complete the set! To celebrate his work, we present a selection of his scratchbuilt and hand-painted EM gauge models. Look out for more on this month's DVD.



Showstopping images from the world of model railways



When the Midland and Great Northern gained access to the Norfolk coast in 1893, they found themselves in urgent need of new motive power. Sharp, Stewart built 26 4-4-0s based on an MR design of 1888. All lasted to be taken over by the LNER and after many rebuilds, the last was scrapped in 1963. They were capable of handling prodigious loads over difficult lines and to ensure his scratchbuilt model can do the same, John arranged for some of the weight of the tender to bear on the rear of the locomotive for maximum adhesion.

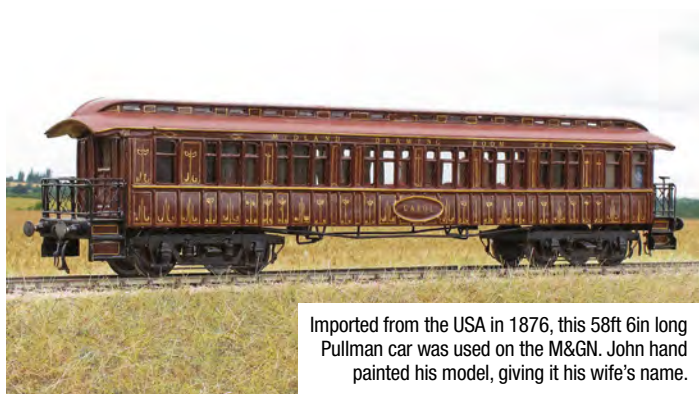




Six-wheel T.P.O. Vans were built in 1879 for the St. Pancras to Derby route. John's models were built from plastic sheet on a brass chassis. The arms to support outgoing mailbags and collecting nets for incoming are motorised and the intention was for them to operate remotely on the layout.



In 1848 Kitson, Thompson & Hewitson of Leeds built two locomotives designed by Thomas Crampton for the Midland Railway. He held the view that a small, low-pitched boiler mounted ahead of large driving wheels would result in smooth running. Sadly the engines were not a success, one being rebuilt four times in 48 years. Its train is made up of a selection of passenger vehicles dating from the 1840s.



WALFORD TOWN

Steve Ridgway's classic East End terminus is set in the late-1980s, when Sectorisation was bringing more colour and variety to British Rail's trains and stations.



Walford Town' is set in the east end of London as a fictitious terminus of the old Great Eastern Railway. The trackplan was agreed and a cramped layout with high retaining walls was reminiscent of the Liverpool Street station, so we had our location. It had been a minor branch line being gradually run down and so did not get electrified like much of the rest of the GE in London, but the Docklands regeneration gave it a reprieve and an increase in traffic. This location meant that in time it would of course be firmly in Network SouthEast (NSE) territory.

In the mid-1980s the Leamington & Warwick Model Railway Society decided to have another go at producing a club layout, after a few uncompleted attempts. The members wanted a change from steam-era OO and decided that it would be to a finer scale using EM gauge and so-called 'Modern Image'. That meant blue diesels, and should be more accurately called 'contemporary'. It is interesting that the longevity of the layout means that it is now a historical record of that time. When it first appeared many children pointed out: "Look, Texas" but now only adults will remember that early DIY superstore name!

Our clubrooms at the time were in a cramped basement in Leamington Spa, so a compact layout was essential. The one chosen from Cyril Freezer's book of plans was a terminus and small goods yard. The saving of space by depicting a terminus was obvious, and positioning the fiddleyard behind the goods yard with a tall parcels depot gave a compact design only 20ft long. This was later extended by almost 2ft when the sector plate was extended to allow for six-coach trains with locomotive storage at the end. We could then produce a reasonably long train and fill the longest platform. We were also able to add four locomotive holding positions and a long siding hidden along the back of the layout to increase capacity beyond the six sidings on the sector

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 18mm gauge EM
DIMENSIONS: 22ft by 2ft 6in (plus sector plate)
ERA: Late-1980s
REGION/LOCATION: BR Eastern Region, east London
LAYOUT TYPE: Fiddleyard to terminus
POWER/CONTROL: 12V DC analogue
PHOTOGRAPHS: Andy York

Type 3 pioneer D6700/37350 arrives with a parcels train. This '37' was something of a celebrity in the late-1980s, being the first of its class and a Stratford machine, it had been repainted in BR green. It's a Lima model given the full detailing treatment, including replacement of the front windows by etched brass versions.





Network SouthEast

Welcome to Walford Town



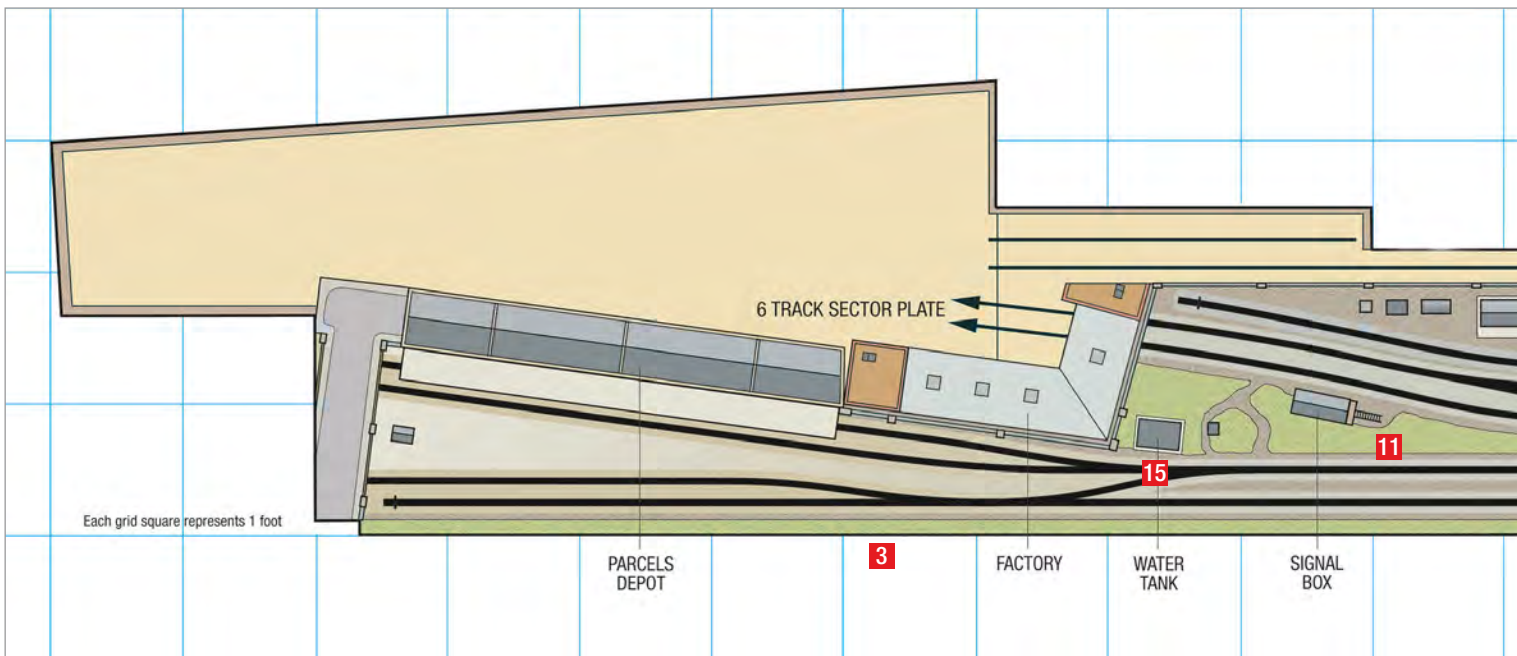


plate. This gave us the ability to have a variety of stock and a realistic timetable which saw trains leaving for supposed destinations and not returning until a suitable (model) time span had elapsed.

LENGTHY CAREER

The layout was built by a group within Leamington & Warwick MRS which had similar aspirations for finer scale models. It became known as the 4mm Finescale Group within the society, and after 'Walford Town' it went on to build 'Clarendon' in P4 (**BRM** March 2015).

Apart from appearances at our own show, the layout was first exhibited at ExpoEM North in September 1988. After around 50 other outings, from Jarrow in the north-east to Folkestone in the south and Ipswich to Truro, new invitations have become few and far between. With space in the clubroom at a premium the time has sadly come to try to find a new home for 'Walford Town'. It is due to appear at Midland Railx on August 13/14, where the crew will again enjoy operating the layout and where possible prospective purchasers can view it.

At the time that the layout was built, most other so called 'modern image' layouts used ready-to-run stock on OO gauge track, and many were not much more than train sets. 'Walford' showed that modern practice could be modelled in a mature manner with a finescale ethos, and achieve an effect on a par with the best steam era layouts. The fact that it has become a 'period' layout itself is somehow proof of the pudding.

During the initial build, some more interesting liveries began to appear. The newly created Network SouthEast seemed to fit the location we had chosen, with opportunities for inter-regional workings. Choosing NSE gave us the chance to get away from the 'boring blue' that had been around for two decades. Additionally some of us, particularly those who by

LEFT: A Class 108 DMU in the darker NSE blue departs for Stratford. A Lima '117' was reduced to a skeleton and etched brass sides, then available from Craftsman Models, were added. Detailing was based on a survey of a similar DMU, stabled in Bedford awaiting its next turn on the line to Bletchley.

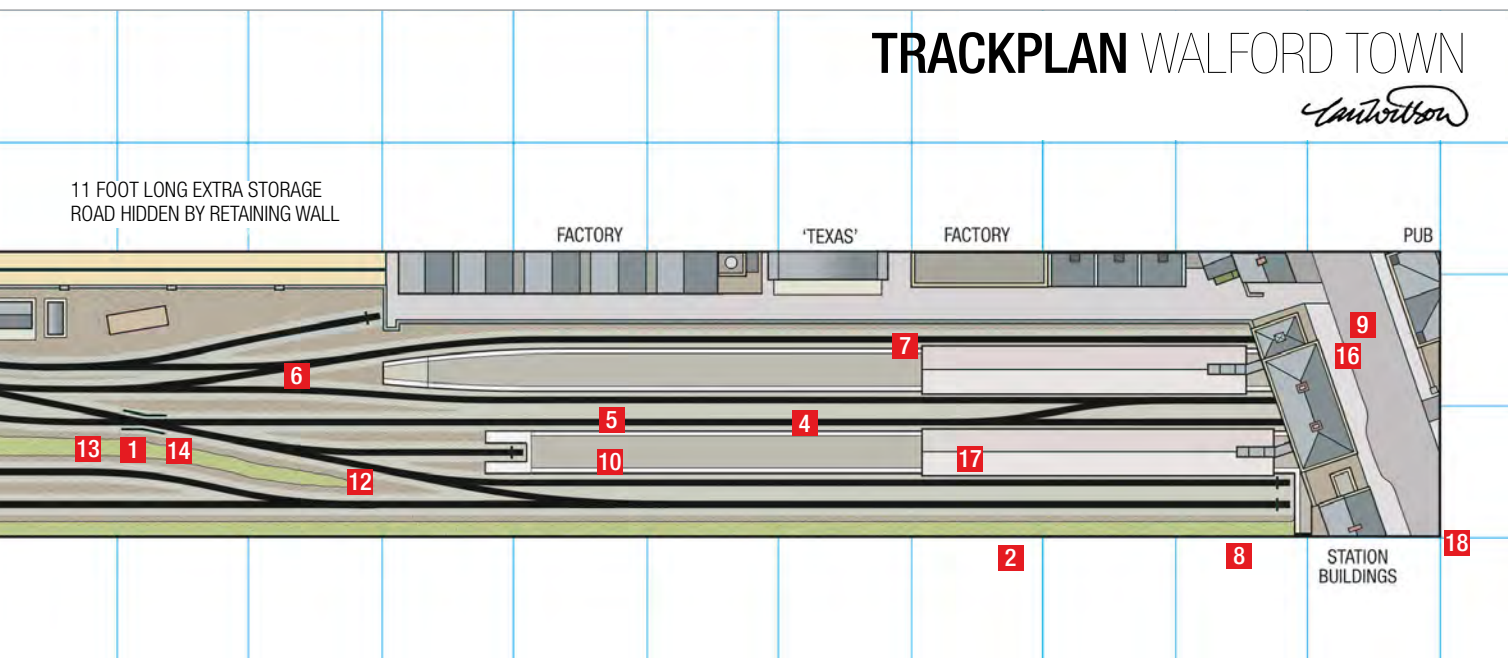
TOP RIGHT: The former GER Goods & Parcels depot, now used for Red Star parcels traffic from East Anglia. The model is based on a similar building in East London. Our Lima GUVs have flushglazed windows, MJT bogies and extra detailing. The Mk 1 BGs are cut down Mainline coaches with Comet sides.

BELOW RIGHT: Passengers patiently waiting for their train. The small boy doesn't seem interested in the Class 47 behind. We hope that this view shouts 'NSE' with the distinctive colour scheme and platform furniture.



then lived in the NSE area, noticed some typical and distinctive features of the infrastructure. Accordingly, we scratchbuilt platform fittings such as litter bins and metal benches.

Station signs were created in the NSE style and fittings such as platform lamps and the station itself were painted in appropriate colours. We just had to have the first locomotive painted in NSE livery for launch day, and 47573 *The LONDON STANDARD* was duly





I ask the expert

Q The layout uses a variety of older RTR models. How do you make them run smoothly and reliably on finescale track?



A At the time of construction ready-to-run models with fine detail and good quality chassis were still in the future. We mostly used Lima locomotives with the old 'pancake' motors, upgraded with flush glazing, much added detail and full repaints. Performance was vastly improved

with careful bedding in of the replacement EM wheelsets by running for at least an hour in each direction with toothpaste on the gear teeth, fitting additional pick-ups to as many wheels as possible and adding extra ballast weight. Another factor, we feel, in the smooth running of our locomotives is the use of high-quality controllers, in our case Pentrollers. We have modified them to have increased levels of simulated inertia. This helps greatly in the movement of what appear to be heavy prototype locomotives. Gently buffering-up to stock is very satisfying. Our shunters were better in that the Class 08 was an MOK etched brass kit and the Class 03 combined a detailed Mainline body with a scratchbuilt chassis.

ABOVE: Station pilot 03089 brings empty stock into Platform 2 in readiness for a departure to Salisbury. All Mk 1 stock comprises butchered Mainline coaches fitted with Comet brass sides and MJT bogies. This was the only way we could achieve something approaching the look of the prototype at the time.

LEFT: NSE 47573 departs from Platform 2. Note point rodding and signal wire pulleys.

produced from a much-modified and repainted Lima model. It carried the original light blue version of the livery, which we used and which also appears on a BR Mk 1 coach. The later dark blue livery can be seen on a Class 108 DMU.

Sectorisation began to appear on the railway about this time, so we were able to gain further relief from BR blue with some Railfreight locomotives, a Motorail van and a Provincial sector Mk 1 full brake.

DOCKLAND SETTING

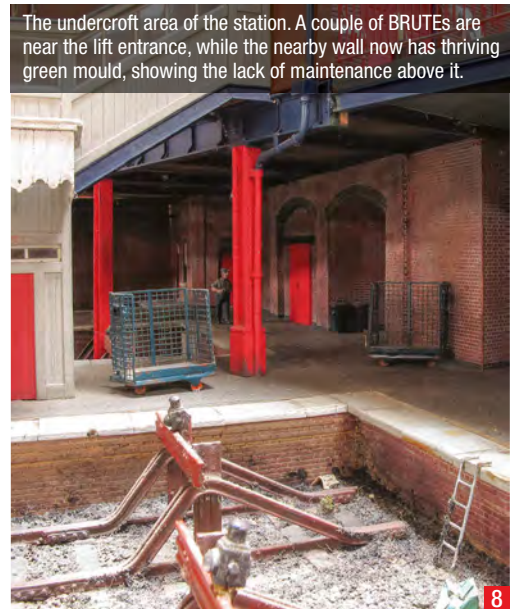
Our imagined branch is from a junction at Canning Town on the Stratford to North Woolwich line - now occupied by sections of the Docklands Light Railway and Crossrail. Regeneration of the area means that there are local services and also NSE cross-country trains to the north and west. Using the North London Line two trains per day serve Basingstoke and Andover. Two more trains per day are also timetabled via Clapham Junction to Salisbury.

Traffic is not sufficient to justify additional trains to Norwich or Kings Lynn, so two trains per day from Liverpool Street to each destination are diverted via Walford in each direction. The necessary reversal at Walford means a change of locomotive, so the stabling sidings and light locomotive movements within station limits add interest to the operations.

The operating sequence was developed gradually and in its final form takes about two hours to complete a full day of imagined activity. The stock all ends up in the correct position ready to start the next day's workings, so we can continue at a show without a



A fair number of Mk 1 coaches emerged in NSE colours. This one is unique on our layout in having the early lighter blue shade. Note that the painters have been round to treat the lamps to a coat of NSE red.



The undercroft area of the station. A couple of BRUTEs are near the lift entrance, while the nearby wall now has thriving green mould, showing the lack of maintenance above it.



Some visitors think we put the shop sign in wrongly, but being reversed was once quite common for a closed business.



A couple of passengers await their train. The seat and litter bin are scratchbuilt.



This GER style scratchbuilt box replaced our first flat-roofed BR design version, part way through the layout's life.



'Peak' 45104 *The Royal Warwickshire Fusilier* arrives with a train of BR Mk 1 and Mk 2 coaches. The locomotive is a Mainline model converted to EM by replacing the wheels with Alan Gibson carriage wheels and spacers to keep the axles central within the bogies, extra pick-ups and etched parts to refine the grilles.



break in the entertainment. One move we incorporate, but which isn't often seen in model form is when the locomotive which brought a train into the terminus follows the departing train at about a coach length along the platform. Although easier now with DCC available we are still DC, and our wiring allows this enjoyable, prototypical move to be demonstrated.

Goods stock is mainly from plastic kits, with rocking-axle compensation and added detail. The parcels vans are mostly detailed Mainline models and the Mk 1 coaches are Mainline with Comet sides, supported by flush-glazed Lima Mk 2s. All bogie stock uses MJT compensated bogies, which apart from more reliable

ABOVE: Large buildings above the high retaining wall help the onlooker concentrate on the railway scene. The shunt signal controlling access to the stabling point is a BR arm fitted to an original GE bracket mounted on the retaining wall. Motorising this signal was a simple job with a Fulgurex motor mounted on the back of the wall and the operating wire passing straight through.

track-holding attributes also prevent the toy-train like lateral wobble.

During construction and exhibiting of the layout we found that having a group of modellers with similar aspirations and standards meant that the group operated smoothly and harmoniously. One or two members joined in briefly, but moved on when either their approach was too different or their standards, which suited them, didn't match the rest of the group. We also found that when operating at an exhibition we tried to complete the moves without verbal communication, with the sequence and layout of the control panel designed with this in mind. It wasn't that we wouldn't



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talk to visitors, just that 'noise' from behind the layout could be distracting to those watching. It was also more satisfying to work quietly and efficiently.

We also spotted that visitors would soon move away from the layout if there was nothing moving, or not apparently about to move. The pulling off of a signal would retain people a little while longer, but the sequence is designed that there should be something, somewhere moving virtually all the time. This was achieved by having two operators looking after the visible section, one concentrating on passenger services and the other on parcels and freight.

There was also a full-time fiddleyard operator to support them which, because of the intensity of operation, was a fulfilling role in itself. There is a 'call attention' bell which can be rung by the front of house operators if the fiddleyard operator hasn't set up the move, and there was much pride in ensuring that it wasn't needed during a shift.

ABOVE: A Class 108 DMU in the darker NSE blue departs for Stratford. The ground disc controlling the exit from the siding by the signal box can be seen on the right.

RIGHT: A cat finds some shade beneath the old water tank. It still supplies the railway infrastructure explaining its continuing presence and so remains, a relic of the steam age.



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One thing that surprised us was how enjoyable it had been to build a diesel layout, and a 'Modern Image' one to boot. None of the group had diesels as a prime interest, but creating 'Walford' with a finescale modelling approach had been extremely rewarding.

The layout is fully signalled, as best we could devise it, and the added realism gave us some satisfaction. From the lessons learned we decided that the next layout would take this a step further by having a dedicated signaller, also responsible for track section switching, and drivers driving to the signals.

The first type of auto couplers we used had a hook which could snag on bufferbeam detail and would cause derailments when propelling a train around

We spotted that visitors would soon move away if there was nothing moving. A signal being pulled off would retain people a little while longer, but the sequence is designed that there should be something, somewhere moving virtually all the time.





TOP LEFT: A London Transport Leyland Olympian picks up passengers for a sightseeing tour of Walford, now made famous because of a certain BBC TV programme.

TOP RIGHT: Passengers patiently waiting for their train. The small boy doesn't seem interested in the Class 47 behind. We hope that this view shouts 'NSE' with the distinctive colour scheme and platform furniture.



the reverse curve encountered in some moves in the yard. This, and the rather obtrusive appearance led us to switch to Jackson couplings. We found that they needed careful adjustment for the first few shows, but then seemed to settle down and work reliably thereafter.

We always had a requirement for the layout to operate smoothly and reliably. Modifications to the locomotives have already been outlined, but we also had a strict regime at exhibitions. Before each operating session, all track and locomotive wheels are cleaned, and whilst doing this the pick-ups are checked. Before the rolling stock is put out for the show

the wheels are given a quick visual inspection for the build up of the mysterious 'crud' which can build up and almost negate the flanges. Couplings are also checked for position and for drooping under the influence of an electro-magnet. For this we have a short test track mounted in a box, which is part of our essential kit for shows.

As mentioned earlier, we are currently looking for a good home for the layout, as space in the clubroom is at a premium and the group is fully occupied with building 'Scrubbs Lane', the extension to 'Clarendon'. If you're interested, contact us via the BRM office for more information. ■

I ask the expert

Q How did you choose and construct your buildings to achieve a suitable inner-city look for the layout?

A All the buildings, with the exception of the platelayer's hut, are scratchbuilt. The 'Half Moon' pub is based on a prototype in Bedford. Dimensions were derived from a photograph of the model builder's daughter standing against the front wall. The FORDS (not Henry) factory unit is also based on a prototype in Bedford. Our station building started out as a sketch during an early show, where one of the group was working on the height imbalance across the layout. The original building provided was certainly Great Eastern in style, but was better suited to an area with more space available. Having the station building above track level solved the height problem and was more typical of a cramped city location. One of the group is an architect, and with his knowledge and access to Victorian architectural details the sketch was transformed into a series of working drawings. Others are based on inspiration from various buildings observed during the construction of the layout.



An FX4 taxi is setting off from the station entrance, while a second hopes for a fare. Registration plates match the Hackney Cab registration numbers as observed on a trip to London, but not many visitors will be able to read them! The top of the lift shaft down to platform level can be seen behind the second taxi.



Limited Edition R3503 **BR (NRM) 'Flying Scotsman' & Support Coach**



This specially commissioned limited edition train pack exclusively produced for LocomotionModels.com of which only 500 have been produced includes 'Flying Scotsman' with a slightly higher gloss level than usual so as to represent more accurately the pristine condition of the locomotive when it is finally outshopped after restoration.

Available exclusively from: www.locomotionmodels.com the NRM's on-line model shop or the Locomotion museum shop in Shildon Tel: 01388 771413



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SHOPPING LIST

BODY

- I Shawplan 33114nsr
Ashford 150 Nameplate
and Depot Plaques
- I Shawplan EEDP33-00
Roof Fan and Grille
- I Express Models DCC/
HJ33/1W6 Class 33/1
Lighting kit

CHASSIS

- I PH Designs PH4CL33
Etched Steps
- I Kadee Couplings (252 &
146 Whisker)
- I 8BA bolts & Nuts
- I Branchlines 14mm
Coach Wheels
- I Four-function DCC
decoder (wired)
- I Plastic card

PAINT

- I Halfords Matt Black &
Grey Primer aerosols
- I Railmatch RM239 NSE
Grey
- I Railmatch Paints
- I RM2202 Warning Panel
Yellow (Post-1985)
- I RM408 Satin Varnish
- I RM232 warning orange
- I RM402 Frame Dirt
- I RM415 Oily Steel
- I RM403 Roof Dirt
- I Rail Grey (any light grey
will do)
- I Humbrol Matt Blue
- I Humbrol Matt White
- I Humbrol Oil Wash

GLAZING

- I Shawplan EEFG3302
Laserglaze
- I Humbrol Clear
- I Black Marker Pen
- I Printed Blinds

TOOLS

- I Craft Knife
- I Paintbrushes
- I Needle Files
- I Fine Filler
- I Superglue
- I Soldering Equipment
- I GW Models wheel puller,
back to back gauge and
wheel pres
- I T-Cut and cotton bud

HOW TO...

DETAIL A HELJAN
CLASS 33/1

'Crompton' fan **Will Thompson** explains how he detailed, repainted and re-gauged a Heljan OO model as one of only two Class 33s to receive Network SouthEast colours.

I have a thing for Class 33s, or 'Cromptons' as they were nicknamed, and will admit to owing a few! I think the Heljan '33/1' is rather smart and with a few straightforward tweaks makes an attractive model. Push-pull 33114 was out shopped in Network SouthEast colours in May 1992 and named *Ashford 150* but lasted just under a year in this guise before being withdrawn. For my proposed layout I have plans for a '4-TC' set with 33114 providing the traction.

GAUGE CONVERSION

This model was converted to 18mm EM gauge using Branchlines 14mm coach wheels, but re-using the Heljan gears. The conversion is straightforward using a GW Models wheel press and back-to-back gauge. The pin-point axles were crudely filed off, and the wheels



primed and painted. The wheels are slightly smaller than the originals so the ride height is reduced. If I worked in OO I'd be tempted to ditch Heljan's wheels.

With the wheels fitted I then moved onto fitting Kadee couplings. For Heljan 'Cromptons' I tend to use No. 252 snap-together gear boxes and No. 146 whisker couplings mounted to the underside of the chassis. Scrap plastic card is then used to obtain the correct height before it is all fixed using 8BA bolts. This arrangement is fine provided the locomotive doesn't have to negotiate very tight curves.

One noticeable error with the earlier Heljan '33' releases is that the centre springs are too far out on the bogies. You can either fit the revised version which is sometimes available as a spare part, or save a few pennies and use a sharp craft knife to gently slice them off. It takes many light cuts to do this without damaging the moulding. Once they're off they can be remounted to scrap plastic card behind the bogie, providing the

necessary depth; I think it improves their appearance no end.

A set of PH Designs bogie footsteps was then folded and soldered, primed, painted and fitted. These are delicate and tricky to assemble but well worth the effort. Also included in the PH Designs etch are some neat BR SKF axle bearing covers which can be fitted to the bogie sideframes and painted yellow.

Heljan doesn't paint the solebars so these were removed and the painted in Railmatch NSE Grey. Finally the underframe was sprayed matt black using a Halfords aerosol can and Heljan's excellent bufferbeam details were added.



Ask the expert

Q Is it possible to improve the lighting on ready-to-run diesel locomotives and provide extra features and functions?

A I like to have independent control of locomotive lights using the four functions of a DCC decoder. This way I can switch off the tail light when hauling trains, as seen on the prototype. I used an Express Models lighting kit, which required very little modification to the model before installation. Just a small amount of filing to the interior behind the headcode blinds was required for a good fit and to prevent light bleed. When I was happy with that, the lights were superglued in place. By using this kit I didn't need Heljan's circuit board so I wired the DCC decoder in directly. See www.expressmodels.co.uk for more information.





EXTERNAL UPGRADES

Heljan's roof grille is oversized and not especially refined so it was replaced with Shawplan's excellent etched grille. To fit this I glued the Heljan grille in place, left it to dry and then cut out the middle, which results in the correct size opening. Before fitting the etched grille I used filler and needle files to smooth and hide the join. When it all looked right, I fixed the grille with superglue and then primed it. To finish off I sprayed the roof with Halfords matt black and then painted the translucent removable roof panels rail grey. As these would later be weathered, any light grey shade was suitable.

The scavenger fan was then assembled using solder, primed and painted red, glued to a piece of black plastic card and attached to the body under the new roof grille. The assembly can also be glued in place if you prefer.

The front end of all Heljan Class 33/1s benefits from painting the jumper cables, lamp brackets and sockets yellow. I find Railmatch paints to be a close match to the shade used by Heljan so Railmatch Yellow (post-1985) was used. Nameplates and Eastleigh depot plaques were from Shawplan and fitted using small dabs of matt varnish. The printed nameplate is a fraction too long so this was partially removed using T-Cut and a cotton bud.

While the cab was dismantled I painted a few details and the crew seats to suggest some form of interior. To even out the overall finish, Railmatch satin varnish was then airbrushed over the bodyside.

Just before final re-assembly Shawplan's excellent Laserglaze (laser-cut replacement glazing) was fitted using Humbrol Clear and capillary action to distribute the liquid from inside the body. One useful trick with Laserglaze is to run a black marker pen around the edges before installation; this eliminates any refraction of light through the edges.

I never seem to see any models with cab blinds so those on my models are printed using a standard inkjet printer onto paper and any white edges removed with a black marker pen.

When everything was complete the model was reassembled. I wanted a clean, almost ex-works look which I hope I've captured using Railmatch weathering paints and Humbrol Oil Wash as I didn't want the finish to appear too flat. The roof was lightly treated with roof dirt and weathered black. Overall it was an enjoyable project that brought back memories of a colourful period in the life of the Class 33s, and of British Rail. Thanks to Brian Hanson of Shawplan for his help and advice, and to my wife Caz for her support! ■



TRACTION

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Includes... **TRACTION MODELLING**
RMweb Project Layout:
Black Country Blues –
1970s BR Diesels in the
Industrial West Midlands

NETWORK SOUTHEAST: A BRIEF HISTORY

June 10 1986 saw one of the railway's most ambitious rebranding exercises unveiled. **Andy York** talks to Chris Green about how his vision for a better railway was realised.

Chris Green was already 20 years into a railway management career in the mid-1980s. He had successfully given ScotRail a strong regional identity during his tenure there from 1984, before moving south to become Director of the London & South East (LSE) sector.

Although the sectorisation of BR had created the LSE business unit in 1982 the commuter railways of the south-east didn't really have a cohesive identity, just a legacy of ageing stock and staff with bruised morale charged with reducing costs and increasing revenue. Chris says: "At a time when subsidies from government were to be reduced, increasing fares and maintaining passenger numbers would have been unpopular as would cutting staff. There needed to be a better way."

