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REGULARS

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Take a look at some of the great features you can expect to see in the October 2016 issue of **BRM**.

146 TAIL LAMP
'Industry Insider' explains the careful consideration that goes into new model releases and how prices are set.

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LAYOUT SPECIAL DVD

'Hazelbank' | 'Redford' | 'Newcastle by the Water'

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WHAT'S ON THE DVD

Enjoy this special episode of BRM TV, featuring three great exhibition layouts in action - Hazelbank (OO), Newcastle on the Water (N) and Redford Junction (TT).

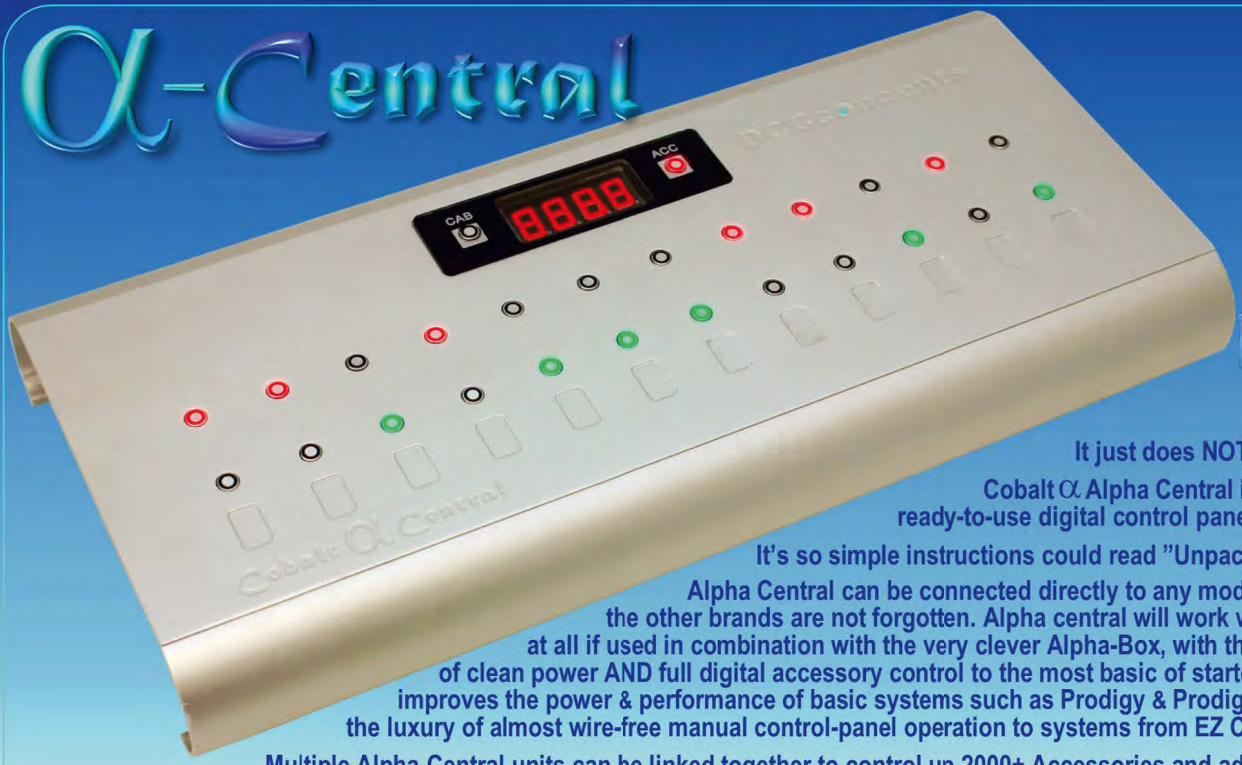
TELL US WHAT YOU THINK OF THIS MONTH'S DVD

VISIT OUR FACEBOOK PAGE AND GET INVOLVED IN THE CONVERSATION.

WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)

α-Central



It just does NOT get any easier than this!

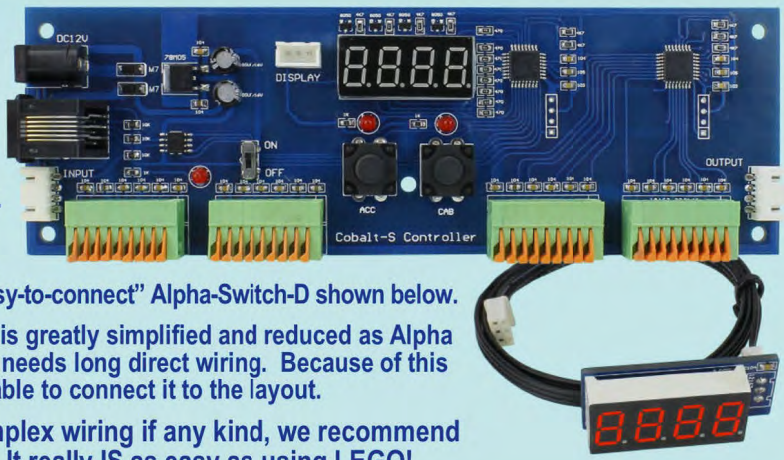
Cobalt α Alpha Central is literally a complete and ready-to-use digital control panel for 12 points... in a box!

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 α

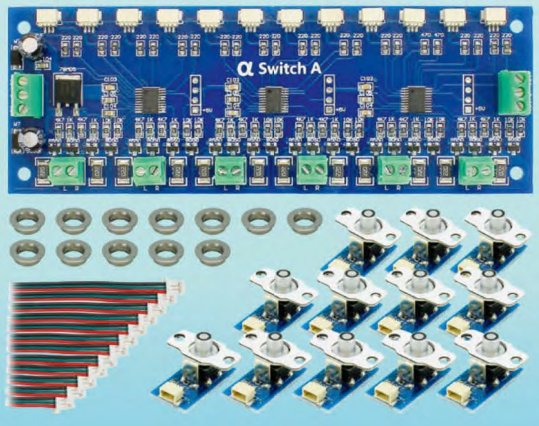


The very Heart of Alpha. Cobalt Alpha interprets commands from ANY momentary switch & turns them into a digital signal.

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!



α-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 α Alpha makes the wiring of control panels quick and easy!

DCC concepts thinking outside the square

DCCconcepts Pty Ltd 3/13 Lionel Street, Naval Base WA 6165 Australia Ph.61 8 9437 2470 Fx. +61 8 9437 2471 www.dccconcepts.com
Gaugemaster Controls Ltd are located at Gaugemaster house, Ford Rd, Arundel Ph. +44 1903 884488 . Online www.gaugemaster.com

Welcome

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MANAGING EDITOR | Ben Jones

This time last year we tried something a little different with **BRM**. Instead of the usual mix of layouts, practical articles and prototype histories, we focused on bringing you a diverse selection of layouts covering many gauges, scales, eras and locations. It's always risky trying something different but the success of that 2015 layout special led us to believe that it was worth doing again. Ranging from a pre-Grouping locomotive shed to a freelance narrow gauge railway via a 40-year-old OO gauge main line station and a new N gauge depiction of Shirebrook in the Nottinghamshire coalfield, they're further evidence of the endless creativity of our readers, and the hobby at large.

