

FREE DVD! FOR **EVERY** READER!



BRM

BRITISH RAILWAY MODELLING

JULY 2016 | £4.50

SCENERY SPECIAL

**STUNNING LAYOUTS,
PROJECTS & IDEAS
FOR SCENIC RAILWAYS**



WELBY LANE RTC



PLUS

- HELJAN 'WARSHIP' REVIEW
- FARISH GWR '6400' ON TEST
- KERNOW UNVEILS '4-TC'
- MAKE 'DELUXE' FIR TREES

DISPLAY UNTIL JULY 21 2016



➤ EXTERIOR LIGHTING FOR BUILDINGS ➤ KITBUILT 7MM 'LIZZIES' ➤ BUILD A COTTAGE 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 LOCOMOS

L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
GWR/BR 48xx/14xx Autotik 0-4-2T.....	from £895.00
GWR/BR 1361 0-6-0ST.....	from £895.00
GWR/BR 8750 Pannier tank.....	from £895.00
GWR/BR 4575 Prairie tank.....	from £855.00
GWR/BR King 4-6-0.....	from £1260.00
GWR/BR Razor Edge railcar.....	£835.00
GWR/BR Parcels railcar.....	£810.00
LNER/BR J39 0-6-0.....	£1075.00
LMS/BR Original Patriot.....	£1650.00
GWR City of Truro.....	£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
7L006 M.R/L.M.S Johnson Halfcab.....	£350.00
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
GTR19 LMS/BR non-streamlined Duchess.....	£395.00
GTR20 LMS/BR Princess.....	£395.00
GTR38 LNW/MS Precursor 4-4-2T.....	£225.00
GTR48 LNW/MS Crane Tank.....	£205.00
GTR50 LNER/BR Beyer Garratt 2-8-8-2.....	£595.00
GTR58 LNER/BR B1 4-6-0.....	£345.00
GTR66 SR/BR S15 4-6-0.....	£395.00
GTR68 Maunsell King Arthur 8 Wheel Tender.....	£395.00
GTR70 SR/BR Schools 4-4-0.....	£350.00

JAVELIN LOCOMOTIVE KITS

JK5 SECR/SR/BR D Class 4-4-0.....	£305.00
JK6 G.W.R Dean Goods 0-6-0.....	£295.00
JK7 SECR/SR/BR C Class 0-6-0.....	£295.00

MERCIAN LOCO KITS

DL1 LMS Armstrong Whitworth 0-6-0DE.....	£175.00
--	---------

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor	
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	
TC2 LMS streamlined Coronation.....	£525.00
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 Stainer 8F 2-8-0.....	£525.00
TC16 LMS/BR Duchess with sloping firebox.....	£525.00

D.J.H LOCO KITS

K300 B.R Standard 84xx 2-6-2T.....	£345.00
K301 B.R Standard 2MT 2-6-0.....	£395.00
K302 LMS/BR Ivatt 2-6-2T.....	£345.00
K303 LMS/BR Fairburn 2-6-4 T.....	£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 BR1/1A tender.....	£575.00
K326 B.R Class 03 complete kit.....	£395.00
K336 LNER/BR R Peppercom A2.....	£535.00
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

PECO LINESIDE KITS

LK704 Wooden lineside hut.....	£19.00
LK705 Brick lineside hut.....	£19.00
LK709 Ground Level Signal Box.....	£27.25
LK735 GWR Yard Crane.....	£20.50
LK741 GWR spear fencing.....	£10.50
LK 742 GWR spear fencing ramps.....	£10.50
LK743 Field fencing and gates.....	£9.45
LK745 Telegraph Poles (4).....	£6.00
LK749 Loading Gauges (2).....	£11.85
LK750 Single track level crossing gates.....	£19.25
LK758 Platelayers tools.....	£6.10
LK759 Platform lamps (4).....	£8.35
LK760 Telephone boxes (2).....	£8.35
LK761 GWR Station seats (4).....	£7.90
LK762 MR/NER station seats (4).....	£7.90
LK763 SR/BR Station seats.....	£7.90
LK764 Bicycles (8).....	£7.90
LK790 GWR home or distant signal.....	£17.75

HELMSMAN CONTROLLERS

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

PECO WAGON KITS

W601 GWR Toad brake can.....	£38.75
W602 GWR Permanent Way brake.....	£38.75
W603 GWR 6 wheel brake.....	£40.50
W604 GWR 4 plank open.....	£32.50
W605 GWR Steel Open.....	£32.50
W606 GWR 10 ton Van.....	£39.75
W607 BR 16 ton Mineral wagon.....	£40.50
W608 BR 27 ton Iron Ore wagon.....	£39.75
W609 BR 20 ton Pig Iron wagon.....	£39.75

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SLE792BH Left Hand Point.....	£41.95
SLE797BH Y Point.....	£41.95
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SL11 12 insulated railjoiners.....	£2.65
SL740BH Buffer stop.....	£2.65
TP1 Long Track pins (15mm).....	£3.25
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ST725 Half circle 1028mm radius curves.....	£46.00
NEW Setrack R/H Point.....	TBA
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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
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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/B.R 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
PS114 NEW LMS Banana Van.....	£32.85

Any six above for £164.70

Save 25% off R.R.P

PS39 G.W.R/B.R Conflat & Load.....	£38.75
PS40 L.M.S/B.R Brake Van.....	£38.75
PS44 G.W.R/B.R Toad.....	£38.75
PS103 NEW S.R brake van.....	£38.75
PS111 M.R/L.M.S brake van.....	£38.75
PS113 NEW LNER/BR Toad brake van.....	£38.75

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PS01 N.B.R/L.N.E.R Jubilee Coal.....	£31.50
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
PS11 L.N.E.R 6 plank open.....	£31.50
PS12 S.R 8 plank open.....	£31.50
PS13 S.R Elliptical roof van.....	£31.50

Any six above for £157.50

Save 25% off R.R.P

PS36 LNER 12T Fish Van.....	£37.75
PS37 LNER/BR 10T Fish Van.....	£37.75
PS102 Blue Spot Fish Van.....	£37.75

Any six above for £188.70

Save 25% off R.R.P

PS105 NEW G.W.R/B.R Horse Box.....	£48.40
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Buy six horseboxes for only £241.80

MOTORS, GEARBOXES AND GEARS

GB14 Slaters diesel gearbox motor.....	£95.00
GB30 3RM Slaters 30-1 gearbox motor.....	£103.50
Mashima 1833 motor (3 types).....	£25.00
Romford gearboxes various.....	£18.50
Romford gears various.....	£13.50
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H.M.R.S. TRANSFERS

H1 L.M.S. gold loco and coach.....	£20.00
H2 L.M.S. yellow loco and coach.....	£20.00
H2A L.M.S. black style/Crewe loco.....	£20.00
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
H7 G.W.R. loco and coach lettering.....	£20.00
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
H11 G.W.R. goods wagon lettering.....	£18.50
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 and coach lettering.....	£18.50
H16 LNW/RCJS loco coach & wgn.....	£21.00
H17 LTR/MS/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
H40 G.N.R. coach lettering.....	£21.00

SLATERS PARCEL VANS

7C020 SECR/SR PLV/GUV.....	£78.75
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
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
7042A LNER/BR Alumina wagon.....	£37.50
7051 MR sleeper wagon.....	£29.25
7052 LMS 7 plank loco coal.....	£32.75
7054 GWR cattle wagon.....	£40.25
7032 MR/LMS 10 ton brake van.....	£32.00
7033 LNER/BR 20 ton brake van.....	£47.00
7034 MR/LMS 6 wheel brake van.....	£51.00
7053 LMS/BR 20 ton brake van.....	£48.50
7039 Rectangular tar tank.....	£37.50
7056 14 ton petrol tank.....	£40.00
7073 LMS 3000 Gal milk tank.....	£57.00
7074 LMS 2000 Gal milk tank.....	£57.00
7075 GWR twin milk tank.....	£57.00
7076 GWR 300 Gal milk tank.....	£57.00

SLATERS BR WAGONS AND VANS

7062 B.R 12ton Vanwide.....	£37.50
7063 B.R Standard Van.....	£37.50
7064 B.R 12ton Standard/Flat Van.....	£37.50
7065 B.R Meat Van.....	£37.50
7066 B.R. Insulated Van.....	£37.50
7067 B.R 13 ton conflat 'A'.....	£33.75
7069 B.R Lowfitr Wagon.....	£33.25
7070 B.R 12 ton Palvan.....	£37.50
7071 B.R 13 ton High Goods Wagon.....	£33.25

BACHMANN SCENECRAFT BUILDINGS

47003 Cattle Dock.....	Special offer £25.00
47040 Diesel Refuelling Point.....	£39.95
47047 Hampton Hill Platelayers Hut.....	£24.95
47203 Low Relief Corner Shop.....	£25.95
47004 Provender Store.....	Special offer £30.00
47009 Single Engine Shed.....	Special offer £60.00
47036 Sectional Lineside Hut.....	£25.50

NEW HORNBY O GAUGE BUILDINGS

Fully assembled and painted

99080 Great Northern Station.....	£80.00
99081 Station Waiting Room.....	£55.00
99082 Platform Mounted Signal Box.....	£50.00
99085 Platelayers Hut.....	£22.50
99087 Great Northern Water Tower.....	£37.50

All the above can be seen on our website.

LIONHEART TOWER MODELS

EXCLUSIVE LIMITED EDITION WAGONS
Superb quality fully finished R.T.R
B.R 16 ton Grey Mineral Wagon
Choice of twelve running numbers
£42.00 each
Three for £120.00, Six for £230.00,
Nine for £330.00
Available late August

NEW LIMITED EDITION DAPOL WAGONS

EXCLUSIVE TO TOWER MODELS ONLY 100 OF EACH
Birmingham Railway Carriage and Wagon
Gloucester Railway Carriage and Wagon
Edward Eastwood Railway Wagon Works
Lincoln Wagon and Engine Works
R.V. Pickering Carriage and Wagon
Metropolitan Railway and Wagon
Joshua Grey (Howarth)
R. Fred Cole (Gloucester)
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Ruabon (Ruabon)
Wood and Co (London)
Osbourne and Son (West Ham)
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BR 5 plank open wagon
BR 7 plank open wagon
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
SR 7 plank open wagon
Edinburgh 7 plank open wagon
Ammanford 7 plank open wagon
C.W.S. 7 plank open wagon
Chatterley Whitfield 7 plank open wagon
Nook and Wyrley 5 plank open wagon
Rose Smith 7 plank open wagon
Thomcliffe IZal 8 plank open wagon
Enoch Haythorne 8 plank open wagon
Lay Main 8 plank open wagon
NEW ICI 5 plank open wagon
NEW Vauxhall 7 plank open wagon
Osman Trevor Powell 7 plank
NEW John Stephens 7 plank
NEW Derbyshire Carriage works 8 plank
NEW A.Bramley 5 plank
NEW Ace of clubs 7 plank
All above RRP £44.41
our price £38.00 each

NEW DAPOL CLASS 08 DIESEL SHUNTER

Fully finished, ready run locos
BR Black Livery
BR early green livery
BR late green livery
BR late green with wasp stripes
BR blue pre Top's
BR blue post Top's
RRP £199.95 OUR PRICE £169.50
Sound fitted RRP £399.95 OUR PRICE £335.00
Available mid 2016. Reserve yours now.

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L.B.S.C Marsh under Gipsyhill
S.R green Fishbourne
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Sound fitted RRP £400.00 OUR PRICE £335.00
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Class B tanker ESSO black
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
VAA Van B.R. early bauxite
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
OAA Open Railfreight red & grey (type 1)
OAA Open Railfreight red & grey (type 2)
All above RRP £84.95
our price £70.00 each
MIX AND MATCH. BUY ANY TEN OR MORE
OF THE ABOVE WAGONS AND
PAY ONLY £65.00 each

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R.T.R 0-6-0 L OCO
Lined forest green
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OR FITTED WITH DCC SOUND £375.00

NEW IXION FOWLER

0-4-0 DIESEL SHUNTER
GWR No1 lined green
or private owner plain green
RRP £299.00 OUR PRICE £225.00

LIONHEART PETROL

TANKERS



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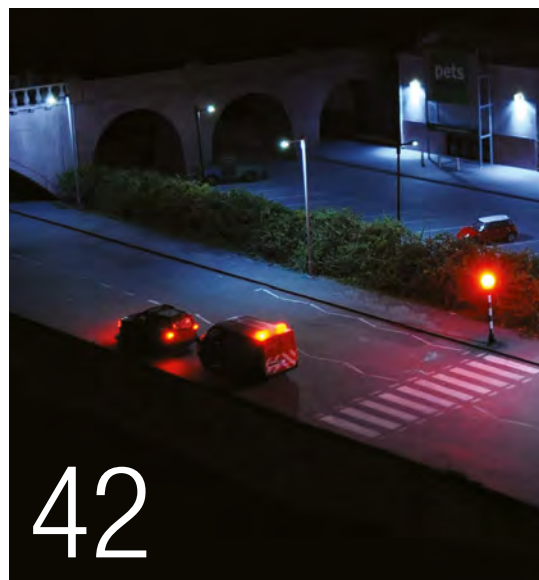
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BRM

BRITISH RAILWAY MODELLING

Delivered to you for
just £3.49 an issue!

Check out our offer on p138
and save £16.60 per year!

DVD Special: 'Apethorne Junction' / Using etched plants / Exbury Gardens Railway



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BRM TV

BRITISH RAILWAY MODELLING

WHAT'S ON THE DVD

This special episode of BRM TV is presented live from the gardens and steam railway at Exbury in Hampshire. We look at the spectacular O gauge exhibition layout Apethorne Junction, whilst **Phil Parker** sets up in the great outdoors to make etched ferns. Returning to Exbury, **Howard Smith** goes behind the scenes to light a steam locomotive.



**TELL US WHAT YOU
THINK OF THIS
MONTH'S DVD**

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



WATCH THE VIDEO HERE
(You must have a wifi connection to stream video content)



PLAY

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.

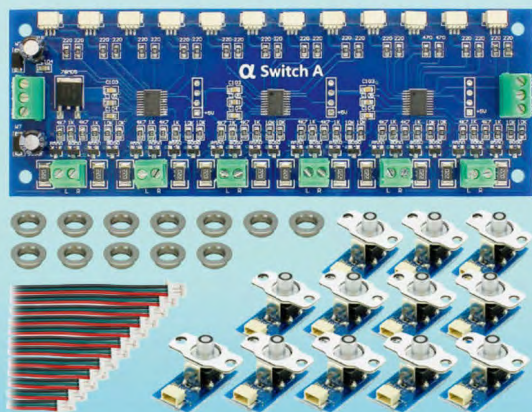
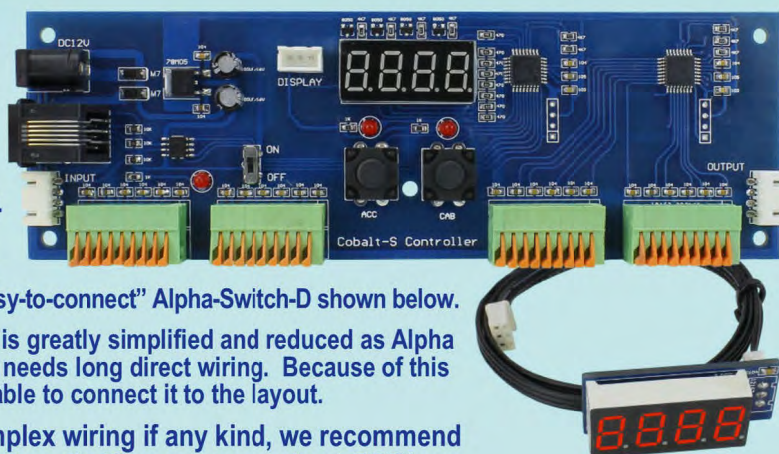
Alpha

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



A warm welcome to this scenery-themed edition of **BRM**. As I write, the weather is far from the pleasant outlook we like to associate with the month of June. In fact, it's far more suited to staying indoors, closing the curtains and getting some serious modelling done!

For many of us, the summer months are relatively quiet on the modelling front; there are gardens to tend, DIY to be done and summer holidays on the horizon. On a hot day, the prospect of climbing into a sweltering loft or squeezing under your baseboards holds little appeal. However, a spot of outdoor modelling work can be a very pleasant way to pass the time. If you have large or messy jobs to do, they usually have to be tackled outside. Making scenery can be an especially messy - and thoroughly enjoyable - process if you don't have to worry about ruining carpets or furniture!

At a time when ready-to-run and 'ready-to-plant' products require less work to make them 'right', there's no right or wrong way to make scenery - as long as you're happy with it, that's what counts. And, there's never been a better time to get into scenics, as this month's articles demonstrate. Companies such as Woodland Scenics, Noch, Faller, Greenscene and Gaugemaster are becoming ever more imaginative in their product development. In recent years, the advent of static grass has transformed how we model fields and embankments, while laser-cutting and 3-D printing have brought us some ingenious and extremely useful products.

For its size, the UK has some of the loveliest and most varied scenery in the world and British railway modellers have long been renowned for their skill at re-creating it in miniature. Whether it's a bucolic West Country scene, the flatlands of East Anglia, the spartan grandeur of the high Pennines or the West Highlands of Scotland, there are very few areas that haven't been studied and copied in model form. Geoff Taylor's 'Penmaenpool', our lead layout this month, is a wonderful example of this, inspired by the line beside the Mawddach estuary in mid-Wales. It's a stunning piece of work. We hope it inspires you to get outside, weather permitting, and make some scenery of your own. Enjoy the issue.



MANAGING EDITOR | Ben Jones

BRM

**BRM AUGUST ISSUE ON
 SALE JULY 21 - SEE P153**

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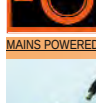
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All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

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GMC-PM51 Tripled Point Motor Wire 10m £6.95



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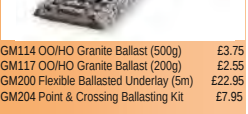
BPGM53 N Scale Buffer Stop (Pack of 5) £21.50

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GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

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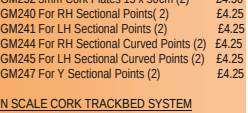
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GM49 Spare Pads for GM47	£17.95
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GM60 OO Scale Wheel Cleaner	£19.95
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GM645 HSS Jbhrs Drills 1.5 (5)	£3.95
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GM651 HSS Jbhrs Drills 0.4 (5)	£3.95
GM652 HSS Jbhrs Drills 0.6 (5)	£3.95
GM653 HSS Jbhrs Drills 0.7 (5)	£3.95
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GM666 Clip On Magnifying Eye Glass	£6.75
GM669 Pin Pusher with Depth Stop	£10.95
GM670 Deluxe Paintbrush Set	£12.95



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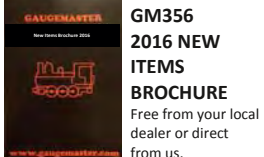
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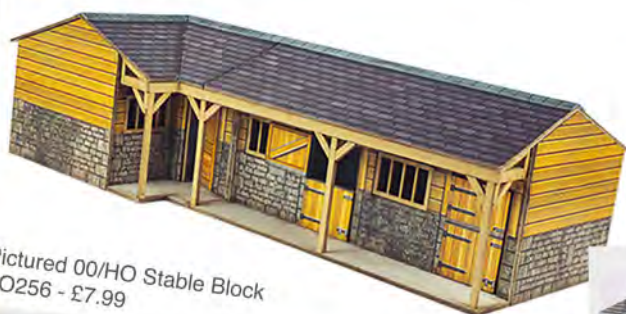
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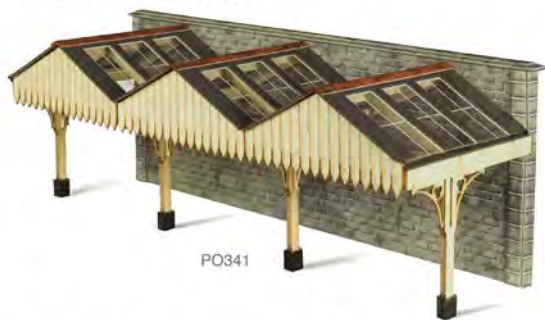


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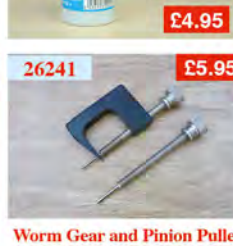
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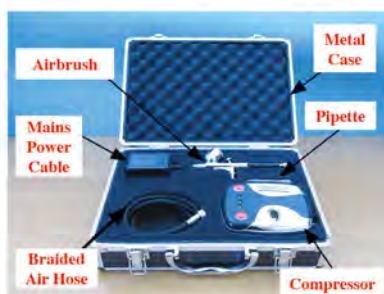
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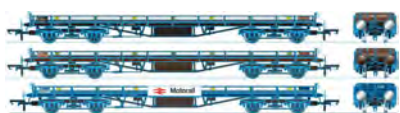
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R3481 67025 'Western Star' in EWS livery £110.00 (RRP £144.99)

Class 401 2-BIL EMU (RRP £130.25)



R3259 2090 in BR blue - as preserved at NRM (Pictured) £74.00

R3258 2086 in BR blue £82.00

Class 402 2-HAL EMU (RRP £130.25)



R3340 2603 in BR green will full yellow ends (Pictured) £62.00

R3341 2677 in BR blue £62.00

R3341A 2623 in BR blue £62.00

R3260 2653 in SR green £104.00

BR Mark 1 coaches



R4706 CK composite corridor E15058 in BR crimson & cream (Pictured) £16.00 (RRP £29.99)

R4699 BG full brake S80926 in BR green £16.00 (RRP £29.99)

R4609A BSK brake second corridor S34240 in BR green with lights £20.00 (RRP £36.50)

R4711 SK second corridor S24316 in BR green £16.00 (RRP £29.99)

R4712 CK composite corridor S15913 in BR green £16.00 (RRP £29.99)

R4713 BSK brake second corridor S34613 in BR green £16.00 (RRP £29.99)

R4620 SO second open M4360 in BR crimson & cream £19.00 (RRP £24.99)

R4620A SO second open M4368 in BR crimson & cream £16.00 (RRP £24.99)

R4707 BSK brake second corridor E34010 in BR crimson & cream £16.00 (RRP £29.99)

R4644 TSO second open W3879 in BR chocolate & cream £16.00 (RRP £24.99)

R4708 SK second corridor W24540 in BR chocolate & cream £16.00 (RRP £29.99)

R4709 CK composite corridor W15061 in BR chocolate & cream £16.00 (RRP £29.99)

R4710 BSK brake second corridor W34290 in BR chocolate & cream £16.00 (RRP £29.99)

BR Mark 2 Coaches



R4611 Mk2E FO first open W3247 in BR blue & grey - with lights (Pictured) £19.00 (RRP £29.99)

R4563 Mk2D BSO brake second open E9487 in BR blue & grey £16.00 (RRP £28.49)

R4612 Mk2E BSO brake second open M9499 in BR blue & grey - with lights £19.00 (RRP £29.99)

R4614A Mk2E FO first open W3231 in BR blue & grey £17.00 (RRP £29.99)

R4616A Mk2E TSO second open 5779 in BR Intercity livery £17.00 (RRP £29.99)

R4617 Mk2E FO first open 3234 in BR Intercity livery £17.00 (RRP £29.99)

R4618 Mk2E BSO brake second open 9504 in BR intercity livery £17.00 (RRP £29.99)

BR Mark 3 Coaches



R4655 DVT driving van trailer 82146 in DB Schenker livery (Pictured) £26.00 (RRP £42.99)

R4593 TGS trailer guard second 40011 in Intercity Executive livery £14.00 (RRP £28.49)

R4595 TGS trailer guard second E44037 in BR blue & grey - with lights £20.00 (RRP £35.49)

R4603 TRUB restaurant buffet W40008 in BR blue & grey £16.00 (RRP £28.49)

R4635 TSO Tourist second open 12177 in Arriva Trains Wales livery £20.00 (RRP £29.49)

Steam era wagons



R6782 Pack of 3 21 ton hoppers in BR grey (Pictured) £26.00 (RRP £39.99)

R6725 21T hopper E253564 in BR grey £9.00 (RRP £14.99)

R6728 BR (ex-LMS) horse box M42367M in BR crimson (RRP £19.99)

R6759 BR Blue Spot Fish Van £8.50 (RRP £12.99)

R6682D Extra Long CCT wagon 1724 in LNER teal £11.00 (RRP £19.99)

Modern era wagons



R6763 ZBA 'Rudd' DB972328 in Departmental grey and yellow with Mainline branding (Pictured) £9.00 (RRP £14.99)

R6760 PGA hopper wagon VTG14234 in CAIB/Procor livery - weathered £7.00 (RRP £16.99)

R6708 CDA hopper wagon 353224 in Railfreight red livery £11.00 (RRP £24.99)

Brake Vans



R6711 ZUV Shark brake van DB993748 in Mainline blue (Pictured) £8.00 (RRP £16.75)

R6710 20 ton brake van DB950619 in dutch livery £9.50 (RRP £14.99)

R6766 ex-GWR Toad brake van W68724 in BR grey £11.00 (RRP £14.99)

OO Gauge (1:76 Scale)

Steam locos

R3299 'Going Home' 70th Anniversary of the end of WWII Train Pack Black 5 4-6-0 5156 in LMS Black 3xLMS Period 3 Coaches - Ltd Ed (Hor) (list £289.99) **BARGAIN** £235
 R2672 Class OF Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (Hor) (list £28.49) **BARGAIN** £19
 R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99) **BARGAIN** £17



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



31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem, DCC On Board (Bac) (list £159.95) **BARGAIN** £89
 31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** £89



31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac) £81.56



31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56



R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) (list £99.99) **BARGAIN** £61



R3316 Class 2P 4-4-0 44 in Somerset & Dorset Joint Railway prussian blue (Hor) (list £99.99) **BARGAIN** £61



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £139.99) **BARGAIN** £105



31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96
 R3498 Class 3F Jinty 0-6-0T 19 S&DJR Blue - Railroad Range (Hor) **NEW** £36



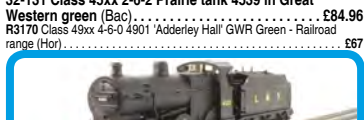
R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49) **BARGAIN** £21



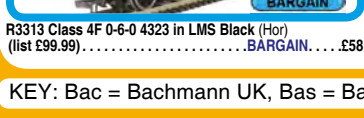
R3301 Class 4073 'Castle' 4-6-0 5043 'Earl of Mount Edgumbe' in BR Green early emblem (as preserved) (Hor) (list £144.99) **BARGAIN** £101
 R3462 Class 42xx 2-8-0 4287 BR Black early emblem (Hor) (list £124.99) **BARGAIN** £92



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96



R3170 Class 49xx 4-6-0 4901 'Admiral Hall' GWR Green - Railroad range (Hor) £67



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) **BARGAIN** £58



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) **BARGAIN** £58



32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) £106.21
 31-169 Class 5 L&YR 2-4-2T 50795 BR lined black early emblem (Bac) £90.06



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £124.99) **BARGAIN** £92



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



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



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



R3464 Class 72xx 2-8-2 7224 in BR Black late crest (Hor) (list £134.99) **BARGAIN** £101



NEW R3344 Class 7P Britannia 4-6-2 70034 'Thomas Hardy' in BR green early emblem (Hor) **NEW** £140



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



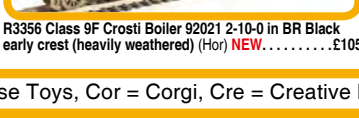
R3339 Class 8P 4-6-2 Princess Coronation 6229 'Duchess of Hamilton' in LMS crimson lake (Gloss Finish) - as preserved (Hor) £130



R3288 Class 9F 2-10-0 92220 'Evening Star' in BR Green late crest (Hor) £83.40



NEW R3356 Class 9F Crosti Boiler 92021 2-10-0 in BR Black early crest (heavily weathered) (Hor) **NEW** £105



R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (list £109.99) **BARGAIN** £73



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



R3132 Class A3 4-6-2 2599 'Book Law' in LNER apple green (Hor) (list £152.99) **BARGAIN** £99



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



R3336 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Green - NRM Special Edition (Hor) (list £169.99) **BARGAIN** £124



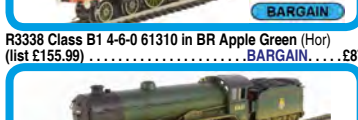
R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (list £154.99) **BARGAIN** £94



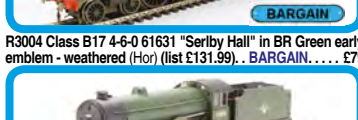
R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £119.99) **BARGAIN** £89



R3320 Class A4 4-6-2 60023 'Golden Eagle' in BR Blue early crest (Hor) (list £144.99) **BARGAIN** £98



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (list £155.99) **BARGAIN** £87



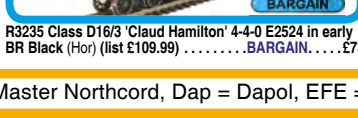
R3004 Class B17 4-6-0 61631 'Seriby Hall' in BR Green early emblem - weathered (Hor) (list £131.99) **BARGAIN** £79



R3003 Class B17 4-6-0 61669 'Barnsley' in BR Green late crest (Hor) (list £131.99) **BARGAIN** £77



R3318 Class B17/6 4-6-0 61646 'Gilwell Park' in BR Green early emblem (Hor) (list £131.99) **BARGAIN** £74



R3496 Class D 0-4-0 7 Kelly & Son Paper Mill - Railroad Range (Hor) **NEW** £27



R3303 Class D16/3 4-4-0 62581 in BR Black early emblem (weathered) (Hor) (list £109.99) **BARGAIN** £74



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



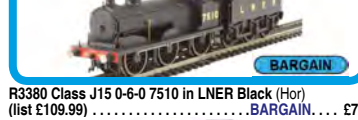
31-481 Class G2A Super D 0-8-0 49106 in BR black early emblem - weathered (Bac) £111.45



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



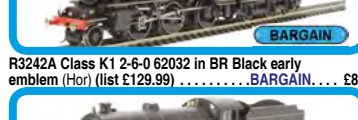
R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) (list £109.99) **BARGAIN** £75



R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (list £109.99) **BARGAIN** £76



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



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (list £129.99) **BARGAIN** £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (list £129.99) **BARGAIN** £82



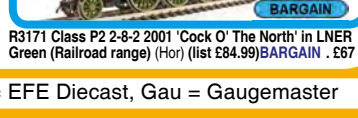
NEW R3279A Class K3 2-6-0 1304 in LNER black (Bac) **NEW** £118.96



32-281 Class K3 2-6-0 61862 in BR black early emblem (Bac) **NEW** £118.96



NEW R3465 Class N2 0-6-2T 4765 in LNER Lined Black (Hor) **NEW** £83



3913 Class Q2/3 Tango 2-8-0 63952 BR black late crest stepped tender (Hor) £148
 3923 Class Q2/4 Tango 2-8-0 63962 BR black late crest flush tender (Hor) £148

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with live stock informationR3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (list £139.99) **BARGAIN** ... £105R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (list £139.99) **BARGAIN** ... £105

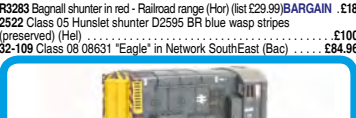
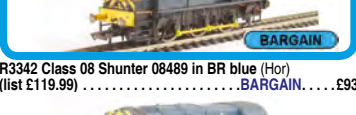
R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) £124.99

R3457 Class T9 4-4-0 116 in Southern Green (Hor) **NEW** £118
R3194 Class V Schools 4-4-0 30837 'Epsom' in BR Black early emblem (Hor) (list £139.99) **BARGAIN** ... £98
31-981 Standard Class 3MT tank 82021 BR lined black early emblem (Bac) £101.9632-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** ... £74

31-119 Standard Class 4MT 4-6-0 75035 in BR black late crest - weathered (Bac) £135.96

32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) **BARGAIN** ... £82
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** ... £89
32-260DC WD Austerity 2-8-0 90448 in BR black late crest. DCC On Board (Bac) (list £152.95) **BARGAIN** ... £109**Train packs**R3302 '1940: Return from Dunkirk' 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) (list £249.99) **BARGAIN** ... £160
R1155 Train pack 4 car Pendolino train pack (unboxed) in Virgin Trains 'Alstom Pendolino' (Hor) £79
30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 8 x WWI figures (Bac) £140.2030-425 Class 251 Midland Pullman train pack in Pullman nanking blue (Bac) **NEW** £509.96
R3488 Diesel Freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) (list £49.99) **BARGAIN** ... £39R3220 Tyseley Connection train pack Class 49xx 4953 'Pitchford Hall' in GWR green & 3 Mk1 coaches (Hor) (list £199.99) **BARGAIN** ... £114

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

Diesel locosR3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) **BARGAIN** ... £18
2522 Class 05 Hunslet shunter D2595 BR blue wasp stripes (preserved) (Hel) £100
32-109 Class 08 06631 'Eagle' in Network SouthEast (Bac) £84.96R3342 Class 08 Shunter 08489 in BR blue (Hor) (list £119.99) **BARGAIN** ... £9332-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) £93.46
R3343 Class 08 Shunter 08822 'John' FSW (Hor) (list £119.99) **BARGAIN** ... £96
32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £84.961601 Class 16 North British diesel D8401 BR green small yellow warning panels. (Hel) (list £134.95) **BARGAIN** ... £72
1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. (Hel) (list £134.95) **BARGAIN** ... £721603 Class 16 North British diesel D8407 BR green with full yellow ends. (Hel) (list £134.95) **BARGAIN** ... £721604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. (Hel) (list £134.95) **BARGAIN** ... £72

1719 Class 17 D8558 in BR green small yellow panels (Hel) £94



32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46

2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) **BARGAIN** ... £592800A~ Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** ... £802807A~ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) **BARGAIN** ... £89R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN** ... £42R3262 Class 31/4 31452 in Devon & Cornwall Railways green (Hor) (list £162.25) **BARGAIN** ... £79
3435 Class 33/0 33049 in BR blue full yellow ends (Hel) £94
3415 Class 33/0 D16 in early BR green (Hel) £94
32-786 Class 37/0 37174 in EWS Domino Headcode (weathered) (Bac) £106.21

32-785DS Class 37/0 37254 in BR Departmental Civil Link Dutch Livery (Weathered & DCC Sound Fitted) (Bac) £203.96

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £89.99) **BARGAIN** ... £69
32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) (list £89.99) **BARGAIN** £69

31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) £127.46

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

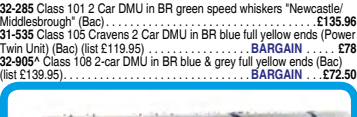
31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71

31-654 Class 47/4 47576 'Kings Lynn' in original Network Southeast (Bac) £114.71
32-817 Class 47/7 47745 Royal London Society For The Blind in Rail Express Systems (Bac) (list £114.95) **BARGAIN** ... £7232-815 Class 47/8 47834 'Fire Fly' in BR Intercity Swallow Livery (Bac) (list £114.95) **BARGAIN** ... £78
4D-003-009 Class 52 diesel loco D1021 'Western Cavalier' in BR blue full yellow ends (Dap) £109

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

R2879 Class 55 Deltic 55001 'St Paddy' in BR blue (Hor) (list £52.49) **BARGAIN** ... £4332-982 Class 66 66434 in DRS blue Compass Logos (Bac) **NEW** £127.46R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (list £169.99) **BARGAIN** £128
R3481 Class 67 67025 'Western Star' EWS (Hor) (list £144.99) **BARGAIN** £110
31-588 Class 70 70005 PowerHaul in Freightliner (weathered) (Bac) £127.464010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** ... £754011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** ... £70R3480 Class 92 92016 'Brahms' in Railfreight grey EWS 'Beastie' vinyls (Hor) (list £89.99) **BARGAIN** ... £52

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

32-285 Class 101 2 Car DMU in BR green speed whisksers 'Newcastle/Middlesbrough' (Bac) £135.96
31-535 Class 105 105000 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) **BARGAIN** ... £78
32-905A Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) **BARGAIN** ... £72.5032-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** ... £868923 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** ... £598993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) **BARGAIN** £52
8990 Class 128 DPU in BR blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) **BARGAIN** ... £528991 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 whisksers and Midland style fronts M55987 (Hel) (list £119.95) **BARGAIN** ... £698922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) **BARGAIN** £59R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99) **BARGAIN** ... £56
32-516A Derby Lightweight 2 Car DMU BR green speed whisksers (Bac) £123.21R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25) **BARGAIN** ... £62
R3341 Class 2-HAL 2 Car EMU 2677 BR blue (Hor) (list £130.25) **BARGAIN** ... £62



Prices valid until 20/07/16

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



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £134.99) **BARGAIN** £62
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) **BARGAIN** £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) **BARGAIN** £118



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) **BARGAIN** £94



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



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) **BARGAIN** £72
31-376 Class 416 2EPB 2 Car EMU 5771 BR green no yellow panel (Bac) £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



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



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

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56



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

Train sets - DCC

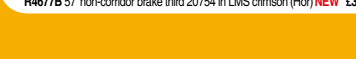


R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) **BARGAIN** £99
R1172 e-Link DCC Pacific train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) **BARGAIN** £230



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

Coaches



R4677 57' non-corridor brake third 20724 LMS crimson (Hor) (list £40.25) **BARGAIN** £27
R4677C 57' non-corridor brake third 20724 in LMS crimson (Hor) **NEW** £35
R4677A 57' non-corridor brake third 20725 in LMS crimson (Hor) (list £40.25) **BARGAIN** £27
R4677B 57' non-corridor brake third 20754 in LMS crimson (Hor) **NEW** £35



R4691 57' non-corridor brake third M20787M in BR maroon (Hor) **NEW** £35
R4691A 57' non-corridor brake third M20787M in BR maroon (Hor) **NEW** £35
R4656A 57' non-corridor composite 16612 in LMS crimson (Hor) **NEW** £35
R4689 57' non-corridor composite M16574M in BR maroon (Hor) **NEW** £35



R4658 57' non-corridor composite M16623M in BR crimson (Hor) (list £40.25) **BARGAIN** £27
R4657A 57' non-corridor third class 11718 in LMS crimson (Hor) **NEW** £35
R4690 57' non-corridor third class M11912M in BR maroon (Hor) **NEW** £35



39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) £58.61
39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) **BARGAIN** £26



39-310C BR Mk1 SP Pullman Second Parlour Umber & Cream Car 350 (With Lighting) (Bac) **NEW** £58.61
39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) **BARGAIN** £18



R4649 Gresley suburban composite E88097E in BR Maroon (Hor) (list £40.25) £26
R4648 Gresley suburban First Class E81035E BR Maroon (Hor) (list £40.25) **BARGAIN** £26
R4743 Maunsell composite SR malachite green - Railroad Range (Hor) **NEW** £18



R4698 Mk1 BG full brake E80534 in BR crimson & cream (Hor) (list £29.99) **BARGAIN** £16



R4699 Mk1 BG full brake S80926 in BR green (Hor) (list £29.99) **BARGAIN** £16



R4707 Mk1 BSK brake second corridor E34010 in BR crimson & cream (Hor) (list £29.99) **BARGAIN** £16



R4716 Mk1 BSK brake second corridor M34672 in BR maroon - lights (Hor) (list £34.99) **BARGAIN** £19



R4713 Mk1 BSK brake second corridor S34613 in BR green (Hor) (list £29.99) **BARGAIN** £16
R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (list £29.99) **BARGAIN** £16



R4706 Mk1 CK composite corridor E15058 in BR crimson & cream (Hor) (list £29.99) **BARGAIN** £16



R4712 Mk1 CK composite corridor S15913 in BR green (Hor) (list £29.99) **BARGAIN** £16



R4709 Mk1 CK composite corridor W15061 in BR chocolate & cream (Hor) (list £29.99) **BARGAIN** £16



39-271D Mk1 GUV general utility van M86223 in BR Maroon (Bac) **NEW** £33.96
39-264A Mk1 RMB Miniature Buffet M1869 in BR blue & grey (Bac) **NEW** £33.96
39-262B Mk1 RMB Miniature Buffet S1851 in BR green (Bac) £33.96
39-261B Mk1 RMB Miniature Buffet W1816 in BR Maroon (Bac) £33.96



R4705 Mk1 SK second corridor E24162 in BR crimson & cream (Hor) (list £29.99) **BARGAIN** £16



R4711 Mk1 SK second corridor S24316 in BR green (Hor) (list £29.99) **BARGAIN** £16



R4708 Mk1 SK second corridor W24540 in BR chocolate & cream (Hor) (list £29.99) **BARGAIN** £16
39-502A Mk1 SLSTP Sleeper Car E2391 in BR Maroon (Bac) **NEW** £41.61
39-503A Mk1 SLSTP sleeper car BR blue & grey Intercity branding (Bac) **NEW** £41.61



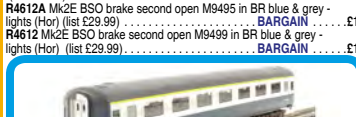
R4620A Mk1 SO second open M4368 in BR crimson & cream (Hor) (list £24.99) **BARGAIN** £16



R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £29.99) **BARGAIN** £16



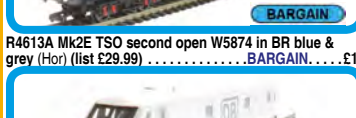
R4700 Mk1 TSO second open M4487 in BR maroon (Hor) (list £29.99) **BARGAIN** £16
R4618 Mk2E BSO brake second open 9504 BR intercity (Hor) (list £24.99) **BARGAIN** £17
R4612A Mk2E BSO brake second open M9495 in BR blue & grey - lights (Hor) (list £29.99) £19
R4612 Mk2E BSO brake second open M9499 in BR blue & grey - lights (Hor) (list £29.99) £19