"Operation Pride came first during the early parts of 1986; a programme of talking to staff to show that we cared about them too. Seemingly small things,

such as cleaners having a good mop and bucket to do the job, could make a big difference to morale and a tangible improvement for customers. It was about giving local staff more freedom and responsibility and to take a pride in their station. Improving mess rooms and staff accommodation was a priority before the publicly visible changes."

But, the big physical change in the eyes of the customer would be branding, as Chris explains; "Through a competitive tendering process with advertising agencies we developed an image which was to make a bright and tangible difference to the parts of the railway the customers saw, the stations, the stock and our publicity. A design manual was built up to illustrate how the new image should be applied with strict guides to ensure continuity."

After a period of time in service the original mid-blue was prone to fading so a revised livery altered the upward sweep of red, blue and grey lines up the cab to a darker blue bodyside with the yellow wrapping around the edge of the cab front in a chevron form.



SERVICE IMPROVEMENTS

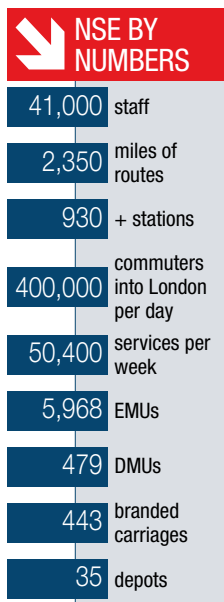
"We set strategic objectives to improve punctuality from 84% to 90% - on the busiest commuter network in Europe - with trains arriving within five minutes of their scheduled time, to reduce cancelled services to less than 1%, every train to be cleaned before commencing its daily services and we wanted to reduce ticket office queues and telephone enquiry waiting times. To deliver better performance we invested in recruiting 1,700 extra staff - train crews, booking and telephone enquiry personnel, station and train cleaning teams."

For the launch day each of the route-based sub-sectors, Thames & Chiltern, North, Anglia, South East, South Central and South West had at least one station and train decorated in the new corporate style. Dennis Lovett, now Bachmann Europe's Public Relations Manager, then a PR manager working for Chris Green, spent the night before the launch at Richmond station - the chosen location in the South West area.

As Dennis says; "We kept the whole image secret until the last possible moment, that would probably not be possible these days with smartphones and the internet. Even the stock for the public launch at Waterloo was hidden behind other rakes in sidings near the old Necropolis station."

It would take some time for the new image to be rolled out across all trains and stations, but the intention was to achieve it within four years. Interim differences were made with NSE flashes appearing on rolling stock in older liveries, such as the Mk 2 coaches used on Waterloo-Exeter services.

Photographs of local managers, complete with contact telephone numbers for complaints and comments, were posted on platforms. Staff wore name badges; stations were cleaned by specially recruited gangs; smart new litter bins and chairs were installed; passenger



information boards were made more user-friendly; staff were encouraged to talk to customers; and previously bleak concourses were brightened by the addition of retail outlets.

CLEVER MARKETING

Chris continues; "As a commuter network the trains were full mornings and evenings but not during the day or at weekends. The alternative to increasing fares for commuters was to improve revenue by getting more passengers onto empty off-peak trains. This was achieved by marketing our services through leaflets and media adverts showing where we could take people for leisure.

We made car parking free after 1030, we had leaflets delivered near key stations targeting leisure destinations, we sponsored high profile events such as the Hampton Court Flower Show and we publicised our 'Network Days'. In 1986, £3.00 would get you anywhere on the Network for a day. We also organised depot and gala days. In the first year we achieved a 5% increase in passenger numbers and a £66m increase in passenger revenue."

Customers could buy a Network Card at just £10 for the year, which gave a one-third reduction on off-peak travel for the holder, family and friends. The introduction of the Capitalcard meant that passengers could use Network trains, Underground and bus services with a single ticket. Such coordinated ticketing made life easier once you reached London without having to queue for additional tickets. A further 8.5%



On Monday morning British Rail will mount an operation four times bigger than D-Day. (It's called getting you to work.)



On Tuesday 6th June 1988, British Rail mounted a major operation (a distance of 20 miles, 10 days, 2 years, to complete).

On Monday morning (just like any other weekday morning) British Rail Network South-East will carry over 600,000 passengers to work in a period of 5 hours, along some 2,500 miles of the rail P.D. line.

In London, this equates to one train arriving every 11 seconds, during the peak hour.

Network South-East have set themselves the task of ensuring that 90% of these trains arrive either on or within 5 minutes of their scheduled time.

Achieving this, target would, with just one exception, give us a better punctuality record than any airline in the world.

For the country

It's not only a time-keeping war, but a lighting war too. We're also planning sizeable changes in the cleanliness

haul. From now on, every one of our 6,000 coaches will receive a daily dose of spot and polish, inside and out. Many will also be refurbished with new seats, better ventilation and a brand new livery.

At home, for the troops

Our stations are also under review. Having recently deleted the help of some local authorities, we are now in a position to spend £20 million on improvements to many of them.

New information systems, a regular lot of paint and special cleaning squads should soon have them all ready for your inspection.

How soon will you see all these improvements? Respectably not overnight.

There may even be a set back or two along the way. But the great scheme has begun.

Network SouthEast

British Rail's new positive attitude towards the South-East.

NO

less than 90% of trains running in the Network to arrive on or within five minutes of the scheduled time

NO

more than 1% of commuter trains running in the South-East having to be cancelled for whatever reason

NO

litter cluttering up train interiors

NO

rundown, unkempt stations anywhere in the Network

NO

trains to arrive at your station in the morning without having received an exterior wash and an interior clean

NO

any peak-time train to stand on for more than 20 minutes

NO

lengthy queues at ticket offices

NO

long waits on the telephone trying to get through to enquiries

NO

members of staff to be anything other than courteous and co-operative should you require help

NO

we can't guarantee achieving these aims everywhere, all the time, but we can promise 100% effort

Network SouthEast

ABOVE AND LEFT: Part of the new marketing philosophy was a major advertising campaign at stations, in local and regional press and across the region promoting what was being done to improve the railway.

OPPOSITE PAGE: Just as the real NSE did, Andy York has improved a tired BR prefab station building (by Bachmann Scenecraft) by fitting bright new signage, repainting lamp posts and canopy supports in red to improve first impressions for passengers.

increase in passenger numbers in 1987/88 saw an additional £95m in ticket revenue above the previous year. In the same year punctuality had risen to 92% and cancellations were down to 0.2% - an impressive turnaround inside two years and testament to the vision of a railwayman who cared passionately and helped staff to deliver a better service and create a business which could manage with less subsidy.

These encouraging results gave a boost to sector's capital investment programme of £830m which facilitated the following schemes:

- Completion of Tonbridge to Hastings electrification.
- Completion of Wickford/Southminster and Romford/Upminster electrification
- Commencement of electric services between Peterborough and King's Cross
- Commencement of electric services between Cambridge and Liverpool Street
- Other electrification schemes were started including Royston to Cambridge, South Croydon to East Grinstead and Bournemouth to Weymouth
- New Class 442 'Wessex Electric' express EMUs for the Bournemouth line and Class 319s for the Thameslink services went into construction.

Other achievements included the revitalisation of the Chiltern lines from Marylebone with new 'Networker Turbo' DMUs, the gradual extension of electrification towards Kings Lynn, the introduction of 'Networker'

In the first year we achieved a 5% increase in passenger numbers and a £66m growth in passenger revenue. A further 8.5% rise in 1987/88 raised an extra £95m in revenue.

EMUs to replace life-expired 'EPBs' in south-east London and Kent, replacement of life-expired locomotive-hauled trains with Class 159 and 165/166 DMUs and many other smaller schemes.

But, this cohesion was to be short-lived. Chris moved on to become Managing Director of InterCity in 1992 and the privatisation of BR from 1994 meant that the Network SouthEast sector was broken up into 11 individual shadow franchises. Whilst de-branding took place on a piecemeal basis until individual franchise holders established their identities, the NSE brand lived on in signs and can still be seen to this day at some locations. Look out for these 'ghosts' of the late-1980s next time you're travelling around London and the south-east. Thanks to Chris Green, Dennis Lovett, the Network SouthEast Society and Tony Hillman for their assistance. ■



network colours



PANTONE
185 C



PANTONE
300 C



PANTONE
421 C



PANTONE
431 C

Pantone 421 was found to be too light for rolling stock after initial tests so Pantone 431 was used for stock and instances, such as maps, where a darker grey improved clarity.

route branding

Each sub-sector gained its own route/area branding from 1988 to give localised identities with vinyl logos applied to multiple units, locomotives and rolling stock the main ones are as follows:

Sub-sector	Route Logo	Route/Area
Chiltern		London Marylebone-Aylesbury/Banbury
Great Eastern		London Liverpool Street-Ipswich/Harwich/Clacton-on-Sea/Walton-on-the-Naze/Southend Victoria
Great Northern		London King's Cross-Peterborough/Cambridge (and subsequently London King's Cross-Cambridge-King's Lynn)
Island Line		Ryde-Shanklin (Isle of Wight)
Kent Link		London Victoria/Charing Cross-Dartford/Gravesend/Gillingham/Orpington/Sevenoaks/Hayes
Kent Coast		London Victoria/Charing Cross-Margate/Dover/Folkestone/Ashford/Tunbridge Wells/Hastings (and subsequently North Downs services as far as Redhill/Three Bridges)
London, Tilbury & Southend		London Fenchurch Street-Tilbury-Southend Central-Shoeburyness
North Downs		Reading-Guildford-Reigate-Gatwick Airport-Tonbridge
Northampton Line/North London Lines		London Euston/Broad Street-Watford-Milton Keynes-Northampton-Birmingham, Bedford-Bletchley
Solent and Wessex		London Waterloo-Guildford-Portsmouth, London Waterloo-Basingstoke-Southampton-Bournemouth-Weymouth
South London Lines		London Victoria/London Bridge to Croydon London Victoria-East Grinstead/Uckfield/Sutton/Epsom Downs/Dorking/Horsham
South Western Lines		London Waterloo-Alton/Reading/Windsor/Guildford/Epsom/Chessington South/Dorking/Hampton Court/Kingston Circle/Shepperton/Hounslow Circle/Weybridge
Sussex Coast		London Victoria/London Bridge-Gatwick Airport-Brighton/Eastbourne/Littlehampton, Brighton-Hastings, Brighton-Portsmouth-Southampton
Thames		London Paddington-Slough- (-Windsor-) Reading-Oxford-Worcester/Stratford
Thameslink		Bedford-Luton-London-Gatwick Airport-Brighton
Waterloo & City		Waterloo-Bank
West Anglia		London Liverpool Street-Harlow-Cambridge-King's Lynn (express services to Cambridge, and almost all services to King's Lynn, were subsequently transferred to the Great Northern route from London King's Cross); London Liverpool Street-Stansted Airport
West of England		London Waterloo-Basingstoke-Salisbury-Exeter

RTR MODELS: WHO'S DOING 2016/17?

Every month seems to bring new suppliers and dozens of new models in the British model railway market.

Ben Jones brings the story right up to date in this exclusive survey.



MAIN PIC: Hornby's LNER/BR Q6 0-8-0.

FAR RIGHT - TOP
All-new LNER/BR B12/3 4-6-0.

FAR RIGHT - MIDDLE
Air-smoothed Southern Railway 'Merchant Navy'.

FAR RIGHT - BOTTOM
Peckett 0-4-0ST industrial.



This updated guide brings together every British outline RTR product that has been announced but is still to be released. Some have been in the pipeline for years, whereas others are relatively fresh and more are being added every month. But, realistically, what

can we expect to see over the rest of 2016 and into 2017?

Hornby had a very busy 2015, and this year should see the SR/BR Adams 'Radial', Raven Q6 0-8-0, Class 71 electric, air-smoothed 'Merchant Navy', LNER B12/3

and Peckett 0-4-0ST follow, plus others if the trend of regular announcements continues.

Bachmann has dozens of projects underway, including the Stanier 'Mogul', new chassis for older models, SECR 'Birdcage' stock and 20T tankers along with the LNER Thompson coaches being prioritised. Inside sources are hinting at other items yet to be revealed which may be close to completion. Watch this space!

After an exceptionally busy 2015, this year looks set to be much quieter in terms of new N gauge models, with the Graham Farish GWR 64XX and 'Castle' 4-6-0 likely to be the highlights. Over at Dapol, the 'Schools' 4-4-0, Class 33 and Class 68 are expected this year.

➡ BACHMANN BRANCHLINE



LMS Stanier 'Mogul' looks set to be the next new OO steam locomotive from Bachmann.

Bachmann's 'to do' list remains challenging, covering a wide range of OO gauge subjects from 5,000hp electrics to vintage tank locomotives, entire families of passenger coaches and even a Ransomes & Rapier breakdown crane.

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

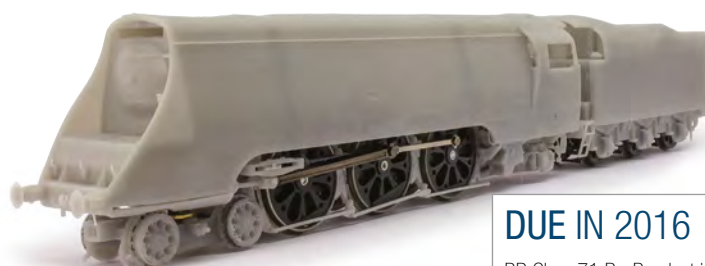
WHAT IN



HORNBY



Hornby had a busy 2015, releasing eight all-new locomotives and unveiling several more as the months progressed. This year looks set to follow that example with the SR/BR Adams 'Radial', Raven Q6 0-8-0, Class 71 electric, air-smoothed 'Merchant Navy', LNER B12/3 and Peckett 0-4-0ST all in the pipeline. In terms of rolling stock, the SR Maunsell 58ft non-gangwayed vehicles are also on the horizon, along with a couple of new wagons. Expect more announcements throughout the year. See www.hornby.com and **BRM** for regular updates. All predicted delivery dates are taken from Hornby's 2016 new items brochure.



DUE IN 2016

BR Class 71 Bo-Bo electric - **May**
 LNER/BR Raven Q6 0-8-0 - **August**
 SR/BR Maunsell 58ft non-gangwayed stock - **August**
 SR Cattle wagon - **August/September**
 BR 20t coke hopper - **September**
 LNER/BR B12/3 4-6-0 - **September/October**
 SR Adams 'Radial' 4-4-2T - **October**
 Peckett W4 0-4-0ST industrial - **October**
 SR unrebuilt 'Merchant Navy' 4-6-2 - **December**



Dapol's first O gauge Class 08s are expected in May, with the OO gauge Class 68s possibly arriving mid-year.

Oxford Rail's GWR 'Dean Goods' 0-6-0 is due this year, along with three new OO wagons and a family of Mk 3 coaches. Heljan's O gauge 'Warship' is close to release, along with the Class 25 later in the year. However, it's a much smaller machine - a Lynton & Barnstaple 2-6-2T in OO9 - that will arguably be the Danes' most significant release of the year. All delivery dates given below are 'best guesses', subject to change, dependent on how the development and production stages proceed. For updates on new models, see **BRM**'s news pages every month and www.rmweb.co.uk.



BR '2-HAP' will be Bachmann's fourth Southern Region EMU.



All dates are estimates, based on the latest information from Bachmann. Depending on how development progresses, some items may jump forward, while others could slip back. See www.bachmann.co.uk and **BRM** for regular updates. Turn to page 50 for Graham Farish N scale models.

DUE IN 2016

Wickham Type 27 Inspection Trolley - **May**
 BR Mk 1 TPO stowage van
 SR USA 0-6-0T* - **mid-2016**
 Modified Class 70/8 - **TBC**
 LMS Stanier 'Mogul' - **Aug/Sep**
 LMS/BR Ivatt 2MT 2-6-2T (new chassis)
 LNER V1/V3 2-6-2T (new chassis)
 20t oil tank

2016 (POSSIBLE)

SWT Class 450 Desiro EMU
 BR Mk 2f coaches
 SECR 'Birdcage' coaches
 LNER Thompson coaches
 LNWR 'Coal Tank' 0-6-2T

2017/18 (PREDICTED)

Baldwin 4-6-0T (009)
 LBSCR H2 Atlantic
 GWR 94XX 0-6-0PT
 LMS parallel boiler 'Royal Scot' 4-6-0 (chassis & detail upgrade)
 LNER J39 0-6-0 (new chassis)
 LNER J72 0-6-0T (new chassis)
 LNER V2 2-6-2 (new body)
 BR Class 117 three-car suburban DMU
 BR Class 121 diesel railcar
 BR Class 24/1 diesel
 Class 90 Bo-Bo electric
 Class 158 (new tooling)
 BR Class 414 '2-HAP' EMU
 Ransomes & Rapier 45t steam crane
 OO9 WW1 bogie wagons
 BR FFA/FGA container flats
 Conical end TTA tanks
 'Warflat' wagon

DAPOL



OO gauge Class 68
in Chiltern Railways
livery.



O gauge Class 08 is due soon.



Streamlined GWR railcar.

No predicted delivery dates are published by this manufacturer, although some products are known to be further forward than others and so are marked for possible 2016 release. The superbly detailed and keenly-priced 'O' gauge Class 08 is close to completion, as is the OO gauge Vossloh/DRS Class 68 diesel. Dapol's surprise development since last year is the high-specification 'Black Label' LNER A4 4-6-2, which takes the company in another new direction and should arrive shortly. See www.dapol.co.uk for updates and further information.

GRAHAM FARISH



As with its OO gauge range, Bachmann has a rolling programme of new releases planned in N gauge, although it has made significant progress in clearing its backlog over the last two years. To facilitate this, new items were relatively few in 2015/16. See www.bachmann.co.uk for updates.

GRAHAM FARISH N

GWR 64XX 0-6-0PT - **May/June**
GWR 'Castle' 4-6-0 - **late-2016**
LNER J72 0-6-0T - **TBC**
BR 4MT 2-6-4T (re-tool) - **April/May**
BR Class 40 diesel (re-tool) - **TBC**
BR Mk 2f coaches + DBSO - **TBC**
SECR 'Birdcage' stock - **TBC**
LNER Thompson full brake (exclusive to NGS) - **Late-2016?**
BR(W) Hawksworth auto trailer - **Late-2016/early-2017?**
BR Class 319 dual-voltage four-car EMU - **2017**



'Northern Electrics'
Class 319 EMU



LNER/BR Thompson BG for the N Gauge Society.

DAPOL

DAPOL N

LNER J72 0-6-OT - **2017?**
 Class 33 - **Mid-2016**
 Class 50 - **Late-2016**
 Class 59 - **TBC**
 Class 68 - **Mid-2016?**
 Class 142 - **Late-2016?**
 SR 'Schools' - **Late-2016?**
 Bulleid 'Light Pacifics' (air-smoothed/rebuilt) - **TBC**
 Class 252 Prototype HSDT - **Mid-2016?**
 Freightliner MJA bogie box twins - **TBC**
 Freightliner HIA bogie hopper - **TBC**

DAPOL O

Class 08 - **Mid-2016**
 BR 10T/12T ventilated vans (12 types) - **Late-2016?**
 BR short-wheelbase open wagons (various) - **TBC**
 BR HAA coal hopper - **2017?**
 BR HEA/HSA hopper - **2017?**
 BR Varwide/VEA van - ?

DAPOL OO

LSWR/SR/BR Adams B4 0-4-OT - **2017?**
 Class 59 Co-Co diesel - **2017?**
 Vossloh/DRS Class 68 diesel - **Mid-2016**
 North British Class 21/29 Bo-Bo diesel - **TBC**
 GWR streamlined railcar - **Late-2016?**
 BR Class 122 diesel railcar - **Late-2016**
 'Black Label' LNER A4 4-6-2 - **Q3?**
 BR 'Turbot' bogie open wagon - **2017?**
 Freightliner MJA bogie box twins - **TBC**
 WH Davies 'Lowliner' intermodal flat - **Late-2016**
 BR BBA bogie steel carrier - **TBC**

OXFORD RAIL

OXFORD



GWR 'Dean Goods' - new for 2016.



Yorkshire Engine Co. 'Janus' for Golden Valley Hobbies.

Oxford Diecast's next OO gauge locomotive will be a GWR 'Dean Goods' 0-6-0 - due for release in mid-year. Three wagons are also due for release soon; a Scottish 4-plank open, LNER 6-plank general merchandise wagon and an LNER 9ft wheelbase cattle wagon. All are now at the factory decoration stage. Looking further ahead, Oxford is working on Mk 3 and Mk 3a coaches to modern standards, covering locomotive-hauled and HST trailers. Oxford sources suggest it is planning to produce as many different variants as possible; initial models should include First Open, Tourist Second Open and Composite Open and Restaurant First Modular coaches, HST Trailer First, Trailer Second and catering vehicles.

Hatton's Model Railways has tasked Oxford Rail to produce the much-requested ICI bogie limestone hoppers for the first time in RTR form. Versions will cover authentic variations in branding, decoration and weathering. Delivery is scheduled for mid-2016 with wagons priced at £24 each (£25 weathered).

Golden Valley Hobbies has also commissioned Oxford to produce a OO gauge exclusive model - in this case a Yorkshire Engine Co. 'Janus' 0-6-0 industrial diesel. British Steel, NCB, Port of London Authority and BP versions are promised, all with matching triple packs of 7-plank wagons. See www.goldenvalleyhobbies.com for more information and www.oxfordrail.com for updates on other products.

DJ MODELS

This manufacturer has an ambitious programme of models both for its own range and commissions for retailers. Arguably its most high profile commission to date is a high-specification GWR 'King' 4-6-0 for Hatton's, which has been temporarily paused to allow development work to focus on completing the same retailer's GWR '14XX' 0-4-2T (see *Trade News*).

Some projects have been shelved or cancelled due to competing products released or announced by other manufacturers, including the OO gauge Class 59 diesel and Raven Q6 0-8-0. See www.djmodels.co.uk for updates.



GWR 14XX/58XXs for Hatton's Model Railways.



Two of the many Hunslet 'Austerities' expected shortly, on general release and for Hatton's Model Railways.

DJ MODELS N

Hunslet 'Austerity' 0-6-OST - **TBC**
 BR Class 17 Clayton - **TBC**
 BR Class 23 'Baby Deltic' - **TBC**
 GWR '63XX' 2-6-0 - **TBC**
 LSWR/SR road van - **TBC**
 BR 'Turbot' bogie wagon - **TBC**
 BR 'Mermaid' tipper - **TBC**
 BR 'Shark' ballast plough - **TBC**
 Hudswell, Clarke 'Countess of Warwick' 0-6-OST - **TBC**

DJ MODELS OO

Class 71 electric - **Mid-2016**
 Class 74 electro-diesel - **TBC**
 Hudswell, Clarke 'Countess of Warwick' 0-6-OST - **TBC**

For Hatton's Model Railways
 GWR King 4-6-0* - **Early-2017**

GWR 14XX/58XX 0-4-2T - **Late-2016**

For KMRC
 GWR '1361' 0-6-OST* - **TBC**
 GWR Railmotor - **TBC**
 LSWR Gate Stock* - **Late-2016**
 LSWR/SR road van* - **TBC**
 BR D600 Warship* - **2017**
 PBA Tiger china clay hopper* - **TBC**

For Irish Railway Models
 CIE mineral/ballast hopper - **Late-2016**

DJ MODELS O

Hunslet 'Austerity' 0-6-OST - **TBC**
 BR Class 23 'Baby Deltic' - **TBC**
 BR Class 17 Clayton Bo-Bo diesel - **TBC**

➤ HELJAN OO



Lynton & Barnstaple
Manning Wardle 2-6-2T.

As usual, the Danish manufacturer has a diverse selection of OO and O gauge projects underway, some of which are expected to make their debut as this issue goes to press.

In O gauge, the range of locomotives and rolling stock is set to increase again in 2016/17, and gain its first steam locomotive, while in OO the company continues to select unusual and esoteric prototypes suited to short production runs. Also expected this year is Heljan's first venture into British narrow gauge, a OO9 model of a Lynton & Barnstaple Manning Wardle 2-6-2T to complement Peco's L&B rolling stock released in 2013/14.

HELJAN OO

GWR 1361 0-6-OST - **Late-2016**
GWR 1366 0-6-OST - **Late-2016**
GWR 47XX 2-8-0 - **TBC**
BR Class 07 0-6-ODE - **2017**
L&BR/SR Manning Wardle 2-6-2T (OO9) - **Late-2016?**
Two-axle B Tank wagon - **2017**

HELJAN O

GWR/BR 61XX 'Large Prairie' 2-6-2T - **2017**
BR Class 42 'Warship' - **May/June**
BR Class 25 Bo-Bo - **Late-2016**
Centre-headcode Class 37 - **Late-2016**
BR Class 45 diesel - **TBC**
BR Class 05 0-6-ODM - **2017**



GWR '1361'
should be
released
later this
year.



O gauge BR Class
25 diesel.

➤ RAPIDO TRAINS

Well-respected in North America for its highly-detailed HO and N scale models, Rapido's most recent venture for the UK market was the experimental gas-turbine Advanced Passenger Train (APT-E) for Locomotion Models, released in March. It will be followed in 2016 by another Shildon resident, the legendary Great Northern Railway Stirling 'Single' No. 1. Also being produced as part of the 'National Collection in Miniature' series, and likely to be released in 2017, is a OO gauge pack of Class 41 prototype High Speed Train power cars. Prototype Mk 3 trailers may also be produced to match, although this has not yet been confirmed. See www.rapidotrains.com and www.locomotionmodels.co.uk for more information. Rapido is also working on its own UK projects – more details will be revealed in due course – and several models for Revolution Trains (see below).



Rapido's APT-E is out now and will be joined by Prototype HST power cars in 2017.

➤ REVOLUTION TRAINS



Virgin Class 390 Pendolino in N gauge.



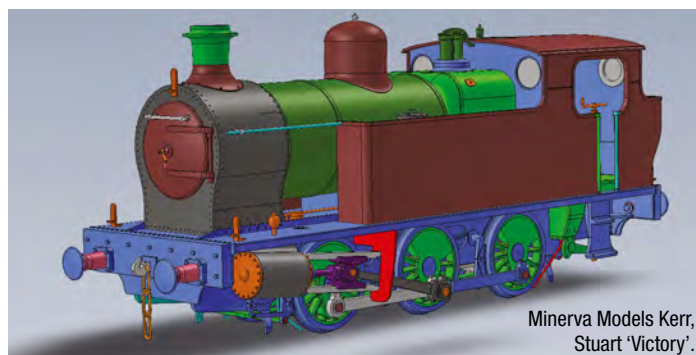
N gauge TEA bogie tanks.

British start-up Revolution Trains is working with Rapido to produce a Class 390 Virgin Pendolino, modern TEA tanks and KFA container flats in N gauge. The bogie tanks are also likely to be produced in OO gauge in response to demand from potential customers. Expressions of interest have been sought for Class 320/321 EMUs in N and these look likely to proceed once the proposed costs have been confirmed. A similar proposal for N scale North British Class 21/29 diesels was not successful and has been dropped. See www.revolutiontrains.co.uk for details of how to register your interest and support these partly crowd-funded projects.

SPECIALIST SUPPLIERS



Little Loco Co. BTH
Type 1 diesel.



Minerva Models Kerr,
Stuart 'Victory'.

In addition to the established manufacturers, a number of new suppliers have announced their intention to enter the British model railway market with products planned for release in 2016/17.

FTG Models' second project is still expected to be the Motherwell Bridge-built TTA carbon dioxide tanker. Visit www.ftgmodels.co.uk for more information.

A PCA cement tank (alternative design to those offered by Hornby and Bachmann) was mooted by **Realtrack Models** a couple of years ago, but is yet to appear. The company also has plans for other modern image items that may be announced during 2016. See www.realtrackmodels.co.uk.

Rail Exclusive/SLW has hinted that it will follow its 4mm scale Class 24/0 by working through the rest of the Derby/Sulzer Type 2 family, all with authentic detail variations, sound and OO/EM/P4 gauge options. See www.sulzertype2.co.uk

Lee Marsh Model Co. is working on a BR 9F and GWR clerestory coaches, GWR '517' 0-4-2T and 'Castle' 4-6-0s plus LMS/BR rebuilt 'Royal Scots' in 2016 and a GWR 'Dean Goods' and SR 'Lord Nelson'. See www.leemmarshmodelco.com for updates.

Another recent entry to the RTR O gauge market is the **Little Loco Company**, which is working on a BTH Type 1/Class 15 diesel for release in late-May. Produced by the same factory responsible for Ixion and Minerva models it promises a high-quality specification, including DCC switchable marker lights and folding headcode discs, factory-fitted speakers for 'plug and play' sound installation and a PluX22 DCC interface. Five versions are planned, starting at £375.00. The company also has plans for a series of diesel shunters, Type 1 and Type 2 diesels, smaller steam locomotives and wagons at regular intervals over the coming years. See more at www.littleloco.co.uk

LH Loveless is working on six- and eight-car 'Blue Pullman' sets for O gauge. Just 36 sets will be produced, with working traction motors, sound, smoke and full lighting. It is also planning 7mm scale models of a GNR Stirling 'Single' 4-2-2, GNR 'Klondyke' 4-4-2, LNER B17 4-6-0, including the streamlined pair, Midland Railway '1808' Class 4-4-0 and GER 'Claud Hamilton' 4-4-0s (LNER D14-D16). See www.loveless.co.uk.