Without realising it at the time, last month marked the 20th anniversary of my first involvement in the model railway trade. Over those two decades, the British model railway hobby has seen profound changes, and in ways that probably couldn't have been predicted at the time.

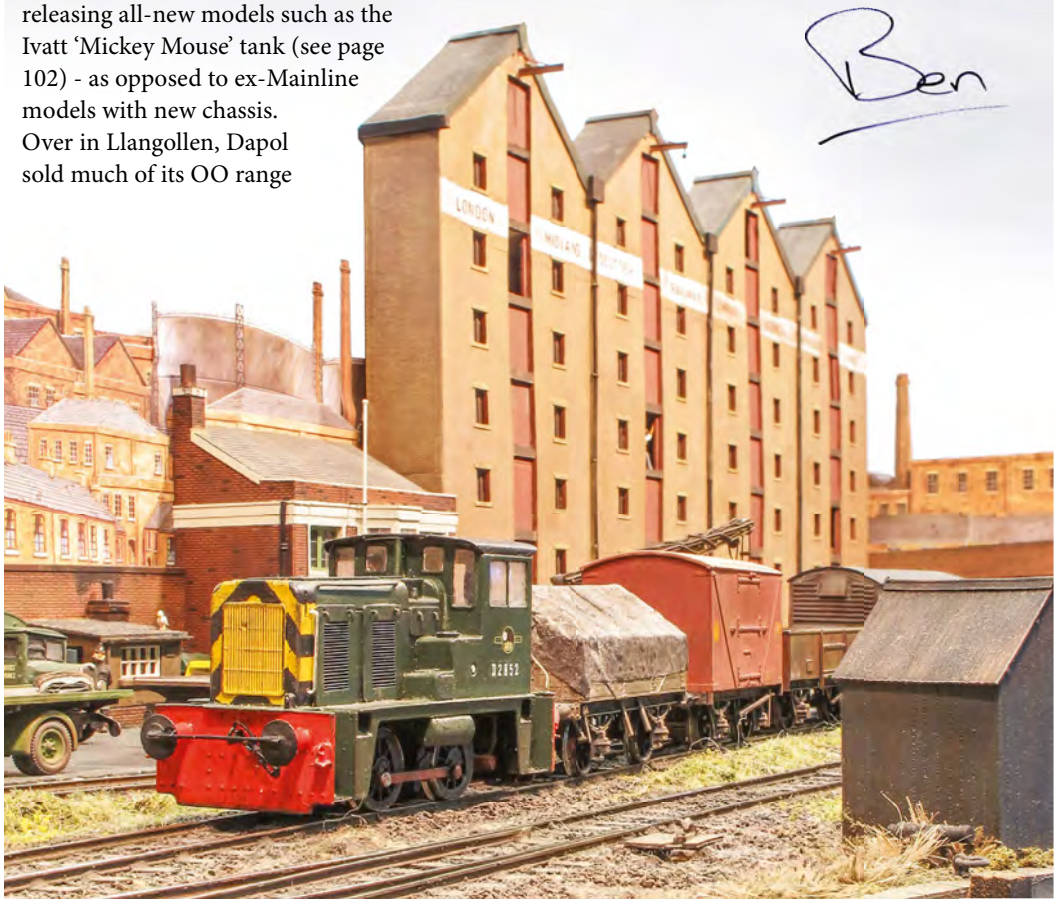
In the summer of 1996, Lima was still going strong and dominating the OO diesel and electric market, Hornby was about to shift production to China, Graham Farish was still independent and based in Poole and Bachmann was starting to find its feet and releasing all-new models such as the Ivatt 'Mickey Mouse' tank (see page 102) - as opposed to ex-Mainline models with new chassis. Over in Llangollen, Dapol sold much of its OO range to Hornby in 1996, and these were some of the first models in red boxes marked 'Made in China'. In the years since, we've seen Digital Command Control (DCC) move into the mainstream, with more than 50% of modellers now reckoned to have moved over from analogue - many inspired by the development of good quality sound.

There's also been an explosion in the quantity and - for the most part - quality of ready-to-run models, facilitated by low-cost manufacturing in China. As a result we've seen dozens of new suppliers enter the market, offering everything from laser-cut manhole covers to museum-quality RTR brass 'Pacifics' costing thousands of pounds. If you can think of an item you need for your layout, there's probably someone out there making it now.

As tastes, interests and skill sets have changed, we've also lost suppliers, particularly on the kitbuilding side. Even here though, the more proactive suppliers are exploring new manufacturing techniques and materials.

Two decades on, it's a very different hobby to the one in which I started as a shop lad at Rails, but the impulse to create something special is still there in abundance, even if many of us are expressing in ways that our predecessors might not recognise. ■

Ben



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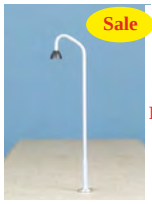

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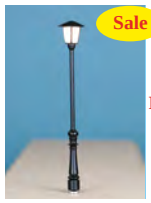

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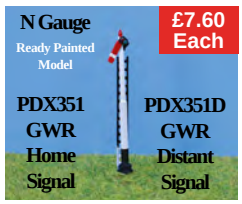

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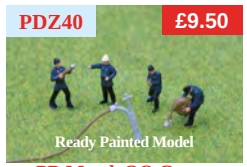

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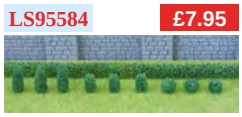

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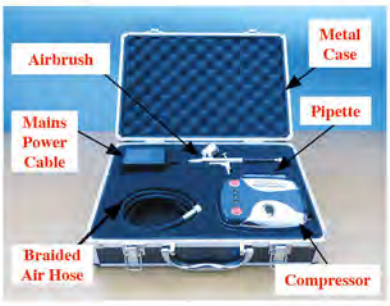

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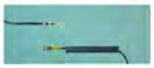
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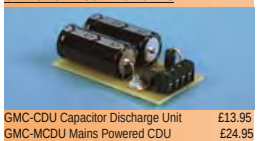

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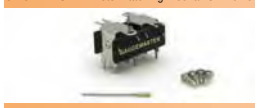

GMC-PM10 Solenoid Point Motor £6.95
GMC-BPPM10 Solenoid Point Motor (5) £29.95
Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.

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

POINT MOTOR ACCESSORIES

GMC-PM50 Connection Boxes (3) £3.95
When you run out of wire when connecting points, simply screw the end of the wire into one end of the connection box and begin the new run of wire at the other. Fixing screws included too.