R4611A Mk2E FO first open W3245 in BR blue & grey - lights (Hor) (list £29.99) **BARGAIN** £19
R4611 Mk2E FO first open W3247 in BR blue & grey - lights (Hor) (list £29.99) **BARGAIN** £19



R4613A Mk2E TSO second open W5874 in BR blue & grey (Hor) (list £29.99) **BARGAIN** £17



R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (list £42.99) **BARGAIN** £26



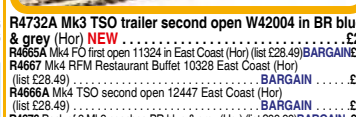
R4597 Mk3 SLEP Sleeper 10601 in First Great Western Night Riviera (Hor) (list £28.49) **BARGAIN** £17
R4730 Mk3 TFO trailer first open W41003 in BR blue & grey (Hor) **NEW** £27
R4730A Mk3 TFO trailer first open W41004 in BR blue & grey (Hor) **NEW** £27
R4729 Mk3 TRFB trailer first buffet W40001 in BR blue & grey (Hor) **NEW** £27



R4732 Mk3 TSO trailer second open W42003 in BR blue & grey (Hor) **NEW** £27



R4732A Mk3 TSO trailer second open W42004 in BR blue & grey (Hor) **NEW** £27
R4665A Mk4 FO first open 11324 in East Coast (Hor) (list £28.49) **BARGAIN** £14
R4667 Mk4 RFM Restaurant Buffet 10328 East Coast (Hor) (list £28.49) **BARGAIN** £14
R4666A Mk4 TSO second open 12447 East Coast (Hor) (list £28.49) **BARGAIN** £14
R4676 Pack of 3 Mk3 coaches BR blue & grey (Hor) (list £99.99) **BARGAIN** £54



R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33



R4664 Pullman First Class Parlour 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 Parlour Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33



39-002 Twinpack of Mk2a BFK HST barrier vehicles in plain BR blue (Western region) ADB97566 (Bac) **NEW** £76.46

Wagons



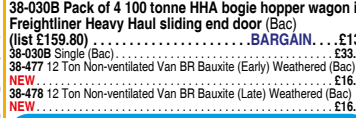
38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) **BARGAIN** £130
39-030B Single (Bac) £33.96
39-477 12 Ton Non-ventilated Van BR Bauxite (Early) Weathered (Bac) £16.11
39-478 12 Ton Non-ventilated Van BR Bauxite (Late) Weathered (Bac) **NEW** £16.11



38-125A 35 Ton VBA box van sliding door EWS (Bac) (list £23.99) **BARGAIN** £14
R6726 21 ton hopper E303821 in BR grey (Hor) (list £14.99) **BARGAIN** £9
39-125A Megapack of 8 (Bac) (list £191.60) **BARGAIN** £102
4F-040-017 4 Plank H Hotson 22 (Dap) **NEW** £8.70
4F-040-018 4 Plank H Hotson 22 Weathered (Dap) **NEW** £9.60
4F-031-027 6 Wheel Milk Tank SR United Dairies (Dap) **NEW** £12.25
4F-031-028 6 Wheel Milk Tank SR United Dairies Weathered (Dap) **NEW** £13.10



R6725 21 ton hopper E233564 in BR grey 'Iron Ore' branding (Hor) (list £14.99) **BARGAIN** £9
R6726 21 ton hopper E303821 in BR grey (Hor) (list £14.99) **BARGAIN** £9
39-125A 35 Ton VBA box van sliding door EWS (Bac) (list £23.99) **BARGAIN** £14
R6728 8 Plank Monckton Weathered (Dap) **NEW** £10.10
R6728 BR (ex LMS) Horse Box M42367M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728A BR (ex-LMS) Horse Box M42253M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) **BARGAIN** £8.50
R6728 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) **BARGAIN** £8.50



4F-080-110 8 Plank Monckton (Dap) **NEW** £9.20
4F-080-111 8 Plank Monckton Weathered (Dap) **NEW** £10.10
R6728 BR (ex LMS) Horse Box M42367M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728A BR (ex-LMS) Horse Box M42253M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) **BARGAIN** £8.50
R6728 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) **BARGAIN** £8.50



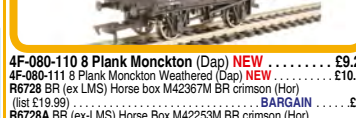
R6728 BR (ex LMS) Horse Box M42367M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728A BR (ex-LMS) Horse Box M42253M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) **BARGAIN** £8.50
R6728 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) **BARGAIN** £8.50



4F-080-110 8 Plank Monckton (Dap) **NEW** £9.20
4F-080-111 8 Plank Monckton Weathered (Dap) **NEW** £10.10
R6728 BR (ex LMS) Horse Box M42367M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728A BR (ex-LMS) Horse Box M42253M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) **BARGAIN** £8.50
R6728 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) **BARGAIN** £8.50



R6728 BR (ex LMS) Horse Box M42367M BR crimson (Hor) (list £19.99) **BARGAIN** £12
R6728A BR (ex-LMS) Horse Box M42253M BR crimson (Hor) (list £19.99) **BARGAIN** £12
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R6728 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) **BARGAIN** £8.50



R6728 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) **BARGAIN** £8.50
R6728 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) **BARGAIN** £8.50

Opening hours

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



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



R6708 CDA hopper wagon 353224 in Railfreight red (Hor) (list £24.99) **BARGAIN** £11
37-951B Conflat wagon BR bauxite BD container BR crimson 8709076 (Bac) **BARGAIN** £13.50
37-951B Pack of 4 (Bac) (list £63.80) **BARGAIN** £50



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



R6682D Extra Long CCT wagon 1274 LNER teal (Hor) (list £19.99) **BARGAIN** £11



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



R6683D Extra-long CCT van E1359E in BR crimson (Hor) (list £19.99) **BARGAIN** £11
R6778 Father's Day Open Wagon - 2016 (Hor) **NEW** £11
38-345A~ FNA Nuclear Plask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £29.95) **BARGAIN** £17
38-345A~ Pack of 4 (Bac) (list £119.80) **BARGAIN** £65
38-345A~ Megapack of 8 (Bac) (list £239.80) **BARGAIN** £128



R6781 Hornby 2016 PGA wagon - Formerly exclusive to Hornby Collector's Club (Hor) (list £15) **BARGAIN** £7



R6712 Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99) **BARGAIN** £15
R6712A Pack of 3 five-plank open wagons BR bauxite (Hor) (list £24.99) **BARGAIN** £15
R6784 RailRoad 3 Pack - Open Wagons (Hor) **NEW** £15
4F-027-005 Silver Bullet NACCO/ECC 3387-7898047-8 (Dap) **NEW** £23.80



4F-027-008 Silver Bullet NACCO/ECC 3387-7898057-7 Weathered (Dap) **NEW** £25.25
4F-027-006 Silver Bullet NACCO/ECC 3387-7898102-8 (Dap) **NEW** £25.25



4F-027-007 Silver Bullet NACCO/ECC 3387-7898119-5 Weathered (Dap) **NEW** £25.25



33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) **NEW** £31.41



37-716 Triple Pack of 8 Ton Cattle Wagons in BR Bauxite - Weathered (Bac) **NEW** £50.96
R6711 ZUV Shark brake van DB993748 Mainline blue (Hor) (list £16.75) **BARGAIN** £8



R6012 HM2000 High output power & speed controller, mains supply. (Hor) £74



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) **BARGAIN** £70
36-557 Single (Bac) £14.50
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10
DCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16



BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10 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



R8214 DCC Elite unit digital controller (Hor) £205
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68
R8312U e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) - Unboxed - Split from train set (Hor) £55
36-500 EZ Command DCC controller - boxed (Bac) £76.46



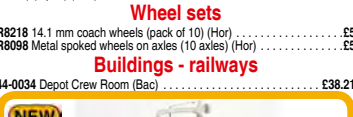
36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71



R8243 Surface Mounted point motor (Hor) £7



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



R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8098 Metal spoked wheels on axles (10 axles) (Hor) £5



44-0034 Depot Crew Room (Bac) £38.21



44-572 Midland Water Crane (Platform Mounted) (Bac) **NEW** £10.84
44-126 Modern Single Road Servicing Shed (Bac) £46.71
44-0029 Wooden Engine Shed (Bac) **NEW** £42.46
44-0031 Wooden Lamp Hut (Bac) **NEW** £6.76



LK-55 76ft Well type turntable (Pec) £38
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22



44-571 Fresh Fish Stall (Bac) **NEW** £16.96
44-202 Low Relief Front Terraced Houses. (Bac) £20.36

Man-made scenic structure - non-railway



44-0009 Container terminal crane (Bac) **NEW** £144.46



44-0044 Concrete footbridge (Bac) **NEW** £38.21
44-580 Dry Stone Walling and Gate (Bac) **NEW** £7.61



36-408 12 x Seated Coach Passengers (Bac) £10.16



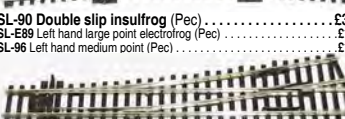
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9



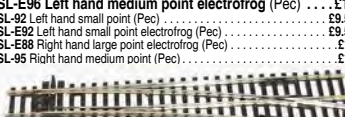
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-E99 3 way medium radius point electrofrog (Pec) £25
SL-99 3 way medium radius point insulfrog (Pec) £25



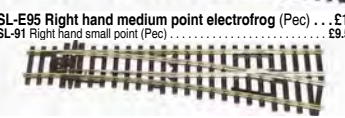
SL-90 Double slip insulfrog (Pec) £31
SL-E89 Left hand large point electrofrog (Pec) £12
SL-96 Left hand medium point (Pec) £10



SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50
SL-E82 Left hand small point electrofrog (Pec) £9.50
SL-E88 Right hand large point electrofrog (Pec) £10
SL-95 Right hand medium point (Pec) £10



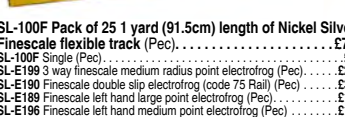
SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50



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



SL-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-E189 Finescale left hand large point electrofrog (Pec) £12
SL-E196 Finescale left hand medium point electrofrog (Pec) £12
SL-E188 Finescale right hand large point electrofrog (Pec) £12



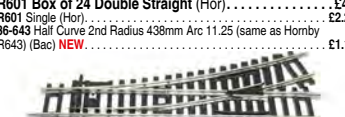
SL-E195 Finescale right hand medium point electrofrog (Pec) £12



R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £2.25
36-643 Half Curve 2nd Radius 438mm Arc 11.25 (same as Hornby R643) (Bac) **NEW** £1.15



R8072 Left Hand Standard Point (Hor) £9
36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
36-603 Box of 10 (Bac) (list £34) £24.80
R8073 Right Hand Standard Point (Hor) £9
R600 Standard Straight (Hor) £1.40
R600 Box of 24 (Hor) £33



GM252 3mm Cork Plates (Gau) **NEW** £4.50
GM251 3mm Cork Trackbed (Gau) **NEW** £8.50
GM245 3mm Sectional Track LH Curve Turnout Cork Underlay (2) (Gau) **NEW** £4.25
GM241 3mm Sectional Track LH Turnout Cork Underlay (2) (Gau) **NEW** £4.25
GM244 3mm Sectional Track RH Curve Turnout Cork Underlay (2) (Gau) **NEW** £4.25
GM240 3mm Sectional Track RH Turnout Cork Underlay (2) (Gau) **NEW** £4.25
GM247 3mm Sectional Track Y Turnout Cork Underlay (2) (Gau) **NEW** £4.25
GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19

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

Buses

OM41418B AEC Regent V, Ipswich Corporation, 3 Rushmere Heath (Cor) **NEW** £30



OM41418A AEC Regent V, Ipswich Corporation, X Ipswich Station (Cor) **NEW** £30
76DR001 Duple Roadmaster Belle Vue Coaches (Oxf) £14
28609 GM Standard Atlantean G.M. Buses, Rochdale (EFE) **NEW** £28



76PD2003 Leyland Titan PD2 12 Southdown (Oxf) **NEW** £16.20



76PD2002 Leyland Titan PD2/12 Midland Red (Oxf) £16



76PAN004 Plaxton Panorama Yorkshire Woollen District (Oxf) **NEW** £13
20651 Plaxton Pointer Dart 'First Capital Citybus' (EFE) **NEW** £28
ES-14 Scania Omnidiekkla Wilts & Dorset Red/Grey (Br) **NEW** £41
ES-15 Scania Omnidiekkla Wilts & Dorset Tilling Red (Br) **NEW** £41
76WFA004 Weymann Fanfare AEC Bartons (Oxf) £14

Cars

76ACF003 Austin Cambridge A60 Farina Maroon B - Snowberry White (Oxf) **NEW** £4
76VA001 Volvo Amazon Light Green (Oxf) **NEW** £4.50

Commercial vehicles

DA98 AEC Mammoth Major flatbed & trailer Silver Roadways (Bac) **NEW** £12.50
76AT005 Austin low loader taxi in Westminster Green (Oxf) **NEW** £3.50



76SET45 Haydon Coulthard Centenary Set (Oxf) £40

DA99 Leyland Beaver flatbed & dropside trailer 'British Road Services' (Bac) **NEW** £12.50
DB03 Leyland Comet flatbed 'BRS - Davis Haulage Poplar' - load of packing cases (Bac) **NEW** £10.50
DB02 Leyland FG flatbed 'Co-Op Dairy' (Bac) **NEW** £8.50
DB01 Leyland FG flatbed 'Co-Operative Fuels' - coal and coke loads (Bac) **NEW** £10.50
DG199013 Scammell Mechanical Horse Bouts Tiltolton (Cor) (list £10.99) **BARGAIN** £7

Farming & Construction

PO511 Show Jumps (Met) **NEW** £5



76KOM002 Stobart Rail Excavator (Oxf) **NEW** £20

Public Service vehicles

76AM006 AEC Mercury TL St Helens CB Fire Service (Oxf) **NEW** £17
76LR005 Land Rover F16 Carmichael New Zealand Fire Service (Oxf) **NEW** £3
76MAR005 Morris Marina Heathrow Fire Service (Oxf) **NEW** £4

N Gauge Steam locos



25-007-017 Class 57xx Pannier 0-6-0PT 6760 in BR black early crest and later cab (Dap) **NEW** £69.79

25-007-019 Class 57xx Pannier 0-6-0PT 7754 in National Coal Board green original cab (Dap) **NEW** £69.79

25-007-018 Class 57xx Pannier 0-6-0PT 8763 in BR lined black early crest and later cab (Dap) **NEW** £69.79

25-007-016 Class 57xx Pannier 0-6-0PT 8767 in BR green British Railways lettering & later cab (Dap) **NEW** £69.79

25-007-015 Class 57xx Pannier 0-6-0PT 9791 GWR black later cab (Dap) **NEW** £69.79

25-007-020 Class 57xx Pannier 0-6-0PT L90 in London Transport red original cab (Dap) **NEW** £69.79



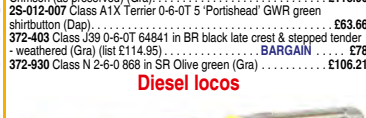
372-727 Class 5MT Standard 4-6-0 73082 'Camelot' in BR lined black early emblem & BR1B tender (Gra) (list £129.95) **BARGAIN** £89

372-578 Class 6P Rebuilt Royal Scot 4-6-0 6100 'Royal Scot' in LMS Crimson (as preserved) (Gra) £118.96

25-012-007 Class A1X Terrier 0-6-0T 5 'Portsmouth' GWR green shirton cab (Dap) £63.66

372-403 Class J30 0-6-0T 64841 in BR black late crest & stepped tender - weathered (Gra) (list £114.95) **BARGAIN** £78

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



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



Visit

www.ehattons.com/new

for new releases

2D-012-008 Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes (Dap) (list £136.89) **BARGAIN** £76



2D-012-010 Class 22 diesel loco D6326 in BR green no yellow panels & disc headcodes (Dap) (list £136.89) **BARGAIN** £76

2D-012-011 Class 22 diesel loco D6327 in BR green amended yellow panels & disc headcodes (Dap) (list £136.89) **BARGAIN** £76

2D-012-014 Class 22 diesel loco D6328 in BR blue (pre-TOPs font numbering) (Dap) (list £136.89) **BARGAIN** £76



2D-012-012 Class 22 diesel loco D6330 in BR blue (TOPs font numbering) - weathered (Dap) (list £136.89) **BARGAIN** £79

371-088 Class 25/2 25231 in BR blue (weathered) (Gra) £93.46

HSTs

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

DMUs

2D-021-001 Class 156 2 car DMU 156508 Strathclyde Passenger Transport (Dap) £95

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

EMUs

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) **BARGAIN** £99

Train sets - analogue

NEW



370-425 Midland Pullman Train Pack (Gra) **NEW** £339.96

Train sets - DCC



370-070 Cornish Riviera Class 42 D829 in BR Green and BR Mk1 BCK & CO Coaches in Chocolate & Cream (Gra) £157.21

Coaches

2P-003-005 B Set Coach Twin Pack BR Crimson 6975 & 6976 (Dap) **NEW** £22.80

2P-003-003 B Set Coach Twin Pack Great Crest Western 6894 & 6895 (Dap) **NEW** £22.80

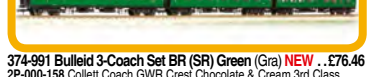
NEW



2P-003-000 B Set coach twin pack GWR crest (Dap) **NEW** £22.78

374-055E BR Mk1 SK Second Corridor M24032 in Blue & Grey (Gra) £25.46

NEW



374-991 Buleid 3-Coach Set BR (SR) Green (Gra) **NEW** £76.46

2P-000-158 Collett Coach GWR Crest Chocolate & Cream 3rd Class 1096 (Dap) **NEW** £19.50

2P-000-157 Collett Coach GWR Crest Chocolate & Cream 3rd Class 1116 (Dap) **NEW** £19.50

2P-000-056 Collett Coach GWR Crest Chocolate & Cream Composite 7023 (Dap) **NEW** £19.50

2P-000-057 Collett Coach GWR Crest Chocolate & Cream Composite 7047 (Dap) **NEW** £19.50

2P-000-281 Collett Coach GWR Crest Chocolate/Cream Brake Comp 6541 (Dap) **NEW** £19.50

NEW



2P-000-282 Collett Coach GWR S/B Chocolate & Cream Brake Comp 6532 (Dap) **NEW** £19.50

2P-011-104 Gresley Coach LNER Teak 1st Class 31865 (Dap) **NEW** £20.57

2P-011-105 Gresley Coach LNER Teak 1st Class 31873 (Dap) **NEW** £20.57

2P-011-008 Gresley LNER Teak 3rd Class 60637 (Dap) **NEW** £21

2P-011-007 Gresley LNER Teak 3rd Class 60641 (Dap) **NEW** £21

2P-011-009 Gresley LNER Teak 3rd Class 60655 (Dap) **NEW** £21

2P-011-303 Gresley LNER Teak Buffet 9115 (Dap) **NEW** £21

2P-012-402 Maunsell Coach 3rd Class BR SR Green 610 (Dap) **NEW** £22.87

2P-012-403 Maunsell Coach 3rd Class BR SR Green 623 (Dap) **NEW** £22.87

2P-012-303 Maunsell Coach BR 1st Class SR Green 7206 (Dap) **NEW** £22.87

2P-012-304 Maunsell Coach BR 1st Class SR Green 7367 (Dap) **NEW** £22.87

2P-012-353 Maunsell Coach BR Brake 3rd Class SR Green 4050 (Dap) **NEW** £22.87

2P-012-354 Maunsell Coach BR Brake 3rd Class SR Green 4482 (Dap) **NEW** £22.87

2P-012-503 Maunsell Coach BR Brake Van SR Green 750 (Dap) **NEW** £14.37

2P-012-504 Maunsell Coach BR Brake Van SR Green 756 (Dap) **NEW** £14.37

2P-012-454 Maunsell Coach BR Composite Class SR Green 5149 (Dap) **NEW** £22.87

2P-012-453 Maunsell Coach BR Composite Class SR Green 5150 (Dap) **NEW** £22.87

NEW



374-643 MK 1 CCT in BR departmental yellow (Gra) **NEW** £20.36



Wagons

2F-038-041 20T Steel Mineral GWR 33250 (Dap) **NEW** £9.78

2F-038-042 20T Steel Mineral GWR 33250 Weathered (Dap) **NEW** £10.63

2F-034-027 21T Hopper Doncaster Coalite 576 (Dap) **NEW** £8.59

2F-034-028 21T Hopper Doncaster Coalite 576 Weathered (Dap) **NEW** £9.44

2F-028-001 45 Foot Container Twin Pack Co-op & Argos (Dap) **NEW** £9.99

2F-028-002 45 Foot Container Twin Pack Co-op & Argos Weathered (Dap) **NEW** £10.84

373-576A 45 Tonne glw MEA Open Box Wagon BR Coal Sector Weathered (Gra) **NEW** £11.86

2F-060-011 Grampus BR Black DB990412 (Dap) **NEW** £12.33

2F-060-010 Grampus BR Black DB990488 (Dap) **NEW** £12.33

2F-060-012 Grampus BR Black DB990653 (Dap) **NEW** £12.33

2F-060-013 Grampus Taunton Concrete Olive Green DB986708 (Dap) **NEW** £12.33

2F-027-006 Silver Bullet Emewa 33 87 789 8003-1 Weathered (Dap) **NEW** £25.46

2F-027-005 Silver Bullet Emewa 33 87 789 8003-9 Weathered (Dap) **NEW** £25.46

2F-027-007 Silver Bullet Wagon Emewa 33 87 789 8004-9 (Dap) **NEW** £23.46

2F-027-008 Silver Bullet Wagon Emewa 33 87 789 8013-0 (Dap) **NEW** £23.46

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

Spares

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

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17

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

Buildings - general

42-228 Low Relief Double Track Tunnel Portal (Gra) **NEW** £11.86

42-191 Red Star Parcels Office (Gra) **NEW** £16.96

42-0019 Thatched Cottage (Gra) **NEW** £22.91

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

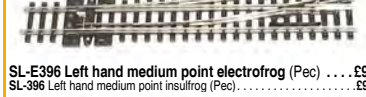
Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3

SL-302 Pack of 25 (Pec) £64

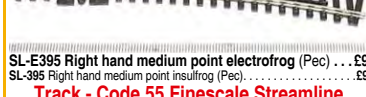


SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64



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-E396F 3-way finescale turnout (Pec) £10

SL-E396F Finescale left hand medium point electrofrog (Pec) £10

SL-E392F Finescale left hand medium point electrofrog (Pec) £9

SL-E388F Finescale right hand large point electrofrog (Pec) £11

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

Track underlay

GM232 2mm Cork Plates (Gau) **NEW** £4.50

GM231 2mm Cork Trackbed (Gau) **NEW** £8.50

GM226 2mm Sectional Track LH Turnout Cork Underlay (2) (Gau) **NEW** £3.95

GM225 2mm Sectional Track RH Turnout Cork Underlay (2) (Gau) **NEW** £3.95

Buses

NAN007 Leyland Atlantean PR - A1 Service (Bas) **NEW** £8.99

NAN003 Leyland Atlantean PR - London Country NBC (Bas) **NEW** £8.99

NAN008 Leyland Atlantean PR Yorkshire Woolen Ann (Bas) **NEW** £8.99

Commercial vehicles

NCA003 Bedford CA Ice Cream Lyons Maid (Oxf) **NEW** £4

NCOM003 Commer Commando BEA (Oxf) **NEW** £6

Farming & Construction

PN822 Stable Block (Met) **NEW** £5

O Gauge (1:43 Scale)

Diesel locos

4205 Class 42 Warship 829 "Magpie" in BR blue (Hel) **NEW** £550

4203 Class 42 Warship D815 "Druid" BR maroon full yellow ends (Hel) **NEW** £550

4201 Class 42 Warship D827 "Kelly" BR green small yellow panels (Hel) **NEW** £550



4204 Class 42 Warship D866 "Zebra" in BR blue (Hel) **NEW** £550

4202 Class 42 Warship D869 "Zest" BR maroon small yellow panels (Hel) **NEW** £550

Coaches



4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250

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

Wagons

5151 4647 026 IGA Cargowagon (Hel) **NEW** £145

7F-051-026 5 Plank BR M318248 (Dap) **NEW** £37.75

7F-051-026W 5 Plank BRM318248 Weathered (Dap) **NEW** £37.75

Track - Code 124 Bullhead Streamline



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

SL-700BH Single (Pec) £6.50



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

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

Cars

43AMDB2001 Aston Martin DB2 Mill saloon in British Racing Green (Oxf) £21

43AT007 Austin Low Loader Taxi Fawn (Oxf) **NEW** £19

G Scale

Track & Points

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

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 Quadriple 4 circuit power controller (Gau) £130

Analogue power supplies

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

Analogue point control



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

DCC decoders

10311-02 2-function 2-sided 0.5/0.8A Silver 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



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

DCR-8PIN-HarnessMini Single (Hat) £11

DCR-8PIN-HarnessMini Box of 5 (Hat) £50

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



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

DCC accessory decoders

DCD-ADSBFX COBALT Solenoid Accessory Decoder (8 Output) (DCC) £96

DCC controllers



5020 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



Headlights



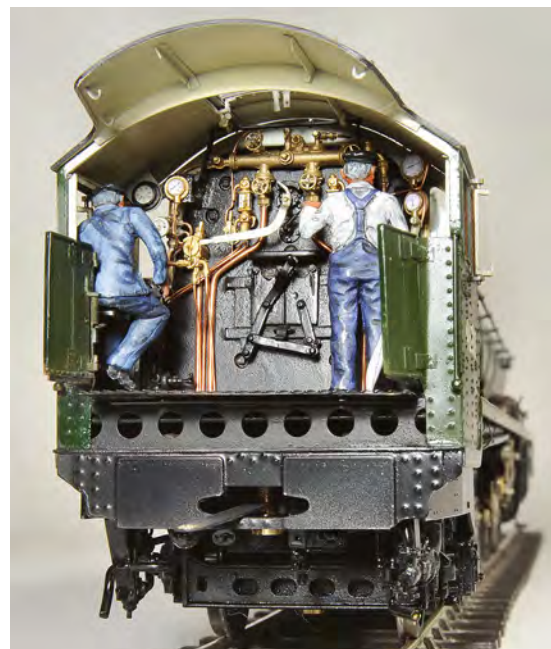
Showstopping images from the world of model railways



A close-up of the cab area of No. 46203 *Princess Margaret Rose*, one of three 7mm scale 'Princess Royals' built by Nick Dunhill, expertly painted by Warren Haywood and photographed by Tony Wright for **BRM**. The cinder guards are by Hobbyhorse Developments, as is the live steam injector. The small rectangular plate above the pony truck axlebox reads 'Do not oil the bolster slides'. Turn over for more...



Headlights



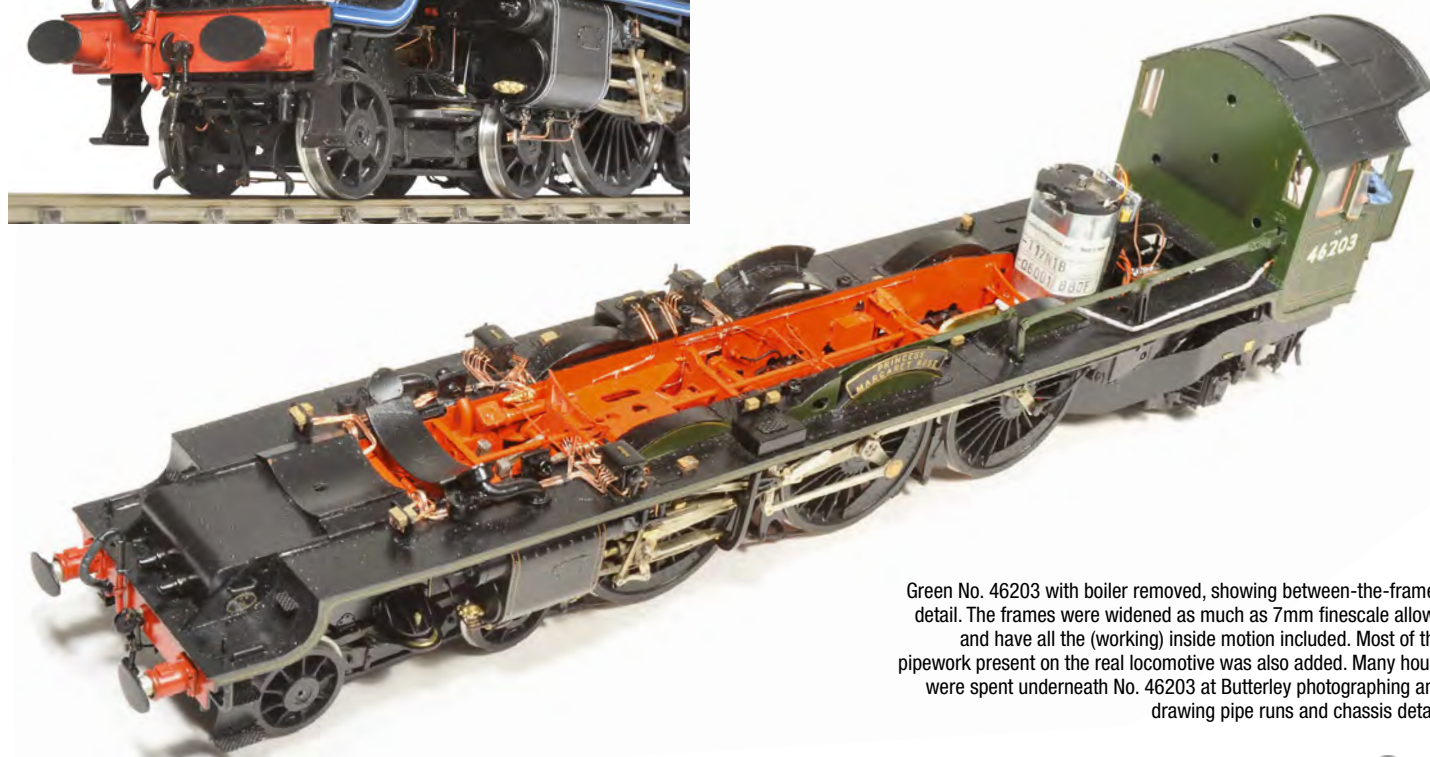
A close-up of the cab interior shows full backhead detail. The crew was painted by Mike Sheardown and are from the Andrew Stadden range, they really bring the model to life and give it a sense of proportion. Also worthy of note are the gauge faces; Photoshopped (by Mike) from images of the faces on preserved No. 46203, you can't get more accurate than that! The cab interior and rear was extensively detailed. A lot of pipework detail was added to the models under the cab.

The kit was designed with a separate smokebox front and door castings. With a little modification of the sealing ring and hinges the door was made to open. Patterns were made for the superheater header and pipes, petticoat and blast pipe and all were cast in white metal and brass by Laurie Griffin. An etched tube plate completes the internal smokebox detail.

This image of No. 46203 *Princess Margaret Rose* shows what imposing locomotives the 'Princess Royals' were. This model depicts the prototype in circa 1948 with a later type combustion chamber boiler, combined dome and top feed, hinting at its GWR heritage. The crosshead for the inside cylinder can be seen through the lightning hole ahead of the cylinder. The name and other plates were all specially commissioned from Diane Carney and also included ones for the mechanical lubricators.



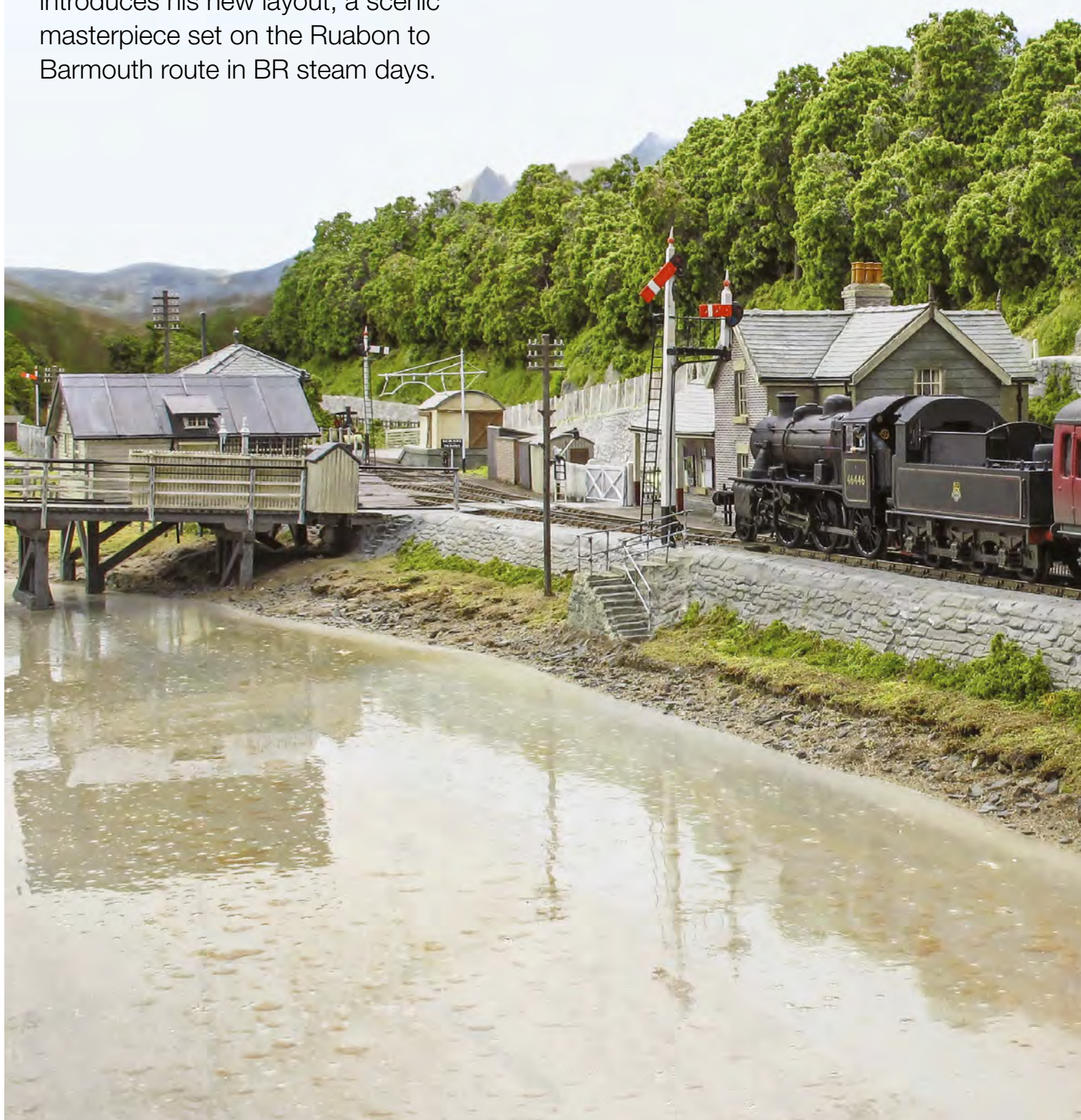
All three models were built from much-modified David Andrews kits, and this image shows No. 46203 displaying 'The Mid-Day Scot' headboard. The front bogie was clearly influenced by those fitted to GWR 'Castles'. The prototype bogies were fabricated from bar, but the etchings in the kit were more 'IKEA flat pack!' Nick scratchbuilt more realistic replacements with operating side control to ease such a large machine round 6ft radius curves.



Green No. 46203 with boiler removed, showing between-the-frames detail. The frames were widened as much as 7mm finescale allows and have all the (working) inside motion included. Most of the pipework present on the real locomotive was also added. Many hours were spent underneath No. 46203 at Butterley photographing and drawing pipe runs and chassis detail.

PENMAENPOOL

Professional modelmaker **Geoff Taylor** introduces his new layout, a scenic masterpiece set on the Ruabon to Barmouth route in BR steam days.





1

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO
SIZE: 15ft by 2ft 6in
ERA/REGION: BR Western Region 1948-63, BR(LMR) 1963-65
LOCATION: Merionethshire,
POWER & CONTROL: 12V DC analogue
TRACK: Hand-built with SMP rail
LAYOUT TYPE: End-to-end section of a larger layout
WORDS: Geoff Taylor
PHOTOGRAPHY: Andy York

One of the key factors for Geoff was to ensure that ready-to-run models could be used wherever possible. As it turned out, much of what he needed was available or released during the layout's construction. A Bachmann Ivatt 2MT 2-6-0 rolls along the water's edge towards Penmaenpool platform with a local train formed of BR Mk 1 stock.

Penmaenpool station is only a part of my 'work in progress' layout, which also includes Barmouth Junction, Dolgelley goods yard and a long scenic section. The real station closed in 1965 and was situated on the line from Ruabon to Barmouth in former Great Western territory. The section from Dolgelley to Barmouth was built by the Cambrian Railways before being absorbed by the GWR. Although BR Western Region took over in 1948, the line was managed by the London Midland Region from 1963 until closure. It was mostly single track, except at some stations along the route, where there were two platforms and passing loops. Along the route were many reverse curves and from Dolgelley (the name used by the railway - the town is now referred to by its Welsh name, Dolgellau), the track hugged the side of the River Wnion and then the Mawddach up to the estuary mouth at Barmouth Junction. With this proximity to the water, the many bridges and embankments had to be strengthened from time to time and eventually forced an earlier than planned closure of the line.

ATTRACTIVE SETTING

Penmaenpool had a rather attractive station building and unlike most stations, it wasn't attached to a platform, but was totally separate. To get to the Up platform, passengers had to cross the tracks and a small road. For the Down platform, they had to cross the road and then a siding to get to the platform. There was a very small goods shed, a signalbox and surprisingly, a two-road locomotive shed.

A very nice looking toll bridge crossed the river at this point and the road from it went right across the line between the station building and platform. Another feature was the 'George Hotel', situated very close to the track, further adding to the marvellous setting. This hotel had the main road running right behind at roof level with the ground rising very steeply from that. So all in all, a fantastic scene that just cried out for a model to be made of it.

The largest locomotives used on the line were ex-GWR 'Manor' 4-6-0s and BR Standard 4MT 4-6-0s. A variety of smaller locomotives was also seen on the line, such as GWR 43XX 2-6-0s, 'Collett Goods', Collett 58XX 0-4-2Ts, 'Dukedogs', 74XX Panniers, Ivatt 2MT 2-6-0s, BR Standard 3MT 2-6-2Ts, 4MT 2-6-4Ts and 4MT 2-6-0s amongst others. Diesel railcars were seen from the late-1950s, especially in the summer months, working excursions from industrial towns in the Potteries and the Midlands. Although the stock is mainly Bachmann with a few Hornby models, I do have a very nice 'Dukedog', built from a kit by Jonathan Matthews well before the Bachmann model came out.

Before I decided to build 'Penmaenpool', I looked at what rolling stock was needed and was pleasantly surprised that Bachmann and Hornby could supply most of the locomotives and coaching stock for the route. In fact, even more of the items I originally





wanted have appeared in RTR form over the last few years. For me, this was essential as I only really make models of buildings and scenery and don't build locomotives or stock. Everyone is good at something and for me, it is architectural modelling. The only locomotive I've built was an LMS 'Mogul', a very long time ago. It never ran properly and I suppose I got a bit discouraged and never bothered again.

ABOVE: BR 4MT 4-6-0s were the largest locomotives seen on the line. No. 75033 eases across the approach to the toll bridge with a Barmouth-bound express.

LEFT: A hotel guest looks on as kitbuilt 'Dukedog' No. 9022 passes.

RIGHT: Ex-GWR 45XX No. 4569 is in charge of a short pick-up goods heading for Dolgelly. Lush greenery, exquisitely made by Geoff, envelops the line and the attractive timber-built locomotive shed.



FRESH CHALLENGE

I've always liked the scenic side of model railways and so it was this that I carried on with over the years. Many years later I took it up full-time and have never looked back. I had the trains so all I had to do was make the buildings and construct the scenics! I should add that I have weathered the stock, so at least I have not just taken them out of the box and put them on the layout!

This is the first layout I have built which is a model of a real station with nothing added to it. Other layouts that I've built have been made up to suit, so this was a different challenge for me. There are a few compromises, due to lack of space, but essentially things are in the right place and hopefully, it is recognisable as such. I could have built it to scale, but I chose to put other scenics in the space as well making the layout more interesting to operate. Also, it's the first layout I've ever modelled in the BR period.

I chose the entire period until the line closed because I wanted the variation in locomotives and coaching stock. I like most locomotives, especially GWR ones, but I won't run anything that didn't visit the line, so a 'King' is definitely out! Of course, when the session sequence is not in progress, I can run anything I like. Friends have brought over some of their locomotives and even a Southern Region electric has been seen!



I ask the expert

Q What's your solution for couplings that are both reliable in operation and discreet?



A Couplings are a problem for model railways and I've yet to see the perfect one! A variety of couplings are to be seen on the layout and Kadees have been used at either end of all my rakes of coaching stock. I have used the bar couplings supplied with Bachmann Mk 1s for the intermediate connections within sets. Sprat & Winkle couplings have been used for goods wagons that need shunting, but I haven't had a 100% success rate with them yet.

RIGHT: From the late-1950s, diesel railcars were used on day trips from the industrial towns and cities of the Midlands to scenic lines in Wales. A pair of 'Derby Lightweight' sets thread their way between the hotel and the Mawddach.