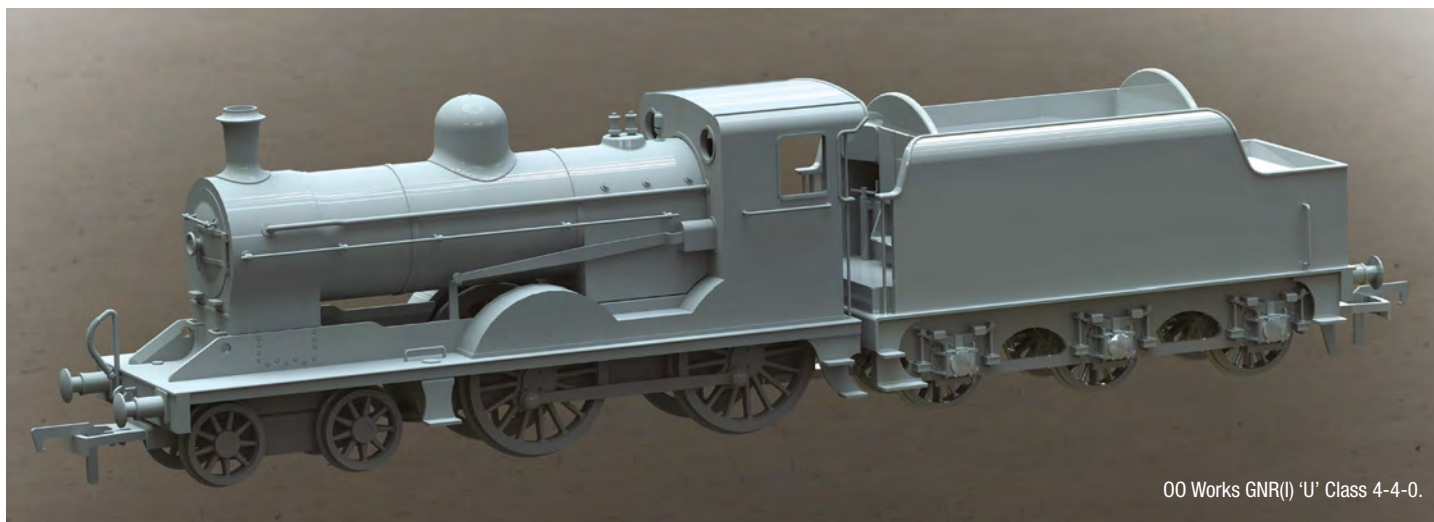
Masterpiece Models has a large number of 7mm scale RTR finescale brass locomotive

projects in hand, the next of which will be a run of LNER A1/A3 'Pacifics', LMS/BR rebuilt 'Royal Scots', 'Jubilees' and 'Patriots'. In the company's 'Masterpiece Lite' range, GWR 45XX/4575 'Small Prairies' and 57XX 0-6-0PTs will be followed by GWR 28XX/2884, 43XX, 47XX, Hall/Grange, Manor and Dukedog, BR 9F 2-10-0 and 5MT 4-6-0, LNER B17, SR 'King Arthur' and an LMS Fowler 2-6-4T. Expressions of interest are also being sought for a run of BR 'Western' diesel-hydraulics. Find out more at www.masterpiecemodels.co.uk.

Minerva Model Railways announced its second RTR O gauge locomotive in March; the Kerr, Stuart 'Victory' 0-6-0T should be out by the end of this year. See above and www.minervamodelrailways.co.uk

Murphy Models has confirmed that work is underway on its long-awaited Irish General Motors 121 Class diesel. See www.murphymodels.com for updates.

OO Works is looking across the Irish Sea for its next two steam locomotives. The Great Northern Railway (Ireland) 'U' 4-4-0 and 'UG' 0-6-0 should be released later this year. See www.rmweb.co.uk for more updates on new products.



OO Works GNR(I) 'U' Class 4-4-0.

MAKE A CLEAN CUT

In this new series, self-confessed tool anorak **Phil Parker** offers a guide to essential workbench equipment and what to consider when you're buying and using them.

If there's a tool model makers can't do without, it's a craft knife. Even if you just need to cut the sticky tape to open boxes, a sharp blade is essential. Even on the most disorganised workbench, it'll always be within reach.

Over the years I've tried many different types, finally settling on Swann-Morton scalpels. Within this range, I've a favourite blade. Number 10A is straight and reasonably strong - thick enough not to flex in normal use, yet capable of fine cuts in most materials. It's fitted into a retractable handle that's wide enough to be comfortable and controllable in the hand. A retractable blade means it keeps its edge when rattling around my workbench with other tools.

It's not the only cutting tool I own though. Attacking thick plastic can be enough to break the blade resulting in a sharp piece of metal flying around. For heavier work, a larger tool is required such as the famous Stanley knife, beloved of DIY enthusiasts.

My preference here is a plastic knife with a rubber handle. It sits nicely in the hand with the rounded back end fitting in the palm. While the cutting isn't as accurate or controllable, for chopping through thick cardboard without breaking a blade, you can't beat it.

Many knives have long blades with breakable ends

TOP TIP

A sharp blade is essential for accurate work. It's also safer than a blunt one. Trying to force a dull blade to cut increases the chances of you losing control. At best it results in ruined material, at worst, a trip to A&E.

so you always have a sharp point. Since this is the part that cuts it's very effective. On a scalpel, you replace the entire blade but they're cheap so it's worth having a few packets to hand.

A blade past its prime doesn't have to be useless. I take the blade from my best scalpel and transfer it to another handle for jobs such as applying filler or hacking away paint from the inside edge of a Humbrol tinlet. Once mucky, it goes in the sharps box and I know it's time to have a new blade in the best knife.

Many people try to cut through something in one go, hunching over the knife and transferring their entire body weight. It's dangerous - don't do it. Instead, hold the piece to cut firmly with fingers out of the way and make several passes with the blade.

Try different makes and find which works best for you. Once you've found the perfect tool, stock up on spare blades. Happy modelling! ■

5 THINGS YOU NEED TO KNOW ABOUT CRAFT KNIVES

- Scalpel blades don't take kindly to heavy pressure and can snap if pushed hard
- Retractable blades prevent damage when not in use
- A knife should be comfortable to hold and work with
- Always dispose of old blades safely
- The first knife pass should cut a groove for subsequent cuts to follow, don't force it.

I've been using different knives since I was seven years old, hacking my way through a bag of balsa wood off-cuts"



Alpha Central



It just does NOT get any easier than this!

Cobalt Alpha Central is literally a complete and ready-to-use digital control panel for 12 points... in a box!

It's so simple instructions could read "Unpack-Plug in-Change points"

Alpha Central can be connected directly to any model NCE system - however the other brands are not forgotten. Alpha central will work well with any DCC system at all if used in combination with the very clever Alpha-Box, with the combination adding 5A of clean power AND full digital accessory control to the most basic of starter sets. With Alpha-Box it improves the power & performance of basic systems such as Prodigy & Prodigy Express. They also add the luxury of almost wire-free manual control-panel operation to systems from EZ Command to Z21 or ECoS.

Multiple Alpha-Central units can be linked together to control up 2000+ Accessories and addressing your Accessory decoders becomes incredibly simple once you have installed Cobalt Alpha in ANY of its forms as your DCC control interface.

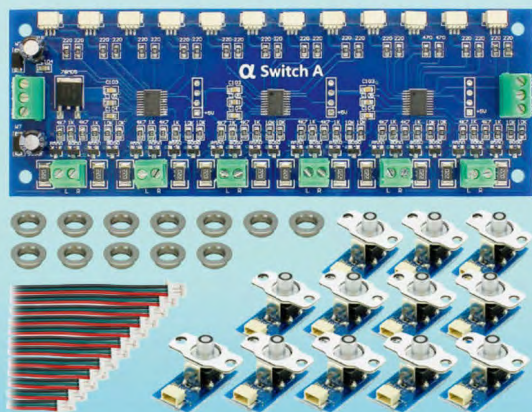
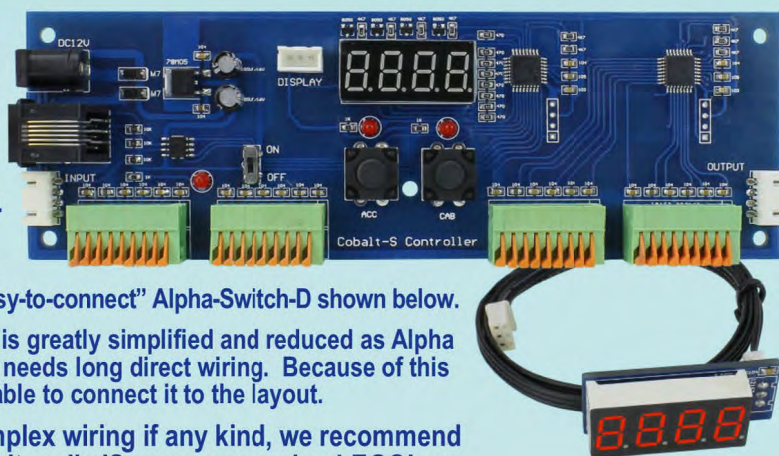
Alpha

The very Heart of Alpha. Cobalt Alpha interprets commands from ANY momentary switch & turns them into a digital signal.

Cobalt Alpha allows you to connect ANY form of switch from "Stud and Probe" to a simple push-button. Alpha is of course also ideally suited for Cobalt-S Levers and the sophisticated, "Easy-to-connect" Alpha-Switch-D shown below.

No matter what choice you make for your switches, the wiring is greatly simplified and reduced as Alpha will digitise all of the switch commands, meaning that nothing needs long direct wiring. Because of this your ENTIRE Control panel could then need as little as ONE cable to connect it to the layout.

For quality "Mimic" panels without soldering and no complex wiring if any kind, we recommend that you take a look at Cobalt Alpha and Alpha-Switch-D. It really IS as easy as using LEGO!



Alpha-Switch-D

Cobalt Alpha-Switch-D is a sophisticated but super-easy to install switching system for Mimic panel control of DCC Accessories.

Usable on its own with Accessory decoders that have added switch connections or just combined with Cobalt Alpha itself, it is the SIMPLEST form of Accessory switch wiring you'll find anywhere.

Each switch includes its own indicator LED and connects simply and directly to the control PCB.

Wiring a panel takes no time at all and it really IS as simple as assembling Lego! Full instructions are supplied - we even show you a simple way to create a top quality control panel for them!

The little things really CAN Make a big difference!



A 6-wire curly Cord is often supplied with the appropriate Cobalt Alpha models.

This 6-wire cord is also available as a separate item of course. (The part number is DCD-ACL).

NCE / ROCO users will love it as it can easily replace inconvenient flat cables that are supplied with those DCC system brands as it is much more convenient to use.

Cobalt Alpha makes the wiring of control panels quick and easy!



thinking outside the square

concepts

HOW TO...

COUPLE INCOMPATIBLE

SHOPPING LIST

- I Micro-Trains 1015 buckeye couplers
- I Micro-Trains 1055 height gauge
- I 20thou' styrene sheet
- I Digitrax DZ125/126 DCC decoder
- I Four-function DCC decoder (six-pin plug)

CONTACTS

MICRO-TRAINS

W www.nscaleamericantrains.co.uk

DIGITRAX

W www.digitrax.com

RIGHT: A layout based on the current West Midlands scene can realistically host a wide variety of DMUs, including London Midland Class 170 plus Class 153 formations that operate between Birmingham and Rugeley.

N gauge modelling throws up the occasional operational challenge and the latest one to cross my workbench is the matter of incompatible coupling systems on some of the DMUs on my layout 'Dudley Heath'. It came about when I decided to add a representation of a London Midland City service between Birmingham New Street and Rugeley. The three-car trains can be accurately represented with a Graham Farish two-car Class 170 'Turbostar' coupled to a Dapol Class 153.

Dapol's '153' is fitted with a working push-fit Scharfenberg-style coupling which allows close coupling to other Class 153s and Dapol Class 156s. Bachmann provides no way of combining its 'Turbostar' with any other unit, even of its own class. Neither model is fitted with NEM coupling pockets allowing the use of an alternative coupling system such as the Dapol NEM buckeye coupling range. In short, the models cannot be coupled together to work 'in multiple', despite both being produced to British N gauge standards.

The simplest solution for reliable operation in multiple was to fit them with Micro-Trains No. 1015 buckeye couplings, supplied in kit form with draft gear boxes and mounting screws. Ordinarily, when used according to the manufacturer's guidelines, Micro-Trains couplings should be mounted on the underframe rather than the bogies for best performance. They should also be at a specified height from the rail to allow delayed action uncoupling using special magnets and trip pins.

For best uncoupling performance they must be assembled precisely to the instructions and fitted with



the help of a No. 1055 height gauge. However, with no plans to uncouple the units during operating sessions, I could 'break the rules' and fit the couplings at any convenient height. When fitted in a lower than specified position, the trip pins must be removed.

I examined photographs to see if the units were coupled in any particular order. Was it practice to couple the small cab of the Class 153 on the inside of the set or are the

Class 153s marshalled at a particular end of the train? As it turned out, there seemed to be no clear pattern to follow.

In the early days of the London Midland franchise, some Class 153s painted in the now-defunct Central Trains livery were used with Class 170/5s freshly painted in the new LM livery. Dapol offered an unpowered Central Trains '153' which would be ideal, assuming you can find one secondhand.

DMUs

Nigel Burkin shows how he used Micro-Trains couplers to solve a compatibility problem with N gauge DMUs and make up a typical modern suburban train.



FITTING COUPLINGS

Before starting work, I placed both models on the workbench to determine the ideal working height of the couplings. The determining factor was the position of the cosmetic coupling and corresponding gap in the 'Turbostar' fairing. I also decided to locate the unpowered car in the middle of the formation so the decoder in the powered vehicle will also power the lights that will be (eventually) fitted.

Dapol 153334 finished in London Midland colours. It is a powered model with fully working lights. When fitted with a decoder, it can be used in 'consist' mode with the Turbostar. However, the '170' has no decoder socket, lights or couplings at the cab ends.





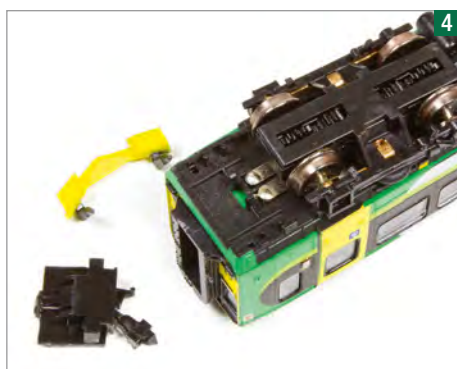
As supplied the models cannot be used together. The position of the new couplings was determined by the gap in the fairing of the '170' occupied by a cosmetic coupling.



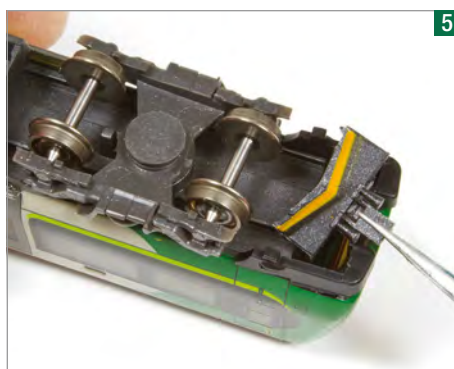
The inner ends of the '170' will benefit from MT couplings to close up the gangways, yet still be reliable on 12in curves. New couplers will be mounted on the underframes.



Micro-Trains No.1015 shanks and knuckle assembly (A); trip pins (B); draft gear box (C); assembled knuckle (D); centring springs (E), mounting screws (F) for 1mm holes.



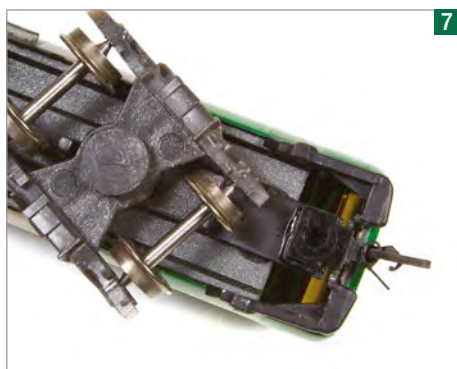
The Scharfenberg-style NEM coupling fitted to the Dapol '153' is removed and put aside. There is plenty of space to fit Micro-Trains couplings to this model.



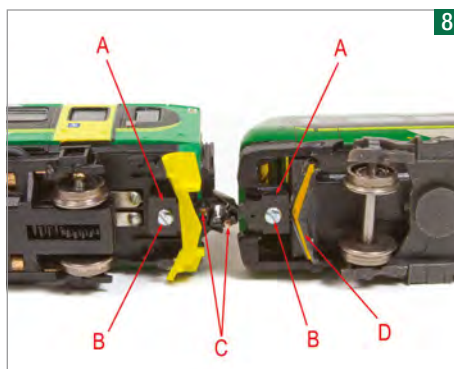
Remove and modify the moulding forming the coupling, horns and obstruction deflector of the '170'. It can be refitted after the new coupling has been installed.



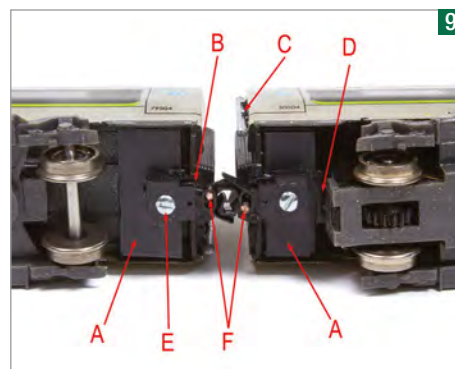
Shims of 20thou' styrene are built up on the underframe until the new coupling can be fitted in the gap in the modified front fairing.



Double-sided adhesive tape is used to temporarily fit the new coupling so it can be tested and the position adjusted if necessary.



Points to note include A: Micro-Trains couplings, B: mounting screws tapped into 1mm holes, C: Trimmed trip pins, D: '170' obstruction guard is trimmed and refitted.



Inner ends with 20thou' pads (A), body-mounted couplers (B) and revised exhausts (C), pads clear of the bogies (D), screws in 1mm holes (E), trimmed trip pins (F).

The outward facing cabs were not modified.

The powered vehicle's inner end was a little more complicated by the way in which the powered chassis clips into the bodyshell. When the model was converted to DCC, a platform of styrene was fitted to the rear of the chassis to accommodate the decoder. The same piece also allowed a block of styrene to be added to the end of the chassis to reach the lower edge of the body for coupling installation.

Final adjustments of the couplings were made after test running and observing performance through tight curves to see if the corners of the bodyshells touched. Final fitting was completed by drilling through the draft gear boxes and styrene mounting pads with a 1mm diameter drill and 'self tapping' the supplied round head screws into the holes for a secure fit. Testing revealed the need for additional weight in the unpowered centre car.

DIGITAL ISSUES

'Dudley Heath' is a DCC layout, so both models had to be fitted with decoders. Even though the '153' has a decoder socket, I found it easier to remove the circuit board and socket so a small four-function wired decoder could be installed. Each lighting circuit was wired directly to the decoder (with a resistor) so the lights could be switched off regardless of direction of travel. When used in consist mode with the 'Turbostar', the



ABOVE: London Midland City operates three-car trains on the Birmingham New Street-Rugeley route using either three-car Class 170/6s or a two-car Class 170/5 in multiple with a Class 153. LM 153365 was coupled to 170511 to form a three-car service for Rugeley in May 2010...



inner lights could be switched off independently.

The older Graham Farish 'Turbostar' does not have a DCC socket, internal circuit board or working lights. I wired a standard Digitrax DZ125 two-function decoder (now superseded by the DZ126) to the power car after isolating the motor terminals from the chassis frame and direct contact with track supply. The same decoder will eventually allow lights to be fitted.

Further test running allowed me to see how well the units would run together. Adjustment of the speed curve of the Class 153 was undertaken to match the speed and acceleration of the 'Turbostar' by adjusting the settings of CV2 through to CV6; a simple but time-consuming process.

The smoother running that results from careful tinkering prevents snatching of the newly installed couplings and the motors working against each other. Both

units retain separate decoder addresses so they can be worked separately if desired. When working in formation, they are 'consisted' using the DCC system to run them as one train.

The new couplings perform very well when the models are operated in either direction and the sharp hidden curves behind the scenes of 'Dudley Heath' are not a barrier to running this prototypical modern interurban DMU combination alongside my Farish Class 150s. ■

ABOVE: ...and a similar formation in N gauge pulling away from its booked stop at 'Dudley Heath'.

HOW TO...

BUILD A NARROW

Industrial locomotives come in all shapes and sizes, but this multi-media kit from Narrow Planet is possibly the smallest 4mm scale locomotive we've ever built for **BRM**, as **Ben Jones** discovers.

SHOPPING LIST

I Narrow Planet NPL-008 Hudson-Hunslet 24hp light diesel, complete kit, £80.00
A 27 Terminus Avenue, Bexhill-on-Sea, East Sussex TN39 3LS
W www.narrowplanet.co.uk

I AK Interactive AK7000/7010 'Trains' weathering wash sets, €10.50 each
A See website for UK stockists
W www.akinteractive.com

TOOLS/MATERIALS

Sharp craft knife
 Sharp scissors
 Tweezers
 Flat nosed pliers
 Bending bars or engineer's square
 Emery paper or boards
 Fine sanding blocks
 Small files
 Dressmaker's pins
 Reamer (0.8-2mm)
 1mm drill bit
 Loctite 243 glue
 Superglue
 Soldering iron
 Solder paste



GAUGE DIESEL



While they're not my usual 'scene' I must admit to a growing interest in narrow gauge railways, both at home and abroad. There's so much diversity, so many quirks and interesting stories around these little railways that it's difficult to resist their individual charms. A visit to the excellent Expo Narrow Gauge (ExpoNG) show in Swanley last year was no help either, providing yet more distractions.

I came away from the show full of ideas for little layout projects involving narrow gauge industrial railways, and with a (small) bag full of OO9 kits and bits.

One of the most enjoyable features of the show was how enthusiastically narrow gauge modellers have adopted 3-D printing technology. Several suppliers were displaying a remarkable diversity of 3-D printed locomotives, wagons and coaches, of both prototype and freelance design.

Narrow Planet has been producing bespoke etched nameplates and a growing range of narrow gauge kits since 2010 and its latest locomotive kit really caught my eye. The tiny Hudson-Hunslet 24hp 4w diesel is a design from the late-1950s, and intended for use in quarries, mines and other industrial locations where railways were used in restricted spaces. The cabless version modelled is based on a general arrangement drawing from April 1961, but many were fitted with cabs of various designs, depending on their intended use. By the time you read this, Narrow Planet will have introduced a couple of optional etched metal cabs for those who require a little extra protection from the elements.

But, I wanted something small, basic and fiercely functional for use with a few tipper wagons on a small quarry railway. This complete multi-media kit, which contains a 3-D printed plastic body, 3-D printed brass chassis, etched nickel-silver detail parts, motor, gears, wheels and simple electronics fitted the bill perfectly.

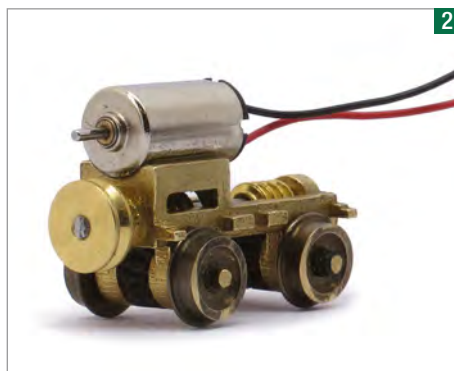
Narrow Planet provides an excellent instruction sheet, which goes through every stage of assembly in detail, so I won't repeat that here. I'm not an experienced kit-builder by any means, but I found this to be a good exercise in developing essential modelling skills. It's not entirely suitable for 'newbies' as the chassis and mechanism are fairly fiddly to complete. I had to ask Phil Parker for help to get the chassis running after I got to a 'brick wall' with it. A whitmetal driver figure is supplied, but he's slightly too large for the seat, so doesn't appear here. I'm planning to adapt a slightly smaller HO scale painted figure to complete the model.

The kit provides an excellent basis for more experienced modellers who want to 'go to town' with the fine detailing and weathering to produce a typically grotty, used-and-abused industrial machine. ■





The box contains everything you need. Couplings, paint and transfers are left to the builder's choice. Read the instruction sheet thoroughly before making a start.



Assemble the chassis first using Loctite 243 glue to fix the worm gears and pulley wheel on to the layshaft. Clearances are minimal so ensure all is square and flush.



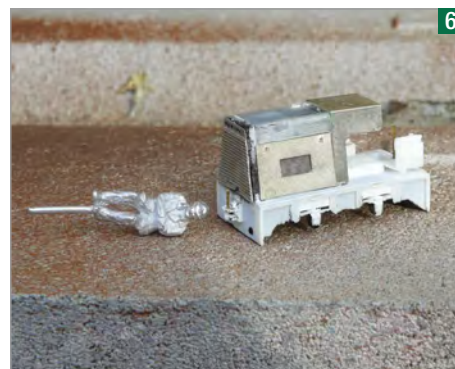
Fit the tiny brass pulley and drive belt. Connect the wires to a 9V battery and check that everything moves as it should. Test run for an hour in each direction.



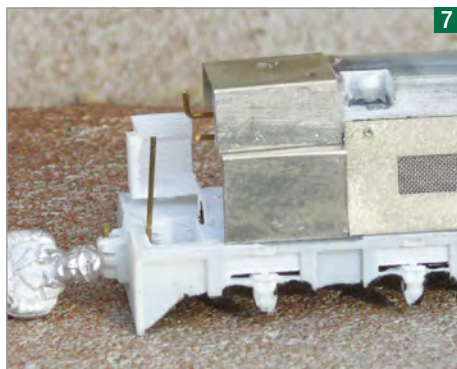
While the chassis is running, attention can turn to the body. Etched overlays are provided for cabbed or cabless locomotives. I fixed them in place with superglue.



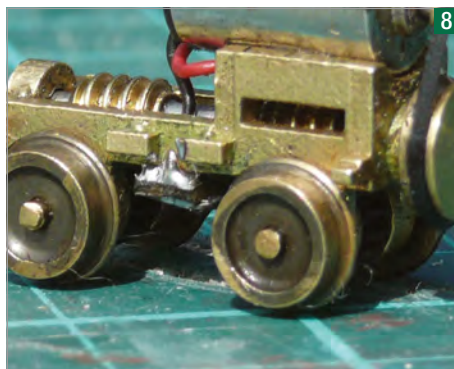
There's not much space within the body, but it's possible to add 'Liquid Gravity' into the area above where the motor will sit. Any extra weight will be useful for stability.



Two styles of engine bay panel are provided. 0.03mm wire is also supplied for making the tiny locking handles which fit into the two holes on each panel.



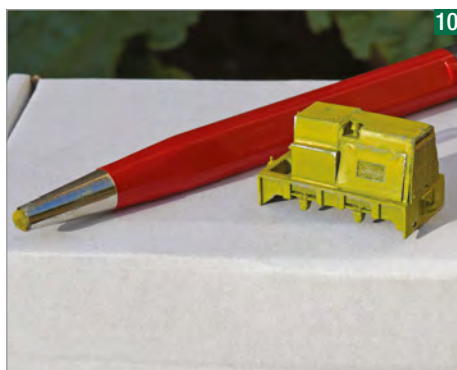
Once the panels and controls (0.45mm brass wire) have been fitted, give the body a coat of grey primer. This shows up any areas requiring attention before painting.



Fit the fine wire pick-ups and resistors, required to reduce voltage to 3V for the tiny motor. It's a squeeze to fit all this in, so see Phil Parker's video clip on the DVD.



Dark green, red or grey seem to have been the factory colours, but I wanted something a little more 'hi-vis' and applied a coat of Railmatch BR warning panel yellow.



The enamel paint didn't sit well on Halfords' primer so after it had dried I used a scratch pen to take the shine off and expose some of the primer/metal beneath.



Quarry locomotives live a tough life and often look used and abused. Tamiya rust, dust and soot weathering powders were rubbed on and smeared with fingertips.



I also tried a few different washes from the AK Interactive 'Trains' range. Grease, rust and dirt washes were wiped off to give a streaky look and flooded into other areas.

Cobalt Alpha

By DCCconcepts



Alpha-Power

Cobalt Alpha-Power is a top quality Power supply for use with DC or DCC systems and it is also perfect for the Accessory power bus.

Alpha-Power has fast-acting overload protection that will instantly turn power off in the case of significant overload, giving you both audible and visible indication of overload or wiring problems and a reset is simple - Just turn the power switch off and on again.

Properly regulated for consistent results it will deliver a stable 18v DC at 5 amps irrespective of your local mains power levels.

CE and FCC approved and usable with mains voltages from 100 to 240v AC, Alpha Power is suitable for use in most parts of the world.

The natural partner for Alpha-Box, Alpha-Power has both DC output plug and screw terminal connections, so it is also an ideal choice for most DCC systems as well as DC users needing more power.



Alpha-Box

Initially conceived as a way to bring the magic of Cobalt Alpha to ALL modellers, DC or DCC, Alpha-box really IS something special. In fact we think that Alpha-Box is the best power booster available!

We really wanted maximum cross-brand compatibility so Alpha-box is very versatile ... as a result it's perhaps best described as the "Swiss Army Knife" of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere.

Alpha-Box has inputs at track power and command bus level plus a powerful 5 amp output that's well protected by fast acting short circuit overload protection. As a result it is the perfect upgrade for ALL brands of DCC start set from Bachmann EZ command to other train-set DCC controllers as well as those from more specialised brands.

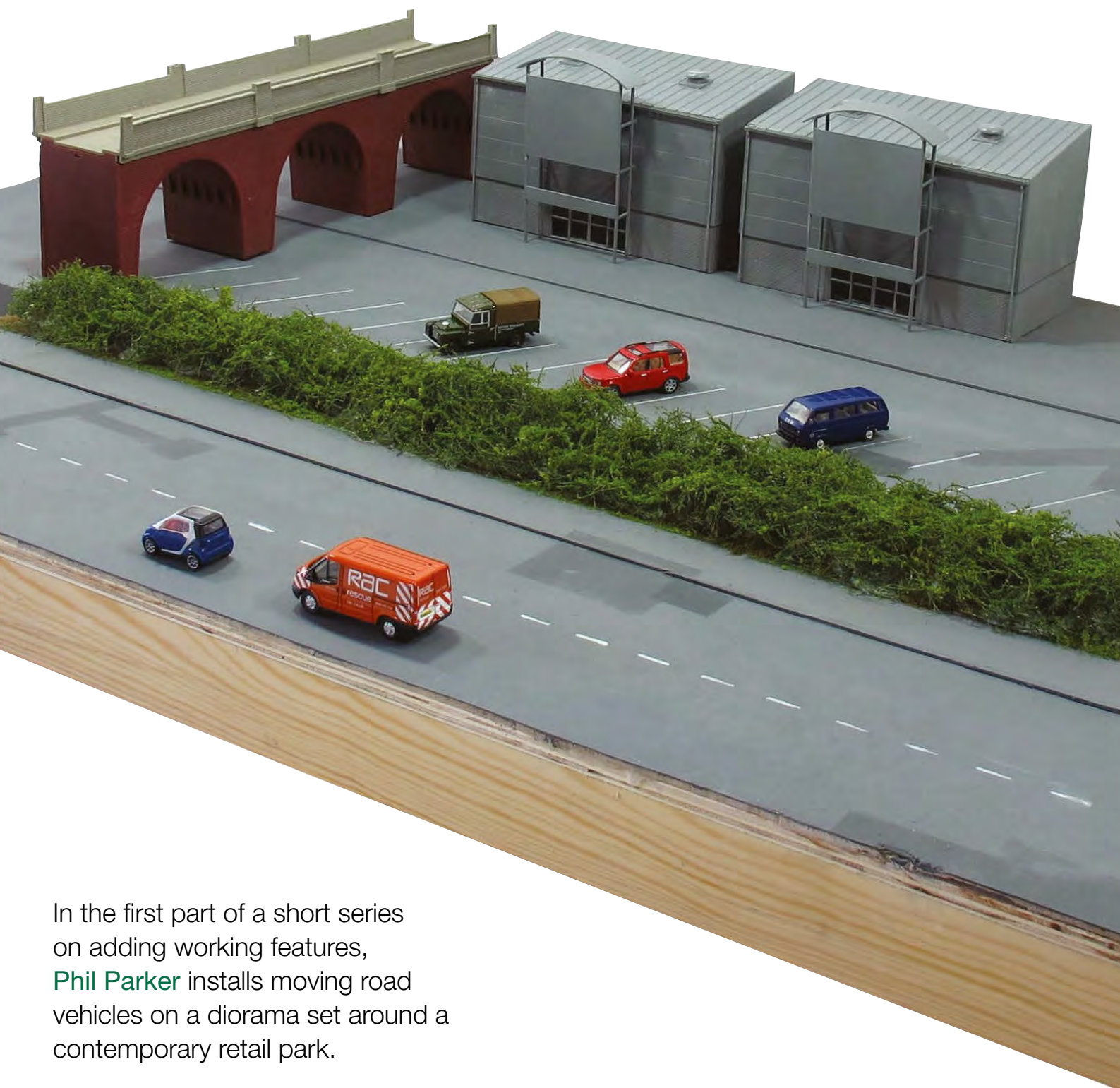
NCE users really love it. Power Cab and Power Pro plug straight in, becoming fully "Cobalt Alpha" compatible systems with the addition of 5 amps of very clean track power. Other brand users really like it too... and "interface adapters" are available where needed!