GMC-PM51 Tripled Point Motor Wire 10m £6.95

GMC-PM52 Point Motor Accessory Pack £2.95
The set also includes five ballast stickers which come with a pre-cut slot, which allow you to hide the hole in your baseboard created when you drill a hole in your baseboard for your point motor tiebar.
GMC-PM53 Harnesses for PM10D (2) £3.95
GMC-PM60 Solenoid Point Motor Decoder £12.95

TRACK

ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY
GMC-HF1 Single Track Unit £39.95
GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS
GM37 OO/HO Track Cleaning Pads (3) £5.75
GM39 N Track Cleaning Pads (3) £5.75

TRACK TESTER

GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK
GM90 900mm N/Silver Flexible Track (100) £295
GM93 900mm N/Silver Blk Flexi Track (24) £79.95
GM94 900mm N/Silver Brn Flexi Track (24) £79.95
GM97 900mm N/Silver Brn Flexi Track (100) £295
GM19 Code 100 (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES
GM45 OO/HO Re-Railer £5.35
GM54 OO Buffer Stop £1.95
BPGM54 OO Buffer Stop (5 Pack) £8.50

GM55 OO Lit Buffer Stop £7.25
GM56 OO Buffer Stop Lights (Pack of 2) £9.95
GM13 Pair of Leads (Joiners/Bare Wire) £4.95
GM66 Hornby Type Track Pins 10mm £2.65
GM67 Extra Long Track Pins 15mm £2.65

N SCALE FLEXIBLE TRACK
GM96 900mm N/Silver Blk Flexi Track (24) £54.95
GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES
GM46 N Re-Railer £2.95
GM53 N Scale Buffer Stop £4.75
BPGM53 N Scale Buffer Stop (Pack of 5) £21.50
GM57 N Lit Buffer Stop on Track £9.25
GM58 N Buffer Stop Lights (Pack of 2) £9.95
GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLASTED UNDERLAY SYSTEM

GM114 OO/HO Granite Ballast (500g) £3.75
GM117 OO/HO Granite Ballast (200g) £2.55
GM200 Flexible Ballasted Underlay (5m) £22.95
GM204 Point & Crossing Ballasting Kit £7.95

OO BROWN BALLASTED UNDERLAY SYSTEM
GM111 OO/HO Brown Ballast (500g) £3.75
GM210 Flexible Ballasted Underlay (5m) £22.95
GM214 Point & Crossing Ballasting Kit £7.95

N GREY BALLASTED UNDERLAY SYSTEM
GM115 N Granite Ballast (500g) £3.75
GM118 N Granite Ballast (200g) £2.55
GM201 N Flexible Ballasted Underlay (5m) £22.95
GM205 N Point & Crossing Ballasting Kit £7.95

N BROWN BALLASTED UNDERLAY SYSTEM
GM113 N Brown Ballast (500g) £3.75
GM211 N Flexible Ballasted Underlay (5m) £22.95
GM215 Point & Crossing Ballasting Kit £7.95

OO SCALE CORK TRACKBED SYSTEM

GM251 3mm Cork Trackbed 4.5 x 50cm (6) £8.95
GM252 3mm Cork Plates 15 x 50cm (2) £4.50
GM240 For RH Sectional Points(2) £4.25
GM241 For LH Sectional Points (2) £4.25
GM244 For RH Sectional Curved Points (2) £4.25
GM245 For LH Sectional Curved Points (2) £4.25
GM247 For Y Sectional Points (2) £4.25

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

SCENICS

STARTER PACK

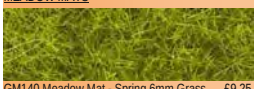
GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS
GM100 Mod Roc (2.75m) £4.65
GM119 Fine Plaster of Paris (1kg) £4.25
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.75
GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £10.75
GM167 Balsa Bundle 50 x 76 x 229mm £2.25
GM168 Balsa Bundle 75 x 150 x 450mm £9.95

GRASS & GRAVEL MATS

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

MEADOW MATS



GM140 Meadow Mat - Spring 6mm Grass £9.25
GM141 Meadow Mat - Meadow 6mm Grass £9.25
GM142 Meadow Mat - Spring 12mm Grass £12.25
GM143 Meadow Mat-Meadow 12mm Grass £12.25
GM147 Meadow Mat - Beige 6mm Grass £9.25
GM148 Meadow Mat - Beige 12mm Grass £12.25

STATIC GRASS SYSTEM

GM196 Static Grass Starter Set £9.95
GM193 Puffer Bottle £4.95
GM169 Static Grass Glue (250ml) £6.95
GM170 Spring Grass Flock (30g) £3.35
GM171 Summer Grass Flock (30g) £3.35
GM172 Moorland Grass Flock (30g) £3.35
GM173 Meadow Grass Flock (30g) £3.35
GM174 Woodland Floor Grass Flock (30g) £3.55

BUDGET SCATTERS
GM101 Meadow Scatter (50g) £1.95
GM102 Mid Green Scatter (50g) £1.95
GM103 Dark Green Scatter (50g) £1.95
GM105 Spring Green Scatter (50g) £1.95
GM108 Earth Brown Scatter (50g) £1.95
GM109 Black Scatter (50g) £1.95
GM110 Red/Brown Scatter (50g) £1.95
GM112 Imitation Coal (50g) £2.45
GM116 Grey Tarmac Scatter (50g) £1.95

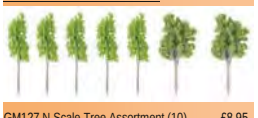
LICHENS & HEDGES

GM160 Light Green Hedgerow (1m) £7.50
GM161 Dark Green Hedgerow (1m) £7.50
GM164 Light Green Lichen (80g) £4.95
GM165 Dark Green Lichen (80g) £4.95
GM166 Assorted Lichen (80g) £4.95

FOLIAGE
GM150 Fine Light Green Foliage (30g) £3.45
GM151 Fine Dark Green Foliage (30g) £3.45
GM152 Fine Mid Green Foliage (30g) £3.45
GM153 Fine Light Brown Foliage (30g) £3.45
GM154 Fine Brown Foliage (30g) £3.45

STANDARD TREES
GM180 Plum Trees (3) £7.25
GM181 Plum Trees in Blossom (3) £7.25
GM182 Fruit Trees (3) £7.25
GM183 Apple Trees (3) £7.25
GM184 Birch Trees (3) £7.25
GM185 Weeping Willow Trees (3) £7.25
GM186 Poplar Trees (3) £7.25
GM187 Pine Trees (3) £8.75
GM188 Beech Trees (2) £7.75

VALUE TREE ASSORTMENTS

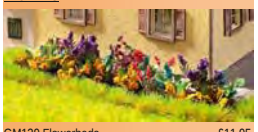


GM127 N Scale Tree Assortment (10) £8.95
GM128 OO Scale Spring Trees (10) £10.95
GM129 OO Scale Summer Trees (10) £10.95

BULK TREES
GM120 Deciduous Trees (25) £20.95
GM121 Mixed Trees (25) £20.95
GM122 Fir Trees (25) £20.95
GM124 Deciduous Trees (25) £20.95
GM125 Spruce Trees (25) £20.95

MAKE YOUR OWN TREES
GM195 Seafoam for Tree Making £19.95
GM156 Light Green Scenic Leaves (50g) £3.95
GM157 Mid Green Scenic Leaves (50g) £3.95
GM158 Dark Green Scenic Leaves (50g) £3.95

FLOWERS



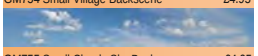
GM139 Flowerbeds £11.95
GM175 OO/HO Garden Flowers £9.95
GM176 OO/HO Water Plants £9.95
GM177 OO/HO Garden Plants £9.95
GM178 OO/HO Wild Flowers £9.95

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

BRICKWORK
GM30 Plain Stone Wall Grey £9.50
GM31 Grey Stone Wall & Butresses £9.50
GM32 Grey Stone Wall & Arches £9.50
GM197 Stone Tunnel Wall £8.25
GM198 Single Tunnel Mouth & Walls £15.25
GM199 Double Tunnel Mouth & Walls £20.25