PERMANENT WAY

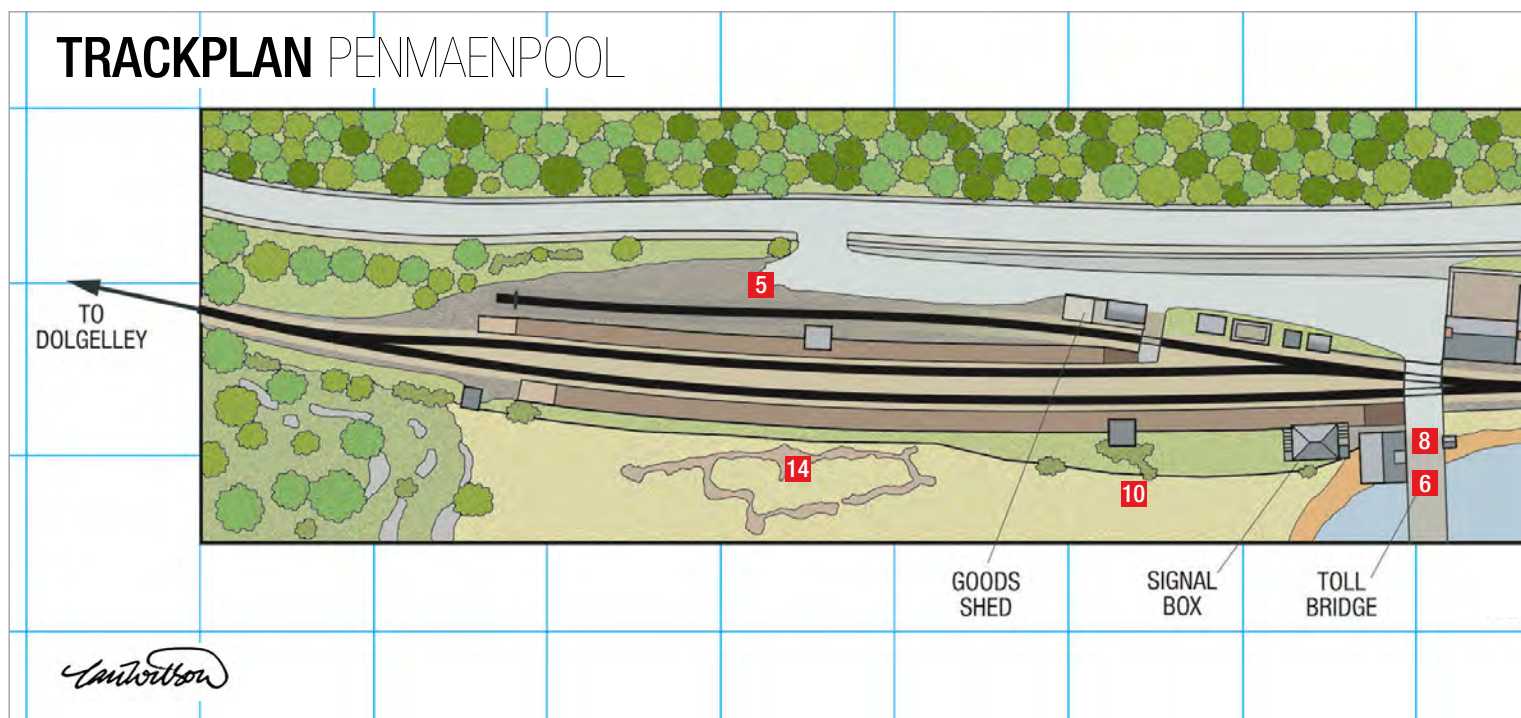
Anyone who has built a layout knows there are many different aspects to building it and one of the main items is the trackwork. Fortunately my good friend John Bailey made the points for the other parts of the layout and 'Penmaenpool' was the last section to be built. He made them, using Templot software, nickel-silver rail, individual chairs and I was more than pleased with the result.

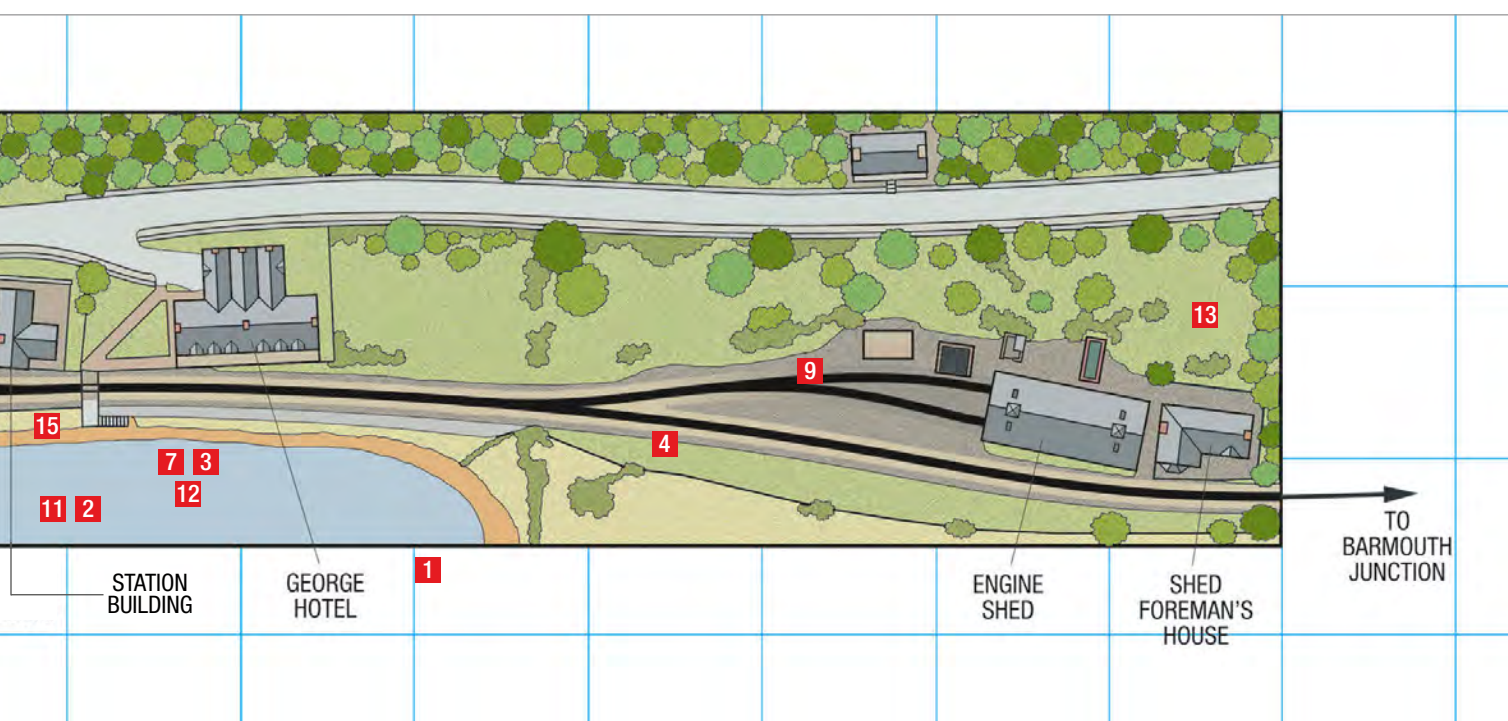
I used SMP plain track on the rest of the layout and was going to use that on 'Penmaenpool' too, but John had other ideas! He planned to make all the points using the same method with ply sleepers, so suggested I making the plain track in the same manner. This was very time consuming, but the end result was worth the extra effort. Under his guidance, I managed to make the track and I think it looks great. For my fairly small model of Penmaenpool station, this method was definitely better, but I don't think I would have built a larger layout in the same way.

For the ballast, I used two different shades of Woodlands Scenics stone (see page 98), brushed in place, sprayed with water and a few drops of washing-up liquid and then I dropped diluted PVA all over and left it to set for 24 hours. There will be a few areas where the glue hasn't quite got to all of the ballast, but just keep following the same method until it looks OK. It is a tedious job, but for me, if done a little at a time, it's the best method. A very diluted matt black was applied afterwards to weather the stone, highlighting where locomotives rest with oil stains. Away from the scenic sections, I used Peco Code 75 track for both points and plain track. This also includes the three storage yards which form the rest of the layout. Points are operated by Tortoise motors linked to LEDs on the control panel showing which way they are set.

I only really make models of buildings and scenery and don't build locomotives or stock. Everyone is good at something and for me, it is architectural modelling.

TRACKPLAN PENMAENPOOL







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OPPOSITE PAGE: 'Collett Goods' No. 2251 heads for Barmouth. Discover how the river and embankment were made on page 34.

LEFT: Geoff's exceptional eye for architectural detail is evident in this view of the toll bridge and its associated buildings.

BELOW: Surprisingly for such a small station, Penmaenpool boasted a two-road locomotive shed. Part 2 of this article next month will focus on the layout's buildings.



QUALITY BASEBOARDS

The baseboards were built using good quality plywood. A lot of thought went into their design, as underneath 'Penmaenpool' is one of my storage yards. No point motors or loose wiring could be allowed to hang down. There are actually two boards to each section, because the track is on an embankment. Holes were cut in the frames to keep the weight down a bit. Also, the boards had to be designed and built to lift off in case of a problem underneath.

There are three boards making up 'Penmaenpool'. Each uses brass dowels and clips to keep everything together. All wiring, motors and servos are on a level with the station, covered by the steep sided groundwork.

Connectors for the wiring have been used to bridge the baseboard joints, which makes it easier to undo in order to remove the boards if the need arises. All this means that it is quite portable and at one stage, I did briefly consider taking it out to shows. I decided against that, but if I move house, I can at least save 'Penmaenpool', but not most of the rest of the larger layout.

SCENIC SPLENDOUR

Where necessary, I use kits and other items from the vast range of bits and pieces now available and for 'Penmaenpool' I used the nice loading gauge kit, token apparatus kit and interior signal box kit from Ratio, as well as telegraph poles. The seat legs and locomotive and coach lamps were made by Alan Buttler of Modelu. Other items that were bought include the road vehicles

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LEFT: Basing the model on a real location meant that waterlogged land alongside the river, as well as part of the Afon Mawddach itself had to be included.

and I was pleased to get a Ford Anglia, my first car after passing my test. The Bedford OB coach was given to me by Geoff Kent and is the sort that actually would have been seen in the area on sightseeing tours.

The signals were made by Tony Geary. They all combine bits acquired from kits with added

scratchbuilt parts. For the first time ever, I have fully working signals and ground signals. These are operated by servos and switched by levers on the control panel.

Much thought was given to the hillside above the layout, as all the electrics had to be above the baseboard, so this had to be designed to fit over each motor and all the wiring. It also had to be removable to ensure access to everything. There are in fact seven separate scenic sections, which run the length of the layout. One section needs to be lifted out first before the others. MDF was used to make the boxes and then in-filled with insulation material and covered in Woodland Scenics ground cover of various colours.

My trees are Seamoss, sprayed in brown and grey, coated in spray glue and cheap hairspray and then covered in texture, also from Woodland Scenics. I thought about making my trees individually, but when I realised how many would be needed, I decided a quicker way was necessary.

The backscene is plywood, primed and painted using acrylics. Other parts of my layout were painted by an artist, but for 'Penmaenpool', I thought I would have a go myself. If it went pear-shaped, I would have to get someone else to do it properly. However, after making some rough outlines and putting paint to board,

I hopefully have a scene that is convincing. I've asked friends to be quite blunt and tell me if it's rubbish, but so far, no one has! Perhaps they think if they did, they wouldn't be invited back!

how did they do do that?

For the river I considered materials and varnishes I'd used before, but because of its reasonably large area I needed to get it looking good. I experimented with various materials and also did a small test piece using acrylic sheet to see if that would work. I soon realised that this was going to be the best option, so then had to work out how to go about it.

Firstly I created a river bed with a grass and muddy bank. I painted the bed matt black first, followed with browns and dark greens and then put PVA all over and sprinkled on very fine sand, weathering powder and small pieces of slate. This of course obliterated the bits I'd painted, so I shouldn't have bothered!

I wanted the water to look as if it came halfway up the bank and so placed a small wood former around the area for the acrylic sheet to sit on. The bed was constructed as a slope up to this former. My next job was to prepare the clear acrylic sheet, by painting very thin washes of blue, grey and green acrylics and browns on the underside, followed by matt and satin varnish. The top of the sheet was also painted very slightly, but using more varnish.

PVA glue was applied to the formers and the acrylic sheet carefully placed and weighted down. The rest of the bank could now be created, using the same sand, powders and slate, making sure that it looked as if the bank went right through the water. It was really make-or-break time, as I had never tried this method before, but I was pleasantly surprised at the result. The bank itself is made up by tearing up pieces of



An interesting challenge was to model part of the river bank exposed by the falling tide.

insulation board and glueing them down, which leaves rough edges. These were painted in browns, before the final scenic grass was added. More pieces of slate, sand and weathering powder was used to get the desired effect.



12

OPERATING SEQUENCE

My control panel was drawn on a computer and then sent to a sign printer, who printed it onto a thin metal sheet coated with plastic on both sides. I made a wooden surround and drilled holes for switches and the LEDs. The panel has been wired with a connector, so it can be removed if necessary. I was going to make a proper lever frame, but it would have been a bit vulnerable in the place it is situated, so small switches were used instead.

Trains run to a sequence, based on BR period timetables that I've acquired. But, bearing in mind that the service was fairly sparse, I have added a few more moves to make operating sessions more enjoyable. I have a screen to show what the next move is and each page is changed on a laptop. The good thing about this is that the operators never know what their next move is!

Previously I had a card system, which was OK, but it caused some bad moves, because it was possible to get ahead of what was supposed to be happening. John Elliott came up with the screen idea. I had been looking for an alternative to the card system and when I saw him use it on his 'Bradfield Gloucester Square' layout, I realised it was just what I wanted. He came over to see the layout and offered to use my card information to make the sequence for the screens. I have since added

ABOVE: 'Dukedog' No. 9022 waits for the road at one of Tony Geary's handbuilt signals, which combine kit parts with scratchbuilt details.

RIGHT: North Wales is famous for its slate, evidence of which can be seen beyond the railway fence.



13

things to the sequence and made it even better.

Apart from the two-coach shuttle, which works back-and-forth from Barmouth to Dolgelley a few times a day, all other trains are only seen once out and once back. The whole sequence takes approximately six



hours, so if you operate it for a few hours, you won't see the same train again.

This has been a very nice project to make and it gives me enormous enjoyment when operating with others. I would like to give a big thanks to all my friends who helped make 'Penmaenpool' what you see now. There are small details which still need to be added, but it is more or less finished. Of course, 'Penmaenpool' is only one part of the layout, so you may see the rest in **BRM** later when it is finished.

Thanks also to Tony Geary for helping with some of the wiring, making locomotives and stock work better and of course, those lovely semaphore signals.

When I first started the layout, my friend John Bailey helped me enormously with the original wiring, point making, showing me how to make plain track, helping with making the baseboards and various other things, such as making a Comet Models chassis for a GWR 'Manor' 4-6-0. Sadly, he passed away at the beginning of 2015, so he never saw the finished layout. He is greatly missed, but there is a lot of John about, every time I look at 'Penmaenpool'. ■

● Next month in Part 2, Geoff moves on to his speciality, making the layout's stunning buildings.

RIGHT: A BR 4MT 4-6-0 arrives from Ruabon. Note the superb concrete platform and fencing.

BELOW: Ivatt 2MT 2-6-0 No. 46446 works past the hotel with a local train. London Midland Region classes replaced many older ex-GWR types after the line passed from WR to LMR control in 1963.



14

Apart from the two-coach shuttle, which works back-and-forth from Barmouth to Dolgelley a few times a day, all other trains are only seen once out and once back. The whole sequence takes approximately six hours, so if you operate it for a few hours, you won't see the same train again.



15



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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HOW TO...

MAKE A FIR TREE

Making your own trees is a great way to develop your skills and scenic creativity, as **Michael Russell** explains with a 'deluxe' tree for his municipal park diorama.

Fir trees are grown by the million to satisfy the needs of the paper industry and the Christmas tree market; they are also surprisingly common in household gardens and municipal parks. Because their trunks tend to be straight and erect, they are comparatively easy to make in model form. If you are planning to mass produce them, carry out the same step on each tree before you move to the next step. These instructions catalogue the creation of a 'deluxe' detailed tree. You can scale down the instructions to expedite building trees for the back of your layout where less detail is needed. For example, leave out the stages adding artificial hair and bark to the tree to save time and materials. ■



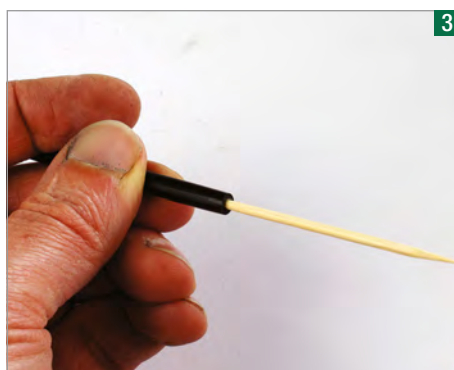
One of my 'deluxe' fir trees in place on the park diorama featured in April 2016 issue of **BRM**. Download it as a digital issue, visit www.pocketmags.com/BRM.



Use a paintbrush for the trunk that is the approximate size of the finished tree. Cheap ones from a pound shop with a plastic or wooden handle will suffice.



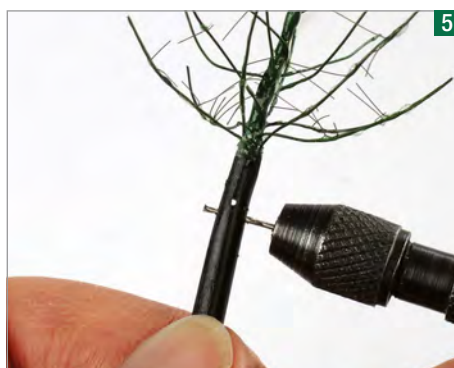
Start by removing the ferrule and bristles with a razor saw. Invest in a mitre box, which will give you a safer, straighter cut.



Drill a 2mm hole and glue in a cocktail stick to use as a handle whilst you work on the tree. You can also retain this as an anchor when planting.



Twist 0.3mm wire to form the apex of the tree and superglue it into another 2mm hole drilled at the other end. Add some glue to stop the wire unravelling.



Start adding branches by drilling 0.6mm holes in the trunk. Drill a hole, turn the trunk through 90 degrees and drill a second just below the first.



Pass three wires through each hole and spread them out in a fan shape that is pleasing to the eye. Fix in place with superglue.



SHOPPING LIST

MATERIALS

- I Paintbrush (trunk)
- I Cocktail stick
- I 0.3mm wire
- I Cyano glue
- I Superglue activator spray
- I Artificial hair
- I PVA glue
- I Acrylic paint
- I Hairspray
- I Static grass fibres
- I Dried tea leaves
- I Wood filler powder (Polyfilla)
- I Enamel paint
- I Matt spray varnish

TOOLS

- I Razor saw
- I Small hand drill
- I Drill bits
- I Wire snips
- I Barber's scissors
- I Mixing dishes
- I Spatula
- I Modellers' paintbrushes
- I Static grass applicator
- I Airbrush

CONTACTS

WOODLAND SCENICS

- A** Bachmann stockists
W www.bachmann.co.uk

NOCH/GAUGEMASTER

- T** 01903 884488
W www.gaugemaster.com

LIFECOLOR PAINTS

- T** 01903 767800
W www.airbrushes.com





Wind artificial hair once round each branch, forming a pattern like a spider's web. Superglue each point of contact and use a spray activator to set the glue.



Now take barber's scissors and snip the hair at the mid-point between each branch. Also trim the needles so that they shorten towards the tip of each branch.



Repeat the last four steps, adding more branches until you have reached the lower reaches of the trunk. By now you should have a dense network of branches.



Now paint on a mix of PVA and filler starting at the top and working down. You can add some suitable acrylic paint to pre-tone the mix if you wish.



Before the bark mix dries, sprinkle on dried tea leaves to give the trunk a more realistic texture. Now leave the tree to dry completely.



Add highlights to the trunk by dry-brushing with a light colour. I used Lifecolor acrylic UA705. Lifecolor paints are available in many shades from airbrushes.com.



To bulk out the twigs, add some static grass. I used Noch 07101 (beige 6mm fibres). Use cheap hairspray as an adhesive and spray from the top or bottom.



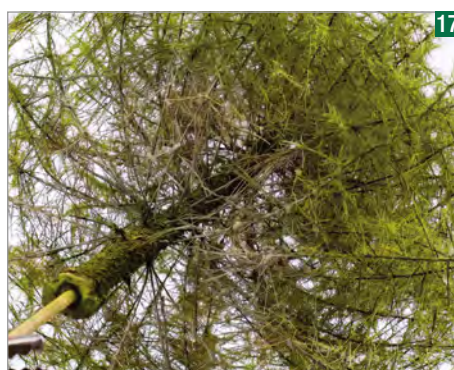
Trim the branches to shape to remove any bits that don't look right and give a better overall shape. Hairdressers' scissors are best for this.



Add the needles. Spray the tree with hairspray (avoiding the trunk) and use static grass and an applicator. I used Jarvis summer mix (JHG2) for my needles.



Tie the colours in with a blast of green from an airbrush. I used Humbrol 150. Concentrate on the trunk and visible branches that the needles haven't covered fully.



The needles on the inside of a tree like this are mostly dead. Spray a light brown colour up the centre of the tree to represent these. I used Humbrol No. 250.



Seal the tree by spraying all over with a generous coat of matt varnish. This will keep the needles and static grass fibres in place.

MICHAEL'S 6 TOP TIPS FOR ABOREAL SUCCESS

- 1** When adding static grass to a tree, do so in front of a window. The light will show up the fibres as they fall so you get some idea of the coverage
- 2** Britain is a damp place and branches and trunks are a darker green than you probably realise
- 3** My bark mix is made from PVA glue and wood filler such as Polyfilla. Add sufficient filler to the glue so that the mix doesn't run when you apply it to the model
- 4** Ensure that you have excellent light for your modelling. Work next to a window, in a conservatory or a greenhouse. If the weather is decent then take your modelling outside
- 5** Ensure there is adequate ventilation. Place any items that are drying in another room so you reduce your exposure to fumes
- 6** Model trees will acquire dust and are difficult to clean. Cover your layout with a sheet when it's not in use.



White Rose Modelworks
Manufacturing Baseboards of Distinction

KITS FOR QUICK AND EASY TREES

If you're just getting started in scenic modelling, Woodland Scenics produces 'learning kits' which can help you develop various skills, including the making of trees. As well as being relatively simple, these kits offer a cost-effective and quick way to produce large numbers of trees. Ben Jones used pack TR1113, Realistic Tree Kit, which contains 24 coniferous tree armatures and a bag of dark green clump foliage. The process is as follows, or see brmm.ag/WoodlandScenics for a short video clip.

1 The plastic armatures need toning down. Spray with brown and grey aerosols, followed by a coat of matt varnish

2 Twist the armatures to spread out the branches

3 Coat the branches in PVA glue and leave for 15 minutes until the glue becomes tacky

4 Put all the clumping foliage in a bowl and simply dip in your tacky tree armature. On removal, you will have a tree!

5 Shake off any excess, or add more foliage and finish off with a sprinkle of WS 'fine turf' to vary the colour and texture.



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North Yorkshire

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PART TWO

MAKE A DIORAMA MORE REALISTIC

SHOPPING LIST

BUILDINGS

- Wills SSM300, SSM311 and SSM310 modern building kits
- Gaugemaster GM406 Locomotive Depot
- Hornby R180 and R189 Bridges

DETAILS

- Ratio 514 Pallets, Sacks & Barrels
- Modelrailwayscenery.com LX015-00 Planters, LX016-00 Greenhouse and Coldframes, LX070-00 Tables & Chairs, OO-TE-110 Garden Shed
- Kytes Lights 10 ultra-bright 1.8mm LEDs, Belisha Beacon kit, Nano orange LEDs, LED Stainless steel Modern lights, 1000MA regulated power supply, Copper tape, Superchip + Speed Controller

Phil Parker continues the build of his contemporary retail park, altering plastic building kits and adding lighting effects.

I doubt anyone reading this magazine hasn't been to an out of town retail park. Last month, I started building a retail park diorama for a Faller roadway system. This time I'm building the park buildings and lighting them to create a night time scene.

Familiarity can make spotting details difficult. It's tempting to think all retail park buildings are identical, but they aren't. Designs vary, but most are based around a similar theme - bricks for the first floor, interrupted by large windows and pale grey metalwork. We can use most 'tin shed' style buildings as the basis for our model. There's no need to worry about regional style variation either as bricks are shipped nationwide.

A feature common to all is a tall entrance sign advertising the stores. At the top is usually the park's name - a chance to incorporate the name of your layout.

For the buildings, I'm using the new 'Wills Modern' range of adaptable kits. They're ideal to produce a retail outlet, industrial

unit or distribution centre by adapting them or adding extra kits. A row of identical buildings is often prototypical but not interesting, so I've 'kitbashed' the Gaugemaster modern engine shed to become a DIY store.

Faller's moving white van that I installed last month needs an off-stage area to hide the fact it's running in an oval circuit, so I've made it pass underneath a viaduct where it remains hidden from view. Rather than build a viaduct kit, I've picked up an earlier Hornby ready-to-use structure.

Once I started looking closely at retail parks, it was apparent how much small detail we take for granted. Every time you walk into a DIY store there are offers to tempt you - for these, modern laser-cut and etched kits help - take a look at this month's DVD.

Modern architecture is often ignored by railway modellers who prefer older buildings, but many retail parks and supermarkets have been built on former railway land, backing onto main lines still used. To the modern railway modeller, they're important. ■



CONTACTS

MODEL RAILWAY SCENERY

W www.modelrailwayscenery.com

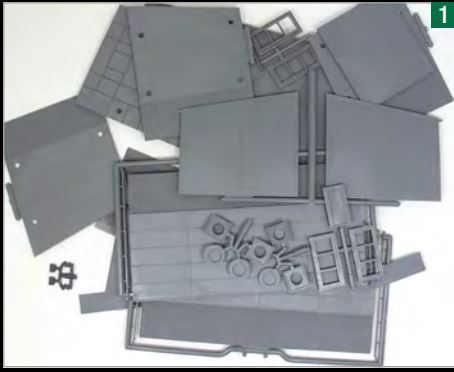
KYTES LIGHTS

W www.kyteslights.com

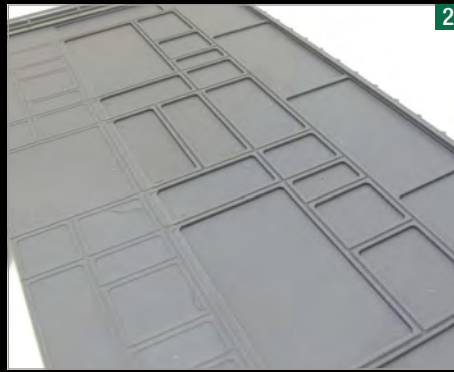
GAUGEMASTER

W www.gaugemaster.com

Shopping centres on former railway property aren't exciting, but they are a common sight. Once you start looking at the details, there's a lot to discover and they can make interesting models.



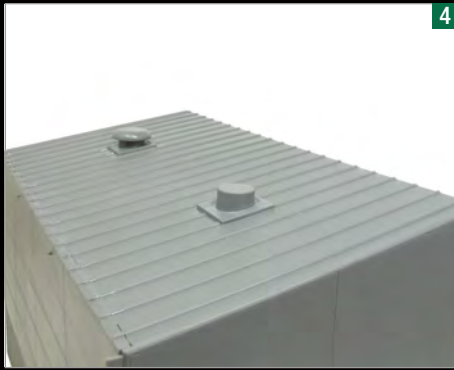
Wills new range of modern buildings are designed to be used as industrial units or retail shops. Builders have the option of a half relief or full model from the same kit.



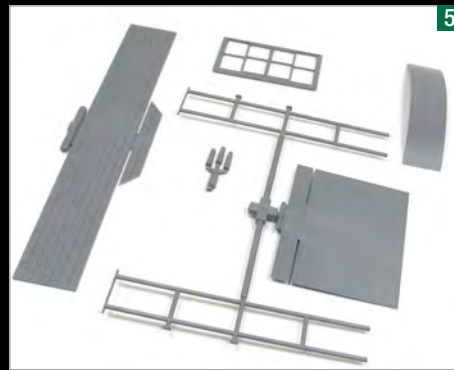
On the back of each wall are guides for door and window cutouts depending on the configuration required. A few passes of a sharp knife is enough for a neat opening.



The brickwork lines up well, but the thicker plastic of the upper level doesn't fit so well. It'll be hidden behind the drain pipes.



The roof vents are in two parts and slope so the tops are level. It's a pretty gentle effect, so avoid putting them on back to front - it wouldn't be hard.



Entrance kits are sold separately. This is the Retail Frontage Kit (SSM311) also from Wills, which includes the front door and pavement.



Once built, the entrance fits to the building front but is left loose for painting. The insides of the tubular supports will be inaccessible once fitted.



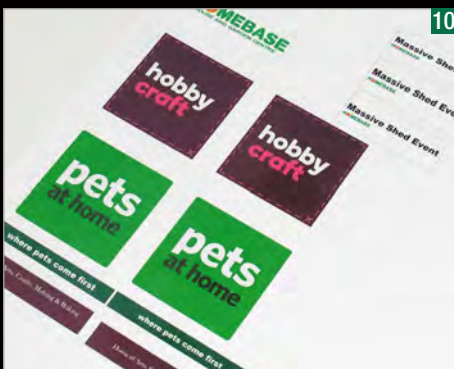
I usually paint brickwork with a mortar colour, then use pencil crayons on the brick faces. This hasn't worked so well because of the depth of the mouldings.



As the mortar lines are very deep, I'm painting the brick faces with Humbrol No. 70 and once dry, wiping ready-mixed DIY wall filler over the surface.



A piece of sponge is used to scrub the brick faces clean while the filler is still wet. Working on small areas at a time is essential, especially on a warm day.



Modern shop signs are printed from the internet. I use photo paper for a smooth finish. Thin coats of satin varnish are sprayed over the print using an aerosol.



Metal areas are sprayed with Humbrol No. 64 and satin varnish. Bollards are included in the entrance pack, but retail parks have plenty, so more would be useful.

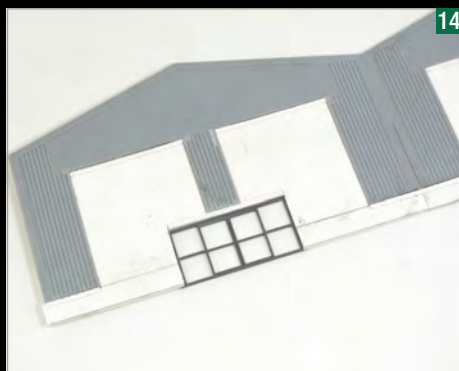


The Fordhampton locomotive depot from Gaugemaster is based on a metal-clad shed and has potential for conversion to non-railway structures too.

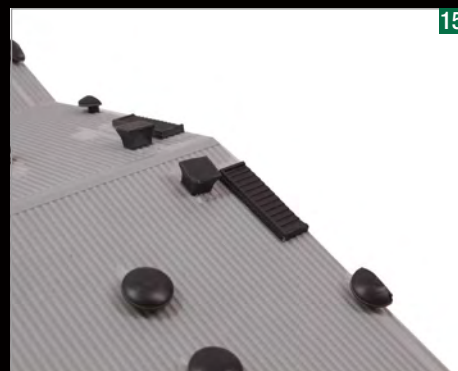
PRACTICAL BRM | WORKING FEATURES | 4mm Scale



The kit includes an ingenious opening door mechanism which isn't required, so the projections on the back are removed with electrical cutters and emery paper.



The ends are fixed on a sheet of 2mm plastic sheet. Embossed brick is added to match the building sides. Doors are part of the Wills SM310 Supermarket Frontage Kit.



Each roof moulding is cut in half with a sharp knife. They are covered with many vents and some need to be cut with a fine saw as they fit along the cut line.



To fit the building, projections are trimmed from the back edge of the frontage which makes into the sort of store entrance we're familiar with.



Entrances are always filled with 'bargains', so bags of compost are made from a Ratio pallets, sacks and barrels kit. Blobs of bright colours look OK and are quick to paint.



Laser-cut furniture from modelrailwayscenery.com is quick to assemble. Close-up photographs are cruel - the table is the same size as a 5p coin!



Outside is a 4Ground laser-cut shed. The greenhouse, cold frame and planters are from modelrailwayscenery.com. See how I made the Scale Link ferns on the DVD.



The R180 and R189 viaduct and brick bridge have been in the Hornby range since Tri-ang days and bargains can be found languishing in secondhand boxes at shows.



To bridge the road, the R499 River Bridge offers a wider span. The surface represents rendered cement rather than brickwork to match the others.



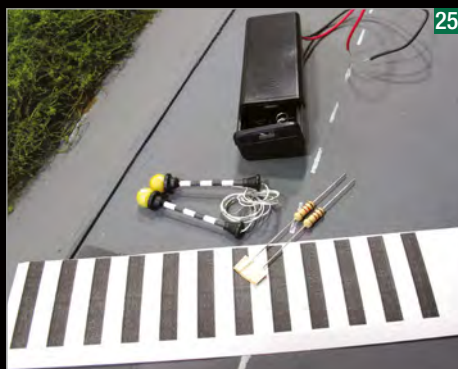
Downlighters are Kytes 1.8mm ultra-bright LEDs. Bend the connections carefully, gripping the metal with thin pliers just behind the plastic. A dot of superglue fixes them in place.



To add a backscene, I'm using Deluxe Materials' View Glue Backscene adhesive. It's formula creates a wrinkle and tear free application for papers and laminates.

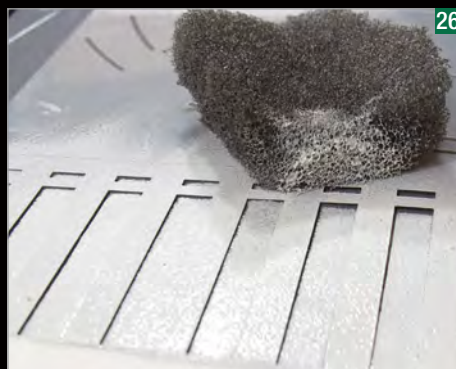


Brush the glue onto the back of paper. It dries quickly - a second pair of hands are useful to position the paper on the backboard. See this backscene on next month's DVD.



25

Kytes Lights Belisha Beacons are supplied ready to use with a battery box, resistors and self-adhesive zebra crossing.



26

To match the other road markings, I'm using stencils. The paint on these lasts longer than other markings, so I'm using a mix of Humbrol pale grey and white.



27

Adding lights to road vehicles requires something really tiny. These nano LEDs from Kytes are only 1.6mm long. Fortunately they are supplied pre-wired.



28

New holes are drilled so that each nano LED can poke through the roof and into the light bar. Make sure the light is directed to the sides of the van and glue into place.



30

Gentle twisting will remove the arm from a couple of lights and these are pushed into holes drilled in the baseboard at an angle to act as uplighters for the entrance sign.

entrance sign

To make a retail park entrance sign is a scratch-building task. A hole for 2.5mm diameter plastic tube is drilled in wood to support the plastic structure as it's built. The sign is sprayed with Humbrol 64, signs fitted followed by a coat of satin varnish. The base is covered with gravel, or Chincilla sand on the model.



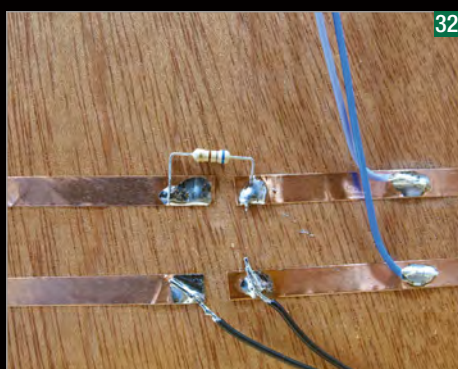
29

I've set the lights for the retail park lower than the street lights which are sold in packs of ten. The latter have the round top removed and are painted grey.



31

I'm using a separate supply which has been set to 3V. Protective resistors are fitted for safety reasons but this isn't essential at this voltage.



32

Two lines are required, positive and negative. A 680ohm resistor is soldered across a break to protect from high voltages. Tape is used where lines cross.



33

Flashing lights on the breakdown van and car are controlled by a superchip. Power feeds in on the left and the chip handles the flashing via the outputs along the top.



34

With the diorama now complete, the lights can be dimmed and the diorama shown to its full potential. See it in action on next month's DVD.

Faller Car System is an excellent innovation that adds interest to a Model Railway. The rechargeable vehicles add the novelty of moving traffic to your layout, following guide wires in the road. Additional items such as automated traffic lights bring an extra dimension of realism.

STARTER SETS



The Starter Sets come with everything you need to add Car System to your layout, including a vehicle, charger, under-road wire (10m), roadway filler and paint, as well as guard rails and street markings. This set is especially useful, as the blank truck can be decorated in any company branding you wish.

FA161505 (OO/HO) Car System - MAN Truck Starter Set



This Starter Set allows you to add a delivery driver on their rounds to your layout. DHL deliver all around the world, so suitable for any HO/OO layout be it Britain, the USA or Europe. The contents of this set are the same as the set to the left.

FA161607 (OO/HO) Car System - DHL Starter Set

SINGLE VEHICLES

Add extra vehicles to your Car System layout. Below are just a small sample of available items.



FA161592 (OO/HO)
Car System - MB Atego
04 FedEx Lorry



FA161556 (OO/HO)
Car System - MB Citaro
City Bus



FA161536 (OO/HO)
Car System - Massey
Ferguson Tractor with
Trailer



FA162051 (N)
Car System - LKW MB SK
Shenker Van

COMPONENTS

Add working bus stops, traffic lights, even a speed camera to your layout with these sets.



FA161653 (OO/HO)
FA162067 (N)
Car System - Bus Stop Set
The bus pulls off the road, and then re-joins the traffic flow automatically.



FA161656 (OO/HO)
FA162056 (N)
Car System - 2 Traffic Lights
Use with Traffic Light Control FA161654 to synchronise sets of traffic lights.



FA161666 (OO/HO/N)
Car System - Speed Camera
When a vehicle passes the sensor the bright LED flashes.

TRAFFIC CONTROL



The Traffic Control Module allows you to simulate nearly every kind of traffic situation, and will work with all Car System components. These elements can be controlled by one of 15 different programmes, with activation times changed accordingly.

FA161651
Traffic Control Module

LASER STREET



Laser Street is an innovative modular system allowing you to build Car System layouts. It takes the hard work out of laying the guide wire, with cut outs for the various components. There are many sets available but the basic set is the best place to start.

FA161900 (OO/HO)
FA162100 (N)
Laser-Street Basic Elements

Faller products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

GAUGEMASTER Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com

PART SIX

A WAGON IN EVERY SCALE

Phil Parker continues his wagon building quest with a 7mm:1ft scale kit of BR's most numerous standard wagon.



SHOPPING LIST

KIT

I Peco W607 BR 16t mineral wagon
W www.peco-uk.com

As my series on wagon building arrives at 7mm scale, I was looking forward to building a kit I'd had my eye on for many years. While the prototype, a diagram 1/102 16 ton mineral, may be as humble as they come, Peco's Wonderful Wagon kit has a couple of features that distinguishes it from others.

The axleboxes are all sprung. Keeping all the wheels on the track isn't uncommon, but adding springs is rarer. The larger scale means that model springs perform the same job as those on the prototype. All the wagon doors are designed

to open - it's a gimmick, but I've always been a sucker for such things.

The kit is very good - part fit is excellent and the model looks the part. If you're in a hurry and glue the doors, an evening will see it assembled. Another to paint it and apply transfers, a third to weather it and the job is done.

The extra complexity results in a more detailed model which is easier to see on a layout. This scale is often described as like watching trains from the lineside whereas 4mm is like watching from the other side of a field.

Wagons in O gauge have a presence and weight you don't get in 4mm. They roll properly, especially if extra weight is tucked away underneath, something that is certainly easier to achieve in the larger size.

A OO gauge Parkside Dundas kit costs £8.25, the Peco O gauge version £39.56 - nearly five times the price. Fans will point out you need less rolling stock to create the same effect, but it depends on your layout. As with many scales, O gauge can be addictive. A wagon built for fun can lead to another, until a modestly priced locomotive is released and before you know it, you're hooked. ■

This is a great looking model. I'd love to pose it with the doors open in the yard of a country station.

PRACTICAL BRM | WAGON BUILDING | O Gauge



Most components are in injection-moulded plastic apart from the metal wheels and bearings. The axlebox and spring assemblies are rubber to provide working springs.



Despite being invisible in normal viewing, bracing girders are fitted under the floor. Those on the prototype would extend to the solebars. Pegs in the floor aid positioning.



Handles are bent to match a plan in the instructions, then fitted to 0.5mm holes - not 0.58mm as suggested. Make them too long, then cut flush on the back of the door.



Sides are fitted with the vertical supports aligned with the lugs sticking out from the sides of the floor. Use a good adhesive such as Deluxe Materials 'Plastic Magic'.



It's not clear which way around each side is fitted, but if you look inside there is a pair of indentations which the joining piece above the side door fits into.



Door hinges fit under the floor. Test fit the doors, but don't assemble the hinges at this stage. In smaller scales the top edging strip is solid, unlike the prototype.



Fit the more open W-irons and add them to the solebars using the pips for positioning. Solebars fit into a slot in the floor. Ensure they don't interfere with the bufferbeam.



Axleboxes are slotted in and rotated to the correct position. Each end of the spring locates in a pocket in the hangers on the solebar. The axlebox should move freely.