Cobalt Alpha products are DCC compliant & are carefully designed from the ground up to make the wiring of your control panels very simple. Using them can reduce wiring between the control panel and layout to a single cable.

The Cobalt Alpha range and all other DCCconcepts products are distributed world-wide by DCCconcepts Pty Ltd. Our products are also distributed in the UK by Gaugemaster Controls Ltd.

PART ONE

FIT FALLER'S



In the first part of a short series on adding working features, **Phil Parker** installs moving road vehicles on a diorama set around a contemporary retail park.

CAR SYSTEM

For some, the only element that matters on a model railway is movement. From the earliest days of the hobby, magazine editors have received letters complaining that the writer had been to a show and nothing moved - the high-quality scenic modelling seemed of little importance.

Animating models isn't easy, but a layout owner can benefit from something that doesn't require interference whilst he or she could fix an electrical problem, marshals a train or grabs a quick cup of tea.

Moving road vehicles have been popular for years. Enthusiasts have made systems using anything from typewriter ribbons to radio control since the 1950s. Tri-ang produced the Minic Motorway system in the 1960s in an effort to combat the rise of slot car racing and numerous vehicles were produced. Speeds from the unsophisticated vehicles were high because they were aimed at youngsters rather than 'serious' modellers.

The dream of slot-free roads with moving vehicles came within the reach of the average modeller with the advent of a car system from German firm Faller. Real 1:87 scale cars with on-board power guide themselves along ready-to-use model roads. Although not cheap, the company produces starter sets priced under £100 to entice modellers.

Initially, the range was limited by the size of rechargeable batteries, so only coaches and HGVs existed. As technology improved, vans and even large cars appeared. Speeds have dropped to a reasonable scale speed and a range now exists in N scale too.

More recently, a full digital control system has been added. You'll need deep pockets but if finances will stand it, vehicles that know where each other are and then react can be modelled. Add in working indicators and lights and the possibilities are amazing.

The principles of the system are simple. Each model is fitted with a battery and motor for propulsion; steering is handled by a magnet attached to the wheels that follow a steel wire buried in the road. When each model is switched on and placed on the road, it follows the wire loop until instructed otherwise.

Your roadway requires planning. It needs to be a continuous run. I know of people who have built a single road along the front of a layout and it works well - but setting the vehicle off is followed by a sprint to the other end of the board to catch it before it takes a leap.

Planning is made a easier with Faller's laser-cut

SHOPPING LIST

GAUGEMASTER

- I Faller 161504 Starter Set – MB Sprinter
- I Faller 161911 – Straight sections
- I Faller 161931 – Flexible sections
- I Faller 161945 – Loop

ROBOT SHOP -

- I Grove Electromagnet

MODELRAILWAY SCENERY

- I UK Road Markings Stencils

2MM CARD

- I Hanging basket liner

CONTACTS

GAUGEMASTER

- T 01903 884 321
- W www.gaugemaster.com

ROBOT SHOP

- W www.robotshop.com

MODELRAILWAY SCENERY

- T 01530 456 952
- W www.modelrailwayscenery.com

plywood road units. These lock together like a jigsaw and include a groove which holds the guide wire. Some of these plywood units have space for stopping magnets or point mechanisms.

Most of these assume you have generous space available, so we decided to see how the system works on a modest project - not everyone has space to build Hamburg's 'Miniatur Wunderland'.

We've chosen a familiar prototype - out of town retail parks are seen nationwide. Whilst not the most inspiring of places, they make excellent corner fillers for a modern layout. Both Wills' new industrial unit kits and 4Ground's laser-cut MDF kits make simple work of the pre-fabricated tin shed architecture, so I set off with a small baseboard to make a diorama.

Our plan is a simple oval track and to add interest the van will swerve to avoid a broken down vehicle as it exits the retail park. Off-scene space is provided by a railway viaduct crossing the end of the board.

The laser-cut units need to be modified, but the wood cuts easily with a heavy craft knife, so as long as the guide wire slots align, the fact that the road units don't doesn't matter - it's all hidden under a thin skim of filler. Adding the Faller system to a model this way certainly works, but if you want the laser-cut system for the road, it needs to be planned in at an early stage. ■

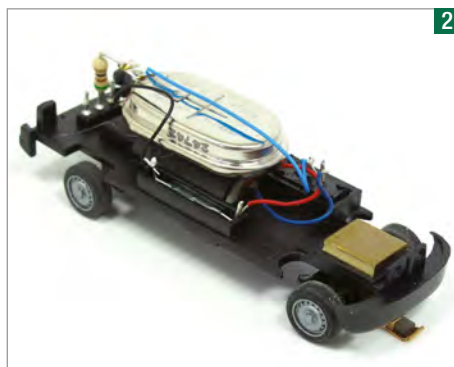
RIGHT: This starter set contains everything you need - a vehicle, charger, guide wire, street filler, paint and markings.

LEFT: Retail heaven - large boxy grey buildings and not too far to walk to the car. Designs vary but they all have a massive sign so you can find them from the other side of the car park.





1 We opted for the starter set containing a Mercedes van. It is HO rather than OO, but its size compares well with an Oxford Diecast Ford Transit.



2 Pulling out the radiator grille releases the body. Inside is a rechargeable battery, motor, on/off switch and reed switch for remote operation.



3 Underneath is a working steering unit, just like a real van. A metal tongue holds the guide magnet which operates the steering.



4 The van follows a steel guide wire. You can fix this to the baseboard or use laser-cut panels with wire slots like this return loop.



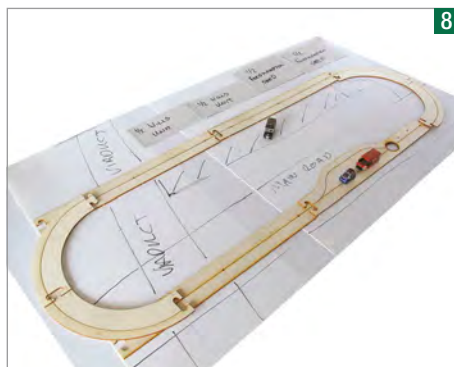
5 As the van drives forward, the magnet follows the wire. The vehicle has no suspension, but 'slop' carries it over uneven surfaces.



6 To stop vehicles at junctions or bus stops, an electromagnet can be set in the roadway to operate a reed switch. Cut-outs are provided.



7 It's possible to have pointwork. An under-board accessory unit a wire to divert the direction of travel into a bus stop or side road. It fits into a pre-cut hole.



8 Using laser cut parts, the layout is planned on large plastic sheets. Paper is just as good, but lines are easily wiped clean this way to make changes.



9 The baseboard measures 100cm by 60cm on a sheet of 9mm thick plywood. It's nailed and glued to a 3cm deep softwood frame to make it solid.



10 The roadway is trimmed and fixed in place with PVA glue. Flexible sections divert the track around the breakdown for a more natural steering.



11 No glue is required to hold the wire. A firm push with a screwdriver locates it into the slot - just below the surface is fine, there's no need to bury it.



12 At the time of building, no UK supplier had a Faller stop unit in stock. I tracked down a 6V electromagnet from Robotshop, powered by a pair of AA batteries.



The magnet is too powerful and pulls the van away from the wire. Setting it a few millimetres below the surface solves the problem.



The road is 3mm thick, so the surrounding surface has to be built up to the same level. Thin MDF is cut to shape and fitted.



Filling around the flexi-road is tricky. Lightweight filler works well as it has the consistency of meringue and doesn't shrink when dry.



Faller includes a bag of 'street filler' and 'roadway paint' for the road surface with its set. Both are used sparingly, so go a long way.



Mixed to a creamy consistency, the Faller road filler material is spread over the wooden road and left to dry for 12 hours.



Using a sanding block, the surface is flattened until the guide wire is visible. The van can get 'lost' if separated by more than 0.75mm from the guide wire.



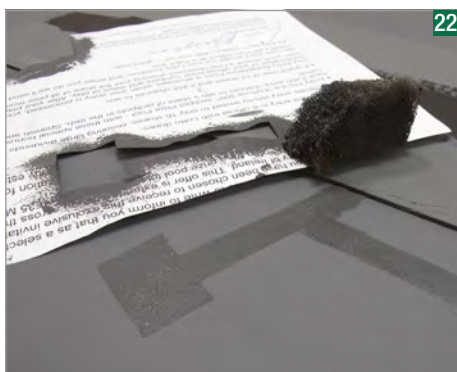
Pavements aren't included in the kit or mentioned in the instructions. These are cut from 2mm thick card and glued with PVA.



Faller suggests applying the road paint with a small roller. Not having one to hand, I applied it with a sponge to give a more realistic texture.



Mixing in pale grey emulsion lightens the grey to vary the colours. Real tarmac certainly isn't a single shade and often features patches and imperfections.



Patches are modelled using paper masks. They make good representations where utility companies have dug the road up for repairs.



The road markings supplied as rub-down transfers look too clean. I'm using stencils from ModelRailwayScenery.com as shown in the Spring 2016 episode of **BRM TV**.



Most retail parks are surrounded by greenery. A mound of wall filler is painted with brown emulsion and sprinkled with Woodland Scenics Turf colour flock.

back story retail parks

We tend to think of out of town retail parks as a modern phenomenon, at least in the UK, but the Thorp Arch park near Wetherby in Yorkshire opened seven years before the end of main line steam. For most retail parks, the heyday came in the 1980s when big box stores moved out of town centres to new parks built on brownfield sites at the edges of towns and cities.

Many of these were left vacant by changes in traffic patterns on the railways. With less need for goods yards and a smaller, more intensively used fleet largely made up of multiple units, British Rail found itself with valuable real estate from which the cash-strapped railway could benefit. Colwick in Nottingham is a good example - after closure in 1970, the site was cleared and is now the Victoria Retail Park.

Retail parks with their boxy buildings clad in satin grey metalwork have lots of parking and often confusing road systems, but they're useful corner fillers that have a natural home beside the modern railway, so it's worth looking at some of the commonly seen features.



In the evening, the retail park lights up and ours will too. Just remember that if your layout is set in summer, by the time the lights come on, the shops are shut and the car park should be empty. Look out in the next issue for advice on illuminating your buildings.

VEHICLE VARIETY

Filling a model car park is easier than it was in the past. A huge range of die-cast models is available ready to use, saving us from assembling costly and fiddly kits, many of which fitted together very poorly. But this could mean every model look similar. I want a few

vehicles on the diorama with character. When I was walking through town some months ago, I spotted an ideal prototype parked at the side of the road - a long wheelbase Land Rover. With an Airfix kit, I've set about modelling it.



The moment I saw it, I wanted to make a model of this Land Rover. It's led a hard life with panels in three colours. It'll look great parked on the diorama.



In my pile of uncompleted projects is this Airfix long wheelbase Land Rover. I've no idea why I built it, but plastic models are ideal for converting.



I'm transforming it into the short wheelbase Land Rover seen. These are 92in between wheel centres and 160in long. The model is sliced with a razor saw.



Perfect Plastic Putty from Deluxe Materials is applied with a knife tip filling the gaps smoothly. It is easily sanded for a smooth finish.



The cab rear is built from layers of plastic. It's supposed to be one piece, so fine lines of putty are applied with Deluxe Materials' Pin Point Syringe kit.



Once painted, the model stands out from unmodified die-cast cars. It shows the deficiencies of the Airfix kit, but in a scene provides useful variety.

ask the expert

Q How can I use stencils to create neat road lines without paint spilling underneath them?

A When using stencils to mark lines down the middle of the road, masking tape will prevent paint going through the wrong holes. Apply the paint in a thick consistency and in small amounts to prevent it from running under the stencils. These stencils are from modelrailwayscenery.com.



next month

In the July issue of **BRM** I'll add shopping centre buildings, a viaduct and signage using a mix of easily available plastic kits and even some venerable Tri-ang models. I'll light the scene with interesting operating features and really bring it to life.



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Slipper Boy

A RAILWAY TALE

ALL GREAT MODEL RAILWAYS TELL A STORY, BUT **MIKKEL FUNDER'S** SUPERB DIORAMA WAS INSPIRED BY A GENUINE COURT CASE FROM THE EARLY-1900S.

I'm a Great Western modeller with a particular interest in the pre-Grouping period. I'm building a series of small layouts that show different parts of an imaginary Edwardian GWR station known as 'Farthing'. My most recent effort is a OO gauge



"My name is Dennis Watts, that's me on the right. I'm a slipper boy with the Great Western Railway Company. I scotch trucks. They pay me 10s. a week. Here is my story."

micro-layout depicting a Great Western goods depot in the early-1900s.

I'm fascinated by the human dimension of railways, and try to incorporate this on my layouts. I recently came across an intriguing account of a court case at Old Bailey, involving an incident on the Great Western at the turn of the century. The star witness at the trial was a young Great Western 'slipper boy'. Slipper boys assisted horse shunters by handling the horse's chains and helping to avoid accidents.

I decided to re-enact the events described in the court proceedings, with my Edwardian goods depot as the setting and a little 'modeller's licence'. Dennis, will you take it from here?



"Here's my uncle, Henry Watts. He's a checker in the goods depot. It's the afternoon of May 28, 1902. See that box on the porter's trolley?"

My uncle is consigning it to the daily Penzance van."



"After loading, the Penzance van is shunted to No. 1 line with others for dispersal. Most of the trucks go out in the next few hours, but the Penzance one is left overnight for attachment to the 4:55am goods."



"That night, I walked home from a late shift after the lamps were out. I passed the Penzance truck sat alone in the dark and saw some people. I recognised two horse drivers, Woods and Lawson. There were also two other slipper boys, Fraser and Marsh. I could tell they were up to no good."



"I walked up and discovered they'd opened a box of silks from the Penzance truck and were tucking the goods down their trousers. They asked if I wanted to buy some cheaply to sell on, but I refused. I was scared - what would they do to me?"



"Luckily the villains let me go. The next morning I went to find Walmsley. He's with the GWR Police and prevents theft in the goods depot."



"I told him what had happened. Walmsley has more brains than muscle, so he sent for help."



"Soon afterwards, Detective Benton arrived from the GWR Detective Department at Paddington - that's him on the left. Walmsley showed him the scene of the crime, and they found the remains of the stolen box. The silks it contained were long gone."



"But the Detective was very meticulous. He kept searching, until he found what he was looking for - a torn piece of paper wrapping from the box."



"The detective demanded to see the suspects. I watched as he and Walmsley confronted Woods and Lawson, two of the thieves I saw the night before."



"As they approached the villains, they found them carrying a sack. The detective demanded to see what was in it."



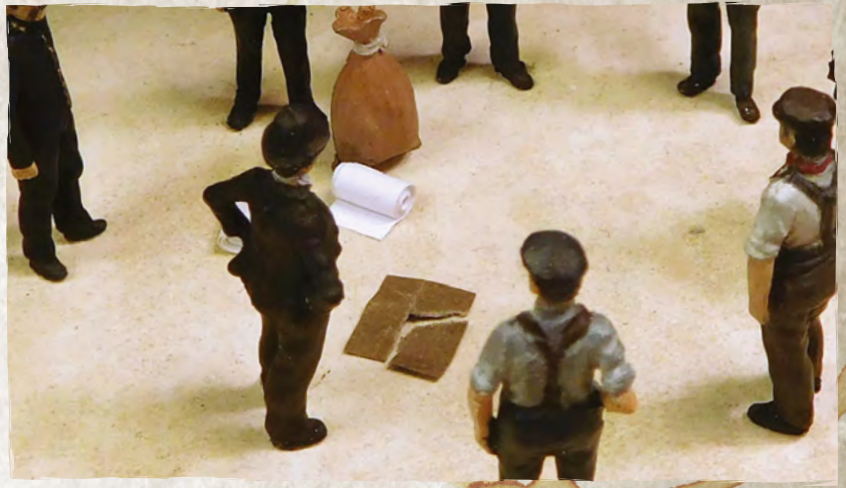
"The sack was found to contain 35 yards of silk, 66 yards of grenadine and a piece of paper wrapping."



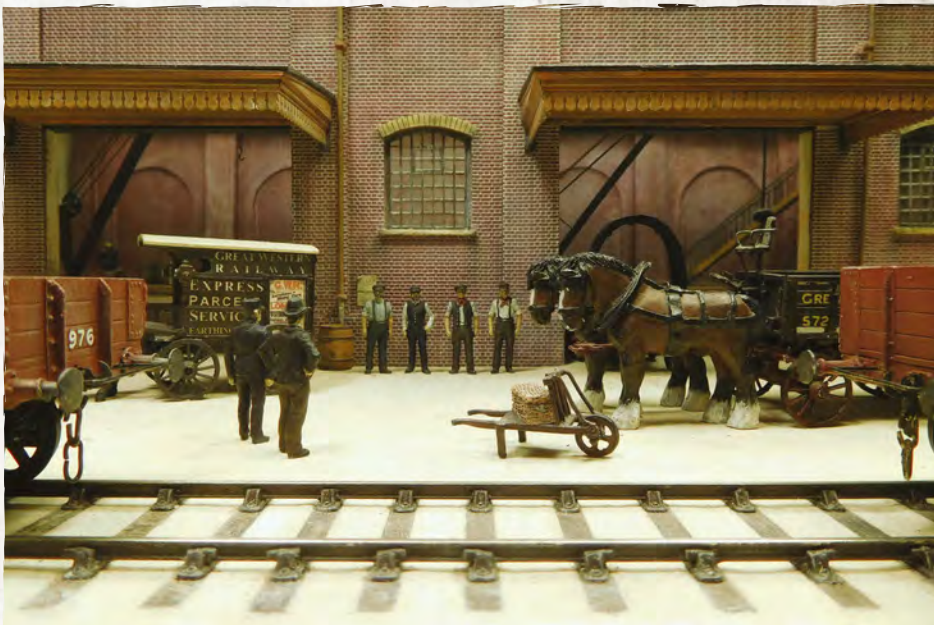
"The thieves were stubborn and claimed innocence." "We've not stolen the goods," they said, we found it lying on the ground - someone must have dropped it"



"Detective Benton was shrewd. He produced the fragment of paper found by the stolen box, and placed it next to the wrapping from the sack. We all gathered around to see..."



"The two pieces of wrapping were a perfect fit. It was damning evidence."



"Having produced their evidence, Detective Benton and Constable Walmsley rounded up the four thieves and took them to court. I was the star witness at the trial, and made sure to tell the story well. Based on my testimony, Alexander and Penny were convicted and put away."



"Unfortunately Fraser and Marsh, the two other slipper boys, got off scot-free. I hadn't counted on that. After the trial they returned to work and cornered me."



"I ran off, but they chased me..."



"...all over..."

>



"...the goods depot."



"In the end I had to call for help..."



"...and soon we were four against two."



"We quickly overcame the two villains, tied them up, and..."



"...packed them in a couple of tea crates. They were forwarded that night on the 2.00am goods - labelled for Thurso!"



"Because you see, dear reader, I haven't been quite honest with you..."



"I've got a gang of my own, and we don't want those amateurs intruding on our turf. Not that they were any competition - we're a pretty organised bunch. My uncle the goods checker is on board, and Watts the GWR copper. Handy people, if you're into goods scams. You see, we don't deal in petty theft. We aim much higher than that. We have ways..."



"...of making whole trucks..."



"...disappear!"

Back Story

FACT OR FICTION?

You may be wondering how much of this actually happened. The story roughly follows the real events recorded in proceedings from Old Bailey up to the point of the trial, albeit in a simplified form, and with the names altered. The original theft of the satins and silks, and the clever detective work of matching the pieces of wrapping did happen. The appearance of our 'hero', the 'slipper boy' as the star witness at the trial is also true, as is the fact that two of the thieves were released after the trial.

From there on, the story is fiction. Or is it? A closer reading of the court proceedings leaves certain questions unanswered, and it is these 'loose ends' that inspired the rest of the story. As for making whole trucks disappear, I refer to *GWR Goods Trucks* by Atkins, Beard & Tourret (1998 edition) which in the preface states that three trucks were added to the condemned list in 1908 because "they had not been heard of for 10 years" (*sic*).

I use the term 'truck' rather than 'van' or 'wagon', as that is the word used by all the staff in the testimonies of the court case at Old Bailey. The original court proceedings from Old Bailey can be found on the internet, scan:



The goods depot featured is a micro-layout housed in a lightly modified 56cm by 37cm IKEA 'Snackbox' (now discontinued). A simple traverser serves as a fiddleyard. There are no points on the layout, but a shunting puzzle provides more operational scope than you might think.

PART FIVE

A WAGON IN EVERY SCALE

Phil Parker continues his wagon building series with a new kit released in an unusual scale with interesting roots.



SHOPPING LIST

KIT

SSMRS 1907 RCH End-door PO wagon kit

ACCESSORIES

0.8mm dia. brass wire

CONTACTS

S SCALE SOCIETY

W www.s-scale.org.uk

EILEENS EMPORIUM

W www.eileensemposium.com

FURTHER READING

The 4mm Coal Wagon
John Haynes, Wild Swan
ISBN 978-1874103486

Scale has fascinated me since I read about it in a 1983 issue of *Scale Trains* magazine. Seeing it in action is rare, but those I've seen at exhibitions have impressed me. For exclusivity, not much beats S Scale. With around 100 members in the society, you can be sure that anything you build will stand out from the crowd.

S Scale is described by the Society as a scale for scratchbuilders. One fifth larger than 4mm:1ft scale/OO gauge, the contrast in trade support is very different. In OO you can buy pretty much everything that ever ran on rails. In the other, you are working with specialist suppliers and until recently if you wanted a wagon kit you'd be pulling together parts from different outlets.

For those who enjoy the craft of making a model you can enjoy the benefits of extra room for gearboxes and motors in locomotives and wagons that roll more realistically than OO gauge.

The S Scale Society is one of the oldest around and is evolving. When looking for a suitable kit to build, development on a wagon to introduce people to the scale was nearly complete. All the parts for the wagon are supplied with components for a few inches of track. This is unique - S Scale models otherwise need parts from different sources to complete.

The kit represents a large investment by the society, so a prototype was chosen that interests the widest number of people - a

Railway Clearing House private owner coal wagon. These were seen from the mid-1890s to the 1950s on the main line network. Some ran later still in industrail and departmental use. As supplied, it represents the 1907 design.

Without confidence with a soldering iron, you'll struggle to work in S Scale. The parts assemble easily, especially the brake gear which is an innovative design and produces excellent results.

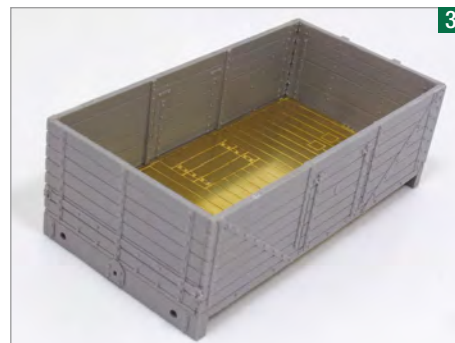
The model should be finished in a PO livery, but I can't obtain transfers in this scale. Inspired by 'Aylesbury' in the May 2016 issue of *BRM*, I'm hand painting the lettering. They're not as sharp as modern RTR, but have a 'home spun' appeal. It fits in well with the ethos of S Scale. ■



The Society has made life easy, bringing everything together for this kit. The plastic parts are from Parkside, wheelsets and the rest from Alan Gibson.



Starting with the body, the sides are cleanly moulded, but are easily cleaned with a few file strokes where they sit on the bufferbeams to ensure the planks line up.



Two etched floors are provided, with and without bottom doors. Whichever is chosen, it has to be fitted before the last side is fitted – it won't slide into place.



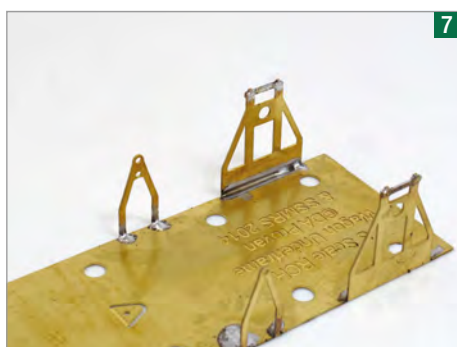
A hinge for the end door is left to the modeller to supply depending on the prototype. I've chosen the simplest using lengths of plastic strip and a rod level with the top.



Once dry, the strips are soaked in liquid glue to soften them and bend around the rod. A few cubes of plastic form bolt heads holding the metalwork in place.



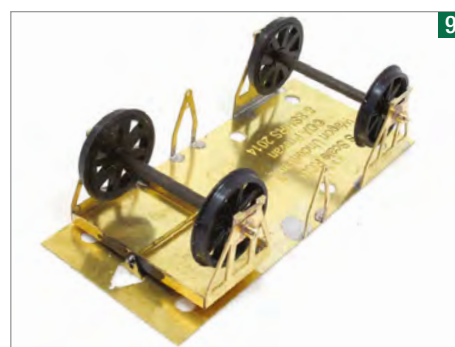
The etched chassis is built separately and work starts by folding up the W-irons, V-hangers and tiny triangular supports for the rocking compensation cradle.



To add strength to the fold, a small amount of solder is run into the corners of the larger parts. It's not essential, but a worthwhile precaution.



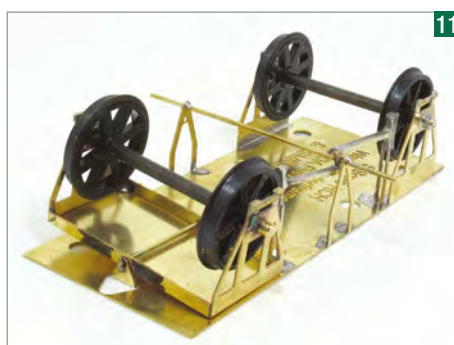
Fold up the compensation cradle, soldering all of the corners. Fitting wheel bearings requires the holes to be opened up very slightly as well as the main chassis.



The cradle is held with a length of 0.7mm brass wire acting as a pivot. Permanent marker on the cradle stops solder flowing where it shouldn't.



Brake gear is on four separate frets. These are laid over each other using pins to align the parts, then fix with solder paste. It looks fiddly but is strong when complete.



A piece of wire between the 'V' hangers locates the brake gear which is soldered to the wagon floor. Check the wheels still rotate, especially when the cradle is rocked.



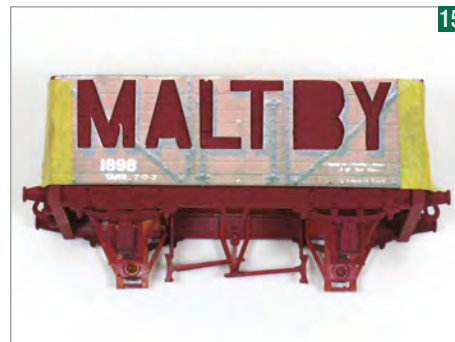
The chassis is fixed to the wagon with superglue. Holes in the baseplate allow for runny glue to drop through and flow between the two pieces ensuring a strong joint.



A bewildering array of axleboxes and covers is provided; check images to select the correct ones. Holes in the back are opened out with a drill to fit over the bearings.



The wagon is ready for paint. If your livery includes solebar plates picked out in colour, it's best to leave the brake levers off at this stage.



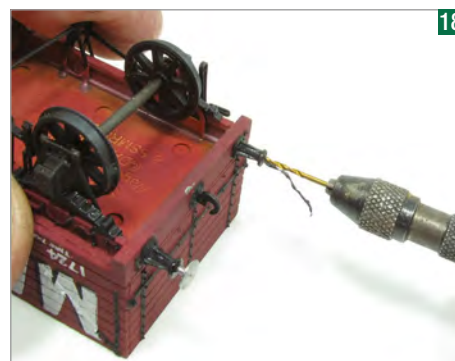
To provide a guide for the lettering, I've printed a photograph of the wagon to the same size as the side on cardboard.



Using a bow pen and ruler, the letter edges are marked out. These are filled with a brush, touching up the edges and adding shading. Transfers are much easier.



Both brake lever and guide have to be bent and trimmed to match your prototype. The guide is best fitted with a short length of 1mm square plastic behind for strength.



Finally, the buffers are drilled out to accept the heads. I used a 1.2mm drill and glued them, but you could fit springs if you wanted to go a little further.

back story s scale



'East Lynn & Nunstanton', a superb S scale Great Eastern layout built by Trevor Nunn was featured in the March 2012 issue of *BRM*.

Download a copy today at:
www.brm.ag/EastLynn

S scale or 1:64 scale equates to $\frac{3}{16}$ in:1ft. It's the only scale not to mix imperial and metric units. In the same way that HO is half the size of O gauge, S Scale is half the size of Gauge 1. As such, models are 19% larger than 4mm scale equivalents, but only two-thirds the size of O. The benefits of larger models requiring less room than 7mm scale model are understandable in its origins.

Trade support in Britain is limited, but the scale is popular in the USA with RTR models produced since the 1930s. It persuaded Hornby enough

to plan a range in the mid-1950s, but the arrival of TT was a stumbling block and only coach and track section prototypes were made.