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

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



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

HIGHWAYS

OO SCALE WIDE ROAD SYSTEM
GM370 80mm Wide Tarmac Road (1m) £6.95
GM371 80mm Wide Universal Curves (2) £6.95
GM375 68mm Wide Tarmac Road (1m) £6.95
GM376 68mm Wide Universal Curves (2) £6.95

OO/HO SCALE VEHICLE LIGHTING KITS
GM385 Standard Vehicle Kit £13.95
GM386 Emergency Vehicles Kit (Blues) £15.95
GM387 Service Vehicles Kit (Orange) £15.95

N SCALE ROAD SYSTEM
GM390 40mm Wide Tarmac Road (1m) £6.95
GM391 40mm Wide Universal Curves (2) £6.95

ROADSIDE CRASH BARRIERS
GM381 OO Scale £6.50
GM396 N Scale £6.50

STRUCTURES

OO SCALE PLASTIC FENCING
GM145 Country Fencing 290mm Length £6.95
GM146 Garden Fencing 290mm Length £6.95

OO SCALE LASER CUT KITS

GM451 Wooden Fencing 300mm Length £5.50

GM452 Lattice Fencing 300mm Length £5.50

TENS OF THOUSANDS OF ITEMS ARE IN STOCK NOW. E & OE.
WE CAN DELIVER POST FREE TO MOST UK ADDRESSES

Gaugemaster Controls Ltd, Gaugemaster House, Ford Road
Arundel, West Sussex, BN18 0BN, United Kingdom

Tel - 01903 884488

Fax - 01903 884377 **E Mail -** engineshed@gaugemaster.co.uk

STRUCTURES

OO SCALE LASER CUT BUILDINGS

GM453 Garden Shed Kit £6.50

OO SCALE "FORDHAMPTON" PLASTIC KITS

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

GM401 Fordhampton Station £25.95

GM402 Fordhampton Signal Box £10.95

GM403 Fordhampton Footbridge £17.95

GM404 Fordhampton Level Crossing £11.95

GM405 Fordhampton 60s Estate House £15.95

GM406 Fordhampton Locomotive Shed £19.95

GM407 Fordhampton Carriage Platforms £9.95

GM408 Fordhampton Village Store or Pub £17.95

COMING SOON...

GM409 Fordhampton Pub/Bistro	TBA
GM410 Fordhampton Rest Home/Doctors	TBA
GM411 Fordhampton Farmhouse/Cottage	TBA

KESTREL DESIGNS

N GAUGE PLASTIC KITS

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

GMKD38 Steel Footbridge	£7.50
GMKD39 Modern Industrial Unit	£5.95
GMKD40 Modern Fire Station	£7.25
GMKD41 Platforms Wide (2)	£3.35
GMKD42 Platform Ramps Wide (2)	£2.85
GMKD43 Goods Shed	£7.75
GMKD1000 Town Station	£16.95
GMKD1001 Old Factory with Chimney	£19.95

N GAUGE LASER CUT KITS

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

GMKD51 Wooden Fencing	£5.25
GMKD52 Lattice Fencing	£5.25
GMKD53 Garden Sheds (2)	£5.50

N GAUGE VALUE KIT SETS

GMKD2000 Station Set	£14.95
GMKD2001 Town Set	£12.95
GMKD2002 Suburban Set	£14.95
GMKD2003 Farm Set	£16.95

TOOLS

MODEL RAILWAY MAINTENANCE

GM50 OO/HO Locomotive Wheel Cleaner	£39.95
GM47 N Gauge Wheel Cleaner	£34.95
GM51 Spare Pads for GM50	£17.95
GM49 Spare Pads for GM47	£17.95
GM59 N Scale Wheel Cleaner	£15.95

GM60 OO Scale Wheel Cleaner	£19.95
GM619 Precision Lubricator	£4.75
GM667 Superfine Oil Pen w/Teflon Particles	£5.95
GM668 Electrical Contact Oil Pen	£9.95

GENERAL MODELLING TOOLS

GM08 Modelstrip (115ml)	£6.95
GM26 Track Rubber	£3.15
GM27 Jumbo Track Rubber	£5.75
GM600 A2 Cutting Mat	£14.95
GM601 A3 Cutting Mat	£9.95
GM602 A4 Cutting Mat	£4.95
GM603 A5 Cutting Mat	£2.95
GM604 Round Nose Pliers	£6.95
GM605 Flat Nose Pliers	£6.95
GM606 Side Cutters	£6.95
GM607 Half Round Pliers	£6.95
GM608 Bent Nose Pliers	£6.95
GM609 S/Steel Tweezers (4)	£7.95
GM610 Double Ended Pin Vice	£5.95
GM611 Sawset 1 w/ Scalpel Handle	£9.95
GM612 Hole Saw & Arbor for Point Motor Fitting	£3.50
GM613 Trim-away Knife	£3.75
GM614 S/S Scalpel & Blades	£5.50
GM615 Plastic Scalpel & Blades	£5.95
GM617 Pick-Up Tool	£6.50
GM618 Magnifier Tweezers	£3.95
GM621 Locking forceps Curved	£6.95
GM622 Hot Wire Cutter for Scenic Modelling	£19.95
GM624 Swivel Top Pin Vice	£6.75
GM625 Curved Tweezer Reverse Action	£4.50
GM626 Straight Tweezer Reverse Action	£4.50
GM627 Blunt End Tweezer Reverse Action	£4.50
GM629 Cutting Discs (10)	£4.95
GM630 Screw Top Mandrels (3)	£4.50
GM631 Slitting Discs (10) & Mandrel	£5.25
GM632 Budget Needle File Set	£6.95
GM633 Glass Fibre Pencil 4mm	£4.75
GM634 4mm G/Fibre Refills (10)	£7.50
GM635 2mm Glass Fibre Pencil	£9.95
GM636 2mm G/Fibre Refills (5)	£6.75
GM638 Cutting Broaches 0.6-2.0	£15.95
GM640 Archimedian Drill Stock	£5.95
GM641 HSS Jbbrs Drills 0.5 (5)	£3.95
GM642 HSS Jbbrs Drills 0.8 (5)	£3.95
GM643 HSS Jbbrs Drills 1.0 (5)	£3.95
GM644 HSS Jbbrs Drills 1.2 (5)	£3.95
GM645 HSS Jbbrs Drills 1.5 (5)	£3.95
GM646 HSS Jbbrs Drills 1.8 (5)	£3.95
GM647 HSS Jbbrs Drills 2.0 (5)	£3.95
GM648 Microbox Drills 0.3-1.6	£10.95
GM649 Microbox HSS Twist Drill Bits 61-80	£10.95
GM650 HSS Jbbrs Drills 0.3 (5)	£3.95
GM651 HSS Jbbrs Drills 0.4 (5)	£3.95
GM652 HSS Jbbrs Drills 0.6 (5)	£3.95
GM653 HSS Jbbrs Drills 0.7 (5)	£3.95
GM654 HSS Jbbers Drills 0.9 (5)	£3.95
GM655 Spare Blades for GM614	£2.75
GM660 Pick n Place Twin Pack	£8.95
GM664 Economy Sprue/Plastic Cutter	£4.75
GM666 Clip On Magnifying Eye Glass	£6.75
GM669 Pin Pusher with Depth Stop	£10.95
GM670 Deluxe Paintbrush Set	£12.95