I might have been unlucky but some of the steel treads weren't properly seated on the wheels. They are a push fit, so I removed each one, and superglued them into place.



Brake safety loops are fine pieces of metal but the moulded ones look too chunky. Scraping and sanding thinned them, but replacement strips of metal are better.



Brake gear is held with drops of liquid glue. The ratchet attaches to the solebar and W-iron. Removing the axlebox prevents glue sticking any parts that need to move.



The model is sprayed with Humbrol No. 64 enamel. Doors and hinged parts are painted separately. The black chassis parts were hand painted to avoid masking.



When the paint has hardened, fit the doors and hinges, assembled with superglue applied via a pin. It's possible to attach the parts and keep the glue from moving parts.



Buffer heads are inserted into the shanks, with the brass collars superglued. A length of wire is fed through the hook and sits at the rear of the buffers to act as springs.



Transfers: make sure the diagonal line is at the door end on both sides. Several different numbers are supplied - B34085 was identified on as being identical to the model.



Wagons with sprung axleboxes need weight to put the springs under tension. Fit lead into any crevices with superglue. The plastic kit will run better after this.



All black parts are dry-brushed with Humbrol No. 67 grey. The inside is dry-brushed with Gunmetal (53) and Rust (113) with a stiff brush, finished off with Railmatch black.



Make an uncoupling tool from 0.9mm brass wire taped to the side of a small torch. With a comfortable handle and light you can see in the shadows between wagons.

ask the expert

Q Is there a recommended way to apply the transfers?

A The kit is supplied with Pressfix transfers, not waterslide ones as mentioned in the instructions. The method used to apply them is very different from waterslide and in my opinion, not as easy. However, the lack of carrier film allows the modeller to use them on matt painted surfaces without any unsightly silver sheen around the edges.



Cut through the transfer film as close to the marking you wish to use. Then peel it away from the paper backing. Place the transfer in position and press it firmly once happy. Check this from several angles as once fixed these can't be moved. Wet the carrier film with clean water. After a couple of minutes, this will lift and can be removed leaving the transfer in position.

back story: O gauge

Until the First World War, Gauge 1 (1:32) was the most popular scale for railway modelling in the UK. Post-conflict, anti-German feeling made imports of brands such as Maerklin unpopular, leaving the door open for domestic manufacturers. The best known of these was Meccano. Producing under the Hornby brand name, it felt that a smaller scale would have greater commercial appeal and so worked in O gauge, with a track gauge of 1 1/4 in (32mm).

During the inter-war years, O gauge held the mantle of most popular scale with notable manufacturers such as Exley, Bond's and Leeds Model Company. Many considered it the smallest practical scale, but after another war, the reduction in house sizes and greater interest in modelmaking saw smaller scales take over, principally OO, thanks to Hornby and Tri-ang.

During the post-war period, stocks of secondhand items kept the scale alive but by the late-1950s, there was very little in production and the scale was rapidly becoming the preserve of a few skilled modellers who could work with the limited trade support. Letters appeared in the model press urging those still interested to band

together and Harold Bower organised the first meeting in Euston Square, London creating the Gauge O Guild in August 1956.

From there, things started to improve. One of the first actions was to persuade Bond's to make a new mould for rail chairs - sales of over a million in a year showed there was still a market.

Ready-to-run reappeared in 1966 with Triang's 'Big Big' model range. Some, such as the Hymek (marketed as the 'Blue Flyer'), Mk 1 coaches and a mineral wagon are still in demand today. Sadly, the range was discontinued in 1972. Just as Tri-ang was leaving the market, Lima entered it with a small range of models.

By the late-1990s and early-2000s, etched kits were making a big impact on the scale with ever greater numbers of manufacturers showing an interest. Besides numerous cottage industries, Bachmann Brassworks introduced accurate RTR stock, albeit unpainted. More recently, Ixion, Minerva and Heljan have produced a new generation of RTR items. In its 60th year, the Gauge O Guild publishes four 'Gazettes' a year and organises excellent scale-specific shows around the country.

W www.gauge0guild.com

WELBY LANE

Mark Pearson's unique layout is inspired by the BR Railway Technical Centre test tracks at Old Dalby and Mickleover in the 1970s and 1980s.



RTC

1

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO

SIZE: 15ft by 2ft

ERA/REGION: Early-1970s to mid-1980s

LOCATION: BR London Midland Region, Leicestershire

LAYOUT TYPE: Fiddleyard to test centre

POWER & CONTROL: Lenz DCC

PHOTOGRAPHY: Nigel Burkin



With a deep interest in the RTC and its operations, Mark has made models of most of the famous red and blue test vehicles, by kit-bashing and modifying RTR vehicles. He then needed somewhere to display the collection, and 'Welby Lane' was born. 'Baby Deltic' D5901 and former Cravens parcels railcar *Hydra* give a 1970s feel to this view.

Like many readers, I guess my interest in railways started at an early age with a secondhand Tri-ang-Hornby train set. It progressed on boards around bedrooms and spare rooms of the house, even in the garden and loft, constantly changing to suit an ever-increasing and varied collection of models. In my case it was the modern diesels and electrics that seemed to intrigue me more - the 'Blue Pullman', DMUs and EMUs and later the HST and Hornby's revolutionary APT.

Then came the repairing of the elderly Tri-ang items, buying cheap secondhand donors to keep cherished locomotives running, sometimes even experimenting with different power units under existing bodies. I had also taken an interest in painting, detailing and adapting RTR items and made some pretty poor early attempts at kitbuilding. I also dabbled with the Zero 1 control system in the 1980s; life is a continual learning curve and that brings me to where I am in the hobby today.

Growing up in Derbyshire, I was used to seeing endless coal trains ply the Erewash Valley. Visits with my dad to nearby Toton enabled me to see all the main locomotive classes of the day, but the thing that sticks in my mind from catching trains or spotting at Derby was looking across at the row of strange looking red and blue coaches and vehicles I could not identify.

Sometimes these would be propelled into the station and then disappear a little later. Much later in my working life, I had a job that brought regular car journeys down the A606 Nottingham to Melton Mowbray road. This offered some good views of the Old Dalby test track, and sometimes a detour to the RTC's site to see what was happening! These experiences set the scene for what has now become 'Welby Lane'.

SITE VISIT

Assuming the facility had been built in the early-1970s we now see 'Welby Lane' playing host to an ever-growing fleet of RTC locomotives, test coaches, experimental wagons, DMUs and revenue-earning locomotives under evaluation or providing motive power for test trains. We get a glimpse into the future of BR with the prototype High Speed Diesel Train (HSDT), APT-POP train and APT-E visiting the depot during tests.

At one end we have the servicing, fuelling and hard standing areas, running into a single track headshunt under the lane that provides access to a business park development. Here we approach the junction where the test track and main line connection divide, the latter running off to the left where a section of AC overhead catenary is in the process of being erected. We pass through a short tunnel, guarded by one lonely signal that protects access to the main line, controlled from the powerbox at Trent Junction. Welby's signalbox lies disused and soon to be demolished.

The spur to the right accesses the old quarry





back story Welby Lane

In the 1970s, BR's newly formed Research Department at Derby had acquired the Old Dalby and Mickleover test tracks for ongoing development projects. Both used parts of lines closed in the mid to late-1960s as the network was rationalised. However it soon became apparent that continual journeys back-and-forth to Derby for servicing and repairs were becoming uneconomical so an evaluation was made of the former Waltham goods line just off the branch to Old Dalby at Asfordby to see if the area could be used as a servicing facility. With an area of a local quarry reception sidings lying disused it seemed a perfect solution to the RTC's needs, giving direct access to the test track at Old Dalby and the main line at Melton Mowbray. Sadly, it never materialised. The spur off the current test track at Asfordby (currently being used to test London Underground S Stock and Class 800/801 IEP pre-series sets) still exists but runs into a business park now situated there. There is a real Welby Lane in Melton Mowbray, that, if you follow far enough will bring you to the Business Park and to the area on which the layout is based.

ABOVE: Once the production fleet of HSTs was in service, the prototype train was disbanded and the power cars were used by the RTC to provide traction for APT test trains.

reception sidings now providing useful siding and storage space for the RTC, plus a new APT test house, workshop and a prefabricated office block with much needed staff facilities.

The layout measures just over 15ft long by a maximum 2ft wide and was built in two halves some years apart. The first half was originally intended as a Western Region diesel shed built to experiment with DCC, Code 75 track and slow action point motors. Its builder moved house and changed to O gauge at the same time so a new owner was required. With the looming release of Rapido's APT-E (see **BRM** May 2016) and an urge to present something different on the exhibition circuit 'Welby Lane RTC' was born. However very quickly I decided that it needed to be longer as the original shed layout was only 8ft long, including the fiddleyard!

Having designed a simple and logical trackplan for the extension, work got under way to remove the existing fiddleyard and lay the junction point. Trackwork on the new section is SMP finescale Code 75 with Peco Code 75 points, as I yet have not ventured into the world of DIY track building!

With careful ballasting and weathering the result looks good and it all works with proprietary points. All trackwork on the original section is Peco. There is one section of concrete sectioned track on the main test line, laid in readiness for the APT-E test project that is coming! The lone twin-aspect signal is controlled

Growing up in Derbyshire I was used to seeing endless coal trains, but what sticks in my mind are the strange red and blue vehicles at Derby that I couldn't identify at the time.



3

Although it looks like an EMU car, RDB 975076 Auto Trailer was an ex-Mk 1 BSK converted as a driving trailer for the well-known Tribometer train of the 1970s/80s.



4

Tribometer wheel-rail interface vehicle 999900.



5

Scratchbuilt Laboratory 25 *Decapod*, used to test continuous welded rail, and Mk 1 OHLE test car Laboratory 6 *Prometheus*.



6

APT development train Laboratory 8 *Pilot*.



7

High Speed Freight Vehicle (HSFV) prototype RDB 511023, which later played a major role in the development of 'Pacer' railbuses.



8

With a 3-D printed body on a modified Tri-ang 'Trestrol' wagon, Track Research Laboratory *Cyclops*.



by a simple two-way switch, operated by the relevant operator. Lighting is a recent addition, from a variety of sources. Some buildings have lighting, with others still to do. All lights are powered by a standard 12V DC supply. Four lighting poles with IKEA spotlights create subtle lighting - required in many exhibition halls.

SCENIC MODELLING

I'm quite old fashioned in my approach to the basic scenery. There's nothing more advanced than carpet underfelt or hanging basket material cut, pulled, teased and stretched onto a base of pre-formed polystyrene formers or plaster bandage. Once the contours are satisfactory, the felt is treated to a wash of diluted PVA, water-based paints to vary the base colour and then liberal amounts of colour and grades of flock or powders to create the desired effect. Various shades of spray paint are then used to darken areas around posts, drains and bridges. Following all this is a good dowsing of nasty gooey hairspray. The cheaper and nastier it is the better it sticks! All this needs to be done in a well-ventilated area. My neighbours must think model railways are a convenient cover story when I come out of my shed with bright red eyes, gasping for air!

Roads and hard-standing areas are a mix of PVA, grey paints, fine sand and powdered wall filler, mixed in an old bowl. The PVA acts as a flexible additive to prevent cracking as it dries.

Opposite the office block is the guard dog security pen and kennel. The guard dog at Mickleover was a fierce animal, guarding the RTC's latest projects with a 'no surrender' policy. Not even sausages or corned beef sandwiches would quieten it down! The pen is on a paved plastic card base with S Kits' etched security fencing and painted whitemetal German Shepherd dog, with a kennel made from a Monopoly board game

RIGHT: The most recent addition to Mark's fleet is a Rapido/NRM APT-E set, which looks perfectly at home in its test house, alongside Metrovick Co-Bo S15705, which was briefly part of the RTC fleet in the 1970s.

plastic house.

All road vehicles have been weathered or altered, some with just a subtle twist of the front wheels.

UNIQUE FLEET

This section could provide several articles in its own right and with the editor's permission I will prepare some articles covering some of the conversions, kits and scratchbuilt items that make up my RTC test fleet.

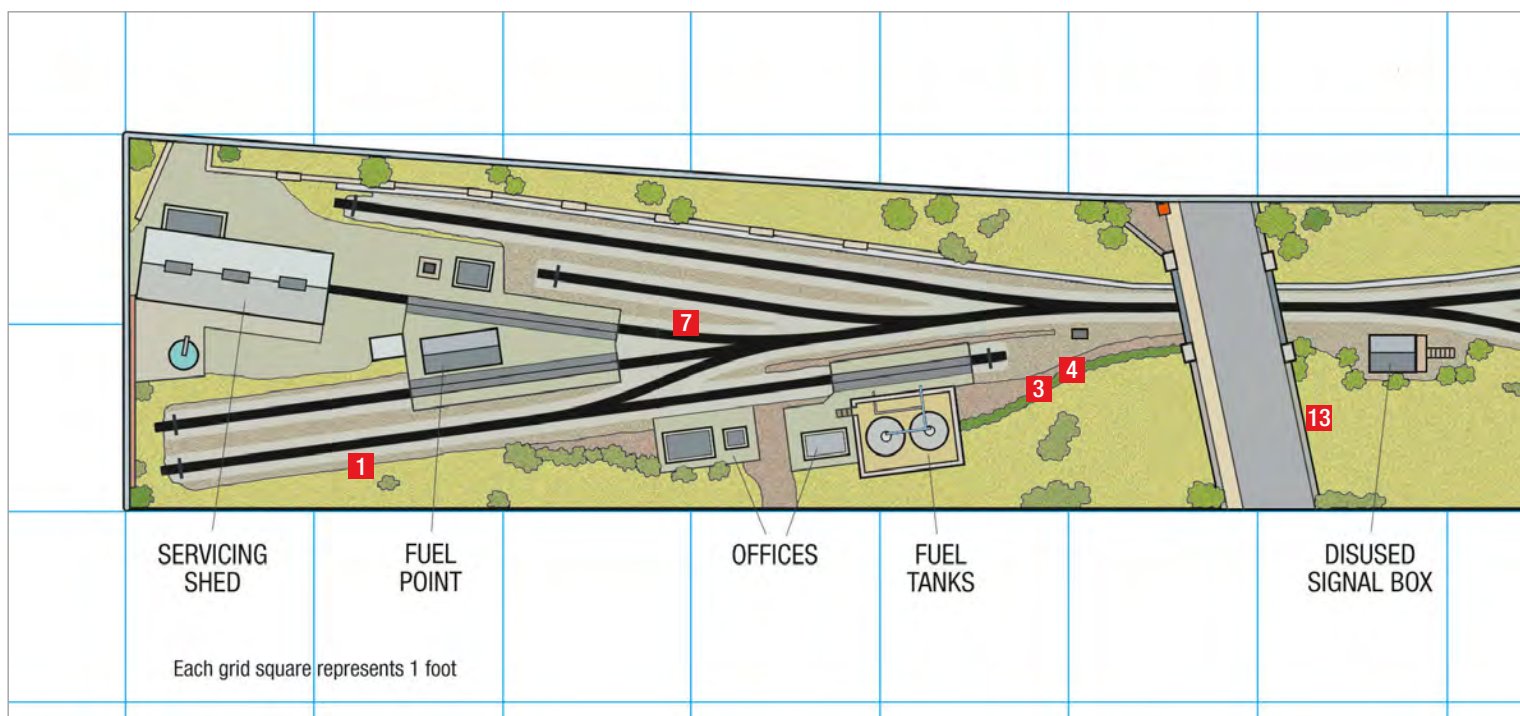
Locomotives and rolling stock are a mixture of ready-to-run (RTR) Heljan, Bachmann and Hornby, converted RTR and kit-built items plus some 3-D printed and scratchbuilt models.

All locomotives have been detailed, weathered, crews fitted and DCC sound installed. DCC sounds have been sourced from Howes and Legomanbiffo. Using different suppliers can mean two locomotives of the same class sounding quite distinct - just like the prototype. I must apologise to Bryan Robertson, my 'sound guy', as I must be quite a pain, asking for sound files for oddball machines such as LEV1 and *Iris*. Surprisingly I have not stumped him yet!

Pride of the fleet must be RTC Class 46 97403 *Ixion* in its striking livery. A greatly modified Bachmann ModelZone limited edition, collectors should not read any further as this model has had the roof panels altered, side and nose end conduit strips and many other various details removed or added as per prototype.

LEV 1, the experimental Leyland railbus, started life as a Hornby 'Pacer' with chassis shortened and narrowed, Class 142 sides mated to EFE Leyland National Mk 1 roofs and ends. It was certainly not an easy job! Suffice to say the parts are on the bench for LEV3 (R3) so I must be a sucker for punishment.

Metrovick Co-Bo S15705 and 'Baby Deltic' D5901

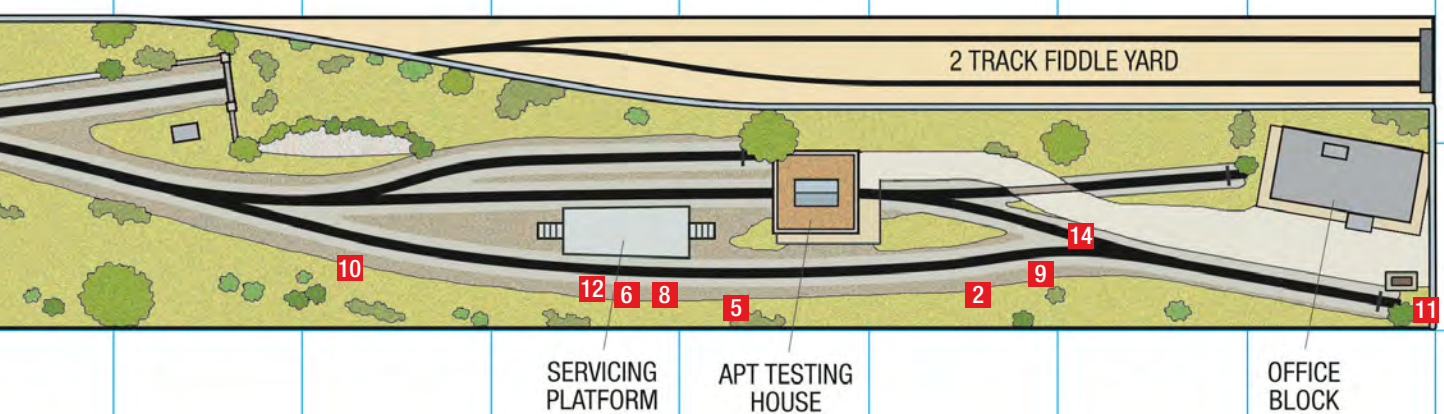




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TRACKPLAN WELBY LANE

Carroll Brown





Ask the expert

Q How is the layout controlled and were any complex electrical systems needed to operate aspects such as the point motors and signalling?

A Having progressed through DC control and dabbled with Zero 1 in the 1980s, DCC was a natural progression. The Lenz system is standard for our group's exhibition layouts. It's not without its faults but it's a pretty robust system and is fairly user friendly. A standard Lenz T150 transformer runs via the 'main memory' box, out via an Expressnet connection to enable twin operator running.

The original points have Cobalt slow action motors which are reliable if run at 9V DC. Running on 12V DC they seem, after a while to develop a clicking noise. After careful examination by our resident track and electrical expert this was identified as a wearing plastic cog.

Reducing the voltage appears to reduce the risk of wear.

Motors on the newer section are by Traintronics; again not without their problems and they will be replaced by Cobalts. A lonely SEEP motor powers the fiddleyard point, which is out of sight and doesn't require a slow action motor. In true RTC style there is one oddball point motor on the layout, a Fulgurex unit. At the 11th hour before a show, it was the only type available to replace a failed motor!

There are two simple control panels for each end of the layout. Point control is by two-way switches on a schematic diagram. Inter-board connections are much simpler with DCC with less wiring. Simple chocolate block type male/female connectors are used, suitably stored away underneath for transportation, so it is just a simple 'plug in' job when the layout is assembled. Using a main bus wire system and tapping off to each individual track section eliminates the need to rely on rail joiners and point blades and greatly improves the reliability of any layout.

Over the years, experience has taught me that you can never carry enough spares; light bulbs, point motors and the like. For ease of interchange all wiring is colour coded, the point motors are 'pluggable' with chocolate blocks and there is even an emergency point electrical supply back up system if one of the main transformers go 'pop' at a show!

ABOVE Probably the best known member of the RTC fleet, 97201 *Experiment*, rests alongside LEV1 with acoustic test car *Wren* and a prototype HST power car in the background.

RIGHT: None shall pass: Welby Lane's security guard and his dog mean that we can't go any further today. Derby Lightweight railcar *Iris* and *Cyclops* can be seen in the foreground, with LEV1 and *Ixion* behind.

are weathered and reworked Heljan items. The biggest change to the latter is the opening up of the four-character headcode panels; as supplied they are too narrow.

It is hoped eventually that the entire RTC fleet will be modelled, but this could take some time. At this point I must add that all the models are researched from as many photographs as can be sourced. RTC vehicles were modified and adapted for particular experiments so the subject matter can be different from one photograph to another, even when taken only a few months apart. With that in mind I have adopted an approach of 'on this day and date, this vehicle looked like this'.

ModelZone's series of RTC limited editions forms the basis of the coaching stock fleet - suitably modified where required.

Test Car 10 is a modified Lima Mk 3 TSO and *Cyclops* is a 3-D printed body from Shapeways. It was quite basic and needed a fair bit of work to complete. But this technology is certainly the way forward for obtaining strange items that will never likely be produced as RTR models.

The three-coach Tribometer Train set consists of three heavily modified Bachmann models; two Mk 1 coaches, one with a driving cab end added, and a COV-AB van with a rebuilt underframe, suspension and gangways.

Whilst not shy about repainting models, I must confess to some laziness, especially if trying to get several models finished for show deadlines. Therefore, thanks go to Lee Edmondson of Lee's Locos for his excellent resprays and his patience especially when applying the lining. Again, photographic evidence is key - livery, lettering and detail differences can vary so much and were sometimes different on each side of the same coach.

DMUs are either Silver Fox resin bodies on RTR chassis, or modified and repainted RTR models as applicable. As well as the RTC's own fleet there are some of the early classes of 'Sprinters' on test as they appeared on the Mickleover test track in the mid-1980s. The volume of photographic material collected showing various BR classes on acceptance testing means the workshop will be busy for a while yet!

CROWD PLEASERS

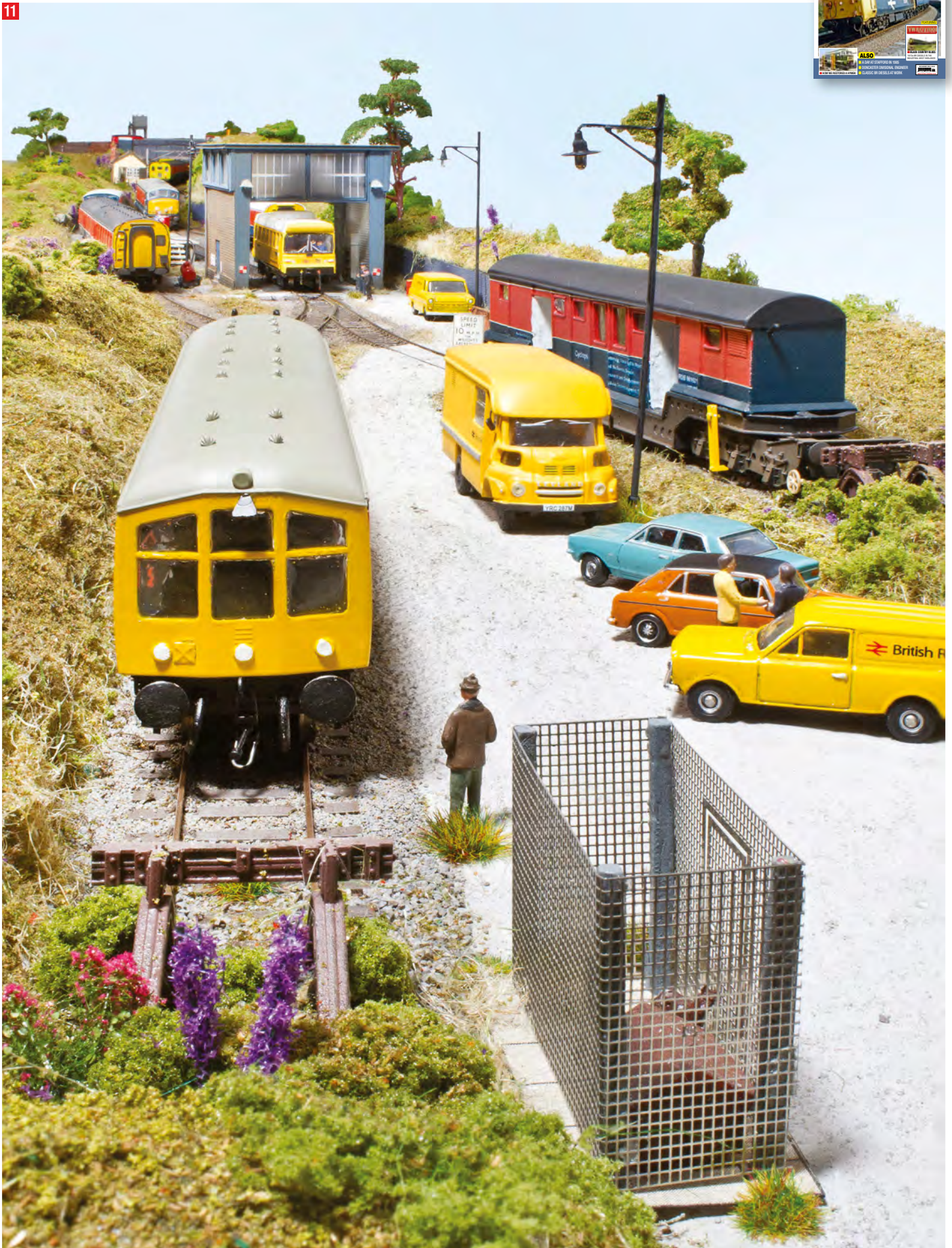
This is a matter close to my heart. People pay their hard earned money to attend shows and expect to see trains running. Exhibiting is a form of entertainment and all too often I see high-quality layouts running to a 1953 Sunday timetable, and people stream away as the next train is not due for another 20 minutes. You will see plenty of action on 'Welby Lane'; RTC test tracks were never that busy, but on this day, this one is!

I try to keep the stock on view in period as much as possible, starting in the early-1970s and moving through the day to the late-1980s/early-1990s where my time machine stops. Some of the stock can overlap, and some items like *Cyclops* can be seen dumped in the yard later in the day awaiting disposal.

I have the benefit of a great bunch of guys who help

Like this?

If you're interested in classic BR diesels and electrics, take a look at our sister magazine *TRACTION* - see www.world-of-railways.co.uk for more information.





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at shows and via reference material and books their knowledge of RTC operations is improving so they know what runs with what!

The layout is just about finished and ready for exhibitions, although there will always be something to change or improve. It performed very well at its first outing at Falkirk show in November 2015 and had lots of favourable feedback. Next on the agenda is extending the fiddleyard to accommodate more test trains and to add some 1970s style security fencing to keep out those nosey 4mm scale trainspotters!

The RTC may not be everyone's interest but it is certainly different and that's what intrigues me. Any exhibition manager interested in booking 'Welby Lane' for a show can do so via the editor or the Scottish Diesel & Electric Group (SDEG) website. Or see us at the Festival of British Railway Modelling in Doncaster on February 11/12 2017.

Lastly, a big thank you to all the SDEG guys for their help, advice, wit and banter. As a group their knowledge is top notch and usually a photograph or

ABOVE: Various APT vehicles can be seen at 'Welby Lane' in its 1980s guise. This driving car has been rebuilt to show the retractable nose and coupling gear. *Hydra* (right) was rebuilt as a testbed for hydrostatic transmission systems.

RIGHT: With 89001 in tow, 97403 *Ixion* heads past the derelict signalbox on its way to the main line.



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information can be sourced between them. In particular, to Simon Barratt for his excellent weathering, James Reid for the electrical stuff I don't understand and Iain and Iain Adam Junior during the construction stage, Graeme Moyes for sourcing the RTC style curtain for the front, to Bryan Robertson and Cliff Williams for their DCC sound expertise and the rest of the gang for keeping me sane.

Big thanks too to Richard King, my lifelong friend, without whom this project would never have been considered and to my late father for sparking my interest in railways. The last and biggest thank you goes to my wife Michelle, who not only supplies me with endless cups of tea but endures all my tales, trials and tribulations with the layout and its strange fleet! ■

People pay hard earned cash to attend shows and expect to see trains running. You will see plenty of action at 'Welby Lane'. RTC test tracks were never busy places, but on this day, this one is!

I ask the expert

Q How did you make the various buildings and test houses for the layout? Are they based on any particular prototypes?



14

A The main servicing shed is a partly scratchbuilt and part-Pikestuff kit. It's not based on a particular design but it captures the look of a 1970s structure. Inside there is a Peco servicing pit. An adapted Knightwing refuelling point and Bachmann diesel tanks complete the depot scene. The impressive water softening tank is a scratchbuilt affair with a modified Hornby tank. It was built by a close friend, and resembles GWR structures, a region close to the builders' heart!

Welby signalbox, is a heavily modified Ratio kit, assembled, then without malice, semi-destroyed to portray a disused and derelict state. The secret is knowing when to stop and not overdo the demolition!

There are only three structures on the newer sections; a servicing platform adapted from Hornby coach platforms and two buildings based on similar structures seen at Old Dalby. These are the APT test house and prefabricated office block.

The test house is a much cut-and-shut Hornby Diesel Servicing Depot re clad with 7mm brick plastic card to resemble the original design and a new flat roof. On a hard standing area, access is via the unguarded crossing from the office block car park. This building started life as an elderly Jouef Playcraft station building. Another part-demolition job, it may have been easier to scratchbuild, as it has a new roof, canopy and office interiors, but I am pleased with result. See the buildings and Mark's unique collection at Doncaster Racecourse on February 11/12 2017.

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HOW TO...

CREATE REALISTIC LINESIDE SCENERY

In the second part of his 'Heaton Lodge' series, **Simon George** explains how he is bringing a typical British winter look to his O gauge layout.

It's a fact that should you wish to set your layout in anything other than the height of summer - or an Alpine winter - there is little available commercially to give a realistic result. Here in 'Blighty' we spend at least a third of the year having to put up with damp, cold and generally miserable weather, yet most of us don't really consider modelling in anything other than the summer months.

However, as I'd spent many weeks as a child in the early-1980s perched on a fence in the bitter cold at the real Heaton Lodge Junction, or getting well and truly soaked while 'spotting', I couldn't imagine setting my O gauge model in any other conditions than how I remembered it.

This presented a few challenges; primarily the lack of materials from the usual scenic suppliers. In this article for **BRM's** 'Scenery Special' I'll describe some of the numerous techniques and materials with which I've experimented over the last couple of years (prior to Heaton Lodge's ongoing construction), to achieve the authentic 'feel' so vital to a finished model.

STATIC GRASS

Achieving stunning results with static grass is really not too difficult but there are a couple of benchmark steps during the process that must be included (and are often missed) for a spectacular result.

I can't speak highly enough of Giles Favell's video tutorials on static grass application on YouTube, or indeed Gordon Gravett's fantastic book *Modelling Grassland and Landscape Detailing* (published by Wild Swan) which has become something of a 'bible' to me.

Colour, like water, is almost impossible to scale down and last winter I proved this to myself by going

SHOPPING LIST

MATERIALS

- I Humbrol No. 5 Dark Admiralty Grey (Gloss)
- I Green and brown gloss
- I Steel metallic shade
- I Gloss varnish
- I Talcum Powder
- I Sheet of plywood (approx 3/4mm)
- I Sheet of card (available from Hobbycraft etc)
- I Superglue or hot glue gun
- I Etched drain covers or grates available commercially in most scales
- I Shellac sealant
- I DAS air-drying clay
- I Sheet of Perspex (for puddles)
- I Dark weathering powders

TOOLS

- I Craft Knife
- I Steel ruler
- I Various weights or better still, clamps

CONTACTS

GAUGEMASTER/NOCH

T 01903 884488
W www.gaugemaster.com

MININATUR

W www.mininatur.de

MODELLING MATERIALS: HOBBYCRAFT

A Branches nationwide
W www.hobbycraft.co.uk

to the trouble of taking a selection of grasses from the real Heaton Lodge Junction and having them scanned in a colour spectrometer machine to give a Pantone reference - a calibrated shade in the form of a code.

That was then used to obtain paint mixed to order in a local DIY store which I then sprayed on to bleached static grass. Result? The colour was way too bright on the model! Toning down the shades by three or four times, I ended up somewhere near what the eye interprets as extremely realistic.

After experimenting with a huge range of shades and makes available commercially, I settled for a combination of 60% MiniNatur 'Late Fall' and 40% Noch Wilde Grass in beige mixed together.

Varying this combination over the length of the model really gives super results. It is vital to liberally

Bare trees are essential for a winter scene in northern England and can be made by adding DAS modelling clay to wire armatures.





One of the completed scenic sections that will form part of the 180ft depiction of Heaton Lodge Junction. A Class 40 working 'light engine' is held at the signal, overlooked by lifeless winter trees made from wire armatures.





I can't speak highly enough of Giles Favell's video tutorials on static grass application on YouTube, or indeed Gordon Gravett's fantastic book Modelling Grassland and Landscape Detailing, which has become something of a 'bible' to me.



ABOVE: Still running as a six-car set, a Class 124 Trans-Pennine DMU heads towards Mirfield on a wintry March 14 1967. SIMON GEORGE COLLECTION

LEFT: Pebbles were randomly placed to give a natural 'lumpiness' to the ground before PVA glue and grass were added.

sprinkle either sieved or dried real earth, or better still Treemendus' 'Earth Powder' super silt, which is available commercially online. To fix everything, I simply use neat PVA and then spray the finished article with lots of cheap matt varnish acquired via eBay to really seal it in.

MiniNatur products are becoming hard to obtain in the UK but the German company offers delivery direct to the UK via its own website and payment via PayPal.

Grass, especially in winter, does not grow to uniform lengths. To mimic this I lay a piece of card with large random holes over the finished grass. Give the holes with the grass poking through a good spray with the cheap matt varnish and repeat the process of laying static grass again. Sprinkle on a bit of Woodland Scenics 'Burnt Turf' fine flock on this longer grass and *voila!* You'll have grass to be truly proud of!

I should point out that I rarely lay static grass on a flat surface either. After spreading PVA on the area to be covered I often sprinkle small pebbles onto the surface of the glue. After making sure the pebbles are well and truly covered too, only then will I start the grassing process. This gives the tufts and undulating effect seen often with real ground cover.

If I was modelling the height of summer I would only tweak the shade combinations mentioned above.

ask the expert

Q How did you manage to model the dead leaves that collect at the lineside, and the spidery brambles that are so often seen alongside railway lines in the winter months?

A A December at Heaton Lodge Junction sees mountains of dead leaves filling the exposed and broken concrete trunking as well as coarse clumps of brambles that could easily grow to head height.

Such sights are common on motorway embankments as well as railway linesides and I'd racked my brains for months, trying to use dried tea leaves and goodness know what else to get the correct look for both the above. It was all to no avail.

Walking the dog up a country lane one November morning, I filled a carrier bag with real dead leaves, just on a hunch, and discovered that by stripping the leaf off the spine and sticking the result in a cheap coffee grinder for 20-30 seconds (depending on what gauge you model in) the result perfectly reproduces real dead leaves - because of course that's exactly what it is!

Sprinkling this beside and into concrete trunking and securing with dilute PVA once again gives a cracking result and leaves the viewer in no doubt as to what it is.

I don't really get on with rubberised horsehair for the brambles, finding it a tad too coarse for my liking. I use Postiche - real hair in a sort of a plait which can be teased out. It's available from suppliers such as Green Scene. To finish it off, grind the same leaf material for another ten seconds or so to produce an even finer powder, sprinkle it on the matt varnish soaked Postiche and the result should be exactly what you are looking for.





ABOVE: Two British classics: a Ford Capri provides a warm place for a bit of train spotting as a Class 40 rumbles past. Note the attention to detail in the road surface and layby.
ANDY YORK

LEFT: Cheap matt varnish can be used to fix static grass in place.

Subtlety in colour is absolutely the key to successful static grass in my opinion.

ROAD CONSTRUCTION

Roads are often left to the last minute and not really given enough consideration, in my humble opinion, but a little more time in the civil engineering department can yield spectacular results. Don't forget if you intend to exhibit your layout a well-laid road will attract as much attention as well-laid track.

Once again Gordon Gravett's book was extremely useful here; it has one of the most detailed step-by-step guides to achieving a stunning result - a technique I've modified slightly to suit the winter setting of 'Heaton Lodge Junction'.

Cut - preferably with a jigsaw - the shape of your road from the plywood sheet. Use the plywood road as a template to make the same shape from card using the craft knife. Cut a thin strip of plywood or thick card

(around 2-3mm thick) and glue down the middle of the full length of the plywood road to form a camber. Place the card shaped road over the plywood road and glue down at the edges using superglue or a hot glue gun. Next, paint the card road with the Shellac to seal it.

After the shellac has dried, paint it neat with Humbrol No. 5 Dark Admiralty Grey. To add further texture, sprinkle talc liberally over the whole road while it is still wet, and leave to dry overnight.

Once it's dry cut around the grates and manhole covers with a knife a hole in the (card) road and random holes around 5-10mm (depending on your scale) at the edges of the road to replicate puddles where water gathers in depressions.

Prime and then paint the grates a metallic colour and leave to dry. Paint random bits of Perspex 2-3cm square (broken off the sheet with pliers) a grey green shade on one side and leave to dry.

Insert the grates and 'puddles' into the pre-cut holes and fill in the depth difference with the road surface with a small amount of clay.

Once it has dried, touch in the clay with a little more Humbrol No. 5, then brush the road with dark weathering powders repeatedly to tone everything down.

If you really get the road building bug, mark out 'T' shaped 'trenches' with a craft knife and ruler at random, paint a slightly darker shade with a fine paintbrush before sprinkling on the talc to replicate areas that have been dug up and relaid by contractors. ■

LEFT: Scruffy trees, piles of dead leaves and brambles help to create the right look for a neglected corner by the railway. ANDY YORK

BELOW: Heading back to the Yorkshire coalfield with empty MGR wagons, 56127 passes the remodelled junction on March 8 1986. M McNICHOLAS



NEXT GENERATION MODEL BUILDER

Howard Smith meets Scott Waterfield, an enthusiastic young fan of buildings, turned talented architectural model-maker.

Most people drive around and see buildings” says Scott, “but I love them!” Hearing this from an enthusiastic young modeller is a welcome surprise - and so is the quality of his modelling. Scott Waterfield’s work is outstanding for his age. He clearly has talent and his efforts would probably put the architectural work of many adult modellers to shame. So, how did his adventure in model making begin?

“My modelling ‘obsession’ began at Thirsk MRS in 2010” he begins, “my grandad, Bob Dawson, has modelled for over 40 years and was demonstrating. I was intrigued, so went with him and was fascinated by his techniques.” As it happens, Scott has demonstrated alongside his grandfather at every show since. “He now says I’m no longer an apprentice! It has improved our relationship and we enjoy working together.”

When the young maestro exhibits alongside his grandfather, they share a stand and sell models. To date, Scott has made 12 buildings, half of which he has sold.

I ask him from where he gets his ideas. “Many places; my imagination, books bought from charity shops and my grandad’s collection of plans.” Scott doesn’t just model in one scale either, with examples of his work produced in N, OO and O gauge.

So, by working alongside his grandfather, has Scott adopted the same building techniques and modelling materials? “I think so. I cut my frames from spare

picture mounting board as we don’t normally work with plastic card. For roof parts, I use thinner material from card-backed brown envelopes. Once the frame is built I add a brick or stonework layer to it.” Scott continues, “For N scale bricks I use papers, but I usually stick to stone when working in the scale. I stick individual tiny pieces of paper brick, one by one using slightly diluted PVA glue, picking them up with a surgical scalpel - you can probably imagine how long that takes!”

Scott explains that his bricks are hand-punched when modelling in 7mm:1ft, but for 4mm:1ft, he uses old computer punch-card off-cuts. He dyes them with wood stain before applying.

“The tiles are added last individually. In 7mm:1ft I cut them by hand, but in the other scales I often use the punchings from the production of spiral-bound notebooks. Once stuck, I colour them with poster paints,” he adds.

What are his methods for creating stone effects? “To produce stone walling, I cover the wall in DAS Pronto air-drying modelling clay and leave it to dry for 24 hours. I then scribe it into the effect I want.”

So, with a keen eye for making buildings, does Scott have a layout on which to display them? He replies, “As someone who isn’t too fond of lots of operating, smaller layouts tend to float my boat. That’s what we specialise in and I enjoy building them. I love the beauty of a fun layout that can be pulled out from under the coffee table and enjoyed. People tend to think that to have a good layout you need a big baseboard - I want to show people that this isn’t true.”

Scott is working on his first layout measuring a mere 1ft square. “I love it,” he exclaims. “It’s the ‘Bocks Valley Railway’ - a simple N gauge circle of track with a cliff and a castle, just my thing.”

So, what’s Scott’s advice if you want to get into scratchbuilding with card? “Start small, or just practice on a piece of card, then work your way up. Give up for a night, but never for good and enjoy it.”