Four years earlier, Palitoy produced a set containing a 'Prairie' tank and two coaches in 1:61 scale with a circuit of track and a battery powered controller. Nothing further happened and modellers in the scale were left to their own devices.

The S Scale Society was founded in 1946 and claims to be the oldest scale society. It's also the one with the smallest membership. Originally named the 'Half-One Society', it changed to 'S

Gauge', then in 1991, 'S Scale' in recognition of its members building narrow gauge models in the same scale.

The Society produces a limited range of parts and its website directs visitors to other suppliers in the scale including figures from war-gaming ranges.

Limited trade support supplements the Society's efforts with Alan Gibson Workshop, Bill Bedford and Worsley Works among those producing parts for the scale.

This year sees the S Scale's 70th anniversary, prompting the production of this kit.

ROCKVILLA GOODS

Set in the early-1970s, this layout by **Joe Loftus** was inspired by the dozens of inner-city goods yards that once served Glasgow's heavy industries.



On the type of light goods trip working it was designed for, 'Clayton' 8545 heads out with an empty steel wagon.



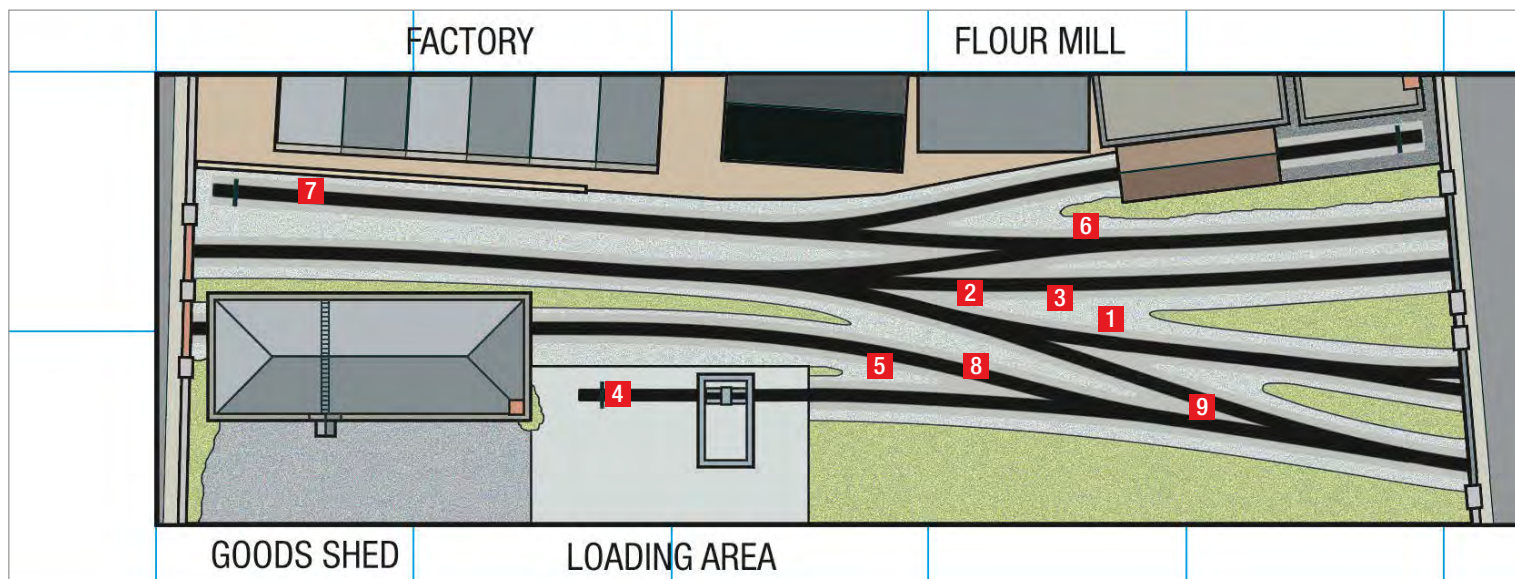
2

Rockvilla Goods' is set in an urban/industrial environment by the Forth & Clyde Canal in north Glasgow. It features a parcels depot, general warehouse and a flour mill amongst other goods facilities in the early 1970s 'pre-TOPS' period. The urban atmosphere is emphasised by the surrounding overbridges and industrial buildings, built to 4mm scale with OO gauge trackwork. Motive power control is by DCC from an NCE PowerCab controller.

ABOVE: EE Type 1 D8095 whistles away as it backs an elderly ex-LNER grain hopper into the flour mill unloading shed.

In reality, the area of Rockvilla is very small, located on the north bank of the Forth & Clyde Canal, next to Hamiltonhill, within the general district of Possil. This area around the canal was once a busy place with an abundance of sawmills, distilleries, foundries and general warehouses. Rails reached Port Dundas & Craighall Goods Depot from the east via St Rollox on the Caledonian's tangled network of lines in the area.

We assume that the 'Caley' extended its branch past Craighall Goods, under Possil Road and Applecross



Street to reach Rockvilla. A small yard was built here serving the local industries and those alongside the canal. The facilities at both Craighall and Rockvilla grew and as such they have in effect become one yard.

Westward from Rockvilla it's assumed the CR completed the proposed and part-built Hamiltonhill Branch - some earthworks of this incomplete branch remain - and goods yard, linking to the Rockvilla & Craighall yards, completing a large loop through North Glasgow.

The trackwork in the area includes a siding each for the flour mill, parcels depot, general warehouse and the steel traffic loading point, along with two sidings feeding the loading dock. All of these are tied together with a run-round loop. A three-road sector-plate handles off-stage movements, hidden behind the parcels depot.

I designed the layout to maximise shunting, but shunting isn't easy on this layout! All the sidings are different lengths, while at 34in the sector plate is longer than the reception road, which forms part of the run-round along with the departure road and the sector plate. In turn this is longer than the headshunt for the parcels depot and the loading dock sidings. The end-loading siding of the latter is again shorter, but is also used as a siding, making access to the goods warehouse and steel traffic loading point difficult!

LAYOUT BASICS

Two baseboards, each 4ft by 21in in size, are framed with 2in by 1in timber and covered in 6mm plywood. At baseboard mating surfaces the frames are faced with 6mm plywood for a flatter, more accurate joint. They are held together using coach bolts and nuts. A layer of 5mm thick foamboard has been placed over the entire baseboard surface as a trackbed. It is pierced to allow

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO
DIMENSIONS: 8ft by 21in
ERA: Early-1970s
REGION/LOCATION: Scottish Region, North Glasgow
LAYOUT TYPE: Fiddleyard to Goods depot
POWER/CONTROL: NCE PowerCab DCC
PHOTOGRAPHS: Nigel Burkin

RIGHT: Most of the layout's wagons are kit-built and depict the wide variety of designs still in service in the early-1970s. Almost no two are alike, including 'Palvans' (top) and 'Vanwides' (right), plus many variations on the 12t vent van theme.



glue to dry without de-laminating the foamboard.

All trackwork is Peco Code 75 with Electrofrog points, operated by tried-and-trusted H&M point motors with built-in polarity switches. As the layout is DCC operated, every piece of trackwork has dropper wires attached to a main power bus.

The removable sector-plate consists of three tracks mounted on 6mm plywood, pivoted near the baseboard end by a drop-pin which locates in a bush mounted in the baseboard surface below. The tracks are also aligned by a drop-pin and bush. These were turned in brass for me by Bill Auld, a fellow member of the 12AD Model Railway Group. It's very simple, very reliable and very cheap!

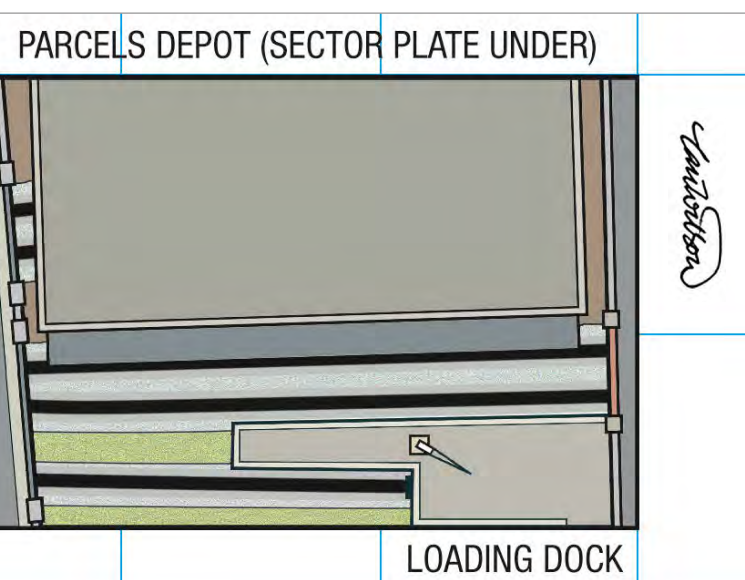
SCRATCHBUILT STRUCTURES

All buildings on the layout were scratchbuilt, weathered and bedded in place before ballasting and ground cover were laid. The flour mill complex of buildings is loosely based upon the Spillers Scotstoun Mills buildings that existed in Partick, west Glasgow. The goods warehouse is based on a Midland Railway building in Nottingham which I liked the look of! The largest building on the layout, the parcels depot, is based on a prototype at Bricklayers Arms in London.

The latter building, which hides the fiddleyard, along with the black corrugated building were built by myself, all the others are the work of Spencer Anderson, whose 'Milton Street MPD' layout was featured in December 2015 issue of BRM.

The main road bridge superstructure was built by myself and finished off by Bill and Spencer, with Bill picking out the various stonework colours and staining - and a great job he made of it too! I prefer the look of embossed plastic card and all structures are built using

I much prefer to build kits, even if there are ready-to-run versions of particular vehicles available as I can build in individuality (often by mistake!).





With full yellow ends added, a BR green Class 27 emerges into the light with a fitted general merchandise train formed of two 'Mogo' vans, a 1-plank and an ex-LNER van.

ask the expert

Q What coupling system did you use to ensure 'hands-free' operation of the layout?

A I use Kadee couplings throughout and these are operated by Kadee permanent under-track magnets. These were originally mounted under the track, hidden off with a ballast, but recently I dug them out and they are now semi-permanent using a home-built mechanical operating system.

The magnets are glued to balsa wood blocks, attached to which are bicycle spokes that extend through the baseboard frames at the back of the layout, finished off with a wooden dowel. The spoke runs are held in place by choc-block screw terminals.

I cut holes in the baseboard and trackbed slightly larger than the size of the magnets and repaired everything above the board. The mechanical operating linkages were marked out and assembled for each magnet, tested and everything glued in place.

Operation is by simply moving the operating linkage to the vertical, this brings the magnet up to sit flush under the sleepers. I then position the stock, uncouple, drop the linkage and drive away! The main advantage of this is it cuts out any unwanted uncoupling as trains run across a permanently fixed magnet. More details on the operating system can be found at www.rockvillagoods.co.uk. I plan upgrade to electronic actuation using servos and circuit boards courtesy of MERG in due course.



this material, laid over a foamboard base.

Ballast is Woodland Scenics Fine variety, and the greenery is a teased-out hanging basket liner base covered with various shades of static grass and weeds.

Street furniture and road vehicles are from a variety of manufacturers, appropriate to the era modelled. All the road vehicles are matt varnished to take away the shiny gloss look and are progressively being weathered and fitted with drivers and passengers.

I have tried to avoid figures and road vehicles in suspended animation. To combat this there are a number of cameos that depict more natural situations. For instance the main road bridge has two lines of traffic. At the head of one of the lines is a broken-down bus where the passengers have decamped on to the pavement awaiting the arrival of a replacement vehicle. The resultant traffic behind cannot overtake due to the line of traffic passing in the opposite direction, held up by the off-scene traffic lights. Other vehicles are positioned as parked and people figures are positioned at rest.

FREIGHT VARIETY

Locomotives are mainly Type 1s and Type 2s of the types that were common around Glasgow in the late-1960s and early-1970s. All have been detailed and weathered, with paintwork tweaked to represent the many non-standard versions of BR green and BR blue that could be seen in this period of transition. The motive power roster at the moment consists of Heljan Class 17 'Claytons' and BRCW Class 26s and 27s alongside Bachmann English Electric Type 1s (Class 20), Class 24s and 25s.

With a flour mill, steel terminal, parcels depot and warehouse, the yard shunters are kept busy.



7



My big weakness is wagons, although parcels stock comes a close second! Looking at photographs of prototype train formations from the period modelled, the sheer variety in opens, vans and flats is incredible, especially amongst the 12t van fleets of the early 1970s.

Rather than just being a long string of brown four-wheel vans as many might assume, closer inspection reveals an almost infinite variety of side, end, roof and underframe combinations, and the endless differing shades of bauxite and roof grey shades, from light right through the spectrum to almost black. Amongst all these are specialist vans for carrying palletised goods ('Palvan') or fragile items ('Shocvan') and many others. I have tried to replicate this in my fleet.

I much prefer to build kits, even if there are ready-to-run versions of particular vehicles available as I can build in individuality (often by mistake!). It also means that every finish is different and no two vehicles are alike. I do have some weathered RTR vehicles but they're few and far between and are usually of questionable parentage picked up cheaply at exhibitions.

My preferred kit supplier is Parkside Dundas, which produces very easy to build kits of great quality and they're very easy to obtain - something that can't always be said about RTR models these days. A number of my goods wagons are heavily modified.

As previously hinted, a parcels stock obsession is simmering away and I've built up a fleet of suitable vehicles, some of which are much-modified RTR

ABOVE: One of the few Class 24s to receive two-tone BR green shunts the flour mill siding. The impressive scratchbuilt mill towers above the train.

RIGHT: The sooty stonework of the main road bridge was achieved by picking out various colours and then staining the embossed plastic card.

examples - for example Hawksworth and Stanier BGs with their gangways removed. Livery-wise, period photographs show a mixture of maroon, blue and blue/grey vehicles, all are represented on the layout.

All my goods and parcels stock is weathered to varying degrees, done one at a time for individuality, some are just 'shopped' with only a smattering of road dirt, others are rather filthy, making the livery and markings underneath hard to detect.

FURTHER DEVELOPMENT

The whole layout could do with more detailing, in particular street lighting and more general clutter - but not too much! The flour mill complex needs more detail, in particular some pipe runs between the buildings. The parcels depot has a rooftop extension in progress, representing a lift winding housing.

I'm building an extension to the left hand side, a board 34in long which will feature part of a very dilapidated two-platform station with a building on the road bridge. One of the tracks will be modelled as a closed line with track lifting in progress. With this extension I'll also add point rodding and signalling to the running lines from the fiddleyard, and either a small signalbox or ground frame controlling access to the sidings and loop.

Motive power expansion is also planned with locomotives and DMUs representing other regions on the agenda. This will enable me to set the in other area, with appropriate change of name. The goods and parcels

I ask the expert

Q The layout features an unusual approach to adding DCC sound - can you explain how it works and why it was done?

A 12AD Model Railway Group has three layouts covering and we wanted a cheaper route to DCC sound. Our fellow member Bill Auld came up with the idea of wiring a sound decoder into the track circuit, feeding speakers mounted on the baseboards.

We approached Paul Chetter ('pauliebanger' on **RMWeb**) at Perth show in 2013 and explained what we were looking to do. Paul suggested that he could programme a Zimo decoder with the necessary sounds. We agreed on LMS two-cylinder, LNER three-cylinder and Sulzer Type 2 diesel sounds; a surprise was that Paul also loaded EE Type 1 (Class 20) sounds.

The decoder is wired into a piece of vero board, connected to a cheap motor and

gearbox to provide a load. Power comes from the track bus and the sound signals go to the speakers, one mounted in the pier of the main road bridge and one in the good shed. Essentially this gives sound for the majority of my locomotives.

Locomotives are run in consist with the sound decoder, which responds to the throttle position. This gives the impression of sound coming from the model itself. Whilst the sound files do not have all the features of individual sound decoders, the main ones are there and are suitable for our layouts. With the decoder mounted on vero board, it can be moved from layout to layout and slotted in place into a USB socket.

Ironically, Bill Auld, who came up with the idea, doesn't use DCC so won't be using the sound system - yet!

roster will no doubt also increase as time goes on, I think it's an addiction!

My control panels, which are hidden behind the black corrugated building and the main road bridge, will be rebuilt into a hand-held unit which means the layout can be operated from the rear, the right-hand side or from the front.

I have enjoyed building 'Rockvilla Goods'; a period of detailed planning before any wood was cut paid dividends and resulted in a layout that's captivating to operate. I've learned - but not mastered(!) - an incredible amount of new skills. There have been times where I have been very proud of what I have achieved. At other times I just wanted to put a match to it all!

It has taken around three years to get to the stage it's at here, and it has changed since its exhibition debut at Falkirk in November 2013. Hopefully it will change slightly between each outing and keep people interested. It couldn't have happened without the help of my fellow 12AD Model Railway Group members Bill Auld, Spencer Anderson and Keith Brown, along with John Donaldson from East Kilbride Model Railway Club, all of whom brought various skillsets to help produce what you can, and cannot, see. Also thanks go to my partner Michelle for her weed planting skills, that small detail makes a big difference. Final thanks must go to Nigel Burkin for his fantastic photographs, proof that you can make a silk purse out of a pig's ear! Just don't mention the slugs... ■

Detailed planning before any wood was cut has paid dividends and resulted in a layout that is captivating to operate.



9

HOW TO...

PREPARE & PAINT A BRASS KIT



Having completed assembly of his 7mm scale 0-4-0ST brass kit, **Michael Russell** explains how to achieve a professional paint finish.

SHOPPING LIST

KIT

I Agenoria Models 7mm:1ft scale Avonside SS Class 0-4-0ST, £160.00

TOOLS/ADHESIVES

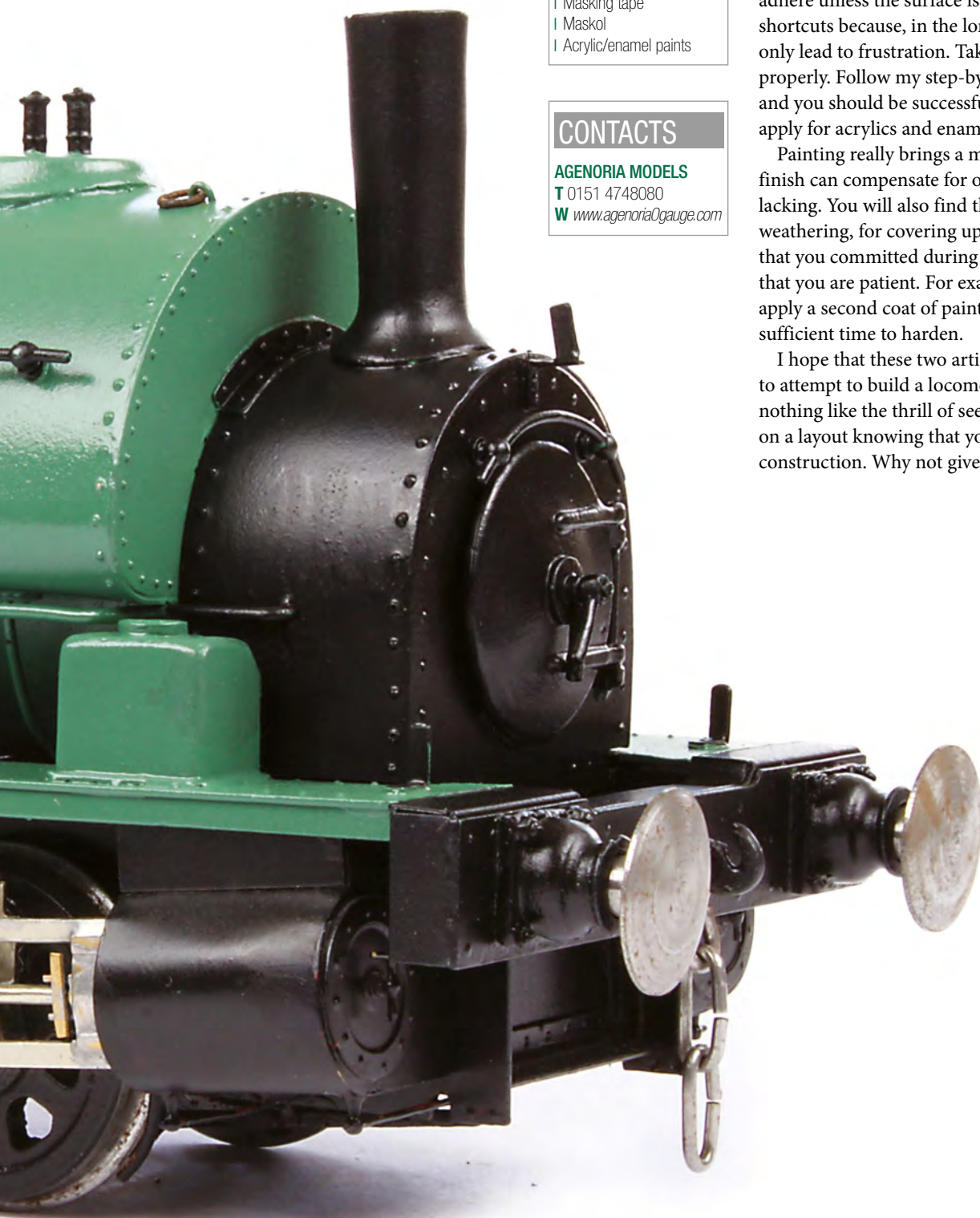
I Multi-tool
I Abrasive brushes
I Craft knife
I Masking tape
I Maskol
I Acrylic/enamel paints

CONTACTS

AGENORIA MODELS

T 0151 4748080

W www.agenoria0gauge.com



Last time I showed how to overcome some of the difficulties that can crop up when building even simple brass locomotive kits.

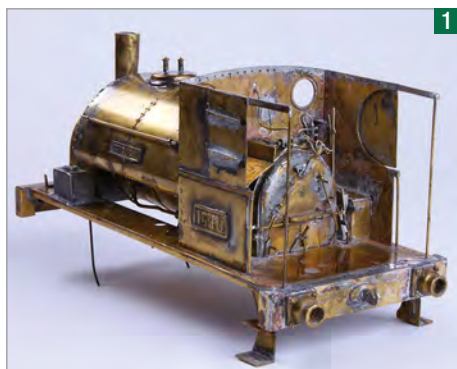
This time I'll do the same as we prepare the model for painting. Brass can be a difficult metal to work with when it comes to finishing, as paint adherence can be a problem. This article demonstrates my technique for achieving a quality finish that remains that way after normal wear-and-tear and handling.

First, preparation is important; the paint won't adhere unless the surface is properly treated. Don't take shortcuts because, in the long term, a poor finish will only lead to frustration. Take the time to do the job properly. Follow my step-by-step guidelines to the letter and you should be successful. These instructions only apply for acrylics and enamels and not cellulose paints.

Painting really brings a model to life and a good finish can compensate for other areas where detail is lacking. You will also find that it is good, along with weathering, for covering up any modelling peccadilloes that you committed during construction. It is important that you are patient. For example, don't proceed to apply a second coat of paint before the first has had sufficient time to harden.

I hope that these two articles have encouraged you to attempt to build a locomotive from a kit. There is nothing like the thrill of seeing a locomotive working on a layout knowing that you are responsible for its construction. Why not give it a go? ■

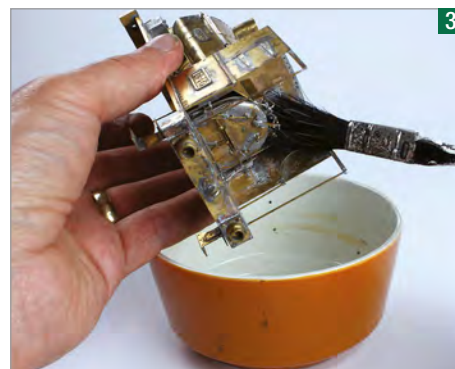




Our model ready for spraying. Notice that the rear and roof of the cab have been left off so that the interior can be painted. Consider such issues during construction.



The flux used when soldering will cause long-term damage to the paint finish unless it is removed first. Mix up a solution of soda crystals in hot water.



Thoroughly wash the model in the mix, using a paintbrush to dislodge any particles in crevices and then leave it to dry completely.



Using Maskol, I masked parts that I didn't want to colour; including cab controls, around the top of the cab and spindles for the handwheels, to be fitted after spraying.



Use a primer to suit the top coat; green requires a grey primer. Ensure it is shaken and the ambient temperature is at least 15°C. Apply in several thin coats from approx 25cm.



It helps speed up the process if the temperature of the subject can be raised using a hairdryer, both initially and between coats of paint.



Once the undercoat had dried I painted the cab with three coats of dilute black acrylic paint, allowing each to dry before applying the next coat.



I soldered on the cab roof, washed off the flux and sprayed the inside of the roof with primer after masking the lower cab. The roof was then with black acrylic.



Once the masking was removed cab detail could be added. Handwheels were 4mm scale smokebox door wheels. Water gauges are made from cable insulation.



The cab back was painted as per the cab before fitting. Masking was used to protect areas that are soldered. Then flux was washed off and missing paint touched up.



Remove excess solder and clean the surfaces using a wire brush in a rotary tool. A brush with brass bristles is best. Reach into corners using different shaped tools.



I used car surface cleaner to ensure no residue was left. Spray on and wipe clean with a lint-free cloth. Don't get it near paint that you want to keep as it's strong stuff.



13

I masked the cab using tape and paper. A piece of copper pipe wedged into the firebox was used to hold the model. Spray three or four thin coats.



14

After 24 hours, I sprayed the top coat of Ford Meadow Green. It took over an hour to spray five thin layers, leaving a 15-minute gap between each coat.



15

Because the top coat is acrylic, I waited only 24 hours for it to harden and then hand-painted any black areas using enamels. Use a fresh tin of paint and a good brush.



16

Remove paint from raised areas of the name and number plates using a craft knife to expose the brass. Complete the model by adding buffers and coupling chains.

ask the expert

Q What precautions do I need to take when spray-painting models? Are there any safety risks to consider?

A Don't take risks with your health. Ensure that you spray using a spray booth, or outdoors if the weather is suitable, and wear disposable gloves. Always wear a face-mask fitted with a filter suitable for paint use. Ventilate the room when the model is drying to disperse the fumes. On a similar Health & Safety note, you must always wear suitable eye protection when using a rotary power tool too, as parts can easily fly off at high-speed and cause irreparable damage.



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37-577W	TTA Shell Black 5172	£10.85
37-675U	Mobil set of Three	£29.95
37-711Y	Pack of 3 GWR Cattle wagons	£27.20
<i>Non Weathered</i>		
37-711Z	Pack of 3 GWR Cattle wagons	£27.20
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31-326	CL105 BR Green	£79.45
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31-535	CL105 BR Blue Power Twin	£84.45
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31-576DC	Windhoff MPV NWR	£114.00
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31-655	Class 47 Railfreight	£86.35
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32-644	Class 20 BR Green	£93.45
32-034A	Class 20 BR Green weathered	£97.70
32-038DS	Class 20 BR Blue	£195.45
32-734A	Cl. 66 D.B. Schenker Wtd	£97.00
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32-390	Class 37 Petroleum Sector	£101.95
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31-660	Class 47/4 Large Logo	£114.70

PARKS & RECREATION

Phil Parker never saw a working Hunslet Austerity 0-6-0ST as a youngster, but a static one made an impression on him, so he made a model.

CONTACTS

KITMASTER COLLECTORS CLUB

W www.kitmaster.org.uk

CEFN COED COLLIERY MUSEUM

W www.npt.gov.uk

As steam was displaced from industrial service, many locomotives found

new lives as climbing frames in children's playgrounds.

My local park was home to a steam roller, but down the road at Newbold Comyn, suddenly a real steam locomotive appeared.

I don't remember that much about it, but a friend, Peter Coulls, took photographs during its installation in January 1981. It was a Hunslet 'Austerity' 0-6-0ST that still wore remnants of its National Coal Board livery as delivered. From memory it was later painted red oxide.

The locomotive was placed on a short length of track. All the fittings were removed apart from the regulator handle which was welded in position so we kids could stand in the cab and pretend to be locomotive drivers. A wooden access platform was built beside the cab for those who needed stairs rather than climbing the cab steps like proper footplate crew.



Seen at Newbold Comyn playground in January 1981, Hunslet 0-6-0ST WD75170 was built in 1944 by W.G. Bagnall. It carried works No. 2758. The 'Austerity' remained in the park until January 1996 when it was reclaimed by the then National Coal Board for display at Cefn Coed Colliery Museum, where it remains to this day. PETER COULLS

To make such a diorama, I'm starting with an Airfix model. I assumed I'd pick a kit from the Dapol range, but the 'Austerity' is no longer available.

Building the scene was very conventional - we don't have space for a step-by-step, so I've added one on the **BRM** blog.

The main challenge I faced was replicating the bark ground cover I remember seeing around the locomotive. It's ideal for soft landings when falling from heights, but an interesting texture for modelling. I needed some fine, brown, leafy material. Used teabags are ideal. A few minutes in a warm oven dries them off perfectly. Spread over the model then fixed in place with floor polish they are quite useful.

I remember picnics beside the locomotive too, so a couple of park benches from Metcalfe Models laser-cut range complete the scene. It's proof that old locomotive kits can still have their place on a model. ■



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90 DJM HUNSLETS **92** KERNOW GWR '1361' **101** NEW BOOKS

RMweb AND LONGMOOR HUNSLETS COMING SOON



➔ DJModels has delivered decoration samples for two limited edition OO gauge Hunslet 'Austerity' 0-6-0STs due for release shortly. Hunslet No. 3389, better known as National Coal Board (NCB) No. 65 was the last but one 'Austerity' in industrial use, working at Cadley Hill colliery in Leicestershire until 1981.

A limited edition run of 200 pieces is being produced exclusively for **RMweb** members and features the gas-producer version of the 'Austerity' with vacuum/smoke regulator on the smokebox door and distinctive rimless chimney (above). Revisions to the tone of the yellow and red will be made to the production version and the correct circular rear spectacle plates will be used. A few unreserved models are still available, see djmodels.co.uk for more information.

Also moving closer to release is Kernow Model Rail Centre's exclusive 'Austerity' in Longmoor Military Railway lined blue (right). KMRC says the shade of red will be adjusted, as will the lining around the cab door before the model goes into production. The model can be pre-ordered now from KMRC.

DJModels reports that final adjustments are now being made to the Hunslet 'Austerity'/J94 tooling in preparation for the first releases.