GM683 Soft Grip Knife Set with Blades	£6.95
GM684 Spare Blades for GM683	£1.50
GM693 Value Model Railway Drill	£9.95
GM694 Mains Powered Value Drill	£16.95
GM695 Model Railway Screwdriver Set	£4.95
GM696 Masking Tape 6mm x 18m (2)	£1.95
GM697 Masking Tape 10mm x 18m (2)	£2.75
GM698 Masking Tape 18mm x 18m (1)	£2.65

RAZOR SAWS

GM672 Razor Saw Superfine	£11.75
GM673 3 in 1 Saw Set	£14.95
GM674 Razor Saw Fine	£11.75
GM675 Razor Saw Medium	£11.95
GM676 Aluminium Mitre Box	£16.50
GM677 Fine Woodcraft Saw	£11.95
GM678 Flush Cutting Saw	£15.75
GM679 Universal Razor Saw	£12.75

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron	£16.95
GM681 25W 230v Soldering Iron	£17.95
GM682 40W 230v Soldering Iron	£19.95
GM685 15W No.6 Tip	£3.95
GM686 15W No.8 Tip	£3.95
GM687 25W No.6 Tip	£3.95
GM688 25W No.7 Tip	£3.95
GM689 25W No.8 Tip	£3.95
GM690 40W No.6 Tip	£3.95
GM691 40W No.7 Tip	£3.95
GM692 40W No.8 Tip	£3.95

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g)	£4.25
GM02 Solder 180 degrees (20g)	£3.95
GM03 White Metal Flux	£5.95
GM04 Brass Flux	£5.95
GM05 Non Acid Safety Flux	£6.25
GM06 Solder Wire 145 Degrees	£4.85

ELECTRICS

SWITCHES

GM501 Slide Switch DPDT	£1.70
GM502 Slide Switch DPDT (C/off)	£1.70
GM503 Toggle Switch SPST	£2.35
GM504 Toggle Switch DPDT	£2.65
GM505 Mini-Toggle DPDT (C/off)	£3.15
GM506 Mini-Toggle DPDT	£2.75
GM507 Mini-Toggle SPST	£2.45
GM508 Mini-Toggle SPDT	£2.45
GM509 Mini-Toggle SPDT (C/off)	£2.45
GM510 Mini-Toggle for Point Motors	£2.70
GM511 Mini-Toggle for G Point Motors	£3.65
GM512 Push to Break Black (5)	£5.95
GM513 Push to Make Black (5)	£2.85
GM514 Push to Make Blue (5)	£2.85
GM515 Push to Make Green (5)	£2.85
GM516 Push to Make Red (5)	£2.85
GM517 Push to Make White (5)	£2.85
GM518 Push to Make Yellow (5)	£2.85
GM519 Rotary Switch 1 Pole 12 Way	£2.85
GM520 Rotary Switch 2 Pole 6 Way	£3.75
GM521 Rotary Switch 3 Pole 4 Way	£3.75
GM522 Rotary Switch 4 Pole 3 Way	£3.75
BPGM501 Slide Switch DPDT (25)	£12.95
BPGM502 Slide Switch DPDT (C/off) (25)	£12.95
BPGM503 Toggle Switch SPST (25)	£34.95
BPGM504 Toggle Switch DPDT (25)	£42.95
BPGM505 Mini-Toggle DPDT (C/off) (25)	£44.95
BPGM506 Mini-Toggle DPDT (25)	£42.95
BPGM507 Mini-Toggle SPST (25)	£34.95
BPGM508 Mini-Toggle SPDT (25)	£34.95
BPGM509 Mini-Toggle SPDT (C/off) (25)	£39.95
BPGM510 Mini-Toggle for Point Motors (25)	£44.95
BPGM513 Push to Make Black (25)	£9.95
BPGM514 Push to Make Blue (25)	£9.95
BPGM515 Push to Make Green (25)	£9.95
BPGM516 Push to Make Red (25)	£9.95
BPGM517 Push to Make White (25)	£9.95
BPGM518 Push to Make Yellow (25)	£9.95

WIRE

GM09RB Twinned Wire Red/Black (10m)	£4.95
GM10 Wire Red/Black/Green (10m of each)	£5.95
GM11BK Wire Black 7 x 0.2mm (10m)	£2.15
GM11BL Wire Blue 7 x 0.2mm (10m)	£2.15
GM11BN Wire Brown 7 x 0.2mm (10m)	£2.15
GM11GN Wire Green 7 x 0.2mm (10m)	£2.15
GM11GR Wire Grey 7 x 0.2mm (10m)	£2.15
GM11O Wire Orange 7 x 0.2mm (10m)	£2.15
GM11P Wire Pink 7 x 0.2mm (10m)	£2.15
GM11PP Wire Purple 7 x 0.2mm (10m)	£2.15
GM11R Wire Red 7 x 0.2mm (10m)	£2.15
GM11W Wire White 7 x 0.2mm (10m)	£2.15
GM11Y Wire Yellow 7 x 0.2mm (10m)	£2.15
BPGM11BK Black Wire 7 x 0.2mm (100m)	£7.95
BPGM11BL Blue Wire 7 x 0.2mm (100m)	£7.95
BPGM11BN Brown Wire 7 x 0.2mm (100m)	£7.95
BPGM11GN Green Wire 7 x 0.2mm (100m)	£7.95
BPGM11GR Grey Wire 7 x 0.2mm (100m)	£7.95
BPGM11O Orange Wire 7 x 0.2mm (100m)	£7.95
BPGM11P Pink Wire 7 x 0.2mm (100m)	£7.95
BPGM11R Red Wire 7 x 0.2mm (100m)	£7.95
BPGM11W White Wire 7 x 0.2mm (100m)	£7.95
BPGM11Y Yellow Wire 7 x 0.2mm (100m)	£7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire)	£4.65
GM14 Crimped Pin Terminals (6)	£2.95
GM15 Ring Terminals (6)	£1.95
GM16 Pair Connecting Leads (Pin/Pin)	£4.95
GM28 Crocodile Clips Red/Black Pair	£1.75
GM29 Knob for Rotary Switches & Pots	£2.85
GM40 1.5a Rectifier	£4.95
GM41 Thermal Cut-Out 1 Amp	£3.95
GM42 Thermal Cut-Out 2.5 Amp	£3.95
GM75 PS6 6-Way Din Plug/Socket	£3.15
GM77 12-Way Poly Terminal Block	£1.95
GM89 Pack of 5 Amp Fuses (5)	£2.75

LIGHTING

GM61 Micro LED White (4)	£7.95
GM62 Micro LED Red (4)	£7.95
GM63 Micro LED Blue (4)	£7.95
GM64 Micro LED Orange (4)	£7.95
GM69 Grain of Wheat Bulb 12v Yellow (5)	£3.95
GM70 Grain of Wheat Bulb 12v Red (5)	£3.95
GM71 Grain of Wheat Bulb 12v Clear (5)	£3.95
GM72 Grain of Wheat Bulb 12v Green (5)	£3.95
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PO503

PO511

PO502

METCALFE

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The all new 00 Mainline Station Range...