If you see Jack on the exhibition circuit, be sure to give him a warm welcome and congratulate him on his building efforts. Keep up the good work Jack. ■

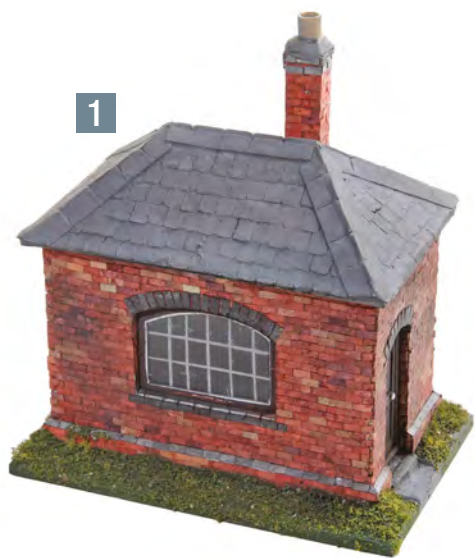
1 A building adjacent to a weighbridge or in a coal yard? Entirely Jack’s efforts, this building would sit well on almost any layout.

2 This brickbuilt structure is inspired by the now rendered small waiting room at Pontfadog on the Glyn Valley Tramway.

3 Jack has mastered the appearance of bricks, clearly demonstrated by the numerous different hues on this large country cottage.

4 Smaller buildings seem to appeal more to Jack, like this small garden shed.





BUILD A...

WILLS CRAFTSMAN COTTAGE

Paul Bason guides us through the construction process for a typical rural stone-built cottage, and suggests a few 'tweaks' to improve it.





Over the years, I have been asked on several occasions about building Wills Craftsman range building kits. Some modellers regard them as a little too daunting to attempt, but I'd like to show how simple they are. The reason why this range is perhaps a little less straightforward than some products is that, unlike most other injection moulded plastic kits, these models can't be put together straight out of the box. In fact, when you open the box, you're presented with a number of Will's standard 156mm by 76mm sheets of moulded bricks, stones, tiles or slates together with pre-formed parts such as plastic windows, chimneys, roof detailing pieces and gutters specific to the model itself. These boxes are more of an aid to scratchbuilding than a conventional kit, but that doesn't mean they aren't worth trying. They're a great way to develop many useful modelling skills.

Marking out is the first, and most important stage. Take a piece of stone wall sheeting and place it face down. Next, using the full-size, dimensioned drawings of each of the parts together with sketch elevations provided in the kit, measure and draw on the vertical lines of the first wall section using an engineer's square to keep the verticals at right angles to the base. Having done this, carefully measure and draw the horizontal lines before adding the window and door openings. Once the first wall is ready to cut, you should be getting the hang of the process and marking out the rest of the walls, the chimneys and the roof will be easy to do in more or less the same manner.

Wills Craftsman kits aren't aimed at the absolute beginner, but can be built into attractive models, so it's worth taking a look. ■

Ask the expert

Q I have trouble making neat, straight cuts in plastic. Can you offer advice that will help me cut accurately and avoid ruining my kits?

A At 60 thou', Wills' plastic sheets are more substantial than most plastic kit parts. As a result, cutting is more difficult and needs special consideration before you commence work. Starting with the easiest, the long straight cuts are best made on the flat side of the sheet using a sharp craft knife. Make several passes to cut right through, with two or three passes along the cut line first against a steel ruler, then bend the two sides of the cut line back a little to open it up. This will reduce resistance on the blade such that another couple of passes will progress the cut right through. As an alternative to the knife you can use a razor saw or a small hacksaw. These will do much the same job but remember, if you use a saw, allow for the width of the blade along the waste side of the cut line.



TOOLS

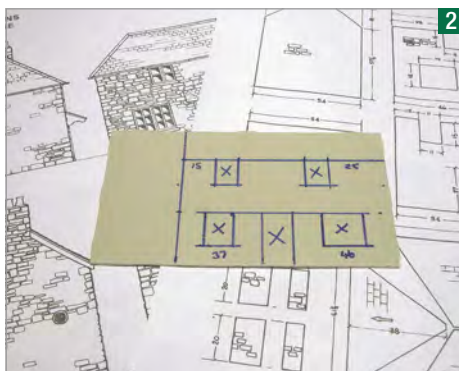
- I Steel rule
- I Craft knife
- I Razor saw
- I Engineer's square
- I Drill and drill bits
- I Small files - triangular needle file
- I Solvent adhesive
- I Marker pen
- I Scribing tool
- I Engineer's square

CONTACTS

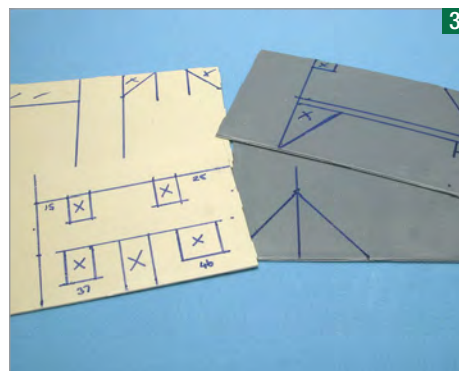
WILLS KITS
A Stockists Nationwide
W www.peco-uk.com



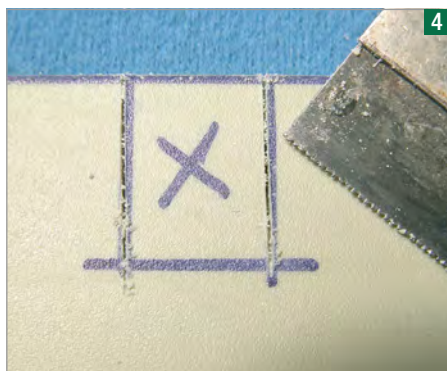
The parts found in a typical Will's Craftsman range building kit. Note that standard moulded sheets are provided for the walls and roof.



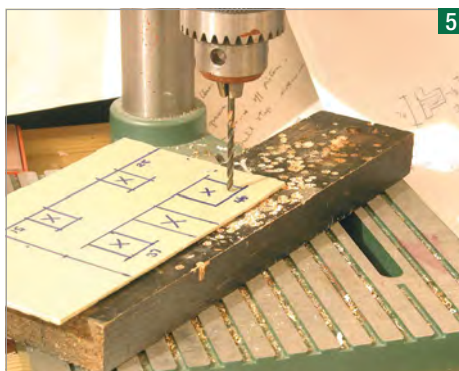
The manufacturer provides full size drawings of the subject and a booklet explaining how this type of kit can be constructed.



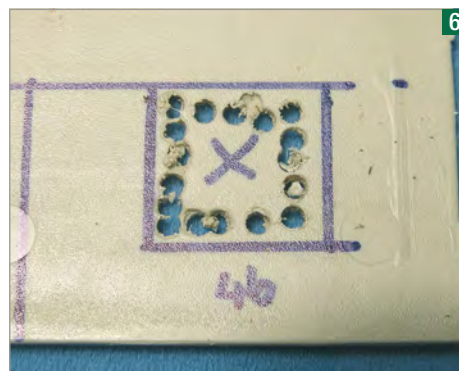
Mark out the sheets of moulded stonework and slates. You'll need a steel rule, engineer's square and a felt tipped pen, pencil or a scribe to mark your cut lines.



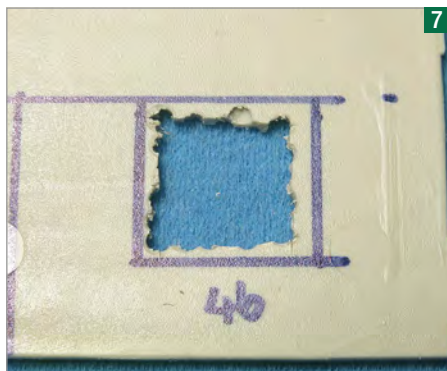
Start with the easiest cuts; make several passes with a sharp craft knife on the doors or, as I did, use a razor saw to make neat, straight cuts.



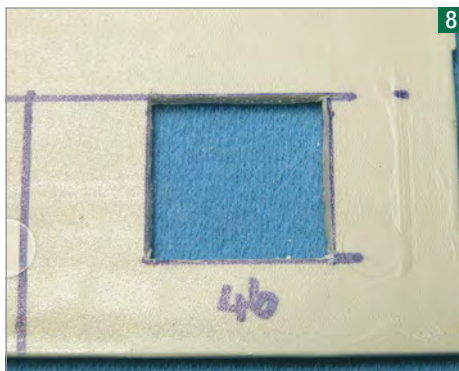
As the 60thou' plastic is thicker than usual, careful cutting out is required for the windows. Start by drilling pilot holes around the openings.



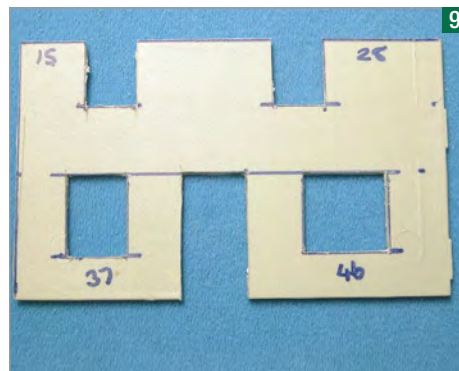
Drill as many holes as you can around the the opening. If you are proficient with a coping saw you could drill a hole at each corner and saw between them.



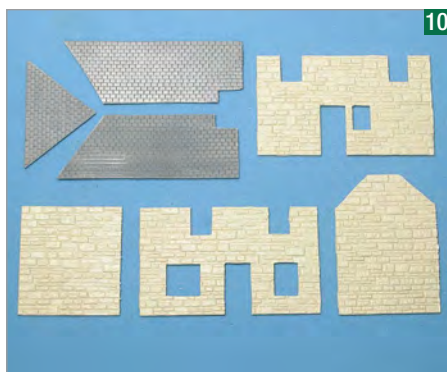
I prefer to drill a lot of small holes so that I can remove the centre of the opening. By doing this, the process of cutting to line with a craft knife is made much easier.



Once the excess plastic is pared away, tidy the opening and make all four sides straight with a flat-sided triangular needle file, which can reach the corners.



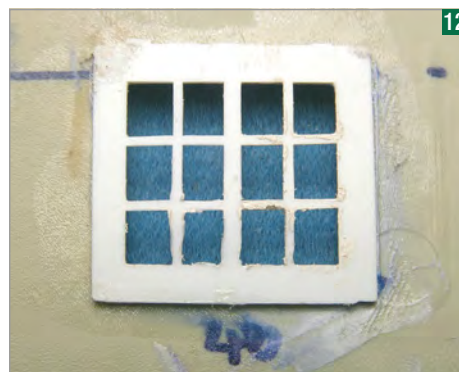
That's the first side finished, with the holes cut out and dressed ready to accept the door and windows. Check that the dimensions are correct at every stage.



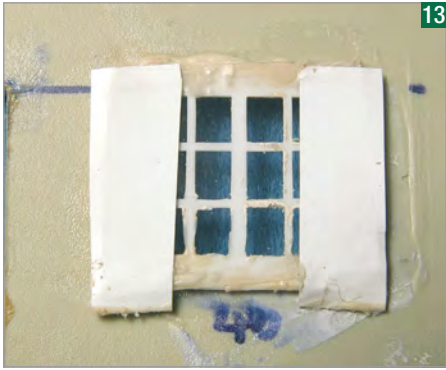
Repeat the process for all four sides and the roof, until you have something that now resembles a more conventional building kit.



A few other small jobs can be tackled before assembly starts, such as adding the window sills (bottom) and lintels (top).



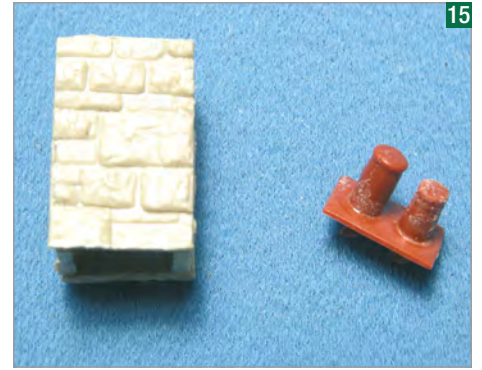
Once you have all the parts cut and prepared for assembly, and while the walls can still be laid flat, it is the best time to fix the windows in place.



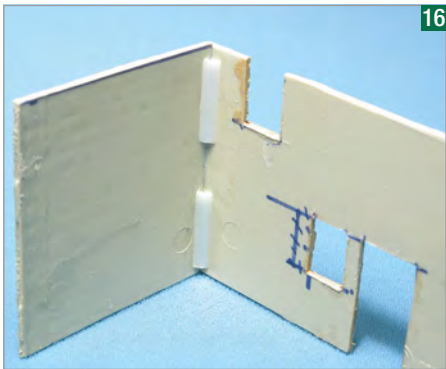
At this stage you can also paint the reveals of the openings and the window frames, and add details such as the curtains. These will be awkward to paint later.



Assuming you've cut the holes to the correct size, the windows will fit perfectly. Use a solvent adhesive such as Mek-Pak or Deluxe Materials 'Plastic Magic'.



The chimney stack comprises cut out plastic card parts together with moulded tops and chimney pots. These can be assembled quickly and added later.



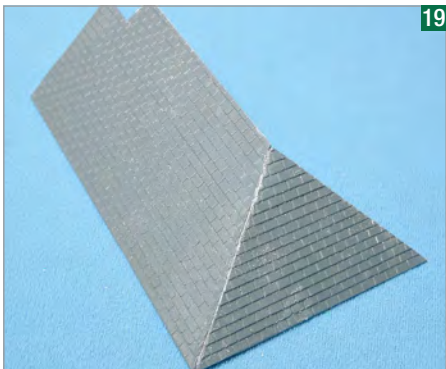
The assembly process follows closely to that of a plastic kit. Start with the walls; the butt-jointed corners are reinforced with triangular section strengthening pieces.



When these joints have set and hardened thoroughly you will see a rather unsightly strip of plastic that needs to be finished properly prior to painting.



The corner needs to be filed to remove any projecting bits of plastic before new joints between the stone courses are carefully cut and carved in using a craft knife.



Fix the three sections of the roof together; glue the end and one side first, then add the other side piece and leave it to harden.



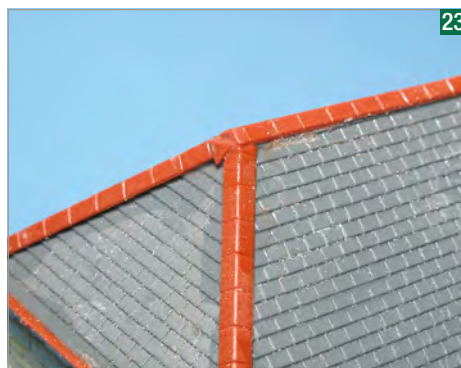
Add your assembled chimney stack to the end of the building - make sure it is the same end as the opening you've cut into the roof!



Once the roof has set, slide it into place and check that everything fits as it should. Any final adjustments can be made at this stage, before the roof is fixed.



With roof assembled, eaves boarding, rainwater pipes and gutters can easily be fixed in place. Now it's starting to look like a real cottage.

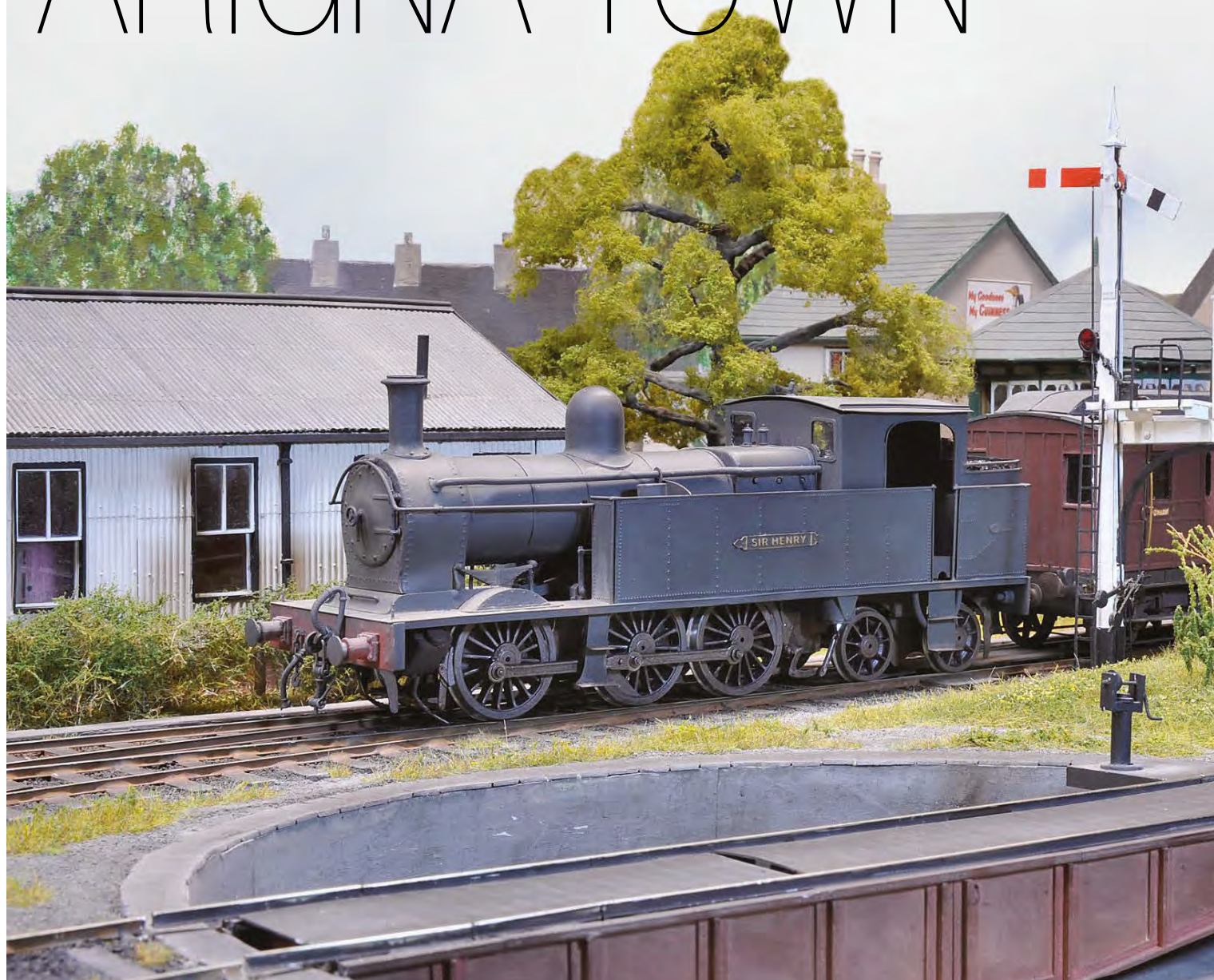


Add the ridge and hip tile strips. As they have a flat bottom, you will need to file each of the intersections so that they can be glued neatly on top of these angles.



Finally, in common with most other plastic kits, finish off by painting the model using matt enamel or acrylic paints in the colours of your choice.

ARIGNA TOWN



The Irish scene has much to interest modellers who are looking to do something a bit different. At almost any time idiosyncratic, pioneering, archaic, yet occasionally surprisingly modern, its use of 5ft 3in gauge seems to have severely limited the number of layouts built.

Irish track may be broader than standard gauge, but it can be readily constructed in model form using either C&L parts on 9ft sleepers or FB rail on copperclad. Slater's offers a broad gauge locomotive axle (33.98mm back-to-back) while its coach and wagon wheels have enough 'meat' on the axle ends to enable them to be opened out accordingly. It may surprise some readers

to know that there is a growing range of locomotive and rolling stock kits available in 7mm scale, but nevertheless the ability/willingness to scratchbuild is always going to be useful. So, in current times, where seemingly everything on the British scene is available RTR, perhaps the Irish scene is ideal for those who prefer a bit more of a challenge?

The Sligo, Leitrim & Northern Counties Railway ran from Enniskillen, in what is now Northern Ireland, to Sligo in the modern day Republic of Ireland. Opened in 1883, it consisted of an Irish standard gauge (5ft 3in), 44-mile single track 'main line', which as a result of the political situation and partition of 1921 remained independent until closure in 1957.



1

A 'what might have been' Irish branch terminus by **Dave Holman**, inspired by a famously eccentric cross-border anomaly.

FACT FILE

SCALE/GAUGE: 7mm:1ft scale, 36.75mm gauge O
SIZE: 16ft by 2ft
ERA/REGION: 1950s, Sligo, Leitrim & Northern Counties
LOCATION: Co. Roscommon, Ireland
POWER & CONTROL: Gaugemaster 12V DC analogue hand-held
TRACK: Marcway Code 100
LAYOUT TYPE: Fiddleyard to terminus
WORDS: Dave Holman
PHOTOGRAPHY: Tony Wright

LEFT: Three generations of Beyer, Peacock 0-6-4Ts formed the backbone of the SLNCR fleet. *Sir Henry* arrives with 44ft tri-composite No. 9 in tow.

ABOVE RIGHT: *Sir Henry* takes a spin on the turntable in preparation for its return working to Sligo.

Its main purpose was to transport live cattle from the west of Ireland to Belfast, for onward shipment to Britain. No branch lines were ever built, but in the late 19th and early 20th centuries, various proposals were made to tap the coal reserves on Kilronan mountain, above the village of Arigna west of Lough Allen. This coal was actually taken out via the 3ft gauge Cavan & Leitrim Railway, but my model assumes an SLNCR branch was built and a small town grew up around the terminus, hence its title. The railway's locomotives were mainly 0-6-4Ts, built by Beyer, Peacock in Manchester, over several decades - the last being delivered as late as 1949. There were three versions, each a bit bigger than the last, supplemented by a collection of railbuses and a



2

lone modern railcar built by Walker Bros. of Wigan.

Remarkably, a very good 7mm scale kit is available for the earliest of the 0-6-4Ts, together Alphagraphics card kits of one of the railbuses and pretty much all of the SLNCR coaches and wagons. Several of the SLNCR buildings are available as card kits too. My history of the 'Arigna Town' branch assumes it was built as a joint line with the Midland Great Western Railway, as a number of kits are also on the market for Ireland's third largest railway company.

IRISH INSPIRATIONS

I do not have any Irish connections, but my interest in the island's railways probably goes back to seeing Richard Chown's 'Castle Rackrent' in *Model Railways* magazine many years ago. This was [and indeed still is] 7mm scale and 36.75mm gauge to match the 5ft 3in of the prototype. Since then, apart from the occasional 4mm scale/21mm gauge layout, one in 3mm and another in S scale, very little authentic Irish standard gauge has been modelled, so when a new project beckoned a few years ago, the Irish scene seemed a real opportunity to do something genuinely different.

Inspiration came from two books by Neil Sprinks; one a history of the SLNCR, the other a fine photographic album. I also discovered the Alphagraphics catalogue, which contains a wealth of cardboard kits covering many of the wagons and coaches to run on the line.

In addition there are numerous building kits too, plus a growing range of etched brass locomotive and coach kits. The clincher was the discovery of an etched kit of the original SLNCR 0-6-4Ts by North Star Models and currently sold by Studio Scale Models.

How does one set about building an Irish model railway? Track gauge is wider and though the rolling stock generally follows British practice, there is little, if anything available ready-to-run. While photographs and scale drawings are available, they are much scarcer

At a time when seemingly everything on the British scene is available RTR, perhaps the railways of Ireland are ideal for those who prefer a bit more of a modelling challenge?





ask the expert

Q I saw the layout at the London Festival of Railway Modelling in March, and was intrigued by its construction. What tips can you share for designing a layout that is lightweight, portable and robust?



A The four baseboards are each nominally 4ft by 2ft and made from 6mm birch ply, with 12mm ends. The 200mm high backscene is integral to each of the three scenic boards and helps keep them strong, yet lightweight. The fiddleyard is a sliding/rotating affair, with seven tracks, built from a design outlined by Robin Fielding in *Model Railway Journal* several years ago. It uses double-ended kitchen drawer runners to reach each track and then pulls right out to rotate [on an M6 bolt] at the end of each sequence.

At home the layout sits on a run of kitchen base units, but for exhibitions an Iain Rice system is employed, where the layout rests on longitudinal beams supported on four trestles.

The trackplan is simple, being little more than a loop and two sidings. However, there is a turntable to provide extra interest - it was heavily adapted from a Dapol/Airfix 4mm kit. Just off-scene is the branch to the mines, so coal and stores trains come into the station to run round and swap wagons.

than they are 'over the water'. So, where to start?

The SLNCR used lightweight flat-bottomed track, so to represent this I have used Code 100 rail, soldered to copper clad sleepers, supplied by Marcway of Sheffield. I made my own plain track, but Marcway built the points. The cost was around 50% more than 'off the shelf', but being self-isolating and with wire-in-tube operation, this is not excessive as there are no point motors or switches to buy. All are 6ft radius, including one Y point.

For wheels, Slater's products are used throughout. Coach and wagon wheelsets have axles long enough to ease the back-to-back dimensions out to 34mm, while broad gauge locomotive axles, with ready-quartered square ends are also available.

AUTHENTIC FLEET

Arigna's trains are mainly authentic SLNCR, but with a couple of Midland Great Western Railway (MGWR) locomotives for variety, plus the mine's own private locomotive, a tiny Hunslet 0-4-2T. Passenger traffic on 'the Sligo' was generally in the hands of railbuses from the 1930s onwards as the financially fragile company sought ways to cut costs. These vehicles really were what the name suggests - road buses adapted to run on rails.

Alphagraphix offers a card kit of '2a', which I used as a drawing to build a working model. It has a plastic body on a nickel-silver chassis. The prototype was developed from a GNRI road bus, with patent Howden-Meredith wheels. These feature a steel, flanged rail tyre outside of the pneumatic road one, to improve the ride. I made mine from Slater's 3ft wagon wheels, with a slice from the tyres of a Corgi bus. A simple nickel-silver chassis [rear wheel drive] goes under a Plastikard body. The four-wheel luggage trailer helps provide extra pick-ups. Only driven from one end, the ensemble must visit the

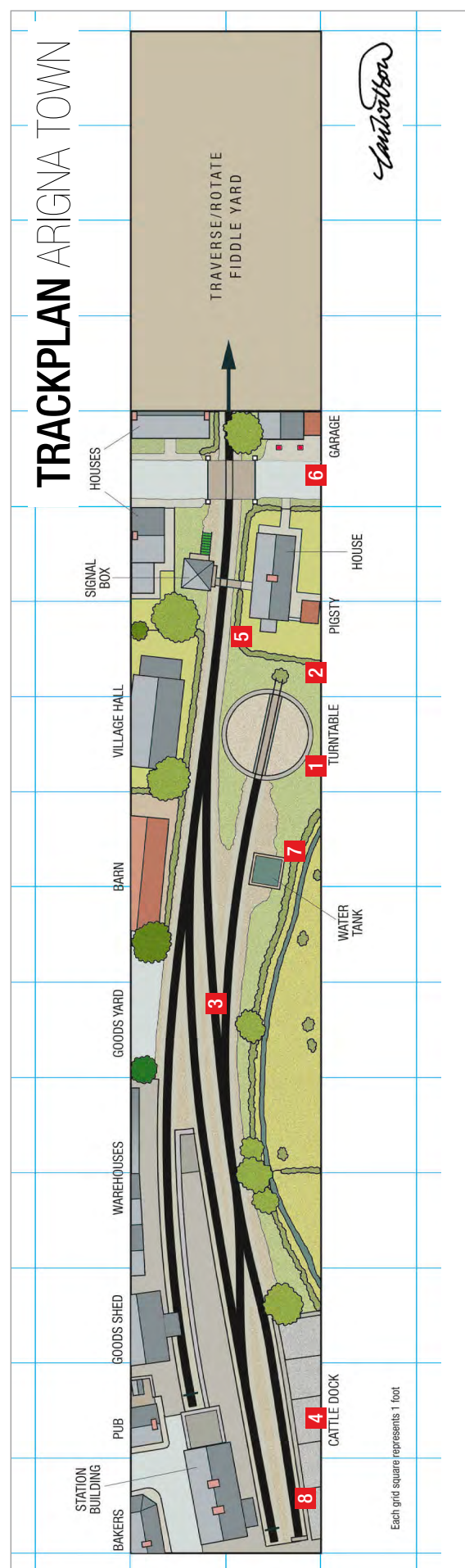


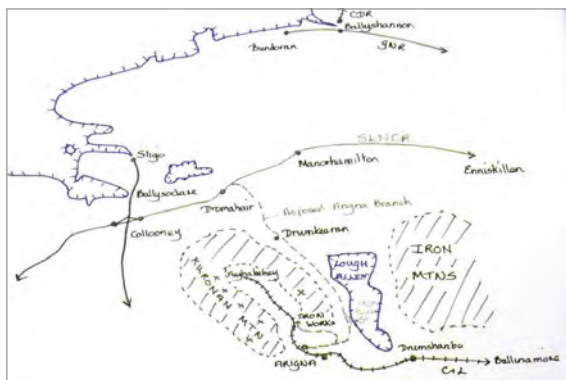
LEFT: SLNCR Railcar B, the railway's most modern passenger vehicle, was a challenging scratchbuild project based on photographs and plans.

BELOW: If you're used to standard gauge railways, the greater width of Irish 5ft 3in track is immediately noticeable. Dave built his own track to the correct scale and gauge.

turntable on each visit and likewise be turned, via its own cassette, in the fiddleyard.

Railcar B was a much more modern affair, in effect a broad gauge version of the famous County Donegal and West Clare articulated railcars, built by Walker Brothers of Wigan in 1949. This model was also scratchbuilt from photographs and a drawing I found on the internet. The chassis was the simple bit, built around a set of Premier profile milled coupling rods. The bodywork was much more of a challenge, given the complex shapes involved. It is mostly made from plastic sheet and filler, though I cast the 59 seats in resin from my own masters. The prototype [the remains of which exist at Downpatrick] could be driven from either end, which is just as well, for at 54ft long, it is far too big for the turntable. David Jenkinson's book *Carriage Modelling Made Easy* was a great help here, as was the drawing available on irishrailwaymodeller.com.





ABOVE: One of the layout's two Beyer, Peacock 'Small Tank' 0-6-4Ts, *Fermanagh*, is a perfect illustration of the eccentric charms of the SLNCR and other minor Irish railways.

LEFT: Sketch maps of the Arigna area and Dave's fictitious SLNCR branch.



Most of the other locomotives are Tyrconnel etched brass kits, plus two North Star kits of the SLNCR Beyer, Peacock 'Small Tanks'. Very long in chimney and somewhat archaic in appearance, they have a charm all of their own. Full of character and a joy to build, *Hazlewood* and *Fermanagh* - SLNCR locomotives only had names, never numbers - handle goods and special passenger traffic.

They are assisted by the newest model, *Sir Henry*. Like most Sligo locomotives, this is also an 0-6-4T though much less antiquated in appearance. A Beyer, Peacock general arrangement drawing was obtained from Manchester Museum of Science & Industry, and the model was scratchbuilt by me in brass and nickel silver. It is liberally covered in well over 1,000 rivets and sports working inside cylinders and valve gear from a set of Laurie Griffin parts. *Sir Henry* is mainly employed on the daily mixed train.

Coal is brought down from the mine by the Tyrconnel Hunslet 0-4-2T, while another Tyrconnel product, an MGWR 'E' class 0-6-0T (CIE 'J26'), brings in stores from Sligo. The tiny 0-4-2T is Timoleague & Courtmacsherry Tramway *St Mologa* running as Arigna Mining Company's *Lark*.

The final train is an excursion with MGWR 'G2' 2-4-0 hauling three six-wheeled coaches packed with pilgrims to Claremorris for the Knock shrine. The



By necessity, all rolling stock is scratchbuilt, mostly using Alphagraphix card kits as a reference. Bodywork is either Plastikard or resin castings produced from my own masters.

locomotive and one coach are Tyrconnel kits, the other two are scratchbuilt.

Tyrconnel kits are fairly basic, but easy to build, with cast whitmetal fittings. The chassis is always a fold up unit, which so far has turned out well every time, though they are designed for 32mm gauge. Broad gauge is achieved by soldering the wheel bearings back-to-front, a ruse that is hard to see when viewed side on and avoids the need to make new frame spacers. Mashima motors and Branchlines 40:1 gearboxes provide the power.

By necessity, all rolling stock is all scratchbuilt, using mostly Alphagraphix card kits as a reference. Bodywork is either Plastikard or resin castings produced from my own masters. Buffers, axleboxes, brakes and other details are whitmetal castings.

SLNCR coach No. 9 is a Hurst Nelson 44ft tri-composite clerestory bogie of 1928 vintage - though it looks much older. This was the vehicle of choice for the 7.44pm mixed train from Enniskillen to Sligo, the only steam-hauled train timetabled from the mid-1930s

until closure. It is built *à la* Jenkinson, on cut-down Slater's bogies. SLNCR bogie No. 10 and six-wheel saloon No. 4 have also been added to the fleet recently.

To the best of my knowledge, there is just one book [by Desmond Coakham] devoted to standard gauge Irish coaches and nothing at all on wagons. What photographs are available tend to be of the 'classic three-quarters' view - not helpful when looking for details of buffing and running gear. A few published plans exist in specific history books and others can be found on the internet, though some of these are based on examples measured in farmer's fields and hence lack running gear detail.

Inevitably, there has to be a rake of cattle vans - complete with home-made animals inside - while in true Irish practice, vans outnumber open wagons. Interestingly, the latter tend to be four or six-plank, rather than three, five or seven-plank in Britain. The four brake vans are all SLNCR prototypes as are the parcels van and horsebox. A few GNR(I) and CIE vans make up the numbers. As per early BR practice, fitted wagons are bauxite and unfitted grey.

RURAL SCENERY

The scenic side of the layout is fairly conventional. Buildings all represent local prototypes from the Sligo 'main line'. They are built from a mixture of card and foamboard, clad in Wills random stone or corrugated

ABOVE: *Fermanagh* brings a goods train across the crossing during an unusually busy time for the village petrol station. In the 1950s, cars were still relatively scarce on rural Irish roads, many people instead using bicycles and horses for transport.



sheets. Sold for 4mm scale, they look fine in 7mm to my eyes. We have Manorhamilton signal box, Florencecourt station and Glenfarne goods shed, all locations on the SLNCR main line, plus typically Irish non-railway buildings, including a baker's, bar and garage.

The track is ballasted with Woodlands Scenics fine ash, while other ground cover relies heavily on a static grass machine and the techniques outlined by Gordon Gravett (of 'Pempoul' fame) in his excellent books. The backscene uses a mixed of acrylic and enamel paints, plus pencils, crayons and felt pens. Photographs taken on a field trip a couple of years ago have hopefully helped me create a reasonable representation of the area's landscape.

A small Saxby & Farmer signalbox controls the trains via a curious three armed, part slotted signal with two Home signals and a starter, built from parts sold by

ABOVE: Complete with its luggage trailer, SLNCR railbus 2a needs to be turned before its return journey. The scratchbuilt model was based on an Alphagraphix card kit.

BELOW: All the railway buildings are based on those once seen along 'the Sligo' route, complemented by a few typical Irish rural businesses of the period.

Wizard Models. It too is controlled by wire-in-tube.

At exhibitions, a full-length pelmet frames the scenic section, while drop-down information boards explain the history of the line. Lighting is by LED strips, which provide shade free illumination - very useful with three-link and screw link couplings in use. Control is by a small, hand-held Gaugemaster unit - perfectly adequate for the short trains in use.

Operationally, things are kept simple. The mixed train swaps wagons in the goods yard siding, while the freight train brings cattle wagons in and takes a mix of general goods ones out - or *vice versa*. Extra variation comes from the fact that all locomotives - and the railbus - visit the turntable each time they appear. Only coal trains break the 'one engine in steam' rule, when loaded or empty coal wagons are swapped with a short train of mining stores and equipment. Only the lightweight mine locomotive, *Lark*, is allowed on the mineral branch.

'Arigna Town' has proved to me that Irish broad gauge in 7mm scale is very much achievable, so it's surprising that it appears to be the only layout of its type on the exhibition circuit. I would love to be proved wrong, but either way, I hope it will inspire others to have a go.

The Irish scene is rich in opportunities; everything from quirky branch lines to modern expresses. There were some wonderful 'pre-Grouping' companies and many interesting station layouts existed into the 2000s.

Check out the Alphagraphix and Studio Scale catalogues and I am sure you will be impressed by what is available, while both **RMWeb** and *Irishrailwaymodeller.com* have members who are willing to offer encouragement. If like me, you hanker for something a little different, then the Irish scene has a lot to offer. ■



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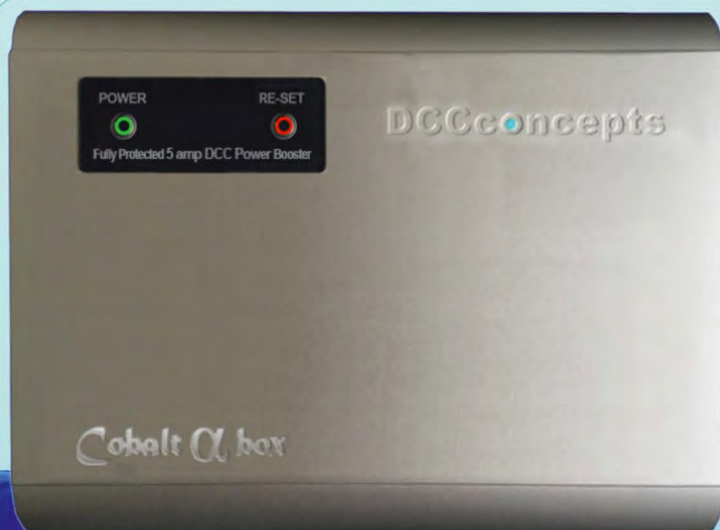
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PART THREE

ON TRACK FOR 'KINETON'

David Piggott of Leamington & Warwick MRS N gauge group explains how the track for its impressive project layout was selected and designed.

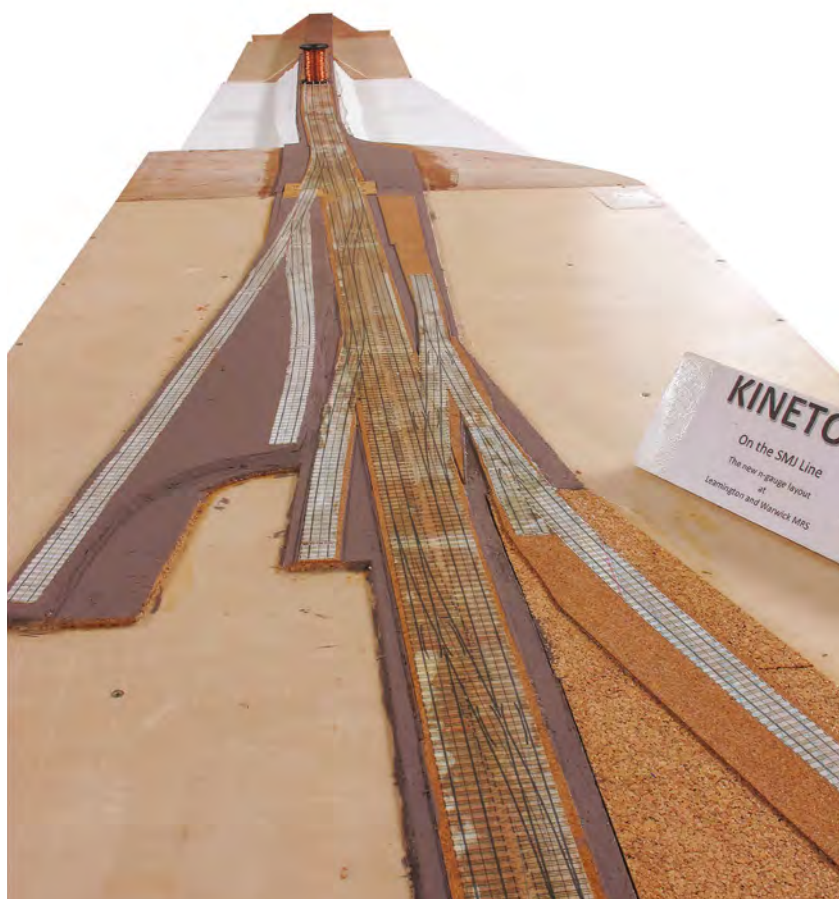
This third article in the 'Kineton' series addresses the approach the Leamington & Warwick Model Railway Society, (L&WMRS), N Gauge group made towards the building of the track element of the project. As stated previously, the key objectives the group wished to achieve were discussed and documented at the outset, creating a significant enabler for progress.

In the case of track construction, those objectives have been taken into account and guided the decisions we made in what was the best practice to meet the needs of the group. For instance, the group wished to retain the use of members' ready-to-run (RTR), stock, therefore N gauge rather than 2mm Association standards would need to be adopted. However, as we wished to be as visually pleasing to viewers as possible, a 'finescale' standard would be needed. This is not as straightforward as it sounds as we found that there were several 'standards' available to us, so which to adopt? Other objectives had a greater or lesser influence on the results as will be seen.

WHICH STANDARDS?

First of all we investigated the prototypical track construction that would probably have been used during the era we intended to model. As there did not seem to be any directly referencing the Stratford & Midland Junction, (SMJ), for this period, we used the excellent reference book *GWR Switch and Crossing Practice: A Design Guide for 4mm Modellers* by David J Smith, as it was felt that this would be the closest to what would have been used by the 'SMJ'.

The book gave some ideas as to sleeper spacing and positioning of turnouts generally, as well as the construction of trap points that we would need to use.



ABOVE: Although the group agreed to stick to N gauge, it was felt that a much finer standard of track could still be achieved.

In addition we used our library of photographs where possible, to confirm some of the assumptions.