W www.kernowmodelrailcentre.com



DJM 'MERMAID'



Due for release later this year, DJModels' N scale ZJO/ZJV 'Mermaid' ballast tipper wagons look set to deliver an impressive level of detail and features. Priced at £19.95 each, they will have NEM couplers with a close-coupling mechanism, partially see-through chassis, fully detailed interior and exterior, darkened wheels and removable 'Quick Load' moulded ballast loads. The latter enable hands-free loading and unloading of the ballast using a simple magnet on a stick.

Both GWR and BR versions will be offered in several liveries, including weathered options, and multipacks with different running numbers. BR black, 'Indian Red', olive green and 1980s BR engineers grey/yellow will be offered initially.

W djmodels.co.uk



ROUNDHOUSE AT GLENDALE

In the May 2016 edition of **BRM** we published an interview with garden railway specialist Glendale Junction as the Lincolnshire model shop celebrated its 15th anniversary.

Within the interview we implied that Roundhouse locomotives are not kept in stock by Glendale Junction and that stock may not arrive until November.

BRM magazine would like to point out that this is not correct and Glendale Junction carries stock of Roundhouse locomotives and currently has many locomotives on display and featured on its website (see below).

Glendale also receives regular stock from Roundhouse and we advise anyone interested in purchasing a Roundhouse locomotive from Glendale Junction to contact the shop direct on 01778 343183. We apologise for any confusion this may have caused.

W www.glendalejunction.co.uk

HATTON'S 'KING' DELAYED

Hatton's Model Railway has announced that development of its OO gauge GWR 'King' 4-6-0 has been 'paused' so that its R&D team and DJModels can focus on completing the '14XX' 0-4-2T.

The delay will probably see the first batch of 'Kings' released around March/April 2017 with the '14XX' now expected around October this year.

Hatton's Research & Development Manager David Mylett said; "The 'King' and '14XX' were announced relatively close together and design work has been conducted in parallel with some crossover in research and development for the two classes. The '14XX' is much more straightforward, both in terms of detail variations and development.

"It is now at an advanced stage of tooling, with details correct but a couple of issues to iron out on the chassis. We need to ensure we get it running properly before we start production.

"As there is a lot of commonality of [mechanical] parts between the locomotives we have paused the development of the 'King' until the '14XX' is in production. To start the 'King' at this stage and discover a design issue common to both would double the expense. But, the 'King' CAD artwork is at a stage where tooling can commence as soon as we are ready."

W www.ehattons.com

SCRATCHBUILT G6 WINS READER POLL

Winner of the 2015 **BRM/RMweb** Locomotive Challenge was a scratchbuilt O gauge LSWR G6 0-6-0T, built by RMweb member 'N15Class'.

A total of 282 votes were cast, with voters asked to rank their top five choices from first to fifth. Five points were awarded for a first, four points for a second, down to one point for a fifth spot to give the following top five. Congratulations to all our winners and thanks to everyone who took part.

- 1** N15 Class - O Gauge scratchbuilt LSWR G6 class 0-6-0T (pictured)
- 2** Gareth Collier - N Gauge SECR 'Aeolus' - scratchbuilt
- 3** de Selby - 4mm Scale, 21mm (5ft 3in) gauge Great Northern Railway (Ireland) 'VS' class 4-4-0 from Studio Models kit with scratchbuilt additions
- 4** micklner - OO Gauge DJH kit-built LNER Raven C7 4-4-2
- 5** brightspark - EM Gauge DJH BR Standard 5MT kit with scratch-built chassis



TOOLING STARTS ON '1361'

Following a lengthy research and development process, work has started on the tooling for Kernow Model Rail Centre's exclusive OO gauge GWR '1361' 0-6-0ST. According to KMRC, the tooling will allow for authentic detail differences between the five locomotives to be modelled. A sixth model has also been added to the series, depicting No. 1361 in GWR photographic grey. The other versions will feature No. 1361 in BR late crest black, No. 1362 in BR black with the early emblem, GWR 'shirtbutton' green No. 1363, GWR green No. 1364 and weathered BR late crest black No. 1365. Pristine locomotives are now priced at £134.99 and weathered models are £144.99, with a £10 discount for pre-orders, although existing orders placed prior to May 2016 will be honoured at the previous price. First engineering prototype samples of the '1361' are expected from China in the summer.

W www.kernowmodelrailcentre.com



HAZEL GROVE 50TH ANNIVERSARY WAGONS



Hazel Grove & District Model Railway Society has commissioned two exclusive OO gauge wagons as part of its 50th anniversary celebrations. Given the private owner names 'Moseley' and 'Neve' after the two men who founded the society; Trevor Moseley worked for BR's Signal & Telegraph Department and Graham Neve was a signaller at the Hazel Grove signalbox. The models cost £15.00 each (including P&P) and are available now from Mr. D. Tattersall, 24 Marlborough Avenue, Cheadle Hulme, Stockport SK8 7AW.

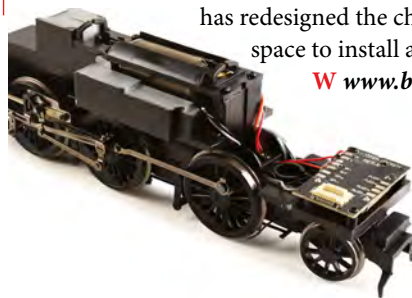
Hazel Grove MRS' special 50th anniversary exhibition will take place on October 29/30 at Hazel Grove Recreation Centre, Stockport SK7 5JX.

W www.hgdmrs.org.uk

NEW BACHMANN V1/V3 CHASSIS

Bachmann has published the first photographs of its revamped LNER V1/V3 2-6-2T, showing the all-new 'DCC Ready' chassis. The image reveals that the Gresley 2-6-2T will be the company's first OO gauge model with a 'Next18' compact decoder interface, adopted to allow DCC, lighting features and sound to be fitted into N gauge and smaller OO locomotives. Bachmann has redesigned the chassis with separate axle bearings and space to install a 'sugar cube' speaker.

W www.bachmann.co.uk



60 YEARS OF CORGI

To celebrate the 60th anniversary of the first Corgi die-cast models being produced, Warners has published The Corgi Story, a 132-page special charting the history of this famous toy brand. The publication includes in-depth reviews of key models in every decade, interviews and profiles of important figures in the history of the company and a 32-page price guide with valuations of models, catalogues, gift sets and more, with listings taken from the latest edition of the Ramsay's Price Guide. It's the perfect reference tool for a dedicated Corgi collector. The Corgi Story is available via Amazon and in WHSmith stores from June 1, priced £6.99. You can also order direct from Warners by calling 01778 392006 or online at the page shown below.

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NORTHUMBRIA



17231
LEYLAND NATIONAL

GM BUSES ROCHDALE



28609
GM STANDARD/ATLANTEAN

BEA



31808
RMA ROUTEMASTER

BRISTOL NBC



25213
BRISTOL RELL BUS

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34112
AEC RT BUS

BEXLEYBUS



28828
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28829
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1:148

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1 EXPO 71530 WIRE BENDING AND SHAPING TOOL

There are few tools dedicated to forming precise shapes with wire. Some use pliers to form angles, but this tool will accurately form angles without kinks, often seen when bending wire with pliers. It won't leave teeth marks either - just screw it to a work surface and use a combination of steel pins provided to hand form wire and metal strip to shape. Useful for steam-era modellers.

Price £4.95

T 01834 845150

W www.expotools.com

2 SANKEY SCENICS 4MM SCALE COACH ROOF DESTINATION BOARDS

Fresh from Sankey Scenics' this month are three packs of coach roof destination boards. Adding to its extensive selection are BR Western Region boards for 'Birmingham Wolverhampton & Birkenhead' (DEST4 - B/W/BIRK), 'Paddington Cardiff and Fishguard Harbour' (DEST4 - P/C/FH) and GWR boards for 'Paddington, Leamington Spa & Stratford on Avon' (DEST4 - P/L/S).

Price £3.20 each plus P&P

T 07565 892209

W www.sankeyscenics.co.uk

3 EXPO 75090 HAND DRILL

For those delicate modelling tasks where an electric drill might cause damage, yet a pin vice isn't enough, consider this small hand drill. With a ball race and three-jaw chuck it measures just 160mm in length and can hold drills from 0.4mm to 3mm in diameter.

Price £8.95

T 01834 845150

W www.expotools.com

4 EXPO 71207 CUTTING MAT

For a cost-effective small cutting mat - why not buy one that includes a stencil knife? This cutting mat measuring 130mm x 200mm has a stencil/transfer knife and ten spare blades. Keep it clean and dedicated to cutting your transfers though!

Price £5.00

T 01834 845150

W www.expotools.com

5 BERKO B32L TWO ASPECT SIGNAL

Designed to be placed as a Home signal on a platform, this short, pre-wired two aspect signal with working LEDs from Berko should sit comfortably on any post-1960s layout.

Price £17.00

T 01981 241237

W www.goldenvalleyhobbies.com

6 BUSCH 50324 LAND ROVER

We've all seen layouts featuring an accident, wedding, funeral or emergency services cameo scenes. Now in stock at Golden Valley Hobbies is this 1:87 scale (for HO/OO) Land Rover Defender 110 in Northern Constabulary colours from Busch. It's perfect for layouts in a rural setting, or parked at the lineside.

Price £24.20

T 01981 241237

W www.goldenvalleyhobbies.com



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STRATFORD NSE CLASS 47

FACT FILE

MANUFACTURER

Bachmann Branchline

MODEL

31-654 Network SouthEast 47576 *Kings Lynn*

SCALE/GAUGE

1:76 scale, 16.5mm gauge OO

PRICE

RRP £134.95

REVIEW

Andy York



Resplendent in original Network SouthEast livery with the upward sweep of white, red and grey on the cabsides 47576 carries the name *Kings Lynn* as fitted at Stratford TMD in January 1987. NSE livery had been

applied a month earlier as the new sector's image was quickly rolled out across its locomotive fleet.

In the period modelled, 47576 was based at Stratford and allocated to Liverpool Street-Cambridge-Kings Lynn duties, working with NSE Mk 2 stock. In April 1990 it switched to the Western Region at Old Oak

Common, joining the NWRA pool for Paddington-Oxford/Newbury services. Photographs show 47576 carrying revised NSE livery in April 1990. By July 1991 it had joined the Parcels sector fleet at Crewe Diesel and nameplates and crest were removed in June 1992.

Bachmann's model includes a pair of etched nameplates which can be applied over the printed plates. The application of this eye-catching livery is excellent with white-walled tyres and bogie cabling picked out in white. The silver painted sprung buffers look smart too, and recall the immaculate appearance of a locomotive specially prepared for a naming ceremony.

In a forward direction there are subdued incandescent bulb toned marker lights in the former headcode panels and a bright white LED for the high-intensity headlight. In reverse there are red tail lamps which can be switched on or off beneath the fuel tanks dependent on whether the locomotive is running light or with a train.



LIKE THIS? TRY THESE...

Bachmann 32-109 NSE 08631, 32-290DS NSE Class 101 DMU (DCC Sound), 35-527 NSE Class 121 railcar, Hornby R3471 NSE 50026, Bachmann NSE Mk 1/ Mk 2 coaches

GRAHAM FARISH SOUTHERN PMV



This latest N scale model from Graham Farish delivers an updated version of an essential Southern Railway parcels and goods vehicle. The long wheelbase 4w Parcels & Luggage Van (PLV) - reclassified as Parcels &

Miscellaneous Van (PMV) after Nationalisation is very

similar in design to the Covered Carriage Truck (CCT) released by Dapol in N some years ago. The latter has end doors for loading and unloading road vehicles, but Farish has taken the opportunity to produce a ready-to-run model of the standard SR PLV/PMV for the first time in 1:148 scale. A CCT has also been developed, but will only be available in BR blue initially.





As is standard for Bachmann '47s', the model features all-wheel drive and pick-up, a 21-pin DCC decoder socket and a centrally-mounted five-pole motor.

Released as part of Bachmann's celebration of the 30th anniversary of NSE, this is a superbly decorated model

that will look the part at the head of a set of matching coaches. Stratford's Class 47s also wandered far and wide, so those modelling areas outside 'Networkland' will also be able to justify a wandering NSE locomotive on an InterCity express or parcels train! ■

These versatile vans were originally developed by Richard Maunsell for the South Eastern & Chatham Railway (SECR), but construction continued throughout the 1923-48 period and until 1951 under BR in some cases. Many survived in regular use as parcels and newspaper vans into the 1970s, some lasting into the early-1980s or even longer in departmental service. Their use was not limited to the SR either with vans being spread far and wide, especially after Nationalisation.

Supplied for review by Bachmann are Southern Region green PMV S1101S (right) and BR crimson PMV S1086S (left), both with pre-war even planking. The BR blue CCT should feature post-war uneven planks, according to the 2016/17 Farish catalogue.

Like the OO gauge models reviewed in **BRM** October 2015, there are authentic detail variations across the trio of models, although the two PMVs are almost identical; crimson S1068S has four roof ventilators, while S1101S has none.

Underframe detail is excellent with separately fitted trussing and brake gear. On the bodies, separate components are limited to the turned metal (unsprung) buffers, although this doesn't prevent the myriad moulded details from being superbly crisp. Body shape,



FACT FILE

! MANUFACTURER Graham Farish
! MODEL 374-415 BR crimson ex-SR Parcels & Miscellaneous Van (PMV) S1068S, 374-416 BR(S) green PMV S1101S
! SCALE/GAUGE 1:148 scale, 9mm gauge N
! PRICE RRP £23.95 each
! REVIEW Ben Jones

especially that distinctive narrow body and SR van roof profile, is convincing. To finish the models off, a pack of extra details includes coupling hooks and dummy couplers which fit into holes in the bufferbeams and high-level vacuum brake hoses.

Southern modellers - and many beyond - are now well served for SR passenger and parcels rolling stock in N scale, with these new vehicles complementing Dapol's excellent 4w 'Van C' and Maunsell coaches. A bogie 'Van B' is also in the pipeline from Graham Farish to complement these vans and the Bulleid coaches released a couple of years ago. ■

BACHMANN ANCHOR-MOUNTED OIL TANKS

FACT FILE

MANUFACTURER

Bachmann Branchline

MODEL

38-775 'Benzene' silver 14t anchor-mounted oil tank No. 852, 38-776 'Shell-BP' black 14t tank No. 6401

SCALE/GAUGE

1:76 scale, 16.5mm gauge OO

PRICE

RRP £20.95 each

REVIEW

Ben Jones

LIKE THIS? TRY THESE...

Bachmann 38-777 Esso 20t tank, 37-663 Shell-BP 14t tank, 37-684A Esso 14t tank, Dapol 4w rectangular tank, Hornby R6769/70 PO tank wagons



Among the lower-profile items in Bachmann's OO gauge production line are these all-new 14/20t oil tanks, arriving in UK shops shortly. They differ from Bachmann's existing steam-era tank wagons in

having anchor-mounted tank barrels. This revised 10ft wheelbase design was agreed in 1944 to replace a specification dating from 1927. Timber cradles and saddles, end stanchions and bracing rods were abandoned in favour of steel anchors welded or riveted directly to the underframe. Anchor-mounted wagons were not built in great numbers until the 1950s and construction continued into the 1960s, when much larger capacity wagons were introduced.

Although private owner wagons are generally regarded as a pre-Second World War subject, oil and chemical tanks were not absorbed into the BR fleet in 1948 and remained the property of the producers.

Two versions were received for review, one featuring a silver 14t capacity 'Class A' benzene tank owned by Benzole Producers Ltd and first registered with BR London Midland Region in April 1951 and the other depicting a 20t 'Class B' vehicle from the Shell-BP joint fleet. The latter was built by Cambrian Wagon Works in Cardiff and registered with the WR in June 1948.

Bachmann has designed the tank barrel in three parts to allow different filler caps and ventilation arrangements to be depicted. For example, 'Shell-BP' tank No. 6401 has tankside ladders, an offset filler pipe and a tall, slender vent, along with two smaller items on the tank top and a pipe/valve protruding from the lower half of the barrel on one side. Also visible next to the 'V' hangers for the brake gear is a representation of the bottom discharge equipment.



Charles Roberts-built 'Benzene' No. 852 has a smoother appearance with a centrally-mounted filler pipe, no ladders and four small vents. Clearly these wagons require extra vigilance when it comes to getting the details right!

Both wagons have traditional oil axleboxes, three-hole disc wheels and neatly modelled handbrake gear. Although the wheels are visible behind the solebars, the rest of the skeletal underframe has been modelled as a solid piece under the tank barrel. However, this is not visible when the models are running in a train.

Tension lock couplers are fitted in removable NEM pockets on flexible mounts. Some form of closer coupling would be welcome as the buffers are around 8.5mm apart when two of these wagons are coupled. However, pin-point axles, metal wheels and 39g weight make the wagons free running and stable when running as part of a heavy goods train.

Decoration on both models is excellent. The various warning notices and ownership details are exquisitely drawn and printed in the correct typefaces for each company. Main line registration information, worksplates and loading information on the tank barrel and underframe are legible right down to the smallest hand applied lettering.

However, examining this under a magnifier exposes one small anomaly; both wagons claim that they are registered with the 'G.W.Ry', which seems unlikely given their registration dates.

That small point aside, these are another welcome extension of Bachmann's steam era wagon fleet in OO gauge. Suitable for use singly, in groups or in block rakes hauled by BR steam and early diesel locomotives, they will add colour and yet more variety to 1950s/60s goods trains and we look forward to seeing more versions soon. ■





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1 BACHMANN 32-976Z FREIGHTLINER (EX-DRS) 66418

➤ Exclusive to Kernow Model Rail Centre is this new OO gauge Class 66/4 depicting a former DRS locomotive now leased to Freightliner. One of several surplus '66s' to switch operators, 66418 wears a weathered version of DRS blue with 'Compass' branding removed in favour of Freightliner logos. The model has a 21-pin DCC socket and directional LED lighting but decoder-fitted and DCC Sound options are also available on request.

Price From £174.95
T 01209 714099
W www.kernowmodelrailcentre.com

2 BACHMANN 38-500Z PACK OF FOUR BR ICE BLUE 'COVHOPS'

➤ Coming soon from TMC in North Yorkshire is a pack of four Bachmann OO gauge BR 'Covhop' sugar hoppers in 1960s/70s 'ice blue'. Specially produced for TMC, the wagons feature new tooling for the roof hatches and discharge pipes, revised body/chassis alignment and four different numbers. Pristine and various custom weathered options are available (£20.00), ranging from light to 'deluxe' to give a more authentic look.

Price £99.99
T 01947 899125
W www.themodelcentre.com

3 ELECTRIFYING TRAINS SR/BR '4-LAV' FOUR-CAR EMU

➤ Electrifying Trains' latest handbuilt RTR EMU in O gauge is a Southern Railway/BR '4-LAV'. Built from etched nickel-silver and cast components with ETS motors, Markits sprung buffers and highly detailed interior, the set features two motor cars and two trailers. Built by the SR for Brighton line semi-fast and stopping trains in 1931/32, they lasted well into the 1960s. All SR and BR liveries are available in a choice of finish.

Price From £3,450
T 0208 440 5918
W www.electrifyingtrains.co.uk

4 ACCUCRAFT 1:13.7 SCALE TYPE 1 DECAUVILLE 0-4-0ST

➤ Now in preparation for release in 2017 is this lovely little Decauville Type 1 0-4-0ST from live steam specialist Accucraft. Based on a prototype designed for use at agricultural, mining and light industrial sites, this 7/8th scale model can be configured for 32mm or 45mm gauge operation. Available in black, green or maroon it runs on butane gas and features full Walschaerts valve gear, slide valve cylinders and full boiler backhead detail.

Price £1,475
T 01981 241380
W www.accucraft.co.uk

5 ACCUCRAFT 1:19 SCALE SR MANNING WARDLE 2-6-2T

➤ Accucraft has also announced two new UK narrow gauge locomotives for release in 2017. Lynton & Barnstaple Manning Wardle 2-6-2Ts *Yeo, Exe and Taw* will be offered in Southern Railway green. A plain black model is also planned. All are gas-fired and suitable for 32mm or 45mm gauge. Isle of Man Railway No. 5 *Mona* will also be offered in 1:20.3 scale (15mm:1ft) for 45mm gauge for live steam (RRP £1,550) or electric operation (RRP £1,325).

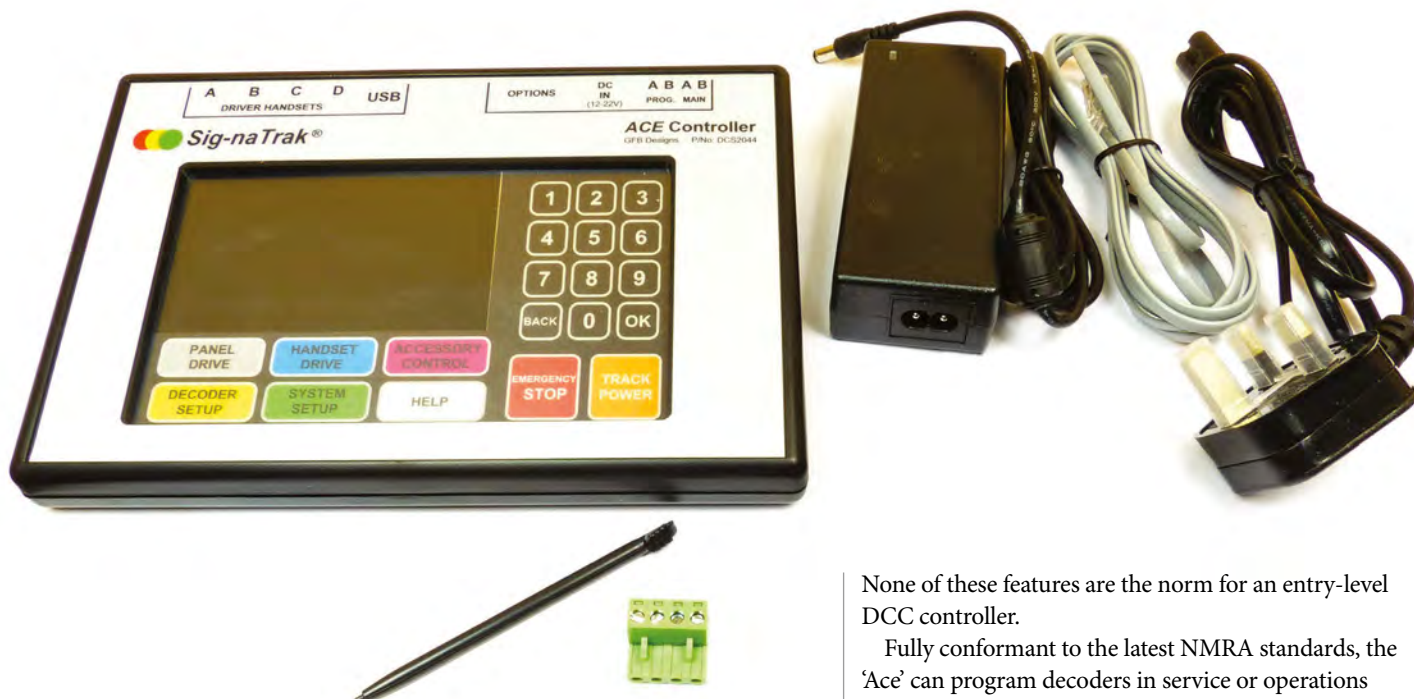
Price £1,850
W www.accucraft.co.uk

6 GRAHAM FARISH 371-358 COLAS RAILFREIGHT 60021

➤ Colas Railfreight's growing fleet of diesel locomotives is extremely popular with photographers and modellers at the moment, so this latest N scale Class 60 from Farish should be well received. The complex livery is well applied to this impressive model, although our sample did exhibit signs of overspray between the orange and black. All other printing is excellent. DCC Ready with a six-pin socket, this model also has working lights and detachable NEM couplers. Recommended.

Price £121.95
W www.bachmann.co.uk

SIGNATRAK 'ACE' CONTROLLER



FACT FILE

I MANUFACTURER
Sig-naTrak
I MODEL Ace DCC
Controller (DCS2044)
I PRICE £158.00
I AVAILABILITY
www.gfbdesigns.co.uk
I REVIEW Howard Smith



Embarking solo on a brand new Digital Command Control unit must be a daunting prospect, but that's just what Sig-naTrak has done with its first DCC controller - the 'Ace'. No sooner

developed, pre-orders are in place and deliveries are underway to its first customers. It looks different, but how does it perform? The 'Ace' is a controller for those embarking on DCC with a budget. When placed side-by-side with close competitors such as Bachmann's Dynamis Ultima with an RRP £294.95, or Hornby's 'Elite' Controller at £226.99, it has an attractive price. At £158.00, the Sig-naTrak 'Ace' gives access to the world of DCC without the frills. It's a controller that places function over form, but performs equally as well. The extra money in your pocket will contribute towards the sound decoders you'll now want to install and hear in locomotives.

In its simple cardboard box, the 'Ace' is supplied with a UK plug, 15V DC power supply with either 3.5Amp or 5A depending on scale - specify when ordering - an output connector and a touchscreen stylus. This is a budget DCC controller with a touchscreen display.

For an extra £19.00, a 'Driver' handset can be used which plugs into the rear of the 'Ace' for walkabout control. Expansion pack upgrades can be added at a later date. Up to four 'Driver' handsets can be used per 'Ace' and a USB computer interface is under development to allow computer control and firmware updates.



None of these features are the norm for an entry-level DCC controller.

Fully conformant to the latest NMRA standards, the 'Ace' can program decoders in service or operations mode and you'll have access to all 28 decoder functions. Standard features include a 'Track Power' button which kills power to the entire layout, as with other DCC systems, but an 'Emergency Stop' button is included too, killing power to a specific locomotive should it go astray, without affecting the entire layout. It's useful and avoids one person's mistake affecting other operators.

The function over form philosophy continues with the simple menu system. No scrolling to find endless sub-menus, or delving through countless settings - just six 'mode' keys. They're always

active, so you can cancel any menu or operation at the push of a button. A 'help' button gains access to pre-loaded documentation if the operating manual isn't easily to hand.

On test, the system takes no longer to comprehend than any other existing DCC system and running performance is just as good. However, the buttons on the 'Driver' handset are a little crude and only give access to five functions - F0-F5 compared to the full 28 of the main controller - but if it keeps the price low and these other functions aren't regularly used, it might not be a deal breaker.

Aesthetically, the 'Ace' isn't the most pleasing DCC controller we've seen, but it's early days for this manufacturer and more developments are promised.

With a new line of DCC accessories planned for release later this year and more upgrades for the 'Ace' underway, this is just the beginning for Sig-naTrak. ■

RIGHT The 'Driver' handset is a quick way to add up to four additional operators per Ace controller. It's enough for all but the largest of layouts.

1 FLYING SCOTSMAN OWNERS' WORKSHOP MANUAL, HAYNES
ISBN 978-7-844257-06-5

➤ An insight into maintaining, operating and restoring one of the most legendary steam locomotives in the world is provided in this 172-page hardback. A history of *Flying Scotsman* from construction to testing and an oversight into the fundamental principles of a steam locomotive is given. This book charts the story of No. 4472 in an appealing way.

Price £22.99

W www.haynes.co.uk

2 ROBERT HUDSON LTD LEEDS, LIGHT RAILWAY MATERIAL CATALOGUE 1915, ISBN 978-0-9934386-2-2

➤ Reprinted by the Narrow Gauge Railway Society is a 1915 edition equipment catalogue from Robert Hudson Ltd of Leeds. A fascinating insight into how narrow gauge railways could be assembled from a catalogue of components, with original prices displayed.

Price £8.95 + P&P

W www.ngrs.org

3 LEICESTER TO BURTON: MIDLAND MAIN LINES, VIC MITCHELL AND KEITH SMITH, MIDDLETON PRESS, ISBN 978-1-908174-85-7

➤ A continuation in this series of books with an historical and geographical insight into the railways of Britain, this latest addition looks at the lines between Leicester and Burton. Included in the three chapters are Leicester to Burton on Trent, the Swadlincote and Leicester West Bridge branches.

Price £18.95

W www.middletonpress.co.uk

4 CLASS 31 LOCOMOTIVES, ANDREW COLE, AMBERLEY PUBLISHING, ISBN 978-1-4456-5791-2

➤ A pictorial tribute to the Class 31 locomotive is covered in this 95-page colour paperback book. Over 260 members were built from 1958 and soon became a renowned 'workhorse' for both passenger and freight trains nationwide. The many liveries they carried are illustrated.

Price £14.99

W www.amberley-books.com

5 SIXTIES SPOTTING DAYS AROUND THE LONDON MIDLAND REGION, KEVIN DERRICK, ISBN 978-1-4456-6071-4

➤ This paperback reprint of a Strathwood 'Sixties spotting days' book gives a photographic oversight of mainly 1960s steam around locations as widely spread as Crewe, Shap, Settle & Carlisle, Wigan and London St Pancras. Quality of photographs and reproduction is generally excellent.