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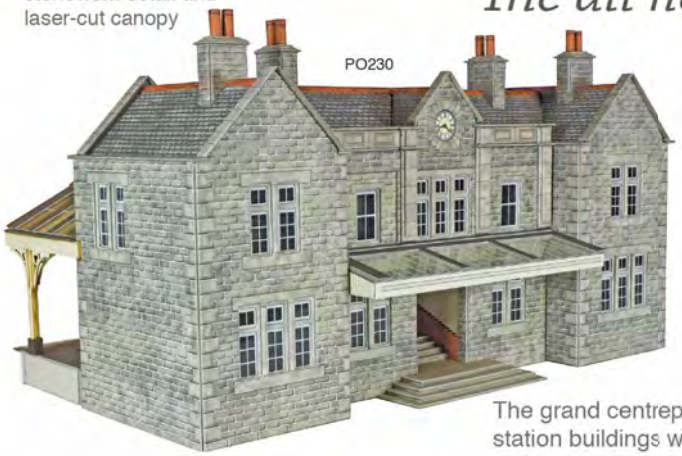


PO230

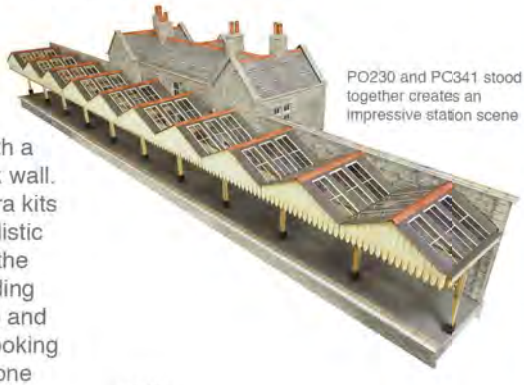
NEW RELEASE
00 Booking Hall
PO230 - £22.99

Designed to stand alongside Wall-Backed Canopy and Platform Canopy kits

PO230 platform side

The grand centrepiece and first in a new range of redesigned station buildings with more to follow. New features include finely detailed laser-cut platform canopy and fine die-cut recessed windows.

PLEASE NOTE: Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.



PO230 and PC341 stood together creates an impressive station scene

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PO341 - £15.99

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PO517

PO501

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00 Mainline Station Buildings
00/HO Scale

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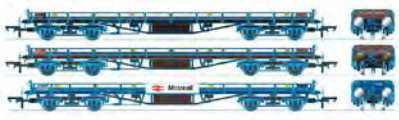

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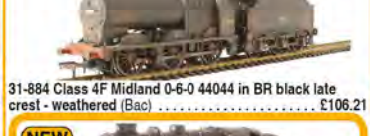

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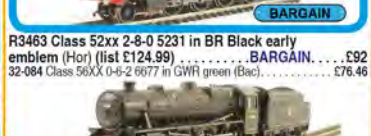

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BARGAIN

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BARGAIN

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BARGAIN

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BARGAIN

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Train packs

BARGAIN

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

BARGAIN

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R1155**Trainpack** 4 car Pendolino train pack (unboxed) in Virgin Trains Alstom Pendolino' (Hor)..... £79

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BARGAIN

R3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) .....BARGAIN. £18

R3343 Class 08 0-6-0 shunter 08822 "John" in First Great Western (Hor) (list £119.99)..... BARGAIN. £96

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

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

1718 Class 17 D8523 in blue full yellow ends (Hel) £94

1720 Class 17 D8594 in green small yellow panels (Hel) £94

32-045 Class 20 20118 "Saltburn-by-the-Sea" in BR Railfreight Red Stripe (Bac) £93.46

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2809^ Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125)..... BARGAIN £89

BARGAIN

2807^ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) . . .BARGAIN. £89

BARGAIN

R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) .....BARGAIN. £42

BARGAIN

R3262 Class 31/4 31452 in Devon & Cornwall Railways green (Hor) (list £162.25) .....BARGAIN. £79

3415 Class 33/0 D6516 in early BR green (Hel) £94

3356 Class 33/1 33102 in BR Blue full yellow ends (Hel).. £94

3349 Class 33/1 33119 in BR Blue full yellow ends (Hel).. £94

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

BARGAIN

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £89.99) . . . . .BARGAIN. £69

32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR Green Small Yellow Panel (Bac) £118.96

32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac)..... £101.96

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R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) (list £89.99)BARGAIN £69

31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £127.46

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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 £72

4D-003-007 Class 52 diesel D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) £119

4D-003-006 Class 52 diesel D1065 "Western Consort" in BR maroon small yellow panels (Dap) £119

4D-003-011 Class 52 diesel loco D1002 "Western Explorer" in BR green small yellow panels (Dap)..... £109

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

BARGAIN

R2879 Class 55 Deltic 55001 "St Paddy" in BR blue (Hor) (list £52.49) .....BARGAIN. . . . £43

32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96

32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac) £132

32-981 Class 66 66416 in Freightliner Powerhaul (Bac)..£127.43

32-982 Class 66 66434 in DRS blue Compass Logos (Bac)£127.43

R3268 Class 67 67003 Arriva Trains Wales (Hor) (list £139.99)BARGAIN £112

BARGAIN

R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (list £169.99)BARGAIN £123

R3272 Class 67 67006 'Royal Sovereign' in EWS Royal claret (Hor) (list £139.99)..... BARGAIN. . . . £110

BARGAIN

R3481 Class 67 67025 "Western Star" in EWS (Hor) (list £144.99) .....BARGAIN. . . £111

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BARGAIN

4010~ English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN. £75

BARGAIN

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NEW

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NEW

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R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) **(list £89.99) . . . . .BARGAIN. . . . £52**

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R3366 Class 43 HST Power (43062) & dummy (43014) in Network Rail new measurement train yellow (Hor) £189.99

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32-287 Class 101 2 Car DMU BR blue & grey "Cambridge/Norwich" (Bac) £135.96

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32-905^ Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) . . . . . BARGAIN £72.50

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

8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) **(list £119.95) . . . . . .BARGAIN. . . . £59**
8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (list £119.95) . . . . . BARGAIN £59
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8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) . . . . . BARGAIN £69

8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) **(list £119.95)BARGAIN £69**

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

R3351 Class 153 153358 in Northern Rail (Hor) **(list £89.99) . . . . . .BARGAIN. . . . £56**
8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) . . . . . BARGAIN £79

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R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) **(list £130.25). . . . . .BARGAIN. . . . £62**

R3260 Class 2-HAL 2 car EMU 2653 in SR green (Hor) **(list £130.25) . . . . . .BARGAIN. . . . £104**

R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) **(list £130.25) . . . . . .BARGAIN. . . . £62**

R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) **(list £134.99) . . . . . .BARGAIN. . . . £62**
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) . . . . . BARGAIN £118

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R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) **(list £49.99)BARGAIN . £35**
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R1155 Pendolino trainset 390004 in Virgin Trains "Alstom Pendolino" branding (Hor). **£130**

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R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) **(list £159.99)BARGAIN £99**

R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) **(list £299.99)BARGAIN £230**

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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**

30-049 The Permanent Way train set Digital Sound (Bac) **NEW £233.70**

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R4677 57' non-corridor brake third 20724 LMS crimson (Hor) (list £40.25) . . . . . BARGAIN £27
R4677A 57' non-corridor brake third 20725 in LMS crimson (Hor) (list £40.25) . . . . . BARGAIN £27
R4656A 57' non-corridor composite 16612 in LMS crimson (Hor). . . . £35
R4658 57' non-corridor composite M16623M BR crimson (Hor) (list £40.25) . . . . . BARGAIN £27
R4657A 57' non-corridor third class 11718 in LMS crimson (Hor). . . . £35