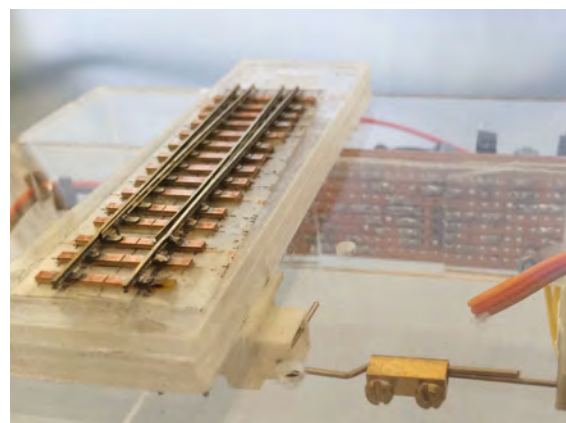
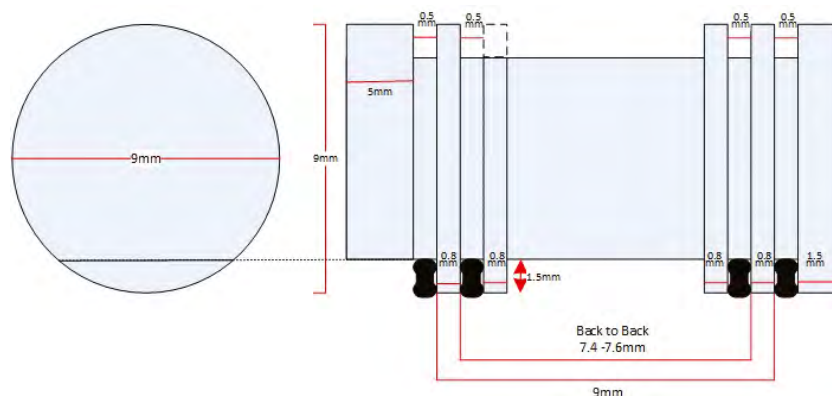
For instance, we saw that on the main line, joggles were used on turnouts, which on closer observation can be seen in a period photograph of a track gang. These 'dog leg' shapes in the stock rail were unexpected and needed to be accommodated in the track design. With this information to hand we then looked at what would help us build our 'finescale' replica.

INTO PRACTICE

We then looked at how to apply our 'standard'. We evaluated the 'fiNetrax' range of turnouts and track supplied by British Finescale (www.britishfinescale.co.uk), developed by Wayne Kinney, as several members had experience of building these kits. A good range of turnouts is available as well as plastic sleepers for plain track. These provide all the elements needed to produce an excellent turnout without the need for gauges, including a pre-cast frog, with tolerances on the

LEFT: Information on how 'SMJ' track was laid is in short supply, so GWR standards of the period were followed, along with archive photographs such as this one taken at Kineton.





ABOVE: Wheel gauge for finescale N wheel/rail standards.

ABOVE RIGHT: Test rig for one of the group's handbuilt point switching mechanisms.

flangeways of 0.85mm. However, because of cost and our requirement to build specific sleeper configurations, turnout lengths and types, we decided to opt for scratch building.

This meant that we needed to use a track design program, as well as sourcing the elements needed to build the turnouts. We looked at several readily available software packages and decided that Templot gave us the needed flexibility to design our track and turnouts. Materials selected were; 2mm Scale Association (www.2mm.org.uk) copper clad sleeper strips and turnout chair etches to build the turnouts, as well as Code 40 bullhead rail and 'fiNetrax' moulded track bases for the plain track.

Whilst this means we have control over what is built, one consequence of going our own way is that sourcing build gauges is difficult. Simple plain track 9mm gauges are easily sourced, as are three-point gauges for curves, but turnout gauges to the tolerances specified are not.

Luckily, one member has a brother who is a design engineer and he has produced custom-built brass gauges to the tolerances shown in the diagram.

DESIGN ISSUES

A key concern is that 'Kineton' has to be robust enough to be an exhibition layout and take all the knocks that this entails. We were concerned that what we built might not stand up to these rigours, and decided that the best way to proceed was to build, test and prototype rigs to cover all the elements of construction, from baseboards through to electronics and scenery. Our first rig, which has been demonstrated on our club stand at various events over the past year, was constructed to prove turnout construction, switching mechanisms, gauge tolerances and even ballast type and colour. The electronics team also used the same rig to test point motor types (which will be discussed in the next article).

We found that we had issues around the point blade movement mechanism. A method to connect the blades to the tie-bars and point motors was required that was easy to replace should the connection fail. Initially we looked at a copper-clad strip with the blades attached to the strip via chairs and the movement controlled by a rod from the point motor through a hole in the center of the strip. The issues were several.

Firstly, the central hole weakened the strip causing

bowing and ultimately breaking. Secondly, because we would be using joggles on some of the points, we needed to be able to adjust the positioning of blades relative to the stock rails, which was difficult to judge and then solder. Lastly, should the solder joint on the blade to the copper strip fail, it was difficult to replace.

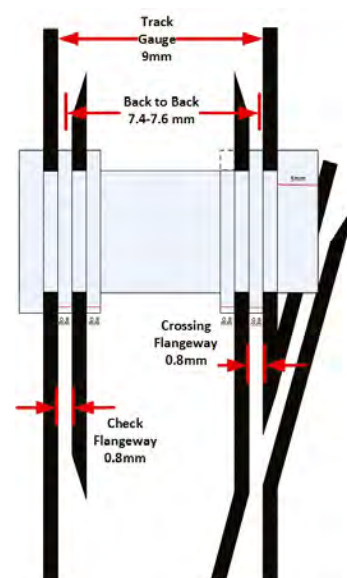
The solution to this took several discussions and drawings on the back of beer mats in a local hostelry.

Our initial fix was to have a plastic bar underneath the baseboard into which was embedded two 0.7mm tubes at the correct distance apart. Wires soldered from the blades fitted into the tubes. Whilst this fixed the weak copper clad strip, it did not address the adjustable gap issue. Another liquid discussion ensued and a prototype adjustable bar was built and tested.

I ask the expert

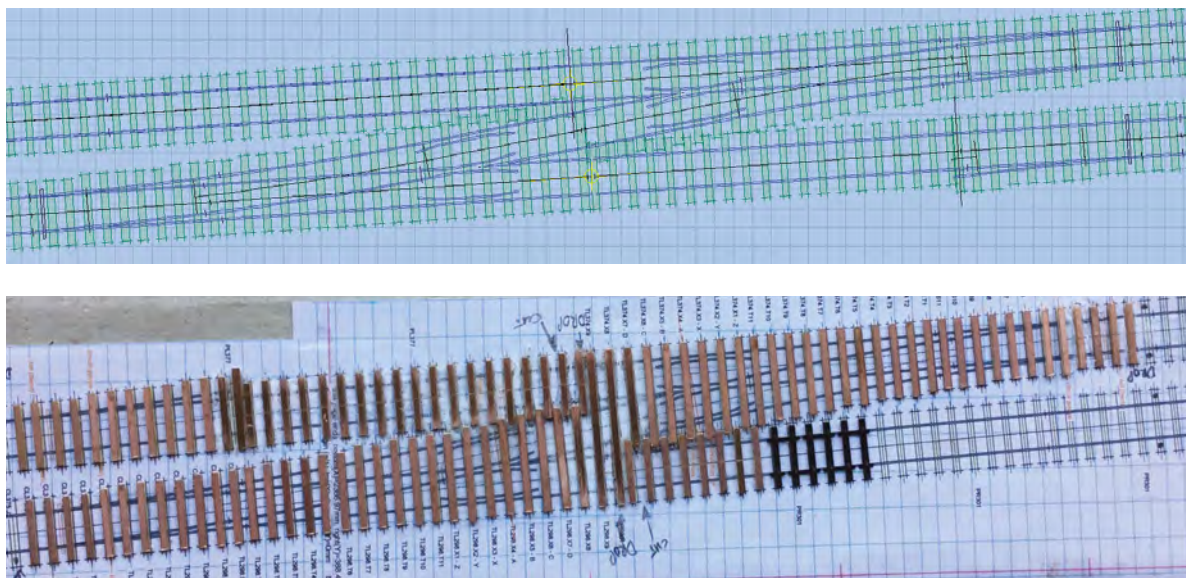
Q Finescale: what exactly does this term mean to us as modellers? Is it strict adherence to a specific 'standard' or an attempt to be as accurate as possible within the limitations of available components?

A As readers of **BRM** will know, our hobby already has several options for modellers to make their track look as realistic as possible and there have been many articles in this and other publications on the subject. Various organisations have published their standards, UK N Gauge Society, National Model Railway Association (NMRA) in North America, European N Gauge *et al.* These can be confusing, but as we had a stated objective of "members' RTR stock is to be used", then the key driver would be a track gauge of 9mm (1:148 scale). However, we felt that we could further refine some of those standards on 'Kineton's' track, so we initially looked at how far we could push the back-to-back tolerances. This had a knock on effect as to what measurements would be needed for the turnout check and crossing flangeway gaps. A smaller gap means that the distance between the check rails becomes wider and therefore, the back-to-back would need to be wider, with the possibility that RTR stock would not pass through. So, for our purposes, we have adopted a back-to-back of 7.4mm to 7.6mm, using a brass wheel gauge from N Brass Locos (www.nbrasslocos.co.uk). This in turn has allowed us to make the check and crossing gaps 0.8mm.



RIGHT: Trackplans were drawn in Templot planning software and refined before any physical work started.

BELOW RIGHT: Once the plan had been agreed, track and points started to be built, using copper-clad sleepers.



This worked but would have meant a lot of effort building 13 tie-bar mechanisms from scratch. As luck would have it, the 2mm Association introduced its 3-D printed under-baseboard tie-bar at about the same time, which did exactly what we needed.

To test the theory, a further rig was built specifically to test the point blade connections and the point motors using the new tie-bar. This rig ran with a timer attached that switched every 16 seconds, seven hours a day for 14 days without a single failure. That is approximately 22,000 actions, a total likely to be beyond the life of the layout.

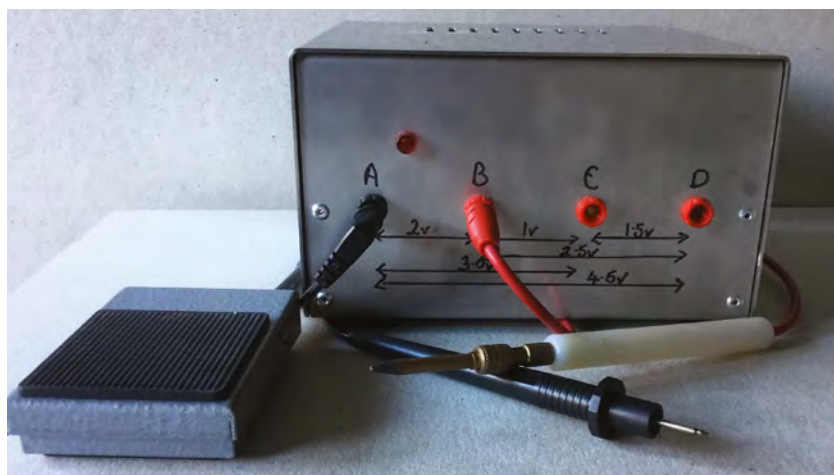
Now that we had a solution to the tie-bar issue, we could proceed with actually building some turnouts and plain track. Firstly, it was decided to minimise noise by having a cork track base of 4mm. On top of that would be 1mm of cork strip to imitate the ballast depth. This was glued down onto the baseboards. The 4mm cork was sealed with a couple of coats of varnish.

Once dried, the 1mm cork was glued and then varnished too. As it would be difficult to construct turnouts directly onto the baseboards, these would be built separately, but plain track would go directly onto the baseboard. To ensure that the turnouts would align with track already laid when completed and ready to fix to the baseboard, a full Templot track plan was stuck down onto the cork.

TURNOUT CONSTRUCTION

Construction of individual turnouts would use the copper clad sleeper strips and turnout chair etches. In addition, for connecting power droppers to the turnouts, we decided to use individual Easitrac sleepers but cast in brass; how these were used is shown a little later.

Turnout plans were printed and then placed underneath a clear acetate sheet. The copper-clad sleepers were then cut and glued to the acetate. We tried superglue initially, but this wasn't ideal so after further experimentation we settled on using Deluxe Materials 'Aliphatic Resin' (www.deluxematerials.com) which has very good adhesion and allows some time



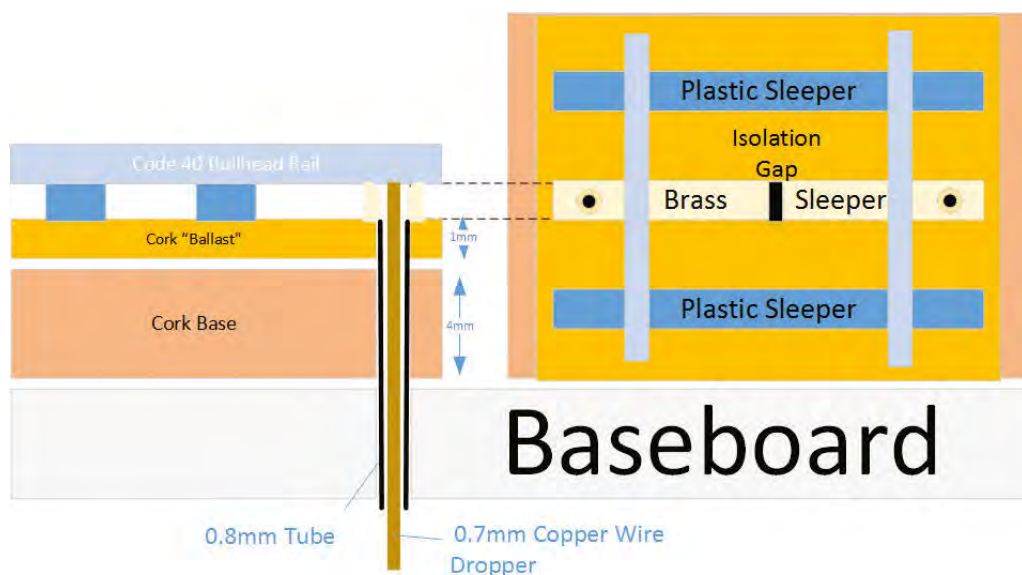
ABOVE: A Resistance Soldering Unit (RSU); the tool of choice for our trackbuilding tasks.

for adjustments if necessary. Next, using the turnout chair etches, the individual chairs were soldered to the sleepers. We found that because we are not using construction jigs to aid the build (as used by The 2mm Association), soldering directly onto the strips can be a problem, with movement of the chair when removing the heat source, specifically a standard soldering iron.

There was some experience of using Resistance Soldering Units (RSUs) within the team, and it was suggested that this might be a solution. The benefit of using an RSU is that the heat source can remain in place, as the tip cools rapidly once the current is removed. Also, the carbon rod (the tip) can be sharpened to increase or reduce the surface area in contact with the item being soldered.

A foot pedal regulates current, with a simple press for on and off. Various voltages can be selected creating a larger current and thus higher temperature, by combinations of the negative and positive probe leads being plugged into the sockets on the front of the unit. Trial and error finds the optimum for what is suitable, and we found 2V DC was best for the amount of heat we needed for track.

Because of the success of the RSU, other members of the L&WMRS have made purchases, not only



for trackbuilding but also building kits. Instruction evenings at the clubhouse have been run for both the RSU and how to build track, and this is continuing.

The RSU was purchased from London Road Models, (www.traders.scalefour.org/LondonRoadModels) and is a very heavy item, so if you do want to buy one, we suggest that you arrange to pick it up from a convenient show - postage and packing can be expensive.

TRACK POWER

As mentioned above, we purchased a number of brass sleepers from The 2mm Association to use as a means of transferring power to both the plain track and the turnouts. The idea to use these brass sleepers came from a gentleman who spoke to us at a show where we were demonstrating trackbuilding for 'Kineton' as part of the L&WMRS club stand.

He suggested that if we drilled through the sleepers at either side and then countersunk them, we could drop a wire through and then once soldered, file them down. When painted, these would be invisible. A great idea, but if it failed, how would we rewire it from under the baseboard and manage to hit the original hole again. Our solution was to drill a hole through the Templot trackplan, cork base and baseboard, then thread a 0.8mm tube through, allowing it to sit proud under the baseboard. We then threaded the wire up through the tube and into the hole in the brass sleeper. Therefore, any potential future replacements will be easy to position.

This was taken a stage further in one of the scenic sections where the track was elevated above the baseboard. Once foam filler and scenery were in place, trying to re-wire either from above or below would be very difficult. We simply extended the length of tube from the raised track through the lower baseboard.

One of our objectives was that members could build their own layout on a standard baseboard (Elite Baseboards are used - www.elitebaseboards.net) and connect to 'Kineton' or other similar boards. This means that a standard end is required where the track crosses onto the next baseboard. Because of the way

ABOVE: Diagram of our solution for providing power to the rails discreetly and reliably.

ABOVE RIGHT: Wire is threaded through 0.8mm diameter tube to the sleepers, making it possible to repair or replace a dropper if one fails.

'Kineton' is constructed, we decided to standardise on 200mm from the front of the baseboard to a point in the centre between dual tracks and each track centre is +/- 12.5mm either side of that point. To ensure stability, wooden blocks 5mm thick were fastened at the end to which we intend gluing 2mm Association board joint sleepering strips before soldering the track directly onto it, which can then be cut across the board joint.

We are now ready to get on and lay that track and because we laid out clear objectives at the beginning of the journey, openly discussed what worked or didn't, involved everyone in the group, stretched and shared our knowledge, we have avoided many of the pitfalls encountered when creating a new layout. We hope you have found something in this article that will help you when planning your next layout. ■

ask the expert

Q How did you choose what grade and colour ballast to use?

A Ballast often gets overlooked in the eagerness to get things up and running. Because we stated at the outset of this project we would test every element, ballast was given a serious review and various types, grade, mixes and colours were tried. We looked at the standard off-the-shelf offerings for N scale, as well as a variety of other options such as play sand from the local DIY store, black sand from a beach in Lanzarote and chinchilla dust from the local pet shop. We glued several sections of track on a piece of cork and tried various individual types as well as mixes. The decision in the end has been to select a variable mix of play sand and black sand for the main track with a possible use of play sand and chinchilla dust for some of the shunting areas.



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R3490	Railroad Class 08	£34.99
R3465	LNCR Class N2	£82.95
R3356	BR Crosti 9F Weathered	£104.45
R3444	BR Britannia Thomas Hardy	£137.45
R3457	SR T9 Olive Green	£116.45
31-119	BR Class 4MT Black	£135.95
32-281	BR Class K3 E/Emblem	£118.95
32-279A	LNCR Class K3 Black	£118.95
32-981	Freightliner Class 66	£127.45
32-982	DRS Class 66	£127.45

HORNBY

R3003	B17 Barnsley	£116.45
R3004	BR Serby Hall weathered	£116.45
R3004X	BR Serby Hall weathered	£133.45
R3371	Mallard Railroad Version	£74.00
R3233	D16/3 LNCR	£100.95
R3235	D16/3 British Railways	£100.95
R3284	LNCR Flying Scotsman	£87.90
R3276	LMS Compound	£66.45
R3229	British Monarch	£119.25
R3245TTS	A1 Tornado	£135.75
R2744	Schools Blundells BR	£84.95
R2917	2800 Class BR	£103.99
R3017	BR Patriot	£108.50
R3088X	LNCR Class 01	£109.50
R3228	Austerity NCB	£65.75
R3225	GWR 72XX	£114.45
R2844	Schools 'St. Lawrence' BR/E	£93.75
R3194	Schools 'Epsom' BR/E	£111.95
R2784X	Mallard Green	£85.00
R3005X	28XX BR Wtd	£116.50
R3110	61XX BR	£78.45
R3169	Olton Hall Red	£72.50
R3074	King GWR (Stamp Collection)	£112.99
R3301	Earl of Mount Edgcumbe	£132.95
R3318	B17 Gilwell BR Early	£121.95
R3380	J15 LNCR	£96.90
R3381	J15 BR Early	£96.90
R3315	Fowler 2P BR Late	£87.45
R3316	Fowler 2P SDJR	£87.45
R3329	BR Late S15	£123.99
R3327	SR S15	£123.99
R3324	J50 LNCR	£69.45
R3325	J50 BR Early	£69.45
R3326	J50 BR Late	£69.45
R3242A	K1 BR Early	£116.95
R3243B	K1 BR Late	£116.95
R3395TTS	A4 Mallard	£102.25
R3413	S15 Late	£119.45
R3412	S15 Early	£119.45
R3463	52XX BR	£106.45
R3464	72XX BR Late	£116.45
R3462	42XX BR Late	£106.45

HORNBY TRAIN PACKS/SETS

R3302	Return from Dunkirk	£229.75
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R2815	Southern Suburban Ltd	£159.00
R2986	Date with the Duchy	£179.90
R3059	Tornado Train Pack	£128.45
R3098	BR Tornado	£93.45

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R3266	Class 60 Subsector Quinag	£139.45
R3340	BR Green 2Hal	£119.75
R3353	Sentinel Balfour Beatty	£49.45
R3355	Sentinel Wabtec	£49.95
R3346	Class 92 DB Schenker	£70.45
R3291XS	CL56 Colas	£217.50
R3161B	SR 2 Bil Green	£120.60
R3290A	BR 2 Hal Green	£113.90
R2508	CL121	£47.50
R2646X	CL56 BR Grey	£83.95
R2647X	CL56 BR Grey	£83.95
R3177	BR 2Bil SR Green	£123.99
R3180	Tarmac Sentinel	£44.95
R3268	Class 67 Arriva	£122.90
R3283	Bagnall Shunter	£25.75
R2963	Cl.31 Regional Railways	£103.75
R2962	Cl. 56 BR Grey 'Oystermouth'	£96.50
R3282	Cl. 42 Maroon 'Thruster'	£47.90
R3392TTS	Class 40 with sound	£77.45
R3481	Class 67 EWS	£124.25
R3341A	BR Blue 2 HAL	£115.95
R3480	Class 92 EWS	£76.95
R3261	Class 08 Network	£84.45
R3343	Class 08 FGW	£104.45
R3342	Class 08 BR	£104.45

HORNBY TRACK

R070	Turntable	£57.95
R083	Buffer Stop	£1.35
R207	Track Fixing Pins	£2.50
R394	Hydraulic Buffer	£3.95
R600	Straight	£1.30
R601	Double Straight	£1.95
R604	Curve 1st Rad.	£1.75
R605	Double Curve 1st Rad.	£2.05
R606	Curve 2nd Rad.	£1.70
R607	Double Curve 2nd Rad.	£2.20
R608	Curve 3rd Rad.	£2.10
R609	Double Curve 3rd Rad.	£1.95
R610	Short Straight	£1.15
R614	LH Diamond Crossing	£9.25
R615	RH Diamond Crossing	£9.25
R617	Uncoupling Ramp	£2.30
R618	Double Isolating Rail	£6.95
R620	Railor Uncoupler	£4.25
R628	Half Curve 3rd Rad.	£1.70
R643	Half Curve 2nd Rad.	£1.40
R8026	Power Track	£3.75
R8072	LH Point	£8.45
R8073	RH Point	£8.45
R8074	LH Curved Point	£14.25
R8075	RH Curved Point	£14.25
R8076	Y Point	£10.25
R8077	LH Express Point	£13.95
R8078	RH Express Point	£13.95

HORNBY TRACK ACCESSORIES

R076	Footbridge	£11.85
R169	Junction Home Signal	£9.75
R170	Junction Distant Signal	£9.75
R171	Single Home Signal	£7.50
R172	Single Distant Signal	£7.50
R189	Single Brick Bridge	£6.30
R394	Hydraulic Buffer	£3.95
R406	Colour Light Signal	£18.95
R499	River Bridge	£10.70
R574	Trackside Accessories	£10.00
R626	Point Underlay	£3.20
R636	Double Level Crossing	£14.50
R638	Track Underlay	£7.95
R645	Single Level Crossing	£8.95

R657	Girder Bridge	£11.45
R658	Inclined Pier Set	£8.50
R659	High Level Pier Set	£5.60
R660	Elevated Track Side Walls	£16.45
R909	Track Supports	£6.45

HORNBY CONTROL EQUIPMENT

R044	Point Switch	£8.75
R046	Two Way Switch	£5.95
R047	On/Off Switch	£5.95
R602	Power Connecting Clip	£1.50
R8014	Point Motor	£3.65
R8015	Point Motor Housing	£2.95

BACHMANN STEAM LOCOMOTIVES

31-088	BR Black Earl	£118.95
31-089	GWR Earl	£118.95
32-084	Class 56XX GWR	£76.45
32-085	Class 56XX BR	£76.45
31-980	Standard 3MT BR	£110.45
31-981	Standard 3MT BR	£101.95
31-780	Switland Hall	£106.20
31-781	Foremarke Hall	£106.20
31-782	Thirstaine Hall	£114.70
31-783	Fountains Hall	£114.70
35-075	E4 LBSC	£93.45
35-076	E4 Southern	£93.45
35-077	E4 BR Early	£93.45
35-078	E4 BR Late	£93.45
31-635	GWR 64XX	£72.21
31-001	Robinson BR Late Crest	£94.99
31-002	Robinson BR Early Crest	£94.99
31-003	Robinson LNCR	£94.99
31-127	CL3000 BR ROD	£118.45
31-128	BR ROD Weathered	£105.45
31-136DC	D11/2	£115.90
31-213DS	Patriot BR Late	£201.45
31-528A	A2 Pearl Diver	£144.45
32-227B	LMS 3F Jinty	£72.20
32-235	BR 3F Jinty	£80.70
31-627A	Class 3F LMS	£71.25
31-628DC	Class 3F BR weathered	£93.20
31-931	LMS Compound	£112.90
31-933	BR Compound Late Crest	£112.88
31-932DC	BR Compound	£127.75
32-500	5MT Class BR - 73068	£70.99
32-550A	A1 Tornado Apple Green	£109.45
32-509	BR SMT Early Crest	£104.55
32-954	4MT BR Early	£87.50
32-955	4MT BR Late	£87.50
31-465	C Class BR	£93.46
31-138	D11/2 Black Early	£106.20
31-189	Jubilee 'Falkland Islands'	£113.95
32-129A	Prairie BR Black	£72.20
32-154A	N Class BR Black Wtd	£99.10
32-233	3F SDJR Blue	£62.00
32-508	5MT BR Green	£104.55
32-828A	Ivatt 2MT BR Green	£89.20
32-954	4MT BR Black Early	£87.50
32-955	4MT BR Black Late	£87.50
31-626A	3F BR Black Early	£76.45
32-880	Fairburn LMS	£106.20
32-882	Fairburn BR Late	£106.20
31-461A	C Class SR Black	£106.20
31-462A	C Class BR Early	£106.20
32-131	45XX GWR Green	£80.70
31-433	Midland Class 1F LMS	£81.55
31-434	Midland Class 1F BR	£81.55
31-003A	Robinson LNCR	£110.45
31-004A	Robinson BR Early	£118.95
31-435	1F BR Early	£81.55
31-480	G2A LMS	£101.95
31-481	G2A BR Early	£114.70

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

32-762DS	Virgin Class 57 Hood	£203.95
31-265	MLV Green	£62.45

31-266	MLV Green with yellow panel	£62.45
31-268	MLV NSE	£83.26
31-269	MLV Jaffa	£83.26
31-326	CL105 BR Green	£79.45
31-327	CL105 BR Green	£79.45
31-535	CL105 BR Blue Power Twin	£84.45
31-537	CL105 Small Yellow Panel	£84.45
31-575	Windhoff MPV NWR	£104.00
31-576DC	Windhoff MPV NWR	£114.00
31-577	Windhoff Railtrack	£104.00
31-658	Class 47 Petroleum Sector	£97.70
31-679	Class 85 Electric Blue	£118.95
32-680	Class 45 Blue	£101.95
32-681	Class 45 Green	£101.95
32-408	Class 25/3 BR Blue	£93.45
32-045	Class 20 BR Freight	£93.45
32-784	Class 37 Mainline	£106.20
32-785DS	Class 37 Dutch	£203.95
32-786	Class 37 EWS	£106.20
32-906	CL108 Green 2 car	£93.50
32-910	CL108 Blue/Grey	£74.95
32-937	Class 150 Centro	£127.45
32-928	Class 150 Sprinter	£135.95
31-363	03 BR Blue Wtd	£76.45
31-364	03 BR Green Wtd	£76.45
31-365	03 BR Blue	£70.50
32-065	Class 43 Zealous	£118.95
32-066	Class 43 Pegasus	£118.95
32-067	Class 43 Royal Oak	£118.95
32-044	Class 20 BR Green	£93.45
32-034A	Class 20 BR Green weathered	£97.70
32-038DS	Class 20 BR Blue	£195.45
32-913	Cl. 108 Green w/ Whiskers	£114.50
32-815	Class 47 Intercity	£89.20
32-381M	Class 37 DRS	£117.25
32-390	Class 37 Petroleum Sector	£101.95
31-660	Class 47/4 Large Logo	£114.70
31-656	CL47 BR Green	£127.45

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KERNOW REVEALS SOUTHERN REGION '4-TC'

 Kernow Model Rail Centre and Bachmann have sprung a huge surprise on Southern Region modellers by unveiling a Class 438 '4-TC' (Trailer Control) set for release later this year.

As our exclusive photograph shows, development of the OO gauge unpowered four-car set is largely complete, with just a few detail 'tweaks' required before it moves to the decoration stage. The models will be offered in original plain blue as set 416, two BR blue/grey options - 1970s/80s 404 and post-1986 8022 with NSE branding, 8023 in full Network SouthEast livery, 'Premier Charter' plain blue set 410 and in Railway Technical Centre (RTC) red/blue as 8007.

Formed of two Driving Trailer Second Opens (converted from TSOs), a Trailer First Corridor (ex-FK) and a Trailer Brake Second Corridor (ex-BSK), the sets will have illuminated route indicator panels, interior lighting and high-intensity headlights, where appropriate. Just one 21-pin decoder will be required for DCC operation as conductive couplings, similar to those employed on the 'Midland Pullman' will be fitted within the set. Standard NEM pockets are fitted at the outer ends. Sets will be priced at £289.99 each, although this drops to £269.99 for pre-orders.

Although the real '4-TCs' were rebuilt from Mk 1 stock, the model has been developed from scratch, using original research supplied by KMRC. A total of 34 '4-TCs' was assembled for the Bournemouth

line electrification in two batches, delivered in 1966/67 and 1974. The vehicles were converted from redundant Mk 1 locomotive-hauled stock and designed to be hauled (or pushed) by powerful '4-REP' tractor EMUs between Waterloo and Bournemouth, with push-pull fitted Class 33/1s taking over for the non-electrified line to Weymouth.

Originally numbered 401-434, the sets could also work with any other type of standard SR EMU, Class 73s and Class 74s in push-pull mode, or as conventional hauled stock with other classes of locomotives. In the late-1980s, they were regularly hauled by NSE Class 50s on Waterloo-Salisbury semi-fast trains. In 1987/88, they were also used with pairs of Class 73/1s on Waterloo-Bournemouth trains as the 'REPs' were gradually withdrawn to donate their traction equipment to new Class 442 'Wessex Electrics'.

Their flexibility also made them popular for railtours and excursions where frequent reversals were necessary and Class 33/1 plus '4-TC' combinations reached many obscure parts of the network in the 1970s and 1980s.

Two complete sets and several other vehicles survive, including London Underground's 428, decorated with fake 'wood panel' vinyls and used for steam/electric enthusiast trips.

W www.kernowmodelrailcentre.com



taking numbers

44 traders and more than 30 working layouts have been confirmed for The International N Gauge Show at the Warwickshire Exhibition Centre near Leamington on September 10/11. Exhibits will include RMweb favourite 'Vale of Oxbury' and a celebration of 40 years of InterCity 125s.

W www.ngauge-show.co.uk

650 nebulisers worth £39,000 have been funded by Warley MRC's 'Charity Link' in recent years. Declining demand for nebulisers means that the charity is now being wound up and all remaining assets will be donated to The Railway Children charity.

W www.warley-mrc.org.uk

11,000 visitors expected at the Midlands Model Engineering Exhibition on October 13-16. Over 1,000 models will be on display at the Warwickshire Exhibition Centre, alongside more than 100 traders, societies and demonstrators and an outdoor 5in gauge railway.

W www.midlandsmodel-engineering.co.uk

175 years since the first train arrived at Haywards Heath station on the London-Brighton line. As part of the celebrations, a grand model railway exhibition is being held at the town's Dolphin Leisure Centre on September 18, featuring many of the trains that have worked the 'Brighton Line' over the decades.

E john.ely@sunninghill.co.uk

2,500 pounds donated to the Moseley Railway Trust by Accucraft UK, from sales of a special edition First World War Baldwin 4-6-0T. The 1:19 scale live steam model can be used on 32mm or 45mm gauge railways and costs £1,500.

W www.accucraft.uk.com

DCC READY IVATT 2MT



Bachmann's long-awaited upgrade of the popular Ivatt 2MT 'Mickey Mouse' 2-6-2T has broken cover and should arrive in UK shops in July. The LMS-designed tank will feature a new chassis with a 'Next18' DCC interface, improved wheels and motion and, for the first time, the prominent brackets around the motion omitted from the old chassis. The model will be available in BR lined black with the early emblem as No. 41243 and 'DCC Fitted' as No. 41291 in lined black with the late BR crest.

Another recent arrival is a 3-D printed test sample of the War Department 'Warflat' vehicle carrier, first announced several years ago. Work is also progressing on the South West Trains Class 450 EMU, with engineering samples now in the UK for approval, and the LBSCR H2 'Atlantic', which is now at the CAD stage. See www.rmweb.co.uk for regular updates on new Bachmann/Farish models.

The Barwell company has announced that its next Collectors Club exclusive OO models are West Coast Railway Co. maroon Class 37/7 diesel 37706 (32-390K, £129.95) and a pair of Mk 1 Pullman Second

Parlour vehicles – 99347/352 – in West Coast Railways livery (39-002K, £134.95). Both items – pictured below – are in stock now and can be bought together for £240.00, a saving of almost £25.00. Telephone 01455 841756 or order via the website.

Also just arrived from Bachmann are the latest 'Midland Pullman' presentation packs in N and OO. Look out for our review of the latter in the August edition of **BRM**, and see page 91 for the N scale pack.

W www.bachmann.co.uk



OXFORD RAIL ADDS SOUND — AND MOTORAIL FLATS



➤ Taking another significant step to expand its range of OO gauge models, Oxford Rail has announced that all future locomotive releases will have a DCC sound option. The first models to benefit will be the Adams 'Radial' 4-4-2T, which is to receive a redesigned chassis to accommodate the decoder and 'sugar cube' speaker, and the forthcoming GWR 'Dean Goods' 0-6-0 (pictured below), due out shortly.

Oxford Rail is working with German sound specialist ESU to develop the sounds, and has sourced original recordings of a 'Radial' at work in the 1950s to form the basis of its sound files. In the absence of any original recordings, the 'Dean Goods' will use modified GWR 'Pannier Tank' sounds.

Furthermore, the company has also announced that it is working on a 1960s/70s Motorail car flat in OO gauge, for release towards the end of 2016. Tooling is already

underway and the model will be offered in three guises initially, BR brown, weathered BR brown with patch painted details and BR blue with 'Motorail' branding. The models will be based on vehicles built on redundant LMS coach underframes, rather than the later Mk 1-based flats. Although they offer a perfect opportunity to match with Oxford's vast range of die-cast vehicles, the wagons will be sold without cars initially.

Next to arrive from Oxford will be Adams 'Radials' in East Kent Light Railway green and BR late crest No. 30583, which varies in several respects from the sold-out first model in this livery. Following those will be Southern Railway black No. 3520 with 'sunshine' lettering (see page 91).

Work continues on the 'Dean Goods' and factory decorated samples have now been received. Several improvements will be made to the decoration before the models go into production, including re-positioning of the cabside numberplates. A working sample of the Yorkshire Engine Co. 'Janus' diesel for Golden Valley Hobbies has also been received. See this month's DVD for exclusive video clips of it and the 'Dean Goods' prototypes in action.

No further details have yet been given of the liveries and identities of Oxford's Mk 3 coaches, although several more versions of the company's 7-plank mineral wagon have now been announced, including the first BR unfitted grey versions, both singly and in triple packs. For more information, see the company's website and www.rmweb.co.uk.

W www.oxfordrail.co.uk



HORNBY E5001 FOR LOCOMOTION

➤ Locomotion Models has announced the latest addition to its 'National Collection in Miniature' series - BR Class 71 E5001. The exclusive Hornby model will be produced in original BR green livery, replicating the cosmetic restoration about to be undertaken on the full size locomotive. E5001 is the only survivor of its class and has been part of the National Collection since withdrawal in the late-1970s.

The Hornby model is available for delivery from July 1. Just 250 models will be produced, with a museum-style gloss finish. The retail price is £159.95

plus P&P and models can be ordered online now at Locomotion Models' website or by telephone on 01904 685785.

W www.locomotionmodels.com



This month's **OXFORD** New Releases

1:72



DH Sea Devon C20 - 781 Sqn.
RNAS 'Admiral's Barge'
72DV002 1:72



DH Dragon Rapide G-AGTM -
Army Parachute Association
72DR010 1:72



DH Hornet F3 - King's Cup
Air Races, Elmdon 1949
72HOR005 1:72

1:43



Daimler SP250 -
Ivory/Red
DSP003 1:43



Datsun 240Z - Yellow
DAT002 1:43



Ford 400E Van -
His Master's Voice
FDE013 1:43



Austin Seven RN
Saloon - Black/Red
ASS005 1:43

1:76



Scammell Showtrac & Trailer -
Anderton & Rowland 'Gladiator'
76SST005 1:76



Dorchester ACV - 1st Polish
Armoured Division, 1945
76DOR003 1:76



Bedford CA Ice Cream
Van - Lyons Maid
76CA003 1:76



Leyland Titan PD2/12 -
Midland Red
76PD2002 1:76



Range Rover Evoque -
Santorini Black
76RR004 1:76



Jaguar XK Convertible -
Italian Racing Red
76XK004 1:76



Jaguar XKR-S Coupé -
Ultimate Black
76XKR004 1:76



Citroen 2CV Dolly -
Plum/Custard
76CT005 1:76



Bentley Mulsanne -
St James Red
76BM004 1:76



Morris MM Series
Lowlight - Thames Blue
76MMS005 1:76



Hayton Coulthard
Centenary Set
76SET45 1:76

NEW SET!



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Motorcycle and Sidecar -
34th Armoured Brigade, 1945
NBSA005 1:148



Leyland Royal Tiger - Southdown
NLRT002 1:148



Citroen 2CV - Bamboo Green
NCT004 1:148



Komatsu PC340
Standard Boom
76KOM001 1:76



Austin Seven Van -
Daniel Doncaster
76ASV005 1:76

1:148

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1



3



5



1 BACHMANN 31-728
GWR 'CITY' 4-4-0
NO. 3708 KILLARNEY

Now available from Bachmann stockists is a new version of the OO gauge GWR 'City' 4-4-0, decorated as No. 3708 *Killarney*. The elegant locomotive carries the post-1922 simplified, unlined version of GWR green with black frames and 'GREAT WESTERN' legend on the tender, as applied to ordinary passenger and goods locomotives. Bachmann's model features a 21-pin DCC decoder socket in the tender, a set of etched name and number plates, plus a wealth of optional detail parts.

Price £139.95
W www.bachmann.co.uk

2 OXFORD RAIL SR
BLACK ADAMS 'RADIAL'
NO. 3520

As well as releasing the first versions with factory-fitted DCC sound, Oxford Rail is adding a further variant of the Southern Railway Adams 'Radial' 4-4-2T to its range. SR wartime black No. 3520 will feature yellow/green 'Sunshine' lettering and a host of appropriate details for this 'Radial' at this stage of its career in the 1940s. DCC Ready and DCC Sound versions will be offered. They will follow the previously announced East Kent Railway and SR olive green 'Radials' due in June/July.

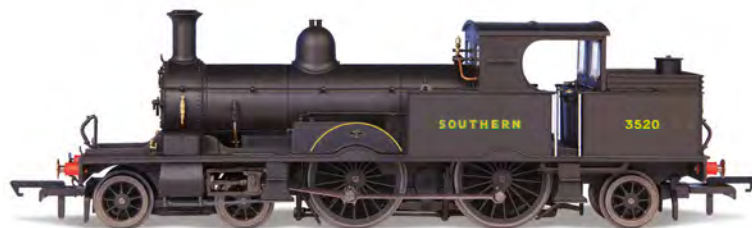
Price From £104.95
W www.oxfordrail.co.uk

3 BACHMANN 31-883
MIDLAND RAILWAY
4F 0-6-0 NO. 3848

Also new from Bachmann this month is another foray into pre-Grouping railways, in the form of a Johnson 4F 0-6-0 in Midland Railway black. With a 1917 builders plate, Johnson tender, elaborate MR cabside crest and large numerals on its tender, this 4F represents the final few years of the MR and the largest of a long line of rugged goods 0-6-0s built by the Derby-based railway. Suitable for pre-Grouping or the early years of the LMS, the model has a 21-pin DCC decoder socket in the tender.

Price £114.95
W www.bachmann.co.uk

2



4



6



4 BACHMANN 38-105
PACK OF THREE
RAILTRACK PNA

This pack revives a OO gauge modern wagon which has not featured in the Bachmann range for several years. These simple open box wagons on recycled TTA tank underframes were introduced by Railtrack in the late-1990s for ballast and spoil duties but soon replaced by larger capacity types. All three are weathered, with different numbers but all are of the five-rib variant with similar markings. A good way to assemble a decent length infrastructure train quickly.