Price £14.99

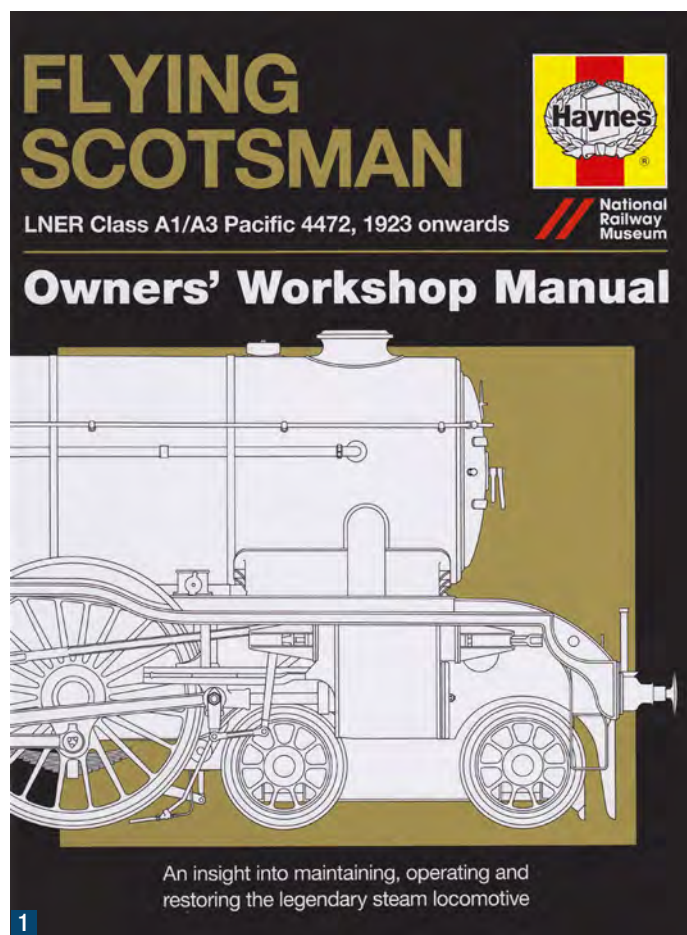
W www.amberley-books.com

6 LAST RITES: FROM THE TRACK TO THE SCRAPYARD, JOHN EVANS, ISBN 978-1-4456-5498-0

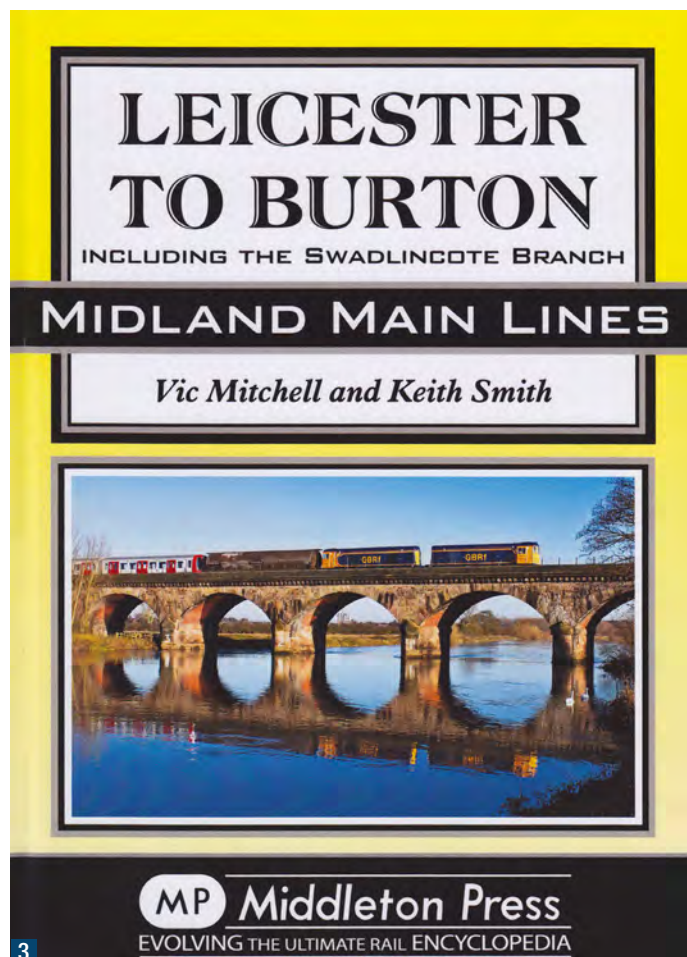
➤ The cutting of so many steam giants in so few years led to a bonanza for scrapyards across the country. This book captures the sad memories of rusting steam and diesel locomotives in their final hours before the cutters torch.

Price £12.99

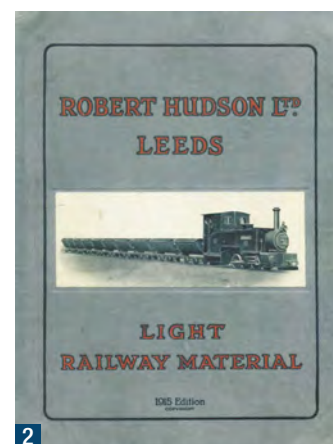
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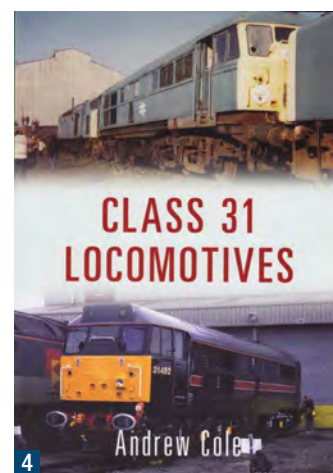
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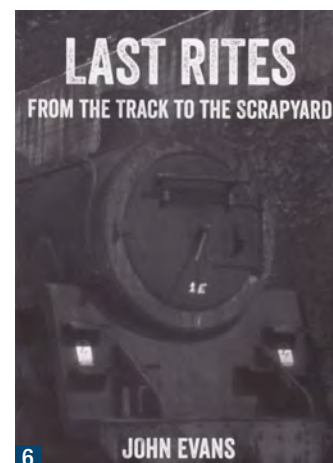
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EVENTS

EXHIBITIONS

MAY 28

Bridlington Model Railway Show Christ Church Hall, Quay Road, Bridlington, North Humberside YO15 2AP

Opening Times: Saturday 1000 - 1600

Prices: Adult £3.00 Concession £2.50 Child £2.00

T: 01262 603309

W: www.bridmodelrail.org.uk

Northolt Model Railway Annual

Exhibition Village Community Centre, Ealing Road Northolt, Middlesex UB5 6AD

Opening Times: Saturday 1030 - 1700

Prices: Adult £3.00 Children/Senior Citizens £2.00 Family £7.00 (2+2)

MAY 28 - MAY 29

Railex 2016 Stoke Mandeville Sports Stadium, Stadium Approach, Aylesbury, Buckinghamshire HP21 9PP

Opening Times: Saturday 1030 - 1730 Sunday 1000 - 1700

Prices: Adults £8.00 Children £5.00 Family 18.00 (2+3), Up to 2 children free with each paying adult on Sunday only.

T: 01296 437475

GlasGOW 2016 - Scotland's major

gauge 0 only event Pollokshaw Burgh Halls, Pollokshaws Road, Glasgow, Renfrewshire G43 1NE

Opening Times: Saturday 1000 - 1600 Sunday 1100 - 1600

Prices: £6.00

T: 0141 6374189

CONTACT US

DIARY DATES

BRM, The Maltings, West Street, Bourne, Lincolnshire. PE10 9PH

WEBSITE

Enter your event on our website at www.world-of-railways.co.uk

Closing date for the August issue is June 20



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Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

New Forest MRS - Model Railway

Exhibition Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630

Prices: Adult £4.00 Child £2.50 Family £10.50 (2+2)

MAY 28 - MAY 30

The Rother Valley Railway Supporters Association Model Railway Show

Robertsbridge Village Hall, Station Road, Robertsbridge, East Sussex TN32 5DA

Opening Times: Saturday/Sunday/Monday 1000 - 1700

Prices: Adult £3.50

T: 01424 813300

MAY 29

North Devon Charity Model Railways Show Market Hall, Pannier, Bideford, Devon EX39 2HS

Opening Times: Sunday 1000 - 1600

Prices: Adults £3.00 Child £1.50

JUNE 4

Patham (Brighton) Methodist Railex Patcham Methodist Church, Ladies Mile Road, Brighton, East Sussex BN1 8QE

Opening Times: Saturday 1000 - 1630

Prices: Adult £3.00 Concession £2.00

T: 07900636172

Kettering & District Model Railway

Society Wren Spinney School, Westover Road, Kettering, Northants NN15 7LB

Opening Times: Saturday 1000 - 1600

Prices: Adults £3.00 Concessions £2.00

T: 07880 033612

W: www.kdmrs.org.uk

JUNE 4 - JUNE 5

The National Railways Museum, Model Railway Exhibition The National Railways Museum, Shildon, Shildon, Co Durham DL4 1PQ

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1700

T: 01535642367 / 07966333605

Min East Lancashire - Model Railway

Exhibition Tontine Street, Blackburn, Lancashire BB1 7ED

Opening Times: Saturday 1100 - 1700 Sunday 1100 - 1700

Prices: Adult £2.50 Child/Concession/Student/OAP £1.50 Family £6.00

T: 07585 762627

JUNE 5

Mini Model Railway Exhibition Wimbotsham

Opening Times: Sunday 1000 - 1600.

Prices: Adults £2.50, Children £1.50 or a family of four for £6.00.

T: 07763321648

JUNE 10 - JUNE 11

Model Railway Exhibition - Belfast

Presbyterian Church Halls, Ormeau Road, Belfast, Co Antrim BT7 2FY

Opening Times: Friday 1900 - 2100

Sunday 1000 - 1600

JUNE 11

Felixstowe N Gauge Model Railway

Trinity Methodist, Orwell Road, Felixstowe, Suffolk IP11 7AN

Opening Times: Saturday 1000 - 1630

Prices: Adult £3.00 Children

(Accompanied) Free

T: 01349 277211

Trains at Trinity 2016 Trinity Methodist

Church, Shortmead Street, Biggleswade, Bedfordshire SG18 0AP

Opening Times: Saturday 1030 - 1630

Prices: Adult £4.00 Concession £3.00

T: 01767 222329

TVNAM 2016

Opening Times: Saturday 1000 - 1600

Prices: £6.00

T: 07850 017222

Marlow, Maidenhead & District Model Railway Club - Knowl Hill 2016

Bath Road, Knowl Hill, Reading, Berkshire RG10 9XB

Opening Times: Saturday 1000 - 1700

7mm Narrow Gauge Association

Exhibition Town Hall, King Edward Place, Burton-on-Trent, Staffordshire DE14 2EB

Opening Times: Saturday 1030 - 1630

Prices: £5.00 Adult £3.00 Members

T: 01332 441326 evenings

JUNE 11 - JUNE 12

Chatham Show 2016 Medway Park Leisure Centre, Mill Road, Gillingham, Kent ME7 1HF

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

Prices: Adults £8, children under 16 free, but must be accompanied by an adult

T: 07552 777718

The North of England Institute of Mining & Mechanical Engineers - Coal

Carrying Model Railways Neville Hall, Westgate Road, Newcastle upon Tyne, Northumberland NE1 1SE

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

T: 0191 2322201

The Peak Model Railway Exhibition

The Agricultural Centre, Agricultural Way, Bakewell, Derbyshire DE45 1AH

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1700

Prices: Adult £5.00 Concession £4.00

Family £12.00

T: 01246 271099

Shepton & District Model Railway

Exhibition Village Hall, Doulting, Shepton Mallet, Somerset BA4 4PL

Opening Times: Saturday 1030 - 1630 Sunday 1000 - 1600

Prices: Adult £4.00 Children Free Under 12 (accompanied by adult) Children

12-16 £2.00

North East of England N Gauge Group

Model Railway Exhibition 94-100, Alexandra Road, Gateshead, Tyne and Wear NE8 1QP

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

Prices: Adult £3.00 Children £1.50

Family £5.00

T: 0191 4821682

JUNE 12

Corby & District MRS - 50th

Anniversary Model Railway Exhibition Village Hall, Carlton Road, Wilbarston, Market

Harborough, Leicestershire LE16 8QD

Opening Times: Sunday 1000 - 1600

Prices: Adult £4.00 Concession £3.00

Child £2.00 Family £10.00 (2+2)

JUNE 17 - JUNE 19

Great Central Railway Model Event

Quorn & Woodhouse Station, Forest Road, Quorn, Loughborough, Leics LE12 8AG

Opening Times: Friday/Saturday

1000 - 1700 Sunday 1000 - 1600

Prices: Ticket £15.00 inc. travel, entry to all exhibitions venues

T: 07710 934788

JUNE 18

Alfredsford Festival of Toy Trains Perins School, Pound Hill, Alresford, Hampshire

SO24 9BS

Opening Times: Saturday 1030 - 1630

Prices: Adult £5.00 Child £3.00 Family

£14.00 **T:** 01962 733475

JUNE 18 - JUNE 19

Mere & District Railways Modellers

Exhibition Mere Lecture Halls, Salisbury Street, Mere, Warminster, Wilts BA12 6HA

Opening Times: Saturday 1000 - 1600 Sunday 1000 - 1600

Prices: Adult £4.00 Children Under 12

Free Accompanied by an Adult

T: 01747 861977

South Devon Railway - Model &

Miniature Weekend South Devon Railway, Buckfastleigh, Devon TQ11 0DZ

T: 01364 644370



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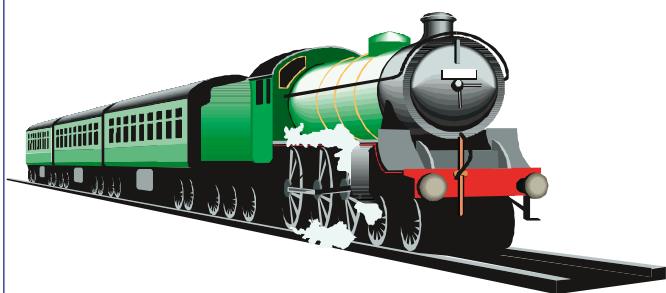
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Basildon

37th Model Railway Exhibition



Saturday (10 - 5:00)

Sunday (10 - 4:00)

2 - 3rd JULY 2016

James Hornsby School

Leinster Road/Nicholas Lane - Laindon SS15 5NX

Now 2 Halls

Admission

Adults £5.00 Senior £3.00 Child £2.00 Family (2+2) £12.00

Trade Support - Demonstrations

30 + Layouts

Refreshments - Car parking (free 200 + spaces)

Wheel-chair suitable - no stairs or lifts!

more details on www.basildon-mrc.org.uk

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www.southdevonrailway.co.uk

T: 01364 644370

JUNE 19

Wallingford Model Railway Exhibition

Opening Times: Sunday 1000 - 1630

Prices: Adults/Concessions £5.00

Children £2.00 Families £12.00

T: 07595 255150

JUNE 25

Braintree & Halstead Model Railway Exhibition

Bocking Arts Theatre, Bocking

End, Braintree, Essex CM7 9AE

Opening Times: Saturday 1000 - 1600

Prices: Adult £4.00 Concession £2.00

Child £2.00 Family 10.00

T: 7711863454

Charity Hampshire IOW Air Ambulance Model Railway Exhibition

Village Hall, Minstead, Lyndhurst, Hamps SO43 7FX

Opening Times: Saturday 1000 - 1600

Prices: Adult £4.00 Senior £3.00 Child

£3.00 Family £11.00 (2+2)

Sleaford & District Model Railway Club Exhibition

Village Hall, London Road, Osbournby, Sleaford, Lincs NG34 0DQ

Opening Times: Saturday 1000 - 1600

Prices: Adult £6.00 Children £3.00

Family £15.00 (2+2)

T: 07588 754959

JUNE 25 - JUNE 26

Perth Model Railway Exhibition

Glover Street, Perth, Perth and Kinross PH2 0TH

Opening Times: Saturday 1000 - 1730

Sunday 1000 - 1700

Prices: Adult £6.00 Children £3.00

Family £15.00 (2+2)

T: 07588 754959

Bluebell Railway Model Railway Weekend - East Sussex

Horsted Keynes & Sheffield Park Stations, East Sussex TN22 3QL

Opening Times: Saturday 1000 - 1600

Sunday 1000 - 1600

Prices: Adult £2.00

W: www.bluebell-railway.com

Avoncroft Community Arts Centre Model Railway Exhibition

Avoncroft Community Arts Centre, Redditch Road, Stoke Heath Bromsgrove, Worcs B60 4JR

Opening Times: Saturday 1000 - 1630

Sunday 1000 - 1600

Prices: Adults £4.00 Children £1.50

JUNE 2

Beaconsfield & District Model Railway Exhibition

The Beaconsfield School, Watlington Road, Beaconsfield, Buckinghamshire HP9 1SJ

Opening Times: Saturday 1030 - 1700

Prices: Adult £5.00 Children £2.50

T: 01753 643724

JUNE 2

Beaconsfield & District Model Railway Exhibition

The Beaconsfield School, Watlington Road, Beaconsfield, Buckinghamshire HP9 1SJ

Opening Times: Saturday 1030 - 1700

Prices: Adult £5.00 Children £2.50

T: 01753 643724

JUNE 2 - JULY 3

Basildon Model Railway Exhibition

James Hornsby School, Leinster Road, Laindon, Basildon, Essex SS15 5NX

Opening Times: Saturday 1000 - 1700 -

Sunday 1000 - 1630

Prices: Adult £5.00 Concession £3.00

Children £2.00 Family £12.00

T: 01268 411603

Exeter 2016 Annual Model Railway Exhibition

Exeter Matford Centre, Matford Park Road, Matford Business

Park Marsh Barton Trading Estate, Exeter, Devon EX2 8FD

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

Prices: Adult £6.50 Concession £6.00

Accompanied Children Free

T: 01392 421906

MEETINGS & TALKS

JUNE 2

Lutterworth Railway Society - Talk

United Reform Church, George Street, Lutterworth, Leicestershire LE17 4EF

Opening Times: Thursday 1930

T: 01455 203307

JUNE 6

Mirfield Railway Enthusiasts Society

- Talk Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8NL

Opening Times: Monday 1930

JUNE 7

The Enfield Transport Circle - Talk

TETC, The Drill Hall, Old Park Avenue, Enfield, Middlesex EN2 6PJ

Opening Times: Tuesday 2000

Prices: Adult £3.00

T: 020 8363 0697

OPEN DAYS

MAY 28

Wimbeldon Model Railway Club Open Day

St. Marks Family Centre, St. Marks Road, Mitcham, Surrey CR4 2LF

Opening Times: Saturday 1000 - 1700

T: 0208 949 1370

MAY 29

Bridport & District Model Railway Club

Open Day Askers House, Askerswell, Dorchester, Dorset DT2 9EW

Opening Times: Sunday 1100 - 1500

MAY 30

N Gauge Group Open Day

Wrecclesham Community Centre, Greenfield Road, Farnham, Surrey GU9 8TJ

Opening Times: Monday 1000 - 1600

Prices: Adults £1.00 Children £0.50

JUNE 4

Hillingdon Railway Modellers - Test

Track Open Day Yiewsley Baptist Church (Side Entrance), Colham Avenue, West

Drayton, Middlesex UB7 8HF

Opening Times: Saturday 1000 - 1600

Prices: Adult £4.00

T: 020 8368 4090

JUNE 11

Heywood Model Railway Group Open

Day Club Room, Unit 3 Park Works, River Street, Heywood, Lancashire OL10 4AB

Opening Times: Saturday 1000 - 1600

T: 07732 781989

Abbey Pumping Station Museum

Teddy Bears Picnic Railway Day Abbey Pumping Station Museum, Corporation Road, Leicester, Leicestershire LE4 5PX

Opening Times: Saturday 1100 - 1630

JUNE 11

Heywood Model Railway Group Open

Day Club Room, Unit 3 Park Works, River Street, Heywood, Lancashire OL10 4AB

Opening Times: Saturday 1000 - 1600

T: 07732 781989

Southampton MRS Open Day

Kemps Quay Industrial Park, Quayside Road,

Southampton, SO18 1BZ

Opening Times: Saturday 1100 - 1600

Prices: Free admission

T: 01489 799809

W: southamptonmodelrailwaysociety.wordpress.com/

JUNE 11 - JUNE 12

The Little Layout Co Model Railway

Shop Opening Weekend Church Street, Deeping St. James, Peterborough,

Opening Times: Saturday/ Sunday 1000

JUNE 18 - JUNE 19

Gainsborough Model Railway Society - Open Days

Florence Terrace, Gainsborough, Lincolnshire DN21 1BE

Opening Times: Saturday/Sunday 1330 - 1800

Prices: Adults £4.00 Senior Citizens/

Children £3.00 Family £10.00 (2+2)

T: 01427 615367

Bowes Model Railway Club Open

Weekend Bowes Railway, Springwell Rd, Springwell Village Gateshead NE9 7QJ

Opening Times: Saturday 1000 - 1600

Saturday 1000 - 1600

Prices: Adult £4.00 Children £2.00

Family £10.00 (2+2)

T: 07779380042

JUNE 19

Chichester & District Model Engineers

- Steam on Sunday Fathers Day

Blackberry Lane, Chichester, West Sussex PO19 7FS

Opening Times: Sunday

T: 01243 773451

TRAIN & TOY FAIRS

MAY 29

Jim Corr Toy & Train Fair - Teeside

Baysdale Road, Thornaby, Stockton on

Tees, Co Durham TS17 9DB

Opening Times: Sunday 1030 - 1500

Prices: Adult £3.00 Senior/Child £2.00

JUNE 2

Joe Lock Toy & Train Fair - Theydon

Bois The Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER

Opening Times: Thursday 1900 - 2100

Prices: Adult £1.00

T: 07866 641215

JUNE 4

Tony Oakes Train Fair - Chester (new

venue) Plas Newton Lane, Chester, Cheshire CH2 1PR

Opening Times: Saturday 1030 - 1430

Prices: Adult £2.00

T: 01270 652773

JUNE 4

Ray Heard Train & Toy Fair - Exeter

Exeter Matford Centre, Matford Park Road, Matford Business Park Marsh

Barton Trading Estate, Exeter, EX2 8FD

Opening Times: Saturday 1000 - 1530

Prices: Adult £2.00

T: 01823 480097

JUNE 5

SRP Train & Toy Fair - Dartford Science

& Technology College, Heath Lane,

Dartford, Kent DA1 2LY

Opening Times: Sunday 1000 - 1400

Prices: Adult £2.00

T: 0773 9998012

JUNE 12

SRP Toy Fair - Rayleigh Swayne Park

School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ

Opening Times: Sunday 1000 - 1400

Prices: Adult £2.00

T: 0773 9998012

JUNE 18

SRP Train & Toy Fairs - Hawkinge

Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Folkestone, Kent CT18 7FP

Opening Times: Saturday 1000 - 1400

Prices: Adult £2.00

T: 0773 9998012

JUNE 18

SRP Train & Toy Fairs - Hawkinge

Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Folkestone, Kent CT18 7FP

Opening Times: Saturday 1000 - 1400

Prices: Adult £2.00

T: 0773 9998012

24th Alresford Festival of Toy Trains

Perins School, Pound Hill, Alresford, Hampshire SO24 9BS

Opening Times: Saturday 1030 - 1630

Prices: Adult £5.00 Children £3.00

Family £14.00

T: 01962 733475

JUNE 19

SRP Toy Fair - Worthing

Charmandean Centre, Forest Road, Worthing, West Sussex BN14 9HS

Opening Times: Sunday 1000 - 1400

T: 0773 9998012

A World of Tri-ang Toys & Trains -

Alresford Perins School, Pound Hill, Alresford, Hampshire SO24 9BS

Opening Times: Sunday 1030 - 1630

Prices: Adult £3.00 Children Free with

Adults

T: 01962 733475

JUNE 22

Joe Lock Toy & Train Fair - Hoddesdon

Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY

Opening Time: Wednesday 1900 - 2100

Prices: Adult £1.00

T: 07866 641215

JUNE 26

SRP Train & Toy Fairs - Orpington

Crofton Halls, Station Road, Orpington, Kent BR6 8PR

Opening Times: Sunday 1000 - 1400

Prices: Adult £2.00

T: 0773 9998012

JUNE 26

SRP Train & Toy Fairs - Orpington

Crofton Halls, Station Road, Orpington, Kent BR6 8PR

Opening Times: Sunday 1000 - 1400

Prices: Adult £2.00

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Sunday June 26th 10.00 am – 5.00 pm

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**Squires will be exhibiting at the following shows in 2016 –
Diary updated as bookings are confirmed.**

May 28/29 - GLASGOW 'O' Gauge M/Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, G43 1NE. Sat 10 – 4, Sun 11 – 4. *Free Parking* - Close to Station - *NOTE Change of Date*
Jun 4 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, S.Yorks, DN4 7PD.Sat 10-4. **NOTE - New Venue & New Date** Interested in Model Boats?? See us at Doncaster Model Boat Show - a short walk from Guild Show!!
June 4/5 - DONCASTER NORTHERN M/BOAT SHOW, Doncaster Deaf Trust, Leger Way, Doncaster. DN2 6AY. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Rest
June 4/5 - SHILDON, M/Railway Ex, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm.
June 25/26 - PERTH Model Railway Ex, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5
July 2/3 - GUILDFORD 49th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Road, Guildford Surrey, GU1 1TU Sat 10 – 6pm Sun 10 – 5pm
July 9 - HAILSHAM Scale Model Show, Civic Community Hall, Vicarage Lane, Hailsham, E/Sussex, BN27 2AX. Sat 10-4. Inc Dolls Houses, M/Boats, M/Railways, M/Planes & Scale Plastic Models
Aug 6/7 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD. Sat 10 – 5pm Sun 10-4.30pm. **Plenty of FREE Parking.**
Aug 13 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 – 5pm **Plenty of FREE Parking.**
Aug 13/14 - SKIPTON M/Railway Ex, Skipton Academy (Formerly Aireville Sch) Gargrave Rd, Skipton, BD23 1UQ, Sat 10-5, Sun 10-4. www.skiptonrailsoc.org.uk
Sept 3/4 - TELFORD GUILDEX 2016, O Gauge Exhibition & Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10-5, Sun 10-4. Coming to Telford? - Why not try Sunday? - the show is less busy - see more of the layouts AND a lot easier to get to our stand! :-)
Sept 10/11 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Ave, Swindon, SN2 2EY Sat/Sun 10-5 Email enquiries: steammuseum@swindon.gov.uk
Sept 17 - CRAWLEY Seaboard Southern American Model Railroad Show Charis Centre, West Green Drive, Crawley, W/Sussex. RH11 7EL Sat 10-5
Sept 17/18 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. KA7 1JB. FREE car parking. * Sat 10-5/Sun 10-4
Sept 24/25 - HALIFAX M/Railway Ex, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.
Sept 24/25 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, BN13 1LA Sat 10-5, Sun 10-4
Oct 1/2 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hants, PO16 7JU. Sat 10-5.30, Sun 10-4.30. **50th Anniversary**
Oct 1/2 - FOLKESTONE Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Saturday 10 – 5.30, Sunday 10 – 5
Oct 8/9 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 – 4.30
Oct 8/9 - SHILDON, Model Railway Exh, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5
Oct 15/16 - DUNDEE M/Railway Show. Sports Centre, Mains Loan, Dundee, DD4 7AA Sat/Sun 10-5
Oct 15/16 - UCKFIELD M/Railway Exh, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10-5
Oct 15/16 - CARDIFF M/Railway Ex, Ysgol Gyfun Gymraeg Glantaf (Former Glantaf High School), Bridge Rd, Landaf North, Cardiff, CF14 2JL Sat 10-5/Sun 10-4.
Oct 22 - CHICHESTER M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, PO19 8AE. 10-5.
Oct 29/30 - STOCKPORT Hazel Grove & District MRS Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 – 5, Sun 10-4. *50th Anniversary - larger show with an extra hall - plenty of FREE parking* - www.hgdmrs.org.uk
Oct 29/30 - ABERDEEN M/R Exh RGU, Garthdee, Aberdeen, AB10 7GE Sat 10-6/Sun 10-4.
Oct 29/30 - LEEDS Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Rd, Leeds, LS17 8GS Sat 10-5/Sun 10-4.30
Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks HP12 4UD. Saturday 10 – 5
Nov 5 - ANGMERING W.Sussex Area Group N Gauge Society M/R Exh, The Angmering Sch, Greenwood Rd, Station Rd, Angmering, BN16 4HH, Sat 10-5 *Close Angmering station*
Nov 5/6 CREWE - Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd. Sunnybank Road, Crewe, Cheshire, CW2 8WD, Sat 10-4.30, Sun 10-4
Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 – 6, Sun 10 – 4.00 Free Entry for IPMS Members.
Nov 12/13 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, PE12 6ET, Saturday 10 – 5pm, / Sunday 9.30am – 4.30pm.
Nov 18 - 20 - WAKEFIELD 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Fri 5.30-9. Sat 10-6. Sun 10-5.
Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10-5, Sun 10-4.
Nov 26/27 - BIRMINGHAM - Warley National Model Railway Exhibition Hall 5, NEC Birmingham B40 1NT Coming to Warley? - Why not come on the Sunday?? - the show is much quieter!!! See more of the layouts and a lot easier to get to our stand!! Centre Piece Locomotive Attraction Sponsored by Squires
Dec 3 - ISLINGTON - The Toy Soldier Show London, Islington Business Design Centre, 52 Upper Street, London, N1 0QH Sat 10.30-4pm www.guidelinepublications.co.uk - for info.
Dec 4 - ISLINGTON - The London Plastic Modelling Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London, N1 0QH Sunday 10.30 – 4pm www.guidelinepublications.co.uk

EXHIBITIONS & SHOWS IN 2017

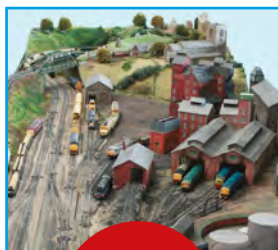
Jan 14/15 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10-5, Sun 1- 4.30 **Free Parking**
Jan 21/22 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - **Enlarged Show for 2017**
Jan 28/29 KENDAL M/R Exhibition Leisure Cen, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5
Feb 24 - 26 - GLASGOW Model Rail Scotland, Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 – 6, Saturday 9.30 – 6, Sunday 9.30 – 5.