R4717 58' Maunsell Rebuilt (Ex LSWR 48') eight compartment brake third 2639 in SR olive green (Hor) **NEW £32.50**

R4720 58' Maunsell Rebuilt (Ex LSWR 48') nine compartment third 304 in SR olive green (Hor) **NEW£32.50**

R4719 58' Maunsell Rebuilt (Ex LSWR 48') six compartment brake composite 6404 in SR olive green (Hor) **NEW £32.50**

R4718 58' Maunsell Rebuilt (Ex LSWR 48') six compartment brake third 2626 in SR olive green (Hor) **NEW £32.50**

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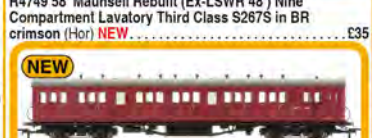

R4747 58' Maunsell Rebuilt (Ex-LSWR 48') Six Compartment Lavatory Composite S2629S in BR crimson (Hor) **NEW. £35**

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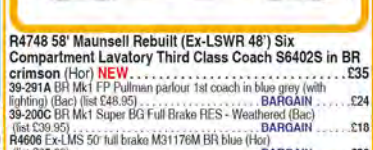
R4606 Ex-LMS 50' full brake M31176M BR blue (Hor) (list £35.99) . . . . . BARGAIN £22



39-778 ex-LMS 50' inspection saloon DM45029 in EWS maroon and gold (Bac) **NEW £50.96**

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R4531C Gresley 61' 6" full brake in BR maroon (Hor) (list £48.99)BARGAIN £35
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R4648 Gresley suburban First Class E81035E BR Maroon (Hor) (list £40.25) . . . . . BARGAIN £26
39-460 LMS 57 ft Porthole Corridor Brake 3rd BR Crimson & Cream (Bac). £33.96
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39-175E Mk1 BG full brake in BR blue & grey (Bac) **£33.96**

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

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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
39-262B Mk1 RMB Miniature Buffet S1851 in BR green (Bac) . . . £33.96
39-261B Mk1 RMB Miniature Buffet W1816 in BR Maroon (Bac) . . £33.96
39-105 Mk1 RU restaurant car W1900 in BR crimson & cream (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

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

Hatton's
Est. 1946

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

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39-361A Mk2A TSO tourist second open E5406 in BR blue & grey 'Inter City' branding (Bac) £38.21

R4612A Mk2E BSO brake second open M9495 in BR blue & grey - lights (Hor) (list £29.99) ..... BARGAIN.... £19

R4612 Mk2E BSO brake second open M9499 in BR blue & grey - lights (Hor) (list £29.99) ..... BARGAIN.... £19
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R4611A Mk2E FO first open W3245 in BR blue & grey - lights (Hor) (list £29.99) ..... BARGAIN.... £19
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) £27
R4595 Mk3 TGS trailer guard second E44037 in BR blue & grey - lights (Hor) (list £35.49) ..... BARGAIN £20
R4732 Mk3 TSO trailer second open W42003 in BR blue & grey (Hor) £27

R4732A Mk3 TSO trailer second open W42004 in BR blue & grey (Hor) £27
R4665A Mk4 FO first open 11324 in East Coast (Hor) (list £28.49) BARGAIN £14
R4665 Mk4 FO first open 11424 in East Coast (Hor) (list £28.49) BARGAIN £14
R4667 Mk4 RFM Restaurant Buffet 10328 East Coast (Hor) (list £28.49) ..... BARGAIN £14
R4666 Mk4 TSO second open 12219 East Coast (Hor) (list £28.49) ..... BARGAIN £14
R4666C Mk4 TSO second open 12403 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 in BR blue & grey (Hor) (list £99.99) ..... BARGAIN.... £54
R1177coaches Pack of 3 Pullman parlour coaches - Split from R1177 Set (Hor) £45

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

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
38-030B Single (Bac) £33.96

37-854C 104 Tonne glw HTA Bulk Coal Hopper Wagon EWS Weathered (Bac) £39.06
4F-012-009 12-ton ventilated van "Carricks" (Dap) NEW £9.50
4F-012-010 12-ton ventilated van "Carricks" - weathered (Dap) NEW ... £10.50
38-775 14 Ton Tank Wagon 'Benzene' (Bac) £17.81

37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £14.04

38-777 20 Ton Tank Wagon 'Esso' (Bac) £17.81

38-776 20 Ton Tank Wagon 'Shell/BP' (Bac) £17.81

R6725 21 ton hopper E253564 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
4F-016-011 4-wheel banana van B881724 in BR red (Dap) NEW ... £9.50
4F-016-012 4-wheel banana van B881724 BR red - weathered (Dap) NEW £10.50
4F-020-009 4-wheel cattle wagon B893521 in BR bauxite (Dap) NEW ... £9.50
4F-020-010 4-wheel cattle wagon B893521 BR bauxite - weathered (Dap) NEW £10.50
4F-051-035 5 plank open wagon "Minera Lime Company" (Dap) NEW ... £9.50
4F-051-036 5 plank open wagon "Minera Lime Company" - weathered (Dap) NEW £10.50
4F-031-034 6 Wheel Milk Tank IMS 39 Weathered (Dap) NEW ... £13.50
4F-071-108 7 plank open wagon "Blue Circle Cement" (Dap) NEW .. £9.50
4F-071-109 7 plank open wagon "Blue Circle Cement" - weathered (Dap) NEW £10.50
R6758 7 Plank Wagon 'Arthur Wharton' (Hor) NEW £11
R6755 7 Plank Wagon 'Gregory' (Hor) NEW £11
R6756 7 Plank Wagon 'Park Gate' (Hor) NEW £11
R6757 7 Plank Wagon 'Richard White & Sons' (Hor) NEW £11

38-150A Megapack of 8 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £191.60) BARGAIN.... £112
38-150A Single (Bac) (list £23.95) ..... BARGAIN £15
38-150A Pack of 4 (Bac) (list £95.80) ..... BARGAIN £58
R6728 BR (ex LMS) Horse box M42367M BR crimson (Hor) (list £19.99) ..... BARGAIN £12
R6762 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) ..... BARGAIN £8.50
R6708 CDA hopper wagon 353224 Railfreight red (Hor) (list £24.99) ..... BARGAIN £11
37-951B Conflat wagon BR bauxite BD container BR crimson B709076 (Bac) £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
R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) .. £83

R6682D Extra Long CCT wagon 1274 in LNER teak (Hor) (list £19.99) ..... BARGAIN..... £11
38-345A^ - FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £29.95) ..... BARGAIN £17
38-345A^ - Pack of 4 (Bac) (list £119.80) ..... BARGAIN £65
38-345A^ - Megapack of 8 (Bac) (list £239.60) ..... BARGAIN £128
R6781 Hornby 2016 PGA wagon - Formerly exclusive to Hornby Collector's Club (Hor) (list £15) ..... BARGAIN £7
R6727A Horse box 42442 in LMS maroon (Hor) (list £19.99) BARGAIN ... £12
38-210A JJA auto ballaster outer generator in Railtrack (Bac) £42.46
38-210A Pack of 4 (Bac) (list £199.80) ..... BARGAIN £160
38-210A Megapack of 8 (Bac) (list £399.60) ..... BARGAIN £310
38-550A Midland 20T brake van M357897 BR Grey (with Duckets) (Bac) £23.76
R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) ..... BARGAIN £12
38-287 Pack of 3 22 ton Presflos in BR bauxite - weathered (Bac) .. £66.73