Price £59.95
W www.bachmann.co.uk

5 OXFORD DIECAST
76KOM001 KOMATSU
PC340LC EXCAVATOR

If your contemporary era layout is undergoing some serious infrastructure works, this 1:76 scale Komatsu excavator from Oxford Diecast should be of interest. With rotating tracks and a posable boom, a variety of poses can be achieved such as loading wagons (such as the Bachmann PNAs mentioned left) in an engineering siding or 'Virtual Quarry'. Further liveries, including civil engineering firms are expected in the coming months.

Price £19.95
W www.oxforddiecast.co.uk

6 GRAHAM FARISH
370-425 MIDLAND
PULLMAN SET

In response to public demand, Bachmann has released a second run of Midland Pullman DEMU sets in original Nanking Blue, in both N and OO gauge. Both depict the 'other' unit of the 'Midland Pullman' duo. This special collector's edition features an exclusive book by Kevin Robertson, a pack of Pullman stewards and train crew figures, a reproduction menu card and fine art print of the artwork featured on the box. Note the N scale model requires two six-pin decoders.

Price £399.95
W www.bachmann.co.uk

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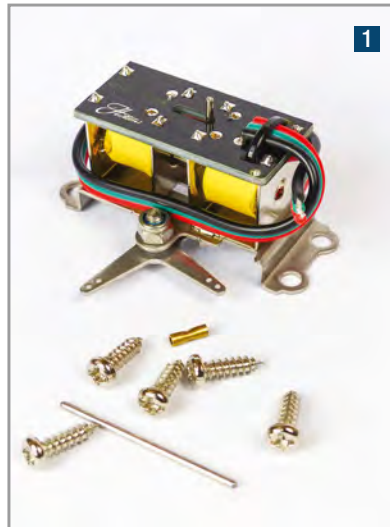
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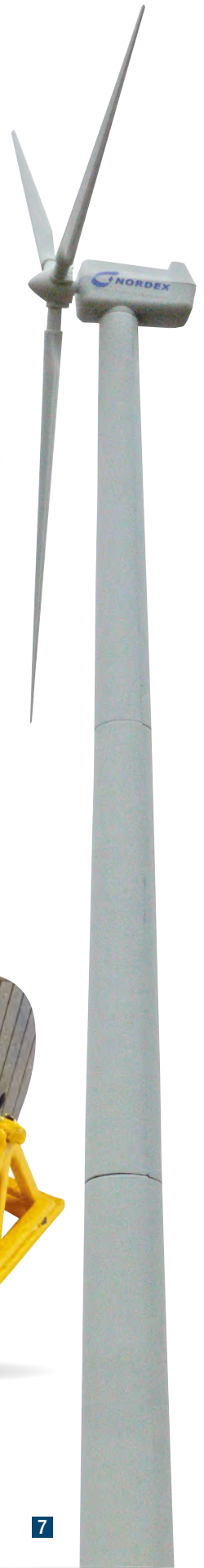
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HELJAN CLASS 42 'WARSHIP'

Heljan's latest RTR O gauge diesel depicts another of the WR's charismatic, and still hugely popular, diesel-hydraulics. **Ben Jones** takes a closer look.

FACT FILE

I MODEL

Heljan 42031 BR maroon (full yellow ends) Class 42 'Warship' diesel-hydraulic D815 *Druid*

I PRICE RRP £699.00

I WORDS Ben Jones

I PHOTOGRAPHS

Tony Wright



When the Western Region was looking at options for replacing its steam fleet with more modern forms of traction, it took a different route to the other BR regions, selecting diesel locomotives with hydraulic transmissions rather than diesel-electrics. For express passenger services, a lightweight four-axle design closely based on Deutsche Bundesbahn's V200 B-B was chosen. The stylish bodyshell also mimicked the

West German locomotives, albeit considerably reduced in size to fit the British loading gauge. All but two were named after Royal Navy ships - the exceptions being D800 and D812 *The Royal Naval Reserve 1859-1959* (which was to have been named *Despatch*) - quickly leading to the class being nicknamed 'Warships'. D800 carried the name *Sir Brian Robertson*, after the then chairman of the British Transport Commission.

Between 1958 and 1961, 71 locomotives were



built by Swindon Works (D800-32/66-70) and North British (D833-65), later becoming Class 42 and Class 43 respectively. Their reign on front-line expresses was brief, as they were replaced by more powerful 'Westerns' and Brush Type 4s from 1963, and withdrawals commenced as early as 1968. The 'Warships' found employment on a variety of other work, including Waterloo-Exeter expresses on the Southern Region, secondary passenger trains over a wide area of the West Country, parcels, milk, goods and engineers trains. Most were withdrawn in 1971, with a handful surviving until the end of 1972.

This new Heljan O gauge model is based on the Swindon-built Class 42 and is available in five versions, covering all but the very earliest period of the class's short career. A further seven options, all without numbers or names, have been produced for Tower Models. Just 50 of each livery have been made for the latter company, and options include late-1950s/early-1960s BR green without yellow warning panels. Reviewed here is D815 *Druid* in late-1960s/early-1970s BR maroon with full yellow ends - a livery that some locomotives retained until withdrawal. 'Warships' received BR maroon at works visits between



Autumn 1965 and 1967, after which BR blue was applied. Around half of the fleet was so treated.

D815 was delivered to Plymouth Laira on January 20 1960, and was also shedded at Wolverhampton (Stafford Road) and, from August 1967 until withdrawal on October 3 1971, at Newton Abbot (83A). Following ten months in store at Bristol Marsh Junction, it was moved to Swindon Works for scrap.

GERMAN OUTLINE

That stylish German-inspired outline looks to have been well captured by Heljan's designers. The overall body shape is good and compares favourably with published drawings and the many photographs we studied before

compiling this review. Immediately noticeable are the many separately fitted lifting eyes and ventilation flaps along the roof, not to mention the excellent mesh catwalks over the two fan grilles. Look closer and you'll see fine rivet detail around many of the roof panels and smaller grilles/vents. The roof profile - incorrectly modelled on some other RTR Class 42s - looks convincing, right down to the subtle 'widow's peak' above the curved windscreens.

We have a couple of reservations about the shape though; the cab front, specifically the area above the four-character headcode panels, looks somewhat more bulbous than the prototype. Also, the cutaway from the body to the underframe skirting doesn't look to be angled steeply enough. The two access panels on each cabside were virtually flush

with the body, but Heljan's stand a little prouder than they ideally should. Another slight disappointment is the design of the bodysheet, which separates from the chassis above the solebar, leaving a noticeable gap around the lower part of the nose and sides. Previous RTR models (admittedly in OO) have dealt with this area more elegantly. However, from most angles the model conveys





the necessary 'Warship' shape and character.

Bodyside and cantrail grilles are moulded as part of the body but have plenty of depth, fooling the eye into believing they are open like the real thing. Unlike the full-size locomotives, there's nothing on view through the bodyside windows. However, the excellent cab glazing does show off the cramped interior of the cabs, complete with fully decorated drivers' desks, control handles and a well-detailed and decorated bulkhead.

Little additional work is needed, save for the installation of a crew.

The news is equally good below the body, where the unusual inside-framed bogies have been well reproduced and feature lots of prototypical detail and relief. Worthy of closer inspection are the brake shoes in line with the wheel treads and the prominent suspension springs between the axles.

No fewer than 31 extra detailing parts are provided with the model, from optional cab footsteps and sandpipes, two complete sets of replacement bufferbeam hoses and cables, lamp brackets, windscreen wipers and replacement roof vent flaps. These latter items will almost inevitably go astray so it's useful to have spares.

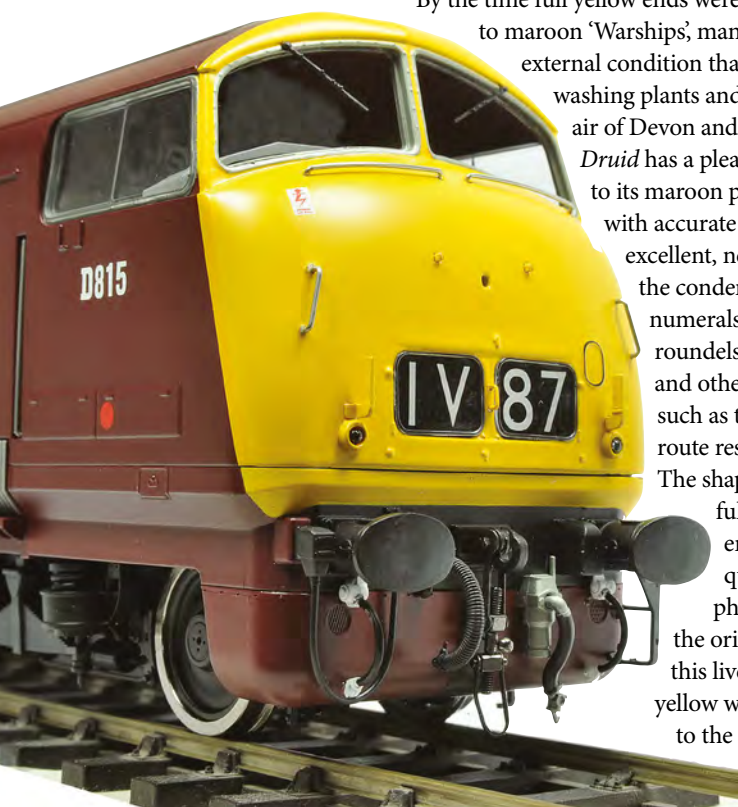
Separately applied parts fitted by the factory include wire handrails throughout, Western Region style 'cow horn' lamp brackets and speedometer cables on the bogies.

Other features I particularly liked included the silver-grey cab window frames with subtle rivet heads, the moulded kickplates under each cab door, the grey cab door handles and the dished wheel centres.

By the time full yellow ends were being added to maroon 'Warships', many were in poor external condition thanks to the WR's washing plants and the salty sea air of Devon and Cornwall.

Druid has a pleasing satin finish to its maroon paintwork, with accurate colours and excellent, neat printing of the condensed font BR numerals, coaching stock roundels, nameplates and other small details such as the WR 'Red' route restriction codes.

The shape of Heljan's full yellow ends doesn't quite match photographs of the original D815 in this livery, where the yellow wraps around on to the cabsides, closer to the access panels.



An oval worksplate sits centrally on the underframe, proudly bearing the legend 'Built 1960 Swindon'. Nameplates are also neat and accurate, although a set of etched brass plates and Newton Abbot shedplates would finish the model off perfectly, adding a little extra relief in the right places.

MECHANICAL MATTERS

Propulsion comes courtesy of Heljan's revised O gauge diesel mechanism, which features two horizontally mounted five-pole motors and large brass flywheels - one per bogie. It's the same arrangement seen on the recent Class 60 and *Falcon*, albeit coupled to two axle bogies in this case.

Brass wires run in grooves at the rear of each wheel providing reliable electrical pick-up for the motors. As is Heljan's standard practice, a 'DCC Friendly' printed circuit board with screw terminals is provided on the chassis, ready for installation of a high-capacity decoder such as the ESU LokSound XL V4.0. Space is also provided for a downward facing ESU 40mm round speaker between the bogies.

Lighting consists of white marker lights and switchable red tail lights (a sliding switch is discreetly located under the cab at one end) plus illuminated headcode panels - one showing a London Paddington-bound '1A45' and the other '1V87' indicating an inter-regional train terminating somewhere on the Western Region. Cab interior lights are also fitted.

Not unusually for a Heljan O gauge diesel, the performance of our sample was solid and reliable. The 2.6kg weight gives it plenty of 'grunt' for hauling prototypical length trains and the model shown here performed quietly and without fuss on test.

A note about fit and finish though; generally our sample was well put together, apart from both windscreens falling in at one end before we'd even lifted the model out of its box. Although that can be easily rectified, it didn't immediately inspire confidence.

However, overall, this is an attractive and charismatic addition to Heljan's family of WR hydraulics and a perfect companion for the 'Hymek' and 'Western'. In this guise, a tatty maroon 'Warship' hauling a few battered ballast hoppers is a very tempting prospect for a layout set in some Western Region backwater in the early-1970s. ■

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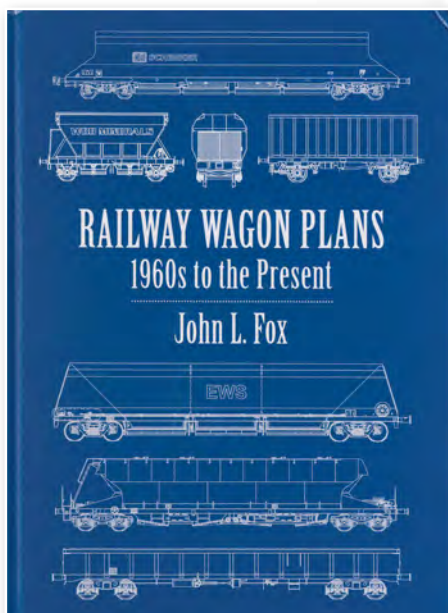
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6 GRESLEY'S CLASS P2 LOCOMOTIVES, ANDREW HARDY, IAN ALLAN, ISBN 978-0-7110-3849-3

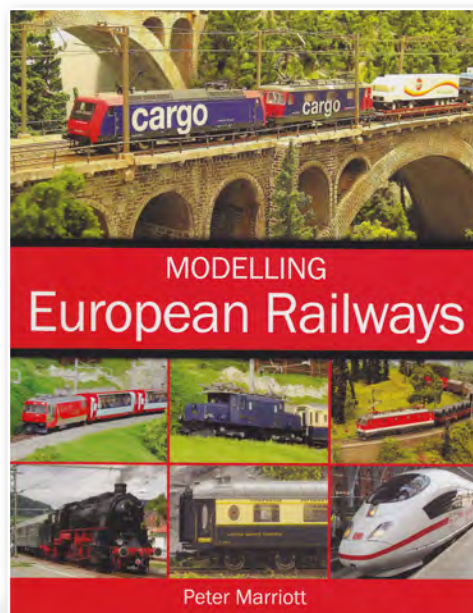
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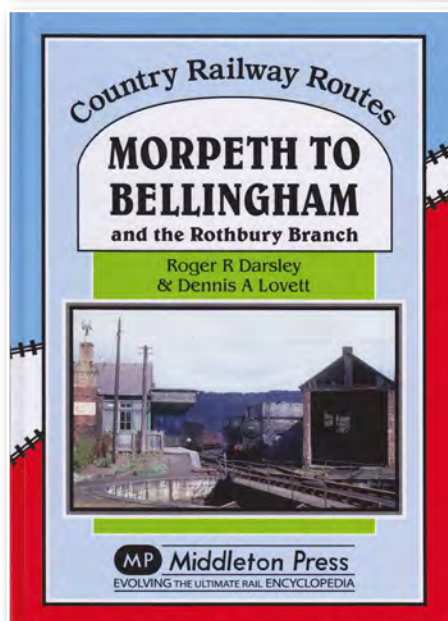
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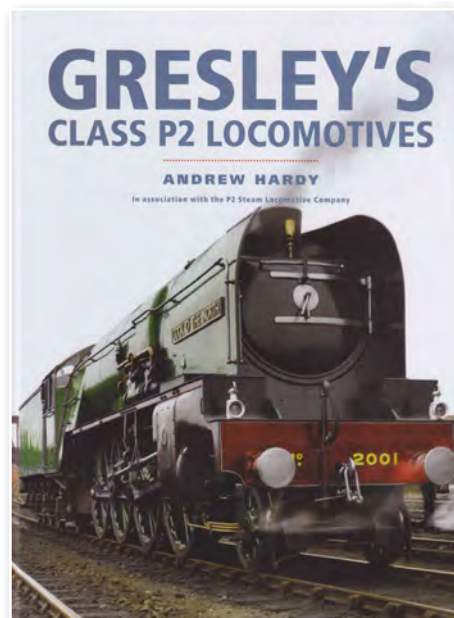
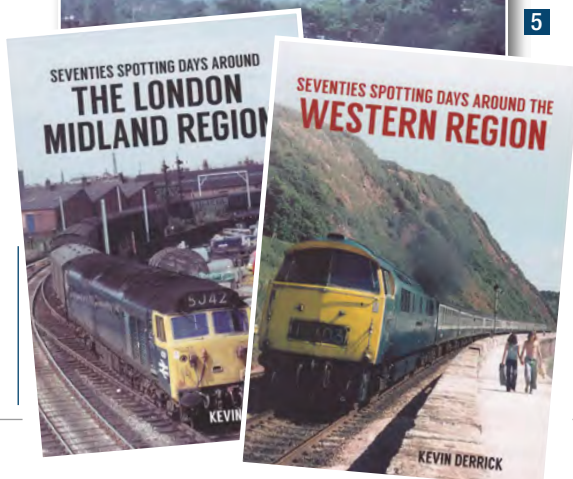
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GRAHAM FARISH GWR '6400' 0-6-0PT

FACT FILE

MANUFACTURER Graham Farish
Model 371-985 GWR green '6400' 0-6-0PT No. 6407, 371-986 BR early emblem black No. 6417
SCALE/GAUGE 1:148 scale, 9mm gauge N
PRICE £94.95 each
AVAILABILITY Graham Farish stockists
REVIEW Ben Jones



Pannier Tanks are a staple item for GWR and Western Region modellers. For many years Graham Farish produced a relatively crude model of the '94XX' variant, and in recent years both Dapol and Farish have released N

scale models of the general purpose '57XX/8750'.

A further option is now available from the latter, in the form of a '6400' - the first time this passenger class has been offered in 1:148 scale.

Introduced by C.B. Collett in 1932, 40 of these useful tanks were built for secondary and branch line passenger work. Their relatively small (4ft 7½in diameter) wheels made them suitable for steeply graded lines in the Welsh Valleys and later Devon and Cornwall, where they remained in use until the early-1960s. All were fitted with

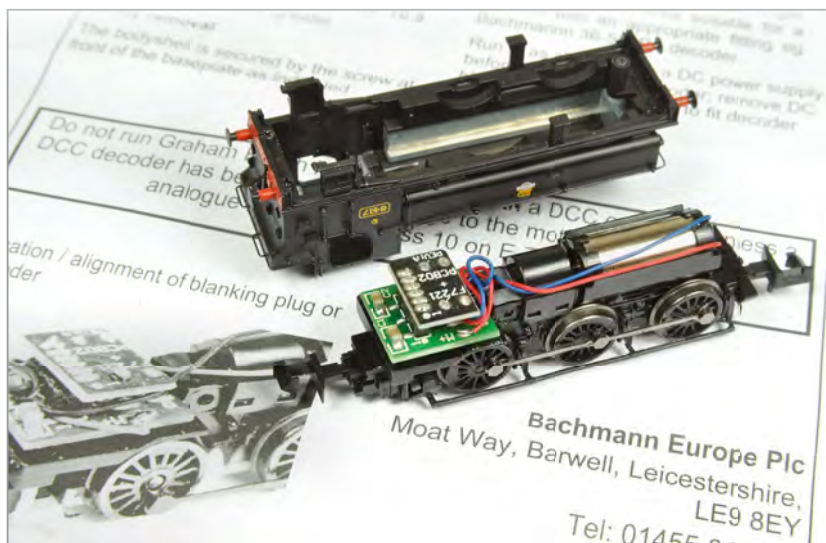
auto-control gear for push-pull operation.

A further 30 locomotives were built to a similar design in 1936 for goods work; designated '7400s' they did not have auto-control gear. A further 20 '7400s' were built by BR in 1948/50. Both types could trace their origins back to William Dean's '2021' Class of 1891 and the Armstrong '851' Class of 1874.

Two versions were kindly supplied by Bachmann for review; GWR 1930s green No. 6407 and BR black No. 6417 with the early emblem for the 1948-56 period. A third option is No. 6412 in BR lined green with the late crest, as carried from 1956/57 until withdrawal. The BR models will be joined later this year by matching Hawksworth auto-trailers, allowing attractive post-1950 branch line trains to be formed. GWR modellers will need to pair their '6400s' with Dapol's earlier design of auto-trailer, which is also available in BR liveries.

Both models shown here were beautifully decorated, particularly GWR No. 6407 in its rich green with yellow GWR lettering shaded in red. Printing is crisp and accurate, and legible throughout, right down to the wording in the BR early emblem and No. 6417's Aberdare (86J) shedplate. Based at Plymouth Laira when the GWR was Nationalised in 1948, the locomotive was transferred to south Wales in October 1953 and remained there until withdrawal in June 1959. GWR No. 6407 was based at Southall in west London in 1948, but switched to Laira in January 1949. The BR black model has a matt-satin finish, which will look even better once it is weathered. One other small addition that will help to finish off both models is an etched cabside numberplate.

In terms of appearance, the model is clearly a product of the same research and development package as Bachmann's OO gauge model. Overall shape and looks





are excellent; the slightly squatter character of the '6400' compared to the '57XX' is captured well. Other key details such as the chimney profile, cab shape and front end 'face' are convincing too.

Delving more deeply into the details, both models feature whistle shields in front of the cab, a top feed between the chimney and dome and evidence of the auto-control gear under the smokebox. Wire handrails are fitted throughout (nine in total), but other raised detail on the body is crisply moulded. There's also some superb rivet detail around the cab and bunker.

When its OO gauge '6400' was released, Bachmann received some criticism for including a post-preservation modification to the pipes running along the top of the water tanks and boiler to the top feed. Unfortunately that error is repeated on the N scale model and the routing of the pipes lacks the distinctive kink around the rearmost tank strap (see above).

Below the running plate fine details include separate brake rigging, brake shoes in line with the wheel treads and sanding gear. There's also a moulded representation of the auto-gear pipework along the running plate.

On a locomotive this small, it's a challenge to pack in all the electronics for smooth operation and DCC control that 21st century modellers demand. On other recent 0-6-0Ts, Farish has achieved it successfully, but the visual charm of the '6400' is diminished somewhat by the decoder socket blanking plug and row of soldered connections visible in the cab. If you're a DCC user, the plug will be replaced by Bachmann's 36-556RA right-angled decoder, which may improve the situation, although it will still be on display. However, the rest of the mechanism, including the slimline coreless motor, is neatly hidden away inside the boiler/tanks.

Our samples ran faultlessly, negotiating Peco Code 55 pointwork reliably and hauling five bogie coaches easily. Prototype trains for this class were rarely more than a couple of vehicles so the model should be able to tackle any task asked of the full size machines.

So far there's no mention of Farish adding the '7400' variant, but these little passenger tanks should please GWR/WR modellers looking for something a little more sophisticated and detailed than the existing options for branch line passenger work. ■



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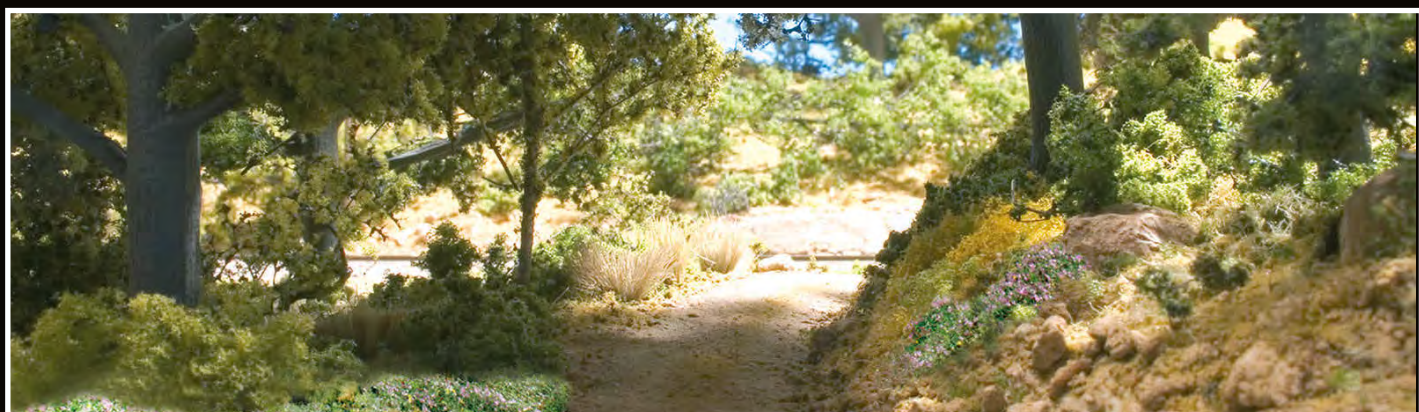
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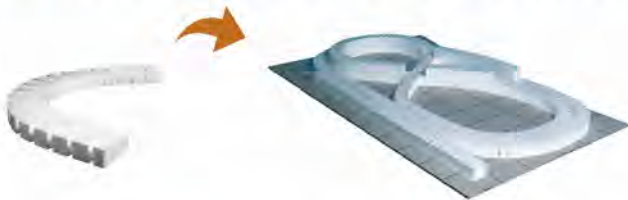
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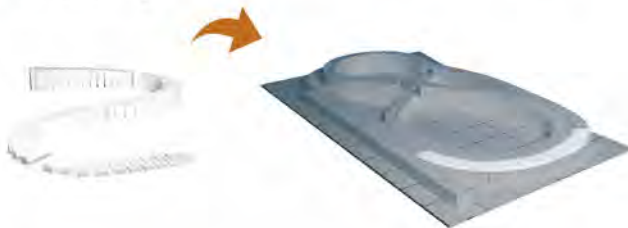


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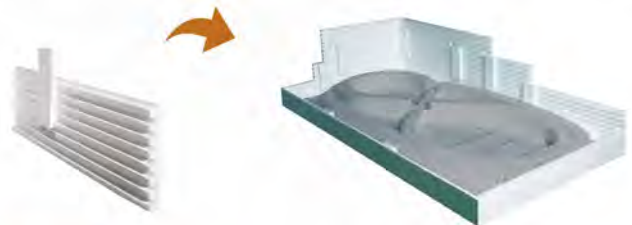


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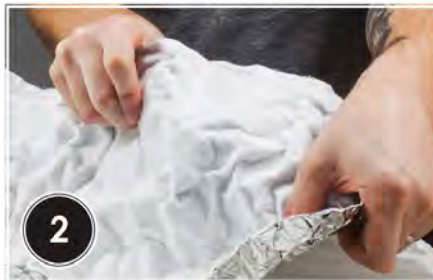
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Use the Carving Tools (WC1185) with Carving Plaster (WC1198) to carve rock formations!



Carving Tools (WC1185)



Plaster Mixing Set (WC1187)



Earth Colours™ Kit (WC1215)





**WOODLAND
SCENICS®**

Landscape System

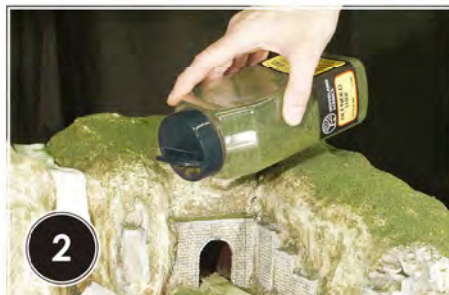
The Landscape System adds depth, colour, texture and realism to your layout. The complete Landscape System is easy-to-use and versatile while the compatible products are colour-fast and non-magnetic. Learn to landscape various scenes with the Landscape Learning Kit (WLK954). **Please click on the YouTube logo on our homepage for tutorial videos!**



6 easy steps to create a realistic landscape of your choice!



1
Paint the terrain surface with EarthColours™ or why not try the EarthColours™ Kit (WC1215) and spray with Scenic Cement (WS191).



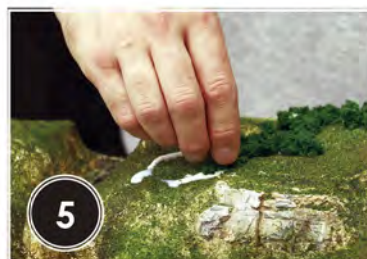
2
Sprinkle on a base layer of Blended Turf. Please see the catalogue for more information (W020160).



3
Lightly spray with Scenic Cement™ (WS191) to fix in place.



4
Add more colour and texture with Fine Turf Shakers and Coarse Turf Shakers in various colours and sizes.



5
Use Scenic Glue (WS190) to attach Underbrush, Bushes, Forest Canopy, Clump-Foliage and Foliage Clusters.



6
Allow to dry thoroughly and spray with Scenic Cement™ (WS191) to fix in place. Add colour with Flowering Foliage (WF176) (WF177). Attach Poly Fiber (FP178) to create vines, undergrowth and other vegetation.



**WOODLAND
SCENICS®**

Trees

Trees add life, realism and perspective to layouts, dioramas, displays and other projects. Choose from a wide variety of Woodland Scenics trees available in all shapes, sizes and colours. Mix and match multiple types and textures for superior realism. Tree sizes work for N, OO or O scale. Place them ready-made or make them yourself with plastic armatures and several types of foliage. **Please click on the YouTube logo on our homepage for tutorial videos!**

YouTube



Make a tree in 4 easy steps!



Bend and twist Armature.



Apply Hob-e-Tac® Adhesive (WS195) to branches.



Dip Armature in foliage or apply by hand.



Poke the Armature into a hole on the layout or use included base. Sprinkle on Fruit (WT47) to model apple and oranges or Flowers (WT48) to model flowering plants.

TREE ARMATURES	QTY	ITEM No
DECIDUOUS TREE ARMATURES		
¾" - 2"	114/per pack	TR1120
2" - 3"	57/per pack	TR1121
3" - 5"	28/per pack	TR1122
5" - 7"	12/per pack	TR1123
PINE ARMATURES		
2 ½" - 4"	70/per pack	TR1124
4" - 6"	44/per pack	TR1125

WHY NOT
TRY!



Trees Learning Kit
(WLK953)



Please visit www.bachmann.co.uk to view tutorial videos

Model, Collect & Create



**WOODLAND
SCENICS®**

Figures & Accents

Create an Outdoor Scene

The **Figures and Accents** collection are sculpted and hand-painted in fine detail, adding colour, humour and interest to any layout. These economically priced figures are available in N, HO, O and G Scales.



Fly Fishermen (WA1910)

**fishing line not included*



Campers (WA1917)



Angus Cows (WA1955)



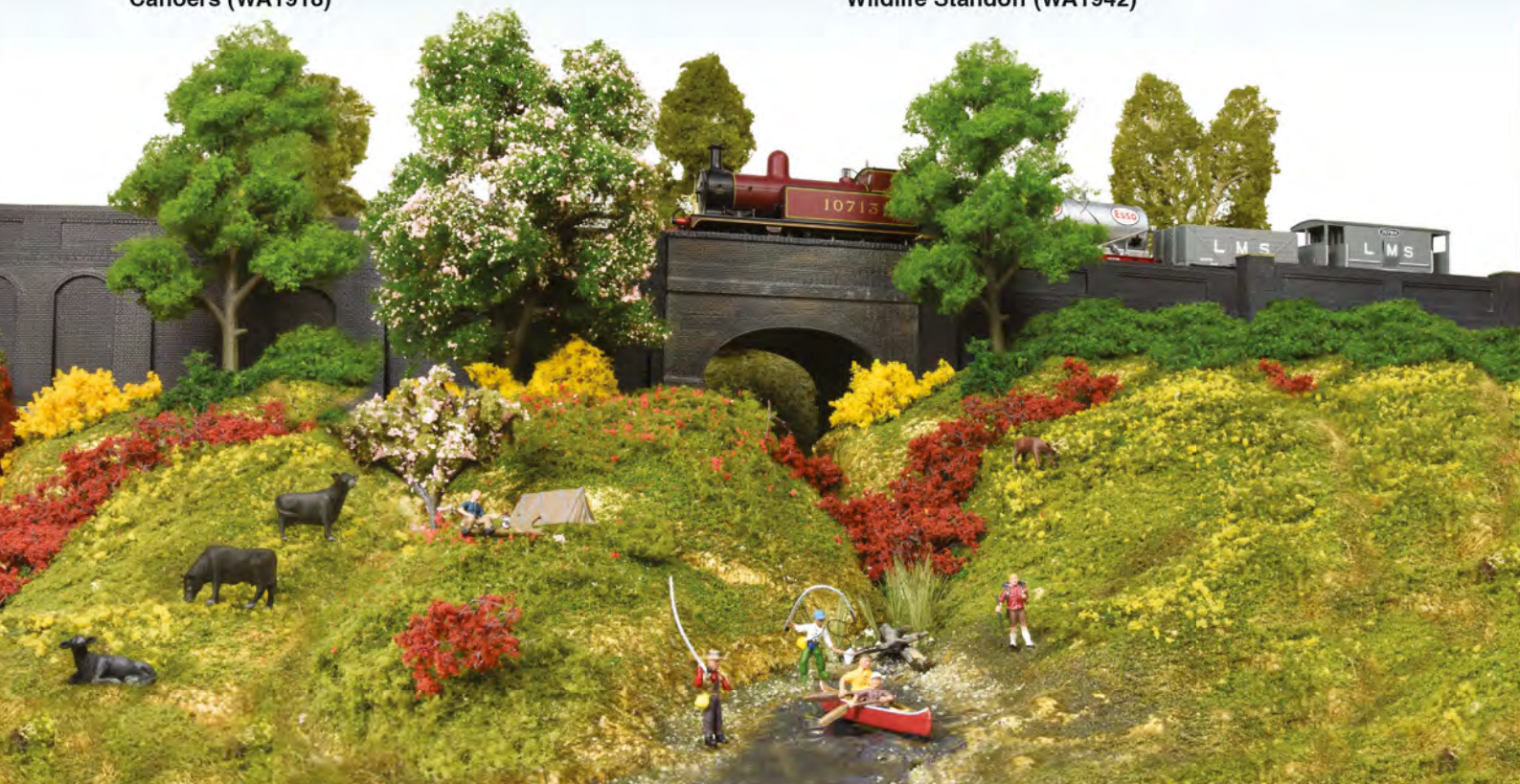
Family Fishing (WA1923)



Canoers (WA1918)



Wildlife Standoff (WA1942)





**WOODLAND
SCENICS®**

Lighting

Just Plug™
LIGHTING SYSTEM

Create a realistic layout using the **Just Plug™ Lighting System**! Light up city streets, rural roads, goods yards, depots and pavements!

- No electrical knowledge or special tools required!
- Just Plug works for all scales!
- Individual bulb brightness can be controlled with a click of button!
- Online Tutorials - click on the YouTube logo on our homepage for tutorial videos

YouTube



GET STARTED!

LIGHTS AND HUB SET

- Quickest way to add lights to any project
- Includes 2 Warm White LED Stick-on Lights
- Regulate light brightness with individual dimmer controls
- Add an optional Auxiliary Switch (**WJP5725**) for convenient operation



LIGHT BLOCK KIT (WJP5716)

- Keep light inside a building
- Black out windows to indicate unlit rooms
- Block light with Ribbon Putty
- Paint walls with Masking Paint to keep light from glowing through walls
- Masking Paint (2 fl oz) Ribbon Putty (2 rolls)



EXPAND YOUR LAYOUT!

EXPANSION HUB

- Expand your Just Plug™ Lighting System quickly and easily.
- Use the Expansion Hub to connect up to 4 Light Hubs.
- Includes 4 Connecting Cables to connect to Light Hubs
- Add an optional Auxiliary Switch (**WJP5725**) for convenient operation



LIGHT DIFFUSION WINDOW FILM (WJP5715)

- Eliminates the need for a building interior and diffuses light evenly
- Blocks the outside view through the windows of an empty building
- Use optional Window Tint together with Diffusing Film to adjust light



EVENTS

EXHIBITIONS

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: 07711863454
W: www.braintree-halsteadmrc.co.uk

Sleaford & District Model Railway Club Exhibition Village Hall, London Road, Osbournby, Sleaford, Lincs NG34 0DQ
Opening Times: Saturday 1000 - 1600

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)

JUNE 25 - JUNE 26

Avoncroft Community Arts Centre Model Railway Exhibition Avoncroft Community Arts Centre, Redditch Road, Stoke Heath, Bromsgrove, Worcestershire B60 4JR
Opening Times: Saturday 1000 - 1630 Sunday 1000 - 1600
Prices: Adults £4.00 Children £1.50

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 September issue is July 18

 Suitable for disabled visitors.

Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

Perth Model Railway Exhibition The Dewars Centre, 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
W: www.perthmrc.com

JULY 2

Beaconsfield & District Model Railway Exhibition The Beaconsfield School, Wattleton Road, Beaconsfield, Buckinghamshire HP9 1SJ
Opening Times: Saturday 1030 - 1700
Prices: Adult £5.00 Children £2.50
T: 01753 643724
W: www.beaconsfieldmrc.org

JULY 2 - JULY 3

Exeter 2016 Annual Model Railway Exhibition Matford Centre, Matford Park Rd, 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
W: www.exemrsc.co.uk

Basildon Model Railway Exhibition James Hornsby School, Leinster Road, Laindon, Basildon, Essex SS15 5NX
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £5.00 Senior £3.00 Children/OAP £2.00 Family £12.00
T: 01268 411603

JULY 3

Lewes Model Railway Exhibition 2016 Priory School, Mountfield Road, Lewes, East Sussex BN7 2XN
Opening Times: Sunday 1000 - 1630
Prices: Adults £5.00 Child £2.00 Family £12.00
T: 07595 255150

Whitwell Model Railway Club Model Railway Show Whitwell & Reepham Railway, Whitwell Road, Reepham, Norwich, Norfolk NR10 4GA
Opening Times: Sunday 1100 - 1630
Prices: Admission £1.00
T: 07564347778

JULY 9

Sheredes School Association 23rd Annual Model Railway Exhibition Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY
Opening Times: Saturday 1030 - 1630

Prices: Adult £4.50 Concession £3.00 Family 12.00 (2+2)
T: 01920 872283

St Laurence Church Alvechurch Model Railway Exhibition St Laurence Church, School Lane, Alvechurch, Birmingham, Worcestershire B48 7SB
Opening Times: Saturday 1030 - 1600
Prices: Adult £2.50 Child £1.00
T: 0121 4453569

JULY 10

Penarth Model Railway Exhibition The Paget Rooms, Victoria Road, Penarth, South Glamorgan CF64 3EG
Opening Times: Sunday 1100 - 1630
Prices: Adults £3.00 Children £2.00
W: www.bpmrc.org.uk/penarth.shtml

JULY 16

N Gauge Society Launceston Area Group Model Railway Exhibition Town Hall, Western Road, Launceston, Cornwall PL15 7AR
Opening Times: Saturday 1000 - 1600
Prices: Adult & Senior £3.50 Child £1.50 Family £9.00 (2+2)
T: 07972 333202

JULY 16

Frinton On Sea Model Railway Exhibition St Mary Parish Church, Old Road, Frinton-on-Sea, Essex CO13 9BX
Opening Times: Saturday 1000 - 1630
Prices: Adults £5.00 Child £2.00 Family £12.00
T: 07595 255150

March & District Model Railway Club in Assoc Whittlesey Scouts Mill View (Behind Sainsbury), March, Cambridgeshire PE16 8SA
Opening Times: Saturday 1000 - 1600
Prices: Adult £2.00
W: www.mdmrc.co.uk

JULY 23

The English Rivera Model Railway Exhibition 2016 Churston Ferrers Grammar School, Greenway Road, Galmpton, Brixham, Devon TQ5 0LN
Opening Times: Saturday 1000 - 1630

Prices: Adults £5.00 Children £2.00 Family £12.00
T: 07595 255150

Pevensey Bay Model Railway Exhibition Pevensey Memorial Hall, Church Lane Pevensey, East Sussex BN24 5LA
Opening Times: Saturday 1000 - 1630
Prices: Adult £4.00 Child £2.00 Family £10.00 (2+2) **T:** 01323 763590

JULY 23 - JULY 24

Whitby & District Model Railway Exhibition The Village Hall, Goathland, Whitby, North Yorkshire YO22 5LN
Opening Times: Saturday 1000 - 1630 Sunday 1000 - 1630
Prices: All Groups £1.00
T: 01751 431547

Colwyn Model Railway Exhibition Craig Y Don, Queens Road, Craig Y Don, Llandudno, Gwynedd LL30 1TE
Opening Times: Saturday 1000 - 1600 Sunday 1000 - 1600
Prices: Adult £4.00 Children £2.00
T: 01766 890842

South Coast Model Railway Exhibition The Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £5.00 Children £3.00 Families £15.00 (2+2)
T: 01425 616646
W: www.southcoastmodelrailwayclub.co.uk

MEETINGS & TALKS

JUNE 27

Nantwich & Market Drayton Railway Society - Talk King's Head Inn, Shrewsbury Road, Market Drayton, Shropshire TF93EH
Opening Times: Monday 2000

JULY 4

Mirfield Railway Enthusiasts Society - Talk Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8NL
Opening Times: Monday 1930

JULY 5

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



Supporting
LOSTWITHIEL TOY FAIR
Sunday
26th June

LISKEARD RAILWAY MODELS
 Station Road, Liskeard, Cornwall PL14 4BX
 TEL: 01579 349950
www.liskeardrailwaymodels.co.uk
 Email: info@liskeardrailwaymodels.co.uk







EXETER 2016

Annual Model Railway Exhibition



Model Railway Society

Saturday 2nd July The Matford Centre,

2016 10-5.30pm

Matford Road,

Sunday 3rd July

2016 10-4pm

Marsh Barton

Exeter EX28FD

**NOTE CHANGE OF
DATES**

Admission prices:

Adult £6.50

Concessions £6

Children FREE— when accompanied by a paying adult

Presented by the EXE Model Railway Society

*Exeter's longest established Model Railway
show for nearly 40 Years!*

Further details, www.exemrs.co.uk or 01392 421906

Model events at Locomotion

The National Railways Museum, Shildon DL4 1PQ
10.00am to 5.00pm



**Products
at prices
not to be
missed!**

**LNER Event 23rd - 31st July 2016
(Shildon Shed Bash)**

**Modelmania Sat & Sun
6th & 7th August 2016**

**Steam Gala Sat & Sun
17th & 18th September 2016**

Nearest Railways Station – Shildon 100 yds. On Arriva Bus Routes
Café **Disable Access** **Free Entry and Free Parking**

Diecast Model Railways Collectables

For event and trading information

Contact: Stuart 01535 642367 or Laurence 07966 333605

Promoted by Tri-angman and Pennine Models on behalf of Locomotion

SQUIRES

MODEL & CRAFT TOOLS

100 London Rd, Bognor Regis, West Sussex PO21 1DD

Tel 01243 842424, Fax 01243 842525

Email sales@squirestools.com www.squirestools.com

**Squires will be exhibiting at the following shows in 2016 –
Diary updated as bookings are confirmed.**

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 - SWANSEA Model Railway Exhibition, The National Waterfront Museum, Oystermouth Rd, Maritime Quarter, Swansea SA1 3RD. 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 Dr, 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 22 BRISTOL Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS35 8QZ. Sunday 10 - 4pm

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.