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EXETER 2016

Annual Model Railway Exhibition



Model Railway Society

Saturday 2nd July 2016 10-5.30pm The Matford Centre,
Matford Road,

Sunday 3rd July 2016 10-4pm Marsh Barton

Exeter EX28FD

NOTE CHANGE OF DATES

Admission prices:

Adult £6.50

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Further details, www.exemrs.co.uk or 01392 421906



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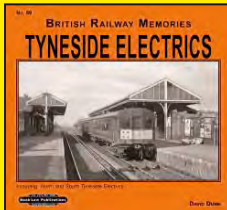
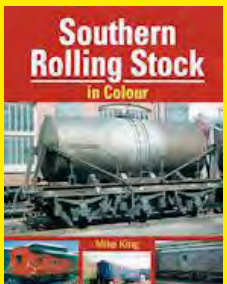
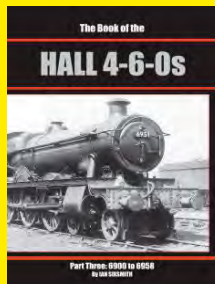
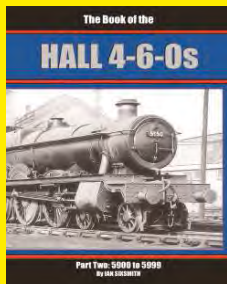
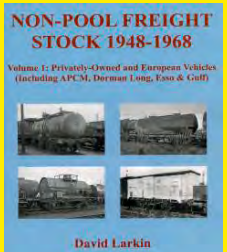
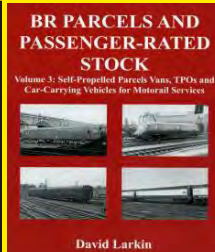
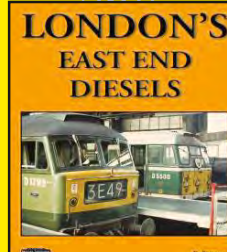
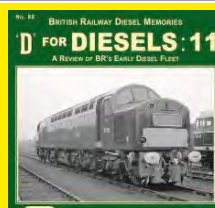
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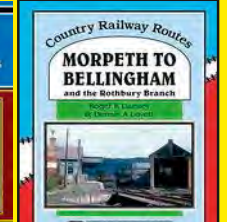
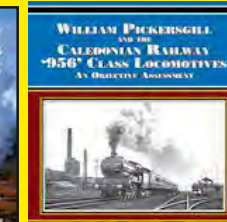
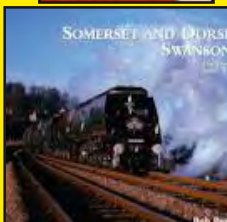
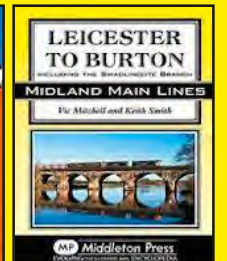
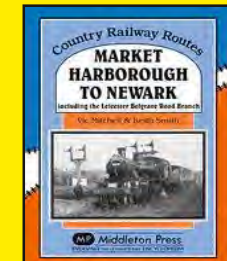
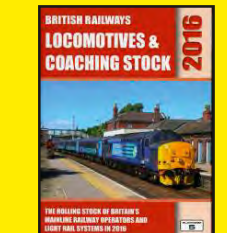
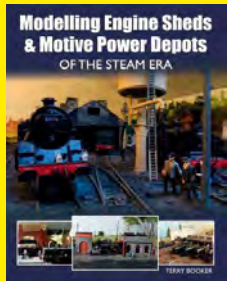
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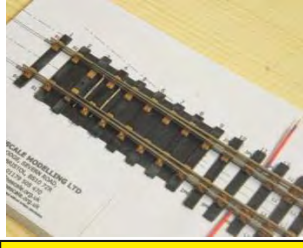
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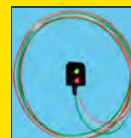
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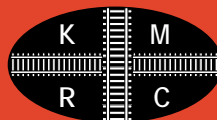


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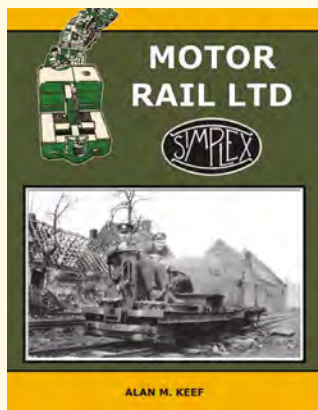


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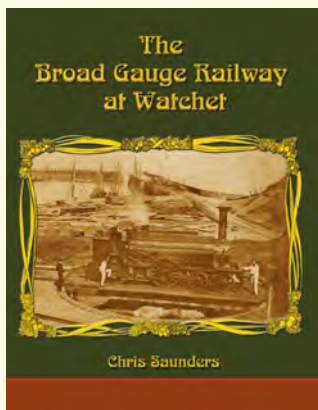


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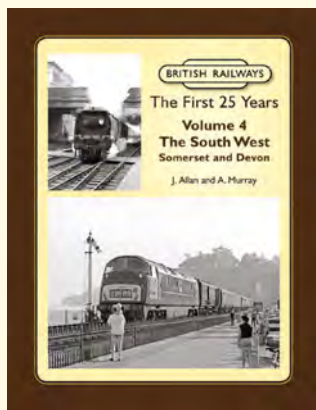
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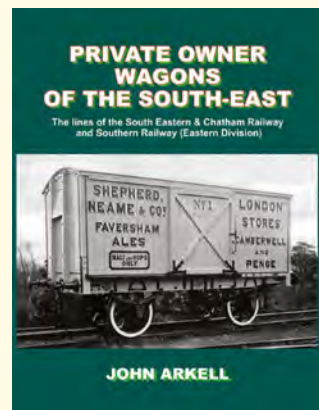
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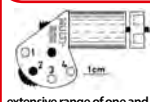
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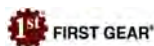
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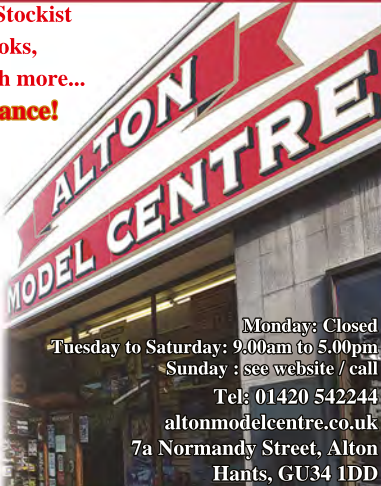
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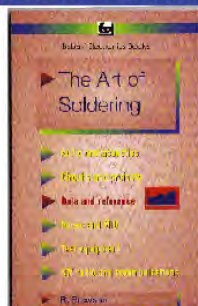
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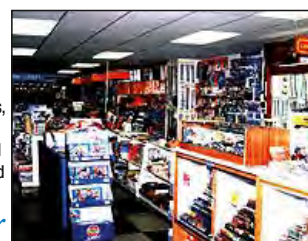
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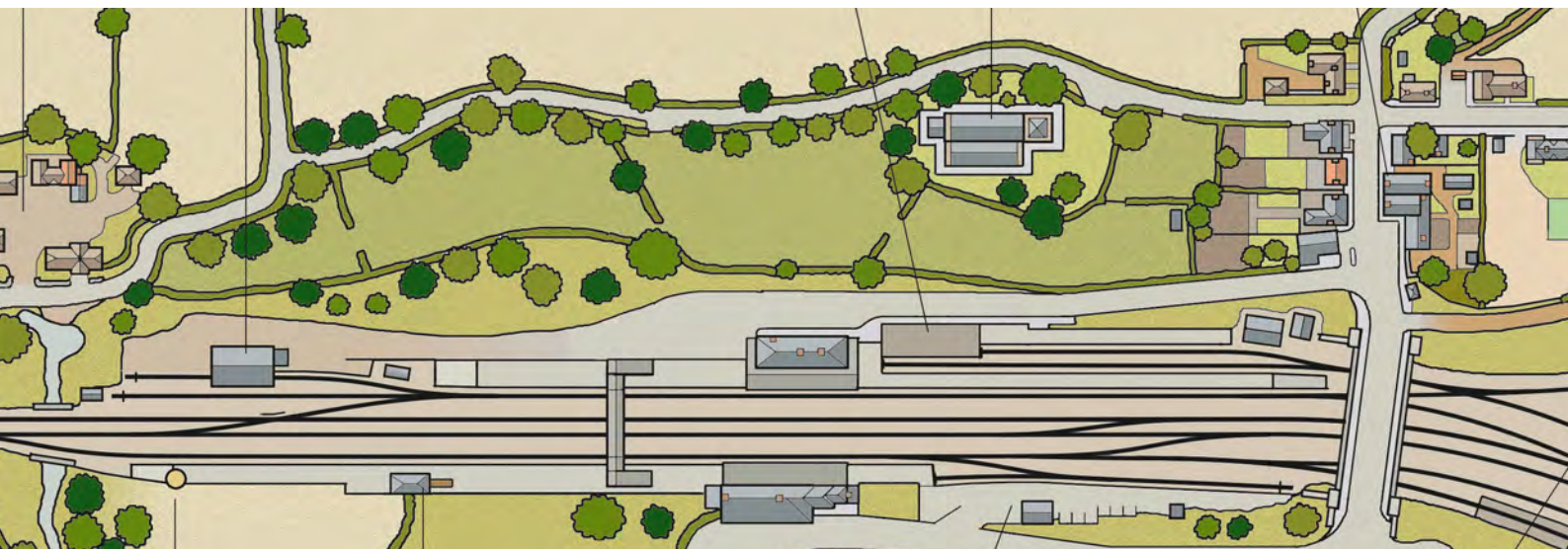
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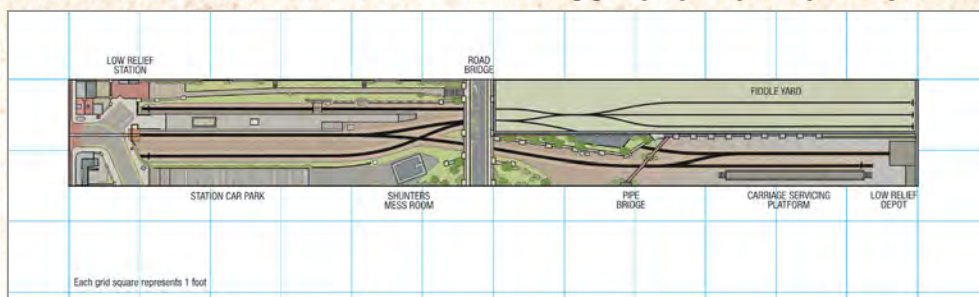
This month's trackplans from the BRM archive feature layouts inspired by railways in London and the south-east of England. All three plans are set on the Southern Region third-rail system, two during

the colourful Network SouthEast period, which celebrates its 30th anniversary this month, and the third looks back at a south London suburban terminus in the BR blue era.

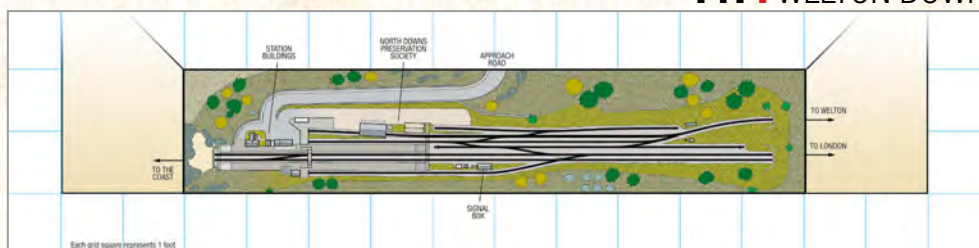
139 | CROYDON NORTH STREET

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141 | WELTON DOWN



143 | ADDISTON SOUTH



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MEDIUM LAYOUT | SOUTHERN REGION 1980s | OO Gauge

CROYDON (NORTH STREET)

Jumping in 'head first' led to **Peter Sharps** completing this tribute to the Network SouthEast era in an impressive 16 weeks.

Croydon North Street' was a foray into Digital Command Control (DCC) for its owner. For a OO gauge end-to-end layout, 'North Street' is fairly typical, measuring 12ft by 18in on two boards. It was decided that a 6ft scenic section wouldn't be enough to look at, so the decision was made to have something extra to look at along the layout. A quick look at the trackplan reveals a run-round loop, although it's not immediately obvious. A short siding and a track leading to a low-relief depot entrance add further operating interest and in an attempt to recreate a thick layer of urban grime, the track was heavily weathered.

Early on it was decided to use Bachmann '2-EPBs' on a shuttle service. The track leading into the main platform was extended as a potential freight-only line, leading to industrial estates on the outskirts of Croydon. The bay platform was also extended to hold a '4-VEP', '4-CEP' or similar four-car train. The run-round loop and headshunt also allow for the odd short engineers train.

The stock roster for 'North Street' was kept deliberately simple; a Heljan Class 33 'Crompton' with a few 'Seacow/Sealion' ballast hoppers, a pair of Bachmann '2-EPBs' and a Hornby '4-VEP'.

Trackwork is Peco Code 75 with live frog points. The third-rail and insulators so common of the area are also from the Peco range. DC conductor rails are never shiny or rusty, but appear to have an oily black look to them. Before threading the rail into the plastic insulators, it was chemically blackened.

'Croydon North Street' was featured in the February 2016 issue of **BRM**, available to download as a digital edition. Visit www.brmn.ag/February2016

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge OO
- SIZE 12ft by 1ft 6in
- ERA/REGION 1980s, NSE Southern Region, South London
- CONTROL DCC
- LAYOUT TYPE Fiddleyard to terminus
- PHOTOGRAPHS Andy York



✓ PROS

- Authentic suburban station in relatively small area
- Off-scene storage for several trains
- Interesting trackplan, with complex crossovers as seen on Southern Region
- Road overbridge acts as a good scenic break

✗ CONS

- Possibly too long for domestic rooms, but length could be shortened and achieve the same effect.
- No continuous running with fiddleyard to terminus arrangement
- Fiddleyard eats into scenic space

The stock roster was deliberately kept simple. Early on it was decided to use Bachmann '2-EPBs' on a shuttle service, but there is also provision for freight services and the bay platform was later extended to hold four-car EMUs such as the Hornby '4-VEP' and Bachmann '4-CEP'.

CROYDON (NORTH STREET)

ERA

8

GAUGE

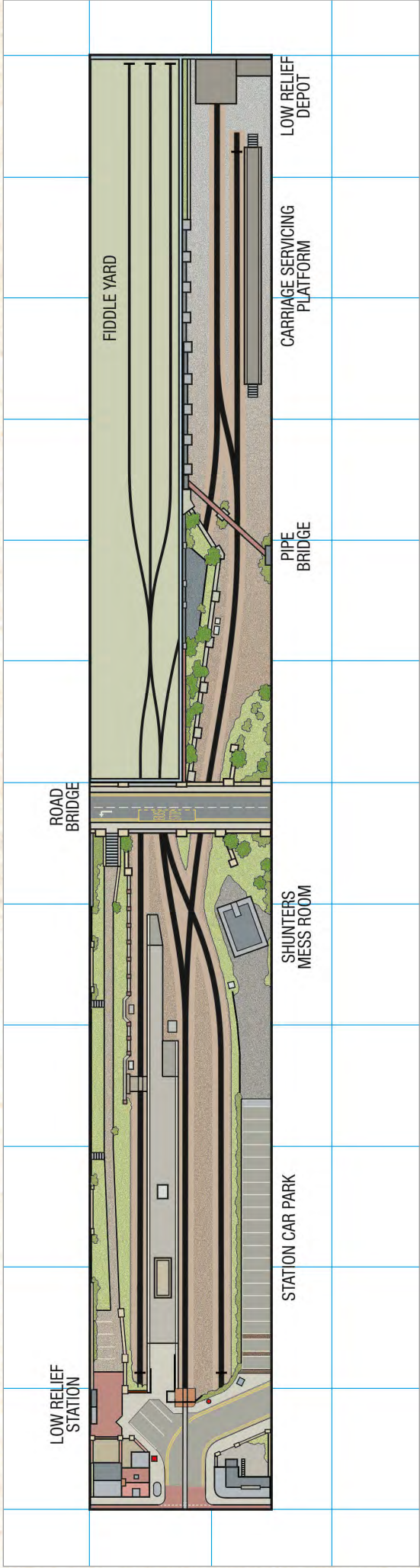
00

SIZE

M

CONTROL

DOO



MEDIUM LAYOUT | SOUTHERN REGION 1980s | 00 Gauge



MEDIUM LAYOUT | BR SOUTHERN REGION 1991 | 2mm Finescale

WELTON DOWN

Memories of his commuting days led **Jim Allwood** to switch this 2mm Finescale model from the steam era to the early-1990s heyday of Network SouthEast.

Originally constructed by Bill Rankin as a Southern Railway 1947 era layout, 'Welton Down' measures approximately 14' by 8' in a traditional oval, with the scenic section 10ft in length running around to a fiddle area at the rear, using a cassette system.

Trains sit in cassettes constructed from aluminium angle, on small brackets. When required, they are lifted onto the 'fiddle deck', run off the cassette and around the layout, then back onto an empty cassette at the other end. The cassettes are constructed in three lengths - 0.5m, 1.0m and 1.5m and any combination that adds up to 1.5m can sit on each set of brackets. The two boxes have a combined capacity of 22 full units or 36 trains, depending on length. Stock remains in the cassettes between shows and is protected by foam which presses lightly on the sides of the stock when the stock box lids are in place.

An optional continuous loop has been constructed on the Down Main, useful for testing stock. The control panel allows one operator to run each main line, with a third in charge of the yard and branch. Controllers are ECM Compspeed or Gaugemaster hand-held units as control is traditional analogue DC with probe and stud control of turnouts. ■

✓ PROS

- A main line with enough sidings to keep a third operator busy
- Naturally high landscape creates a more photogenic appearance
- Bay platform adds variety to operating sequence

✗ CONS

- Track must be scratchbuilt or assembled from components
- All RTR stock has to be re-gauged and/or re-wheeled
- Limited availability of SR EMU stock



FACT FILE

- **SCALE/GAUGE** 2mm: 1ft scale, 9.42mm 2mm Finescale
- **SIZE** 14ft by 8ft
- **ERA/REGION** BR(S) 1991
- **LOCATION** Kent
- **CONTROL** 12V DC analogue
- **LAYOUT TYPE** Branch line terminus with optional continuous running

Slam-door Mk 1 EMUs are the biggest challenge for an NSE period layout. Only the unrefurbished Graham Farish Class 411 4-CEP in green or blue/grey liveries is available. A repaint isn't a solution as the early-1980s refurbishment programme involved moving the guards' van area from the driving ends to a rebuilt centre car.

WELTON DOWN

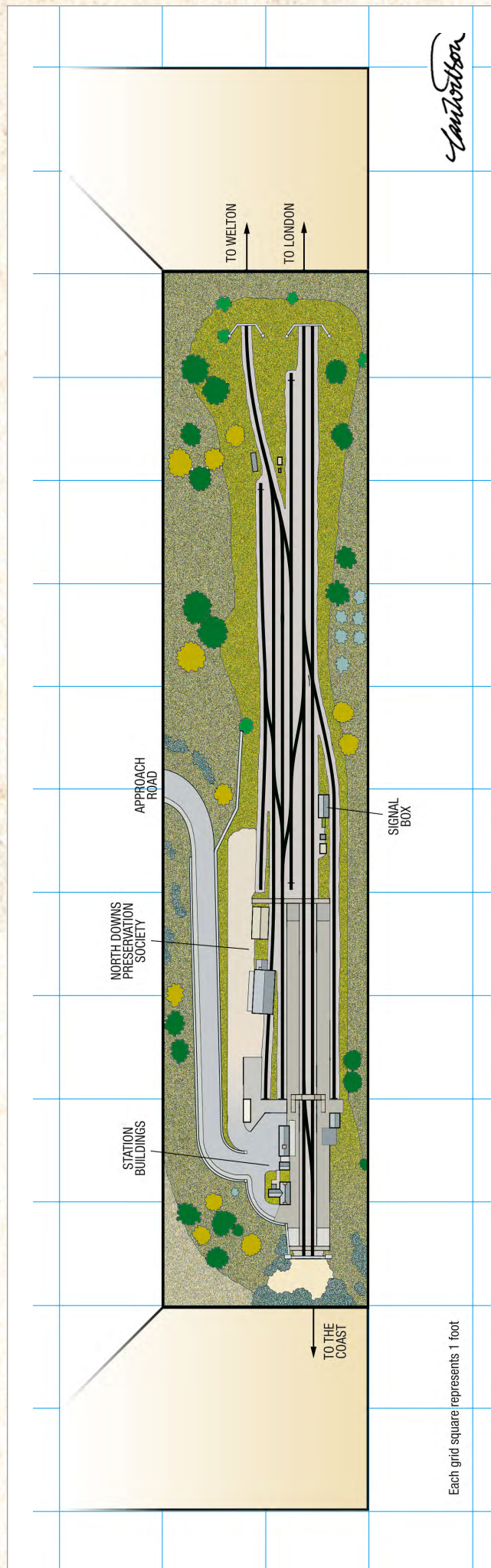
ERA GAUGE SIZE CONTROL

8

2FS

M

DC



MEDIUM LAYOUT | BR SOUTHERN REGION 1991 | 2mm Finescale



ADDISTON SOUTH

Paul Egleton went beyond the new generation of RTR EMUs to re-create the varied south London scene of his youth.

Paul Egleton's parents moved to Basingstoke in the late-1960s and his early trainspotting years were spent at that station watching '4-REPs' and '4-TCs' plying their trade between Waterloo and Bournemouth. Although spotting trips were later made all over the country, he remained an SR EMU enthusiast.

The announcement that the ageing 'EPBs' were to be withdrawn and replaced by Class 465/466 'Networker' EMUs revived his interest in the area, specifically the south London suburban terminus at Addiscombe. He'd visited the station many times in the 1970s to 'cop' two and four-car 'EPBs', so a day was spent photographing and measuring the station building.

In 1999 he found time to continue his project. The layout was planned to be exhibited and transporting a layout is usually a factor in its size. All the boards are 3ft by 2ft and fit into an estate car. The layout is designed for one-person operation.

The real Addiscombe trackplan couldn't be used as the train stabling shed was restricting, and platform lengths would need to be altered. The shed was replaced by a goods yard, hence the change of name to 'Addiston South'.

Because it is built in EM gauge, points have copper-clad sleepers and soldered rail construction. Plain track is a mixture of SMP and C&L flexible track laid onto a cork base with copper-clad sleepers at the end of the boards for strength.

The SECR signalbox is scratchbuilt in plastic card. Larger buildings are constructed from 2mm MDF covered with brick embossed plastic card. The warehouse is based on one near East Croydon station, while the goods shed is a smaller version of the one at Chichester.

For much more on this layout, see December 2015 issue of **BRM**. Digital back issues can be obtained at www.pocketmags.com/BRM

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 18mm gauge EM
- SIZE 12ft by 2ft (L shaped)
- ERA/REGION Late-1960s/early-1970s Southern Region
- LOCATION South London
- LAYOUT TYPE Fiddleyard to terminus



✓ PROS

- Very good use of baseboard space without looking over-cluttered with track
- Gentle track curves and buildings at an angle break up the linear format associated with end-to-end layouts.

✗ CONS

- Operation is one ended because of the terminus station
- Track requires intensive modelmaking to construct

Paul visited Addiscombe station many times in the 1970s to 'cop' two and four-car 'EPBs' and it was his style of layout, much like 'Southcombe', a terminus with carriage sidings and a small goods yard, so a return trip was planned to carry out a survey.

ADISTON SOUTH

ERA

7

GAUGE

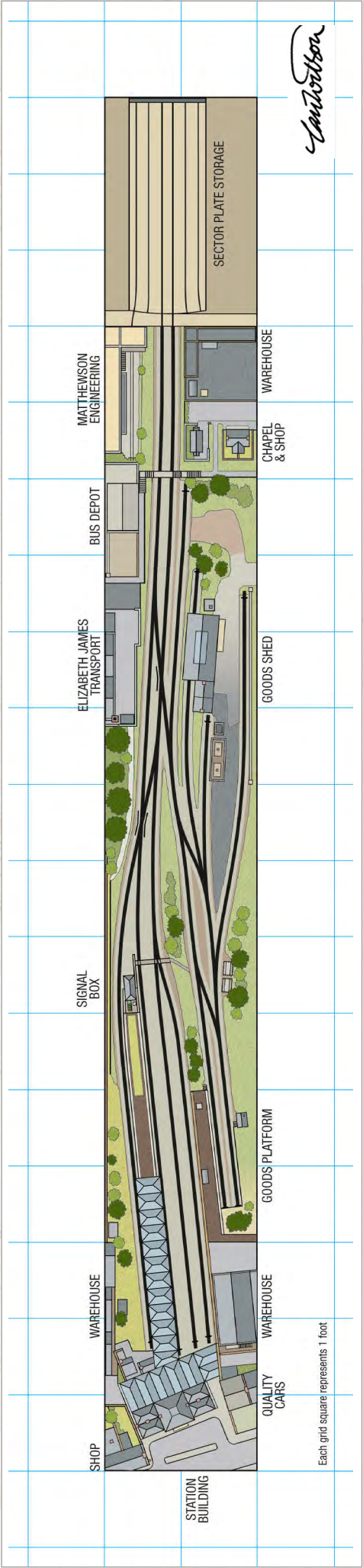
EM

SIZE

M

CONTROL

DC



MEDIUM LAYOUT | BR SOUTHERN REGION 1970s | EM Gauge



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TAIL LAMP

‘Industry Insider’ argues that future generations of modellers need to be encouraged now, rather than kept at arms length at exhibitions.



One of my fondest memories is being taken to a model railway exhibition when I was nine years old. I went there with my friend and his father who was keen on model railways and had an impressive Hornby three-rail layout in his loft. I never forgot that Saturday afternoon and thinking back that was probably when I first became fascinated with railways.

The show was nothing like the type of exhibition we see today, in fact it was really just a collection of domestic layouts. They were assembled in a small church hall to help raise money for the church roof, or was it the clock tower?

Whatever the reason, as a relatively young lad I was fascinated and for weeks afterwards I dreamt of nothing else but having my own layout. However it was some years later, after what I laughingly call my ‘Rock ‘n’ Roll’ period, that I built a layout of my own. There’s no doubt it was the church hall exhibition that inspired my interest in model railways.

Recently there’s been a fair amount of discussion concerning the presence of children at model railway exhibitions. I think it is reasonable to surmise that the majority of those contributing to the discussion are past the point where they had to concern themselves over their own offspring’s actions at shows. It’s probably safe to reason that there are modellers, particularly those without grandchildren, who have lost their ability to be patient where ‘little ones’ are concerned, especially at exhibitions. There is nothing wrong with having such feelings, particularly if someone is exhibiting a layout which has taken many hundreds of hours and a great deal of money to create and they see *kamikaze* children running dangerously close to their exhibit.

I can sympathise with their annoyance and parents need to try and keep their youngsters under control at exhibitions, for everyone’s health and safety. On the other hand, not every child who visits a model railway event should be

treated as a pint-sized demolition crew. Most are mesmerised by what they see. As far as I’m concerned exhibition managers and layout owners should focus on harnessing this fascination for the long-term benefit of the hobby.

A major reason for organising model railway exhibitions should be to promote the hobby. They are not a glorified club night but are there to highlight the benefits of modelling railways to both existing modellers and those with a passing interest. It can also be something for a family to do on a wet afternoon, but whatever the situation, it’s a chance for those exhibiting to shine and advertise their hobby in a positive way. We all know how important that is.

Children are naturally curious and often excitable in equal measure, but be in no doubt they are also fascinated by railway layouts especially those that are busy. In my view, all model railway exhibitions, regardless of size, should have a least one fast moving, tail-chasing layout on a 2ft 6in high table which can be controlled by not only demonstrators but by children.

I can’t stress enough, if we modellers don’t enthusiastically engage our nation’s youngsters, then two generations from now there won’t be a model railway hobby as we know it. It is incumbent on all of those involved, not just Hornby, Bachmann and Peco *et al*, but the model railway magazines, clubs and societies to place more emphasis on enthusing youngsters. Let’s focus on the fun and excitement of model railways rather than the ‘boring’ bits of tracklaying and tree making, which can come later.

First we must harness a youngster’s excitement by allowing them to play trains. And for those ‘oldies’ that would rather exhibitions were more subdued and purist I would say, remember the first time you saw a model railway and recall the excitement and joy you felt. So, don’t be selfish, let’s do everything we can to ensure our children experience those same feelings. ■





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June releases

N GAUGE



2F-034-037 - 21T Hopper - NCB 129

2F-034-038 - 21T Hopper - NCB 129 Weathered



2F-013-029 - Gunpowder Van - SR 62136

2F-013-030 - Gunpowder Van - SR 62136 Weathered

Also released this month include;

- 2D-001-000** - Class 33/0 33030 BR Blue
- 2D-001-000D** - Class 33/0 33030 BR Blue DCC
- 2D-001-001** - Class 33/0 D6571 BR Green NYP
- 2D-001-001D** - Class 33/0 D6571 BR Green NYP DCC
- 2D-001-002** - Class 33/0 Merlin 33046 Engineer Dutch
- 2D-001-002D** - Class 33/0 Merlin 33046 Engineer Dutch DCC
- 2D-001-003** - Class 33/0 D6539 BR Green SYP
- 2D-001-003D** - Class 33/0 D6539 BR Green SYP DCC
- 2D-001-020** - Class 33/0 33102 BR Blue
- 2D-001-020D** - Class 33/0 33102 BR Blue DCC
- 2D-001-021** - Class 33/0 33103 Engineers Grey/Yellow Dutch
- 2D-001-021D** - Class 33/0 33103 Engineers Grey/Yellow Dutch DCC

OO GAUGE



4F-012-007 - Ventilated Van - GWR 123562

4F-012-008 - Ventilated Van - GWR 123562 Weathered



4F-020-013 - Cattle Wagon - GWR 13828

4F-020-014 - Cattle Wagon - GWR 13828 Weathered

Also released this month include;

- 4F-031-023** - 6 Wheel Milk Tanker - West Park Dairy 5
- 4F-031-024** - 6 Wheel Milk Tanker - West Park Dairy 5 Weathered

All product release dates correct at time of going to press

O8 Shunter

O GAUGE



7D-008-002 - Class 08 D3045 BR Blue with Wasp Stripes

7D-008-002D - Class 08 D3045 BR Blue with Wasp Stripes DCC & Sound

7D-008-002U - Class 08 BR Blue with Wasp Stripes Unnumbered

7D-008-006 - Class 08 08202 BR Blue with Wasp Stripes

7D-008-006D - Class 08 08202 BR Blue with Wasp Stripes DCC & Sound

7D-008-006U - Class 08 BR Blue with Wasp Stripes Unnumbered

Also released this month include;

- 7F-051-025** - 5 Plank - BR M318261
- 7F-051-025W** - 5 Plank - BR M318261 Weathered
- 7F-051-026** - 5 Plank - BR M318248
- 7F-051-026W** - 5 Plank - BR M318248 Weathered

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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.


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Shop opening times: Mon to Sat 9am-5pm, Sun 10am-4pm


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	ehattons.com/5p4f	£127.46 (EST)	Mar 2013							
LNWR Webb coal tank	ehattons.com/wct	£97.71	Sep 2014							
Class 450	ehattons.com/cl450	£254.96-£271.96	Mar 2015							
Birdcage Coaches	ehattons.com/bc	£50.96	Mar 2014							
Class 414 2-HAP	ehattons.com/cl414	£119.50 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, 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	£119.71	March 2012							
Class 68	ehattons.com/c68	£118.00 (EST)	April 2014							

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							
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 02 Tango	ehattons.com/O2	£148.00	Nov 2013							
Class 07 Shunter	ehattons.com/cl07	£99.00 (EST)	Jan 2016							

Class 4700, Class 1366, Class 1361- 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
Drax Biomass Wagons	ehattons.com/drax	£83.00	Jan 2016							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Class 71	ehattons.com/c71	£127.50	Nov 2014							
Class Q6 Raven	ehattons.com/Q6	£118.99	Nov 2015							
SR Maunsell Coaches	ehattons.com/exsmaun	£39.99	Jun 2015							
Merchant Navy	ehattons.com/mn	£144.00-£162.00	Mar 2015							
Class B12 Holden	ehattons.com/B12	£123.00	Nov 2015							

Peckett 0-6-0 - 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
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Dean Goods	ehattons.com/oxdg	£95	Jan 2016							
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. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press. All information subject to change