Mar 4/5 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 11/12 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10-5, Sun 10-4 ***FREE Parking***

New Tools Shop Extension Opening Soon.

New Printed Mail Order Catalogue to be published soon - reserve your copy now.

Exhibition Invitations always welcomed.

JULY 8

Purbeck Railway Circle - Talk Village Hall, Harmans Cross, Swanage, Dorset BH19 3EB

Opening Times: Friday 1930

T: 01929 421913

JULY 11

Southern Electric Group Sussex Branch - Talk Southwick Community Centre, Southwick Street, Southwick, Brighton, East Sussex BN42 4TE

Opening Times: Monday 1930 - 2200

OPEN DAYS

JUNE 25

St Austell Model Railway Club Charity

Open Day Sembal House Community Centre, West Hill, St. Austell, PL25 5ET

Opening Times: Saturday 1000 - 1600

Prices: Adult £2.00 Child £1.00 Family £5.00 (2+2)

T: 01726 338173

JULY 9

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

W: www.hmrg.co.uk

JULY 16

West Camel Model Railway Open Day Davis Hall, West Camel, Yeovil, BA22 7QX

Opening Times: Saturday 1000 - 1530

JULY 16 - JULY 17

Glenrock Model Railway Open

Weekend Glenrock, The Station, Gunnislake, Cornwall PL18 9EE

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1700

Prices: Adult £3.00 Child/Senior £2.00

T: 01334 475311

JULY 17

Gainsborough Model Railway Society - Open Day Gainsborough Model Railway Society, Florence Terrace, Gainsborough, Lincolnshire DN21 1BE

Opening Times: Sunday 1330 - 1800

Prices: £4.00 Adults £3.00 Senior Citizens/Children £10.00 Family (2+2)

T: 01427 615367

W: www.gainsboroughmodelrailway.co.uk

Chichester & District Society Model Engineers - Open Day Blackberry Lane, Chichester, West Sussex PO19 7FS

Opening Times: 1400 - 1700

T: 01243 773451

W: www.cdsme.co.uk

JULY 23

Twickenham & District MRC Annual Open Day Kerswell Hall, Wills Crescent, Whitton, Middx

Opening Times: Saturday 1000 - 1630

Prices: FREE (Donations welcome)

T: 01784 459104

OTHER EVENTS

JUNE 25 - JUNE 26

Leicester Vintage Festival Abbey Pumping Station Museum, Corporation Road, Leicester, Leicestershire LE4 5PX

Opening Times: Saturday 1300 - 1700 Sunday 1200 - 1700

Prices: Adults £3.50

W: www.abbeypumpingstation.org

JUNE 26

Purbeck Railway Circle - Proposed

Outing Village Hall, Harmans Cross, Swanage, Dorset BH19 3EB

Opening Times: Sunday

T: 01929 421913

JULY 2 - JULY 3

The 2016 Festival of Model Tramway

- Museum of Transport Boyle Street, Cheetham Hill, Manchester, M8 8UW

Opening Times: Saturday/Sunday 1000 - 1700

Prices: Adult £7.50 Concession £6.50

T: 0208 9480721

JULY 11

UK Toy & Model Auction Craxton Wood Hotel, Parkgate Road, Ledsham, Ellesmere Port, Cheshire CH66 9PB

Opening Times: Monday 0930 - 1130 Viewing/Auction

T: 01513343362 / 01270652773

JULY 16

Chiltern Model Railway Association Modellers Day Parmiters School, High Elms Lane, Watford, Hertfords WD25 0UU

Opening Times: Saturday 1000 - 1700

Prices: Adult £10.00

T: 01206 523686

TRAIN & TOY FAIRS

JUNE 26

SRP Train & Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR

Opening Times: Sunday 1000 - 1400

Prices: £2.00 Adult

T: 0773 9998012

W: www.srptoyfairs1.co.uk

JULY 2 - JULY 3

North East Diecast Collectors Club - Toy & Train Collectors' Fair The N R M At Shildon, Dale Road Trading Estate Dale Road, Shildon, Co Durham DL42RE

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1700

T: 0780 4586477

JULY 3

SRP Toy Fair - Colchester Marks Tey Parish Halls, Old London Road, Marks Tey, Colchester, Essex CO6 1EN

Opening Times: Sunday 1000 - 1400

Prices: £2.00 Adult

T: 0773 9998012

W: www.srptoyfairs1.co.uk

JULY 6

Joe Lock Toy & Train Fair - Selsdon

St John's Community Hall, Selsdon, Croydon, London, CR2 8DD

Opening Times: 1830 - 2030

Prices: Price £1.00

T: 07866 641215

JULY 10

Townsend Toy & Train Fair - Kirkby-in-Ashfield Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Nottingham, Nottinghamshire NG17 7DJ

Opening Times: Saturday 1000 - 1400

Prices: £2.00

T: 07951 072790

W: www.tttfco.uk

JULY 15

Townsend Toy & Train Fair - Alfreton

Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD

Opening Times: Friday 1900 - 2100

Prices: £2.00

T: 07951 072790

W: www.tttfco.uk

JULY 17

Jim Corr Toy & Train Fair - Chester le

Street Park View School, North Road, Chester-le-Street, Co Durham DH3 4BB

Opening Times: Sunday 1000 - 1500

Prices: Adult £3.00 Child & OAP £2.00

Early Entry £5.00

JULY 21

Joe Lock Toy & Train Fair - Theydon

Bois Village Hall, Coppice Row Theydon Bois

Epping Essex CM16 7ER

Opening Times: 1900 - 2100

Prices: £1.00

T: 07866 641215

JULY 24

SRP Toy Fairs - Orpington

Crofton Halls, Station Road, Orpington, Kent BR6 8PR

Opening Times: Sunday 1000 - 1400

Prices: £2.00 Adult

T: 0773 9998012

W: www.srptoyfairs1.co.uk

JULY 31

SRP Toy Fairs - Rayleigh

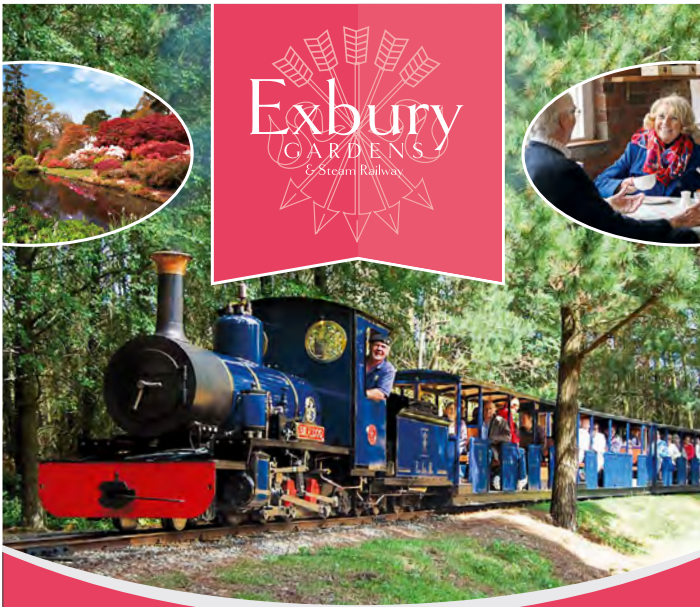
Sir Walter Raleigh Drive, Swayne Park School, Rayleigh, Essex, SS6 9BZ

Opening Times: Sunday 1000 - 1400

Prices: £2.00 Adult

T: 0773 9998012

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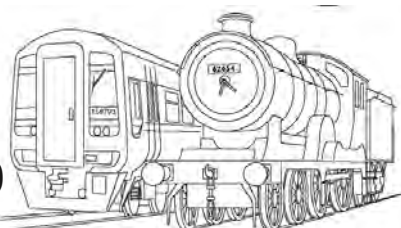
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(Full list on the web in late June) plus some trade and modellers showing current projects & what they are doing - join us, meet and talk to other modellers, really get involved and book a table or space, or just come and enjoy the day.

**Tickets, £10.00 including
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Although it is mainly attended by members of clubs and societies of the CMRA,

Modellers' Day is open to all.

The event is financed and subsidised by the CMRA.

Entry only by ticket which will be available from mid June from either
David Crossley, exhibition@cmra.org.uk 01438 715580 or
John Doyland, chairman@cmra.org.uk 01206 523686

For further information, please contact David or John



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11th September

Midhurst The Grange, Bepton Road,
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5th November

Crawley Hawthth theatre, Hawthth
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18th September

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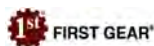


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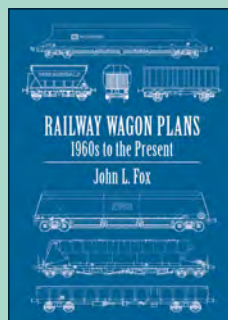
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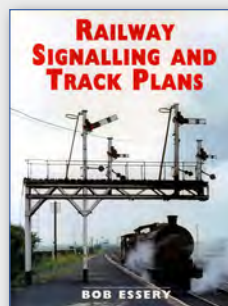
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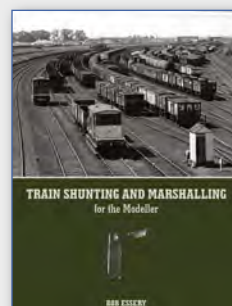
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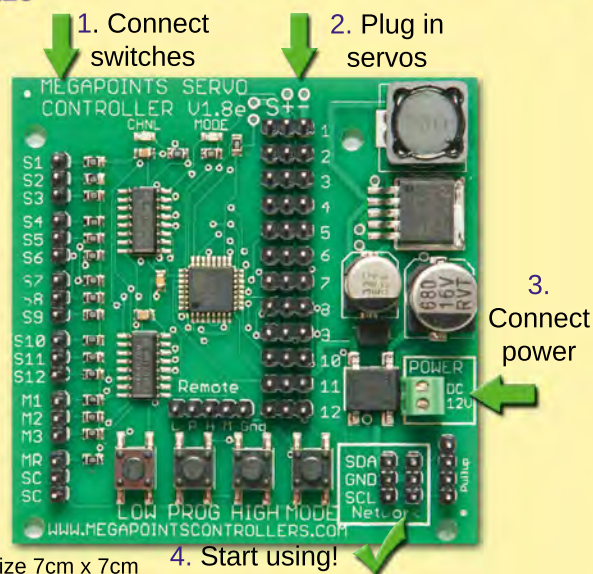
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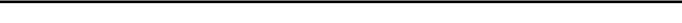


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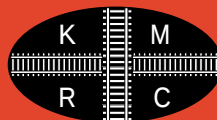
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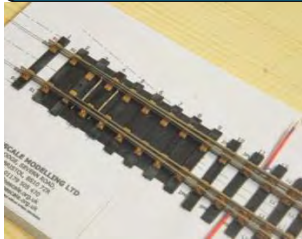


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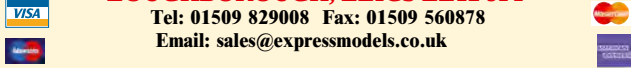
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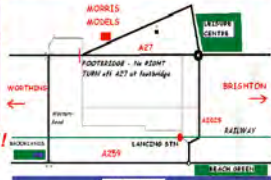
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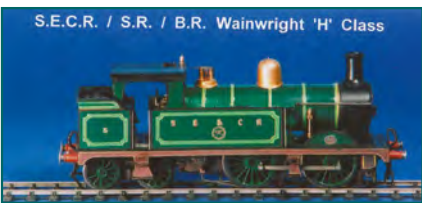
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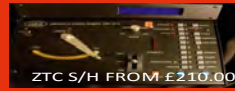
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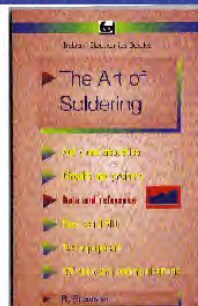
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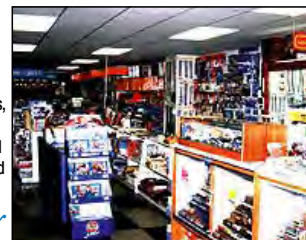
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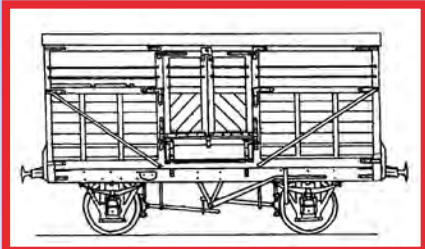
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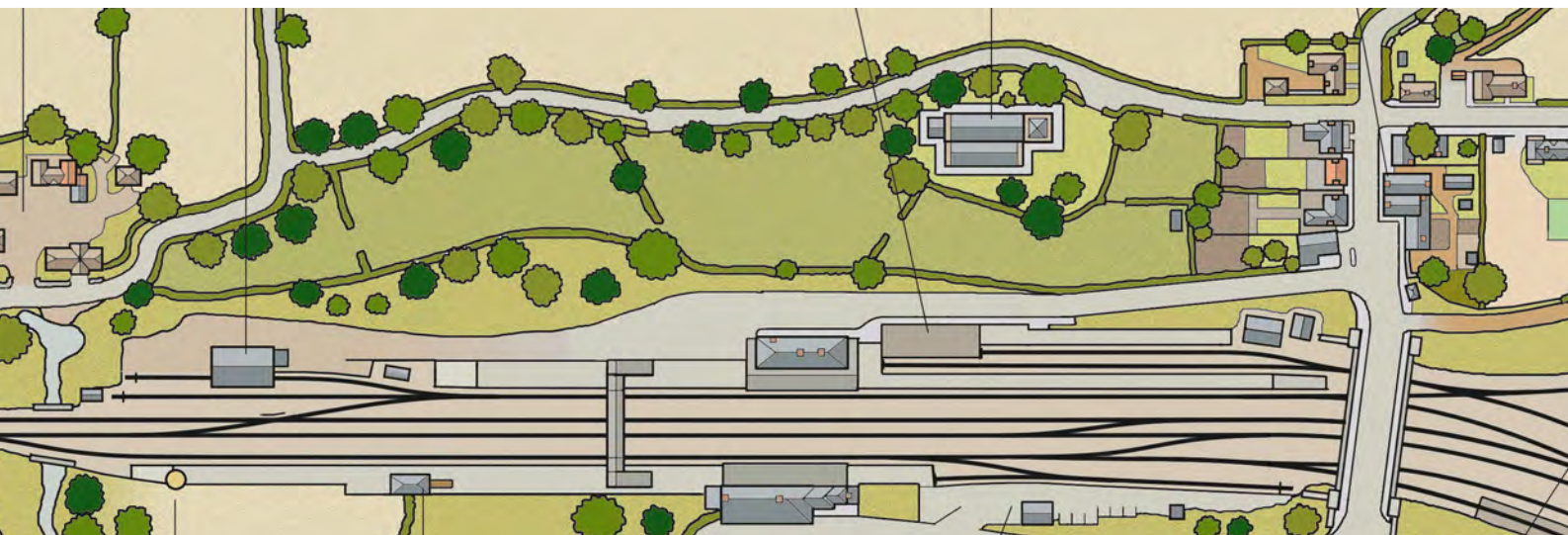
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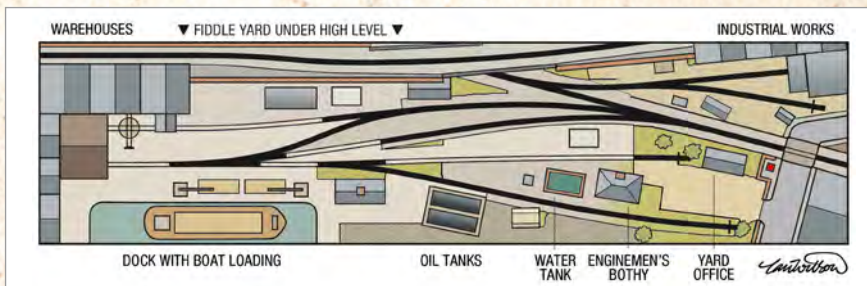
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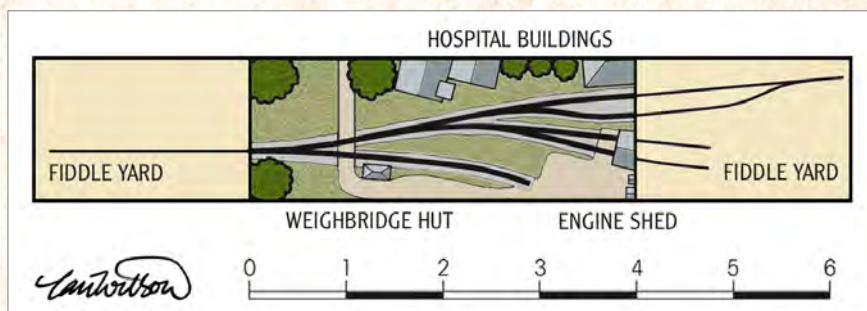


For this month's scenic issue, our BRM trackplan archive section features layouts with different surroundings. From the smallest, a little-known electric railway in the grounds of a hospital, to the largest, an interpretation of England's steepest and most famous main line gradient, which posed a real challenge for trains of all kinds in the steam era.

147 | DUTCH RIVER DOCK



149 | HELLINGLY HOSPITAL RAILWAY



151 | BROMSGROVE



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SMALL LAYOUT | BR NORTH EASTERN REGION 1950s | O Gauge

DUTCH RIVER DOCK

Ralph Nuttall's passion for LYR locomotives led him to build this compact 7mm layout based on the dock workings at Goole.

Ralph Nuttall has always had an interest in freight locomotives and having built mainly large ex-LMS large goods types he wanted an exhibition layout on which to display them.

Based on the docks at Goole, the layout name is derived from the man-made waterway, built by Dutch engineers, which connected the River Humber with the inland waterway system, allowing goods to be transported by water to the industrial towns and cities of Yorkshire. Goole shed played host to a wide variety of locomotives - an excuse to have a good selection of motive power on show. By representing the late-1950s and early-1960s Ralph could include the overhead coal railway and a better selection of locomotives.

The 12mm plywood boards are strong, but light enough to transport the layout to exhibitions. Peco track is mixed with hand-built points - the rail being soldered to copper clad sleepers. The track is covered with dirt in goods yards and docks, so the lack of chairs isn't noticeable. The three-way points and double slips used around the docks are great space savers.

The feature item to the layout front is the boat which was built working from photographs. At three-quarter scale, it looks 'right'. If built to scale, it would have overpowered the model. The same principles were applied to the buildings. Having measured the real water tank and enginemen's bothy these too had to be reduced in size to fit. This is a good technique when planning a layout and allows you to include the buildings you want, albeit with a shorter or narrower footprint. ■

FACT FILE

- SCALE/GAUGE 7mm:ft, 32mm gauge O
- SIZE 9ft by 2ft 3in
- ERA/REGION 1950s-1960s
- LOCATION East Yorkshire
- LAYOUT TYPE Small
- POWER & CONTROL 12V DC
- PHOTOGRAPHY Ralph Nuttall



✓ PROS

- Raised line at rear forms a natural backdrop
- Lack of straight track a good representation of many dockyards where lines negotiate obstacles
- Multitude of small buildings can be justified in such a small space

✗ CONS

- More could be made of waterfront
- Single fiddleyard to rear problematic for complex shunting operations if more than one locomotive in use

Inspired by the real location where the 'Dutch River' flows into the River Ouse, this O gauge layout is ideal for operating short wheelbase tank locomotives that can negotiate the tight track curves so common on harbour and industrial railways nationwide.

DUTCH RIVER DOCK

ERA

5

GAUGE

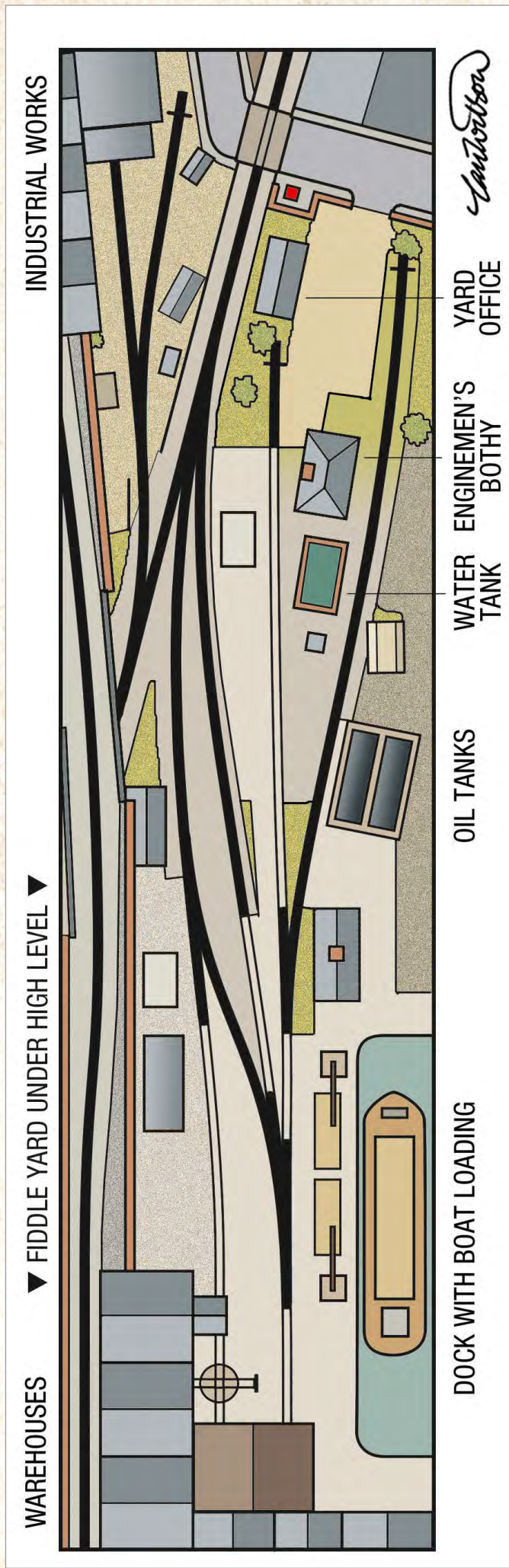
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SIZE

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SMALL LAYOUT | BR NORTH EASTERN REGION 1950s | O Gauge



SMALL LAYOUT | EAST SUSSEX 1900s | OO Gauge

HELLINGLY HOSPITAL RAILWAY

Phil Parker built this compact layout based on the operations of a purpose-built private railway for an asylum, built for the East Sussex County Council.

When the new asylum for East Sussex County Council was completed in 1902, the visiting committee took the revolutionary step of not only retaining the contractors railway used in the construction, but electrifying it, creating one of the most unusual railway lines in the country.

Intended to bring coal to the hospital's boilers, it had a limited passenger service ferrying patients and visitors from nearby Hellingly station. Throughout its life the line had one locomotive and a tramcar, although the later fell in disuse when the passenger service ended in 1931. The line itself lasted until March 10 1959.

Phil built the model because of a drawing on the front of the book *The Hellingly Hospital Railway* by Peter A. Harding which sparked his interest in unusual railways. From the outset, he intended to build an attractive 3-D picture rather than a truly accurate miniature version of the line. Amongst the many reasons for this was that he hadn't been able to visit the line before he started the model, so didn't really know how it was laid out. As a result, the water tower on the model is on the opposite side of the tracks from where it should be.

All track is Code 75 rail, soldered to copper clad sleepers. Point motors haven't been used, substituted in favour of 'wire in tubes', except in the fiddleyard where slide switches switch both points and frog polarity.

Photographs make it hard to discern where items are located as most were taken from the same direction. The model is set during the end of the construction of the line. The contractors, with their own locomotive, are finishing work but the electric locomotive and tramcar are already running.

A spotting list can be seen at the front of the layout which lists animals and birds for people to find. Non-enthusiasts find themselves stuck for minutes because they want to complete the challenge. The layout doesn't offer thundering express trains, but can still entertain. 'Hellingly Hospital Railway' was featured in the June 2004 issue of **BRM**.

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge OO
- SIZE 8ft 2in (including fiddleyards)
- ERA/REGION 1900s, East Sussex
- CONTROL DC
- LAYOUT TYPE End-to-end
- PHOTOGRAPHS Tony Wright



PROS

- ✓ Ideal compact layout for exhibitions that can fit into a VW Beetle
- ✓ Unusual subject which is bound to entertain viewers and create fascination. Good background story
- ✓ Simple operation and trackplan - little to go wrong

CONS

- ✗ Overhead wires can make track cleaning difficult
- ✗ All track is hand soldered to copper sleepers - a slow process
- ✗ Because of track layout, most shunting operations will be one-ended to the right of the layout.



Today we'd never consider building such a temporary railway. Near to the hospital at Park Farm was a goods shed for the transfer of fruit and vegetables. The site was pretty much self-sufficient for food. There was a pig farm on site which the patients would work at as part of their therapy.

HELLINGLY HOSPITAL RAILWAY

ERA

2

GAUGE

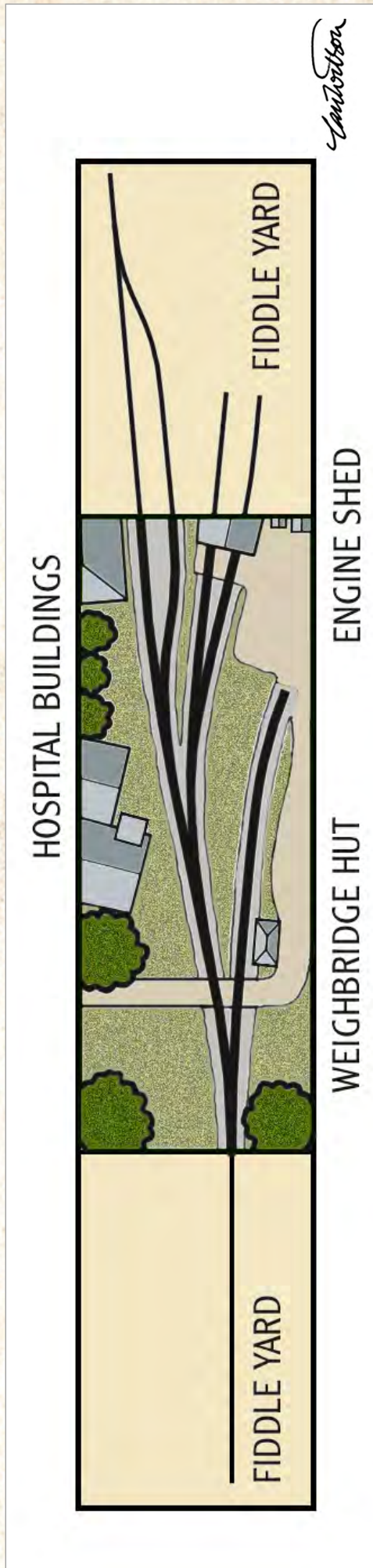
00

SIZE

S

CONTROL

DC



SMALL LAYOUT | **EAST SUSSEX 1900s** | 00 Gauge



BROMSGROVE

This large undertaking by **Bob Bangs** takes us back with his OO gauge creation of this Worcestershire station at the foot of the Lickey Incline.

Despite being based on the area around Bromsgrove between 1955 and 1965, this model isn't a scale representation of the railway as its builder didn't have access to drawings or plans. Bob Bangs made the scenery by reference to books, photographs, commercial videos and DVDs featuring images taken at the time.

Those familiar with the prototype will know that the line through Bromsgrove is more or less straight, but Bob hoped to convey its atmosphere during BR steam days. The 16ft long shed houses the station area and fiddle yard along three walls and leads to a lengthy out and back section in the garden. The outdoor section has a run of about 50ft of plain double track, exits through the station on one side of the shed and re-enters on the opposite side into the fiddle yard. This represents the Lickey Incline that climbs north from Bromsgrove for over two miles to Blackwell and on to Birmingham, forming part of the old Midland Railway main line between there and Bristol.

As is well known, the 1-in-37 gradient required rear end assistance for all but the lightest trains in steam days and this operation was one of the main reasons he chose to model this location. It wasn't practical to have a 1-in-37 gradient, as the layout is a continuous circuit and therefore has to exit and enter the shed at the same height after its outside run.

Being partly outdoors, operating sessions take place only when the weather is fine. Nearly all northbound trains, except diesel-hauled expresses, have to stop at Bromsgrove for banking assistance, provided between 1956 and 1964 (when regular steam banking finished and Bromsgrove shed closed), by about half a dozen WR '94XX' pannier tanks and a 9F 2-10-0.

Over 50 isolating switches feed the layout and fiddleyard, to enable the light engine movements with banking locomotives buffering up to trains and returning from the incline to the loco servicing area in Bromsgrove South yard. LMS 'Jinties' and 'Big Bertha' the unique 0-10-0, withdrawn in 1956 are commonly seen. 'Bromsgrove' was featured in the March 2007 issue of **BRM**.

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge OO
- SIZE 16ft by 8ft (including fiddleyards)
- ERA/REGION 1950s, BR Midland Region
- CONTROL DC
- LAYOUT TYPE Garden to fiddleyard
- PHOTOGRAPHS Tony Wright



PROS

- Good location to model with interesting operations
- A model of 'Big Bertha' can be justified
- Simple operation and trackplan - little to go wrong
- Station is large enough to accommodate longer rakes of coaches, giving a more prototypical feel

CONS

- Outdoor section is weather prone and can only be used on select days of the year
- Prototypical gradient isn't modelled
- Operations require lots of isolation sections with potential problems

Bob can represent the early to mid-1950s, when banking was in the hands of LMS 'Jinties' and 'Big Bertha'. He states there's no sophisticated method of controlling the bankers when they are at each end of the train, as most are evenly matched for speed once under power.

BROMSGROVE

ERA

5

GAUGE

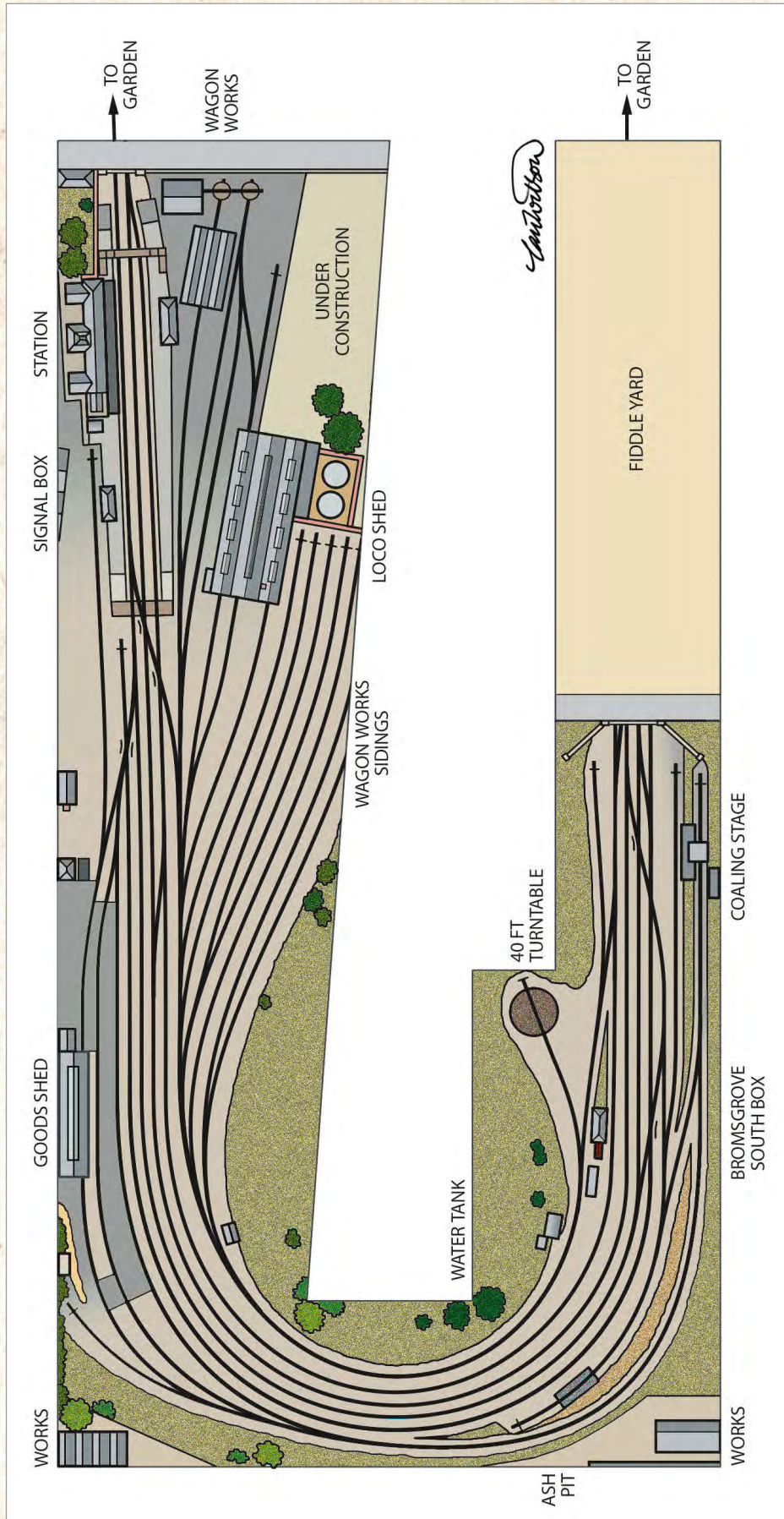
00

SIZE

M

CONTROL

DC



MEDIUM LAYOUT | BR LONDON MIDLAND REGION 1955-65 | 00 Gauge



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EARL'S COURT

A superbly observed slice of inner-London commuter railway in the 1960s, featuring a unique fleet of period BR/LT locomotives and multiple units.



PRACTICAL BRM



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TAIL LAMP

BRM's 'Industry Insider' challenges those who criticise products without producing the evidence to back up their opinions.



We all encounter phrases or statements that annoy us, but one that particularly irritates me is when someone passes comment about a new model by saying; "I am not sure what it is, but there's something not quite right about it."

When I hear such inane statements, I am tempted to ask that if they cannot be specific about where the fault lies, how do they know that there is something wrong? With their keen 'eye for detail' surely such critics must have some idea or else why would they make the criticism?

We've all know met these founts of wisdom; we meet them on a Saturday morning at our local model shop or on club nights – they're often the one who actually doesn't have a layout 'at the moment' for one excellent reason or another but are always keen to pass on their unquestionable knowledge of all things model railways!

By making such statements these people are really hedging their bets, as I doubt if there has ever been a model produced that is 100% perfect. In fact, if we take a moment to think about it, compromises must be made with all OO models because manufacturers fit an oversized body onto what is effectively an HO chassis. British N scale has to accommodate a similar compromise with 1:148 scale bodies on 1:160 scale track.

If all else fails our self-appointed 'experts' can always claim, should someone dare to remind them of their original statement, that it was probably the OO/HO differences that their keen eyes must have detected.

Mind you it is not always in the model shops or at the club that such people make their tedious statements. While enjoying a cup of coffee at a well-attended model railway show the other week, I overheard a conversation between two gentlemen. One said that he had seen a couple of images on the internet of a new model, which was yet to be released. He felt that although he could not put his finger on

what it was, there was something just not quite right. I resisted the urge to interrupt and question his views on how he could make such a snap judgement without seeing the actual model, knowing full well that it would be pointless and I would be unlikely to convince him to alter his opinion.

On the subject of opinions, I am often reminded when reading magazine letters pages and forums that there are still many modellers who rely on their fading memory, or worse, images from the internet to cast doubt on livery colours. I know colour is extremely subjective but I am constantly amazed when people emphatically claim - from memory - that the colour of a model is not right. Despite the proven unreliability of memory and colour reproduction in books and magazines, some cannot consider for a moment that images taken many years ago are not a true record of the actual colours or that they can fade along with our memories, but nevertheless nothing will shake their conviction.

Some years ago at a steam railway gala I found myself outside a model railway manufacturer's stand. I listened to a gentleman berating a poor company representative about the shade of LMS Crimson Lake used on one of its models.

Eventually, having completed his tirade, the complainant paused for breath, allowing the company man to seize the moment and ask; "Well, I can fully appreciate what you are saying but we did have a slight problem when it came to choosing the correct Crimson Lake."

"What do you mean?" said his protagonist, almost turning LMS red himself, "There is only one Crimson Lake!"

"Is there?" replied the company man with a look of triumph on his face. "Please turn around" he added, and pointed to three LMS red locomotives, each exhibiting a different shade of the colour in question. Delivering the coup de grace to his interrogator he said; "Which one of those would you choose?" ■



dapol

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July releases

'N' Gauge



- 2S-008-008** - A4 Valanced Mallard 4468 Garter Blue LNER
- 2S-008-008D** - A4 Valanced Mallard 4468 Garter Blue LNER DCC
- 2S-008-009** - A4 Valanced Empire of India 4490 Garter Blue LNER
- 2S-008-009D** - A4 Valanced Empire of India 4490 Garter Blue LNER DCC
- 2S-008-012** - A4 Valanced Sea Eagle
- 2S-008-012D** - A4 Valanced Sea Eagle DCC

Also released this month include;

- 2F-034-033** - 21T Hopper - Simpson 73
- 2F-034-033** - 21T Hopper - Simpson 73 Weathered

- 2F-038-025** - 20T Steel Mineral - Margam
- 2F-038-026** - 20T Steel Mineral - Margam Weathered

'OO' Gauge



- 4F-012-009** - Ventilated Van - Carricks
- 4F-012-010** - Ventilated Van - Carricks Weathered



- 4F-016-011** - Banana Van - BR Red B881724
- 4F-016-012** - Banana Van - BR Red B881724 Weathered

Also released this month include;

- 4F-020-009** - Cattle Wagon - BR B893521
- 4F-020-010** - Cattle Wagon - BR B893521 Weathered

- 4F-051-035** - 5 Plank - Minera Lime
- 4F-051-036** - 5 Plank - Minera Lime Weathered

- 4F-071-108** - 7 Plank - Blue Circle Cement
- 4F-071-109** - 7 Plank - Blue Circle Cement Weathered

'O' Gauge



- 7F-051-024** - 5 Plank - Minera Lime 134
- 7F-051-024W** - 5 Plank - Minera Lime 134 Weathered

Also released this month include;

- 7D-008-000** - Class O8 D3043 BR Green Late Crest no warning panels
- 7D-008-000D** - Class O8 D3043 BR Green Late Crest no warning panels DCC & Sound
- 7D-008-000U** - Class O8 BR Green Late Crest no warning panels Unnumbered
- 7D-008-001** - Class O8 13282 BR Green Early Crest no warning panels
- 7D-008-001D** - Class O8 013282 BR Green Early Crest no warning panels DCC & Sound
- 7D-008-001U** - Class O8 BR Green Early Crest no warning panels Unnumbered
- 7D-008-003** - Class O8 D3219 BR Green Late Crest with Wasp Stripes
- 7D-008-003D** - Class O8 D3219 BR Green Late Crest with Wasp Stripes DCC & Sound
- 7D-008-003U** - Class O8 BR Green Late Crest with Wasp Stripes Unnumbered

All product release dates correct at time of going to press

APPROVED

DAPOL *GOLD*
STOCKISTS

The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel: 01420 542244

ARUNDEL: **Gaugemaster** tel: 01903 884321

BARROW IN FURNESS: **Crafty Hobbies** tel: 01229 820759

BIDEFORD: **Osborn's Models** tel: 01237 423453

BURTON-ON-TRENT: **The Tutbury Jinny** tel: 01283 814777

CARLISLE: **C & M Models** tel: 01228 514689

CHELTENHAM: **Cheltenham Models** tel: 01242 523117

HEREFORD: **Hereford Model Shop** tel: 01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel: 01562 750076

LIVERPOOL: **Hattons** tel: 0151 733 3655

NANTWICH: **Trident Trains** tel: 01270 842400

NORTH LANCING: **Morris Models** tel: 01903 754850

SHEFFIELD: **Rails of Sheffield** tel: 01142 551436

STROUD: **ANTICS** tel: 01453 825381

SHEPTON MALLET: **East Somerset Models** tel: 01749 880651

WORCESTER: **DCC Supplies** tel: 01905 621999

YORK: **Monk Bar Model Shop** tel: 01904 659423



Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Phone opening times Shop opening times
Mon to Sat 7:30am-6pm Mon to Sun 9am-5pm
Sun 9am-5pm

	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	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-£99.00	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 O2 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
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							
Class B12 Holden	ehattons.com/B12	£123.00	Nov 2015							
SR Maunsell Coaches	ehattons.com/exsmaun	£39.99	Jun 2015							
Merchant Navy	ehattons.com/mn	£144.00-£162.00	Mar 2015							
Peckett 0-4-0	ehattons.com/peckett	£70.00	Oct 2015							

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	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							
Carflat Car Carrying Wagon	ehattons.com/carflat	£25.00	May 2016							

 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

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change