R6712A Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99) ..... BARGAIN..... £15

R6712 Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99) ..... BARGAIN..... £15
4F-028-051 Pack of two 20ft containers "Maersk & Triton" (Dap) NEW ... £10.50
4F-028-052 Pack of two 20ft containers "Maersk & Triton" - weathered (Dap) NEW £11.50

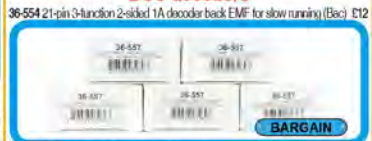
4F-027-008 Silver Bullet NACCO/ECC 3387-7898057-7 Weathered (Dap) £25.25

4F-027-007 Silver Bullet NACCO/ECC 3387-7898119-5 Weathered (Dap) £25.25
38-105 Triple Pack 34 Tonne PNA Wagons Railtrack 5 Rib Weathered (Bac) NEW £50.96

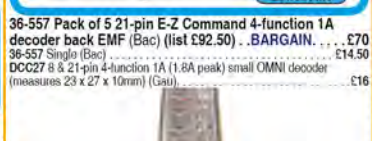
33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) £31.41
R6763 ZBA 'Ruck' wagon DB972328 in Departmental grey and yellow Mainline branding (Hor) (list £14.99) ..... BARGAIN £9
R6711 ZUV Shark brake van DB993748 Mainline blue (Hor) (list £16.75) ..... BARGAIN £8

DCC decoders

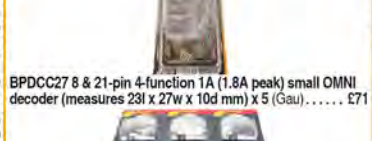
36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) ..BARGAIN..... £70
36-557 Single (Bac) £14.50
DCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16



BPDCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d 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
36-567 Next18-Pin DCC decoder (Bac) NEW £18.65
BPDCC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88

DCC controllers

R8214 DCC Elite unit digital controller (Hor) £205
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68

36-500 EZ Command DCC controller - boxed (Bac) £76.46

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

DCC accessories

R8238 DCC reverse loop control module (Hor) (list £39.99) ..... BARGAIN..... £12

R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) (list £99.99)..BARGAIN..... £25

Point motors

R8243 Surface Mounted point motor (Hor) £7

Lighting equipment

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

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £5.50

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5

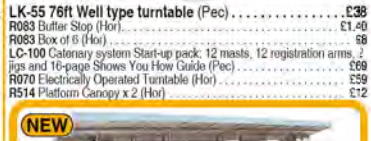
Buildings - railways

PO213 2 Road Red Brick Engine Shed & Workshop Building (Card Kit) (Met) £12.50
44-0034 Depot Crew Room (Bac) £38.21
44-126 Modern Single Road Servicing Shed (Bac) £46.71
PO340 Platform canopy (Met) £12
R8009 Station Terminus (London Road) (Hor) £41
44-0033 Two Lane Engine Shed (Bac) £84.96
44-002 Washing plant - Scenecraft range (Bac) £25.46

44-0036 Yard Crane and Loading Gauge (Bac) NEW £29.71

Man-made scenic structure - railway-related

LK-55 76ft Well type turntable (Pec) £38
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) £69
R070 Electrically Operated Turntable (Hor) £59
R514 Platform Canopy x 2 (Hor) £12



44-0053 Servicing Point (Bac) NEW £49.26

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
4L-001-003 Signal - Motorised, Round post GWR home (Dap) NEW .. £22
4L-003-004 Signal - motorised, SR ladder distant (Dap) NEW £22

Buildings - general

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) ... £13
44-279 Low relief Belti Towers (Bac) NEW £26.01
44-276 Low relief fishing tackle shop (Bac) NEW £21.21
44-280 Low relief Garnhams Getaways (Bac) NEW £26.01
44-274 Low relief Gibbs & Sons Guitars (Bac) NEW £25.46
44-282 Low relief Jo's Jewellery (Bac) NEW £28.01
44-281 Low relief Karen's Millinery (Bac) NEW £24.61
44-278 Low relief Kevin's Carpets (Bac) NEW £23.76

44-275 Low relief model shop (Bac) NEW £24.61
44-273 Low relief Rocket Ron's Record Shop (Bac) NEW £22.91
44-272 Low relief Stuarts Sports Shop (Bac) NEW £27.16
R9806 Skaledale Railwayman's Arms (Hor) £46.29
R9831 The Florist (Hor) NEW £22
R9835 The Hardware Store (Hor) NEW £22

Man-made scenic structure - non-railway

44-584 Clock Tower (Bac) NEW £27.16

Visit
www.ehattons.com/new
for new releases

44-0009 Container terminal crane (Bac) £144.46

44-016 Fuel Storage Tanks (Bac) £33.96
5008Peco Traffic Cones (Large & small) (Pec) NEW £3.10

Bridges, Tunnels & Walls

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

People - civil

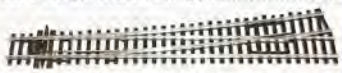
36-408 12 x Seated Coach Passengers (Bac) £10.16
36-407 1950s Train Crew x 6 (Bac) £6.21
36-047 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insultrog (Pec) £14
ST-244 Setrack curved double radius right handed point insultrog (Pec) ... £14
ST-201 Setrack double straight (Pec) £2
ST-241 Setrack No.2 radius left handed point insultrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insultrog (Pec) £9
ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2
ST-204 Setrack Quad Straight (67.0mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-E99 3 way medium radius point electrofrog (Pec) £25
SL-99 3 way medium radius point insultrog (Pec) £25
SL-90 Double slip insultrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50
SL-E87 Left hand curved point electrofrog (Pec) £12.50



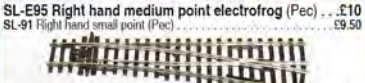
SL-E89 Left hand large point electrofrog (Pec) £12
SL-89 Left hand large point insultrog (Pec) £12
SL-96 Left hand medium point (Pec) £10

SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50

SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-86 Right hand curved point (Pec) £12.50
SL-E86 Right hand curved point electrofrog (Pec) £12.50

SL-E88 Right hand large point electrofrog (Pec) £12
SL-88 Right hand large point insultrog (Pec) £12
SL-95 Right hand medium point (Pec) £10

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

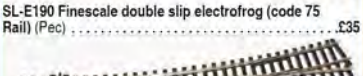


SL-E91 Right hand small point electrofrog (Pec) ... £9.50
SL-80 Single slip insultrog (Pec) £28

Track - Code 75 Finescale

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E199 3 way finescale medium radius point electrofrog (Pec) £27

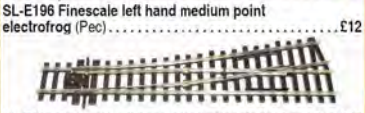
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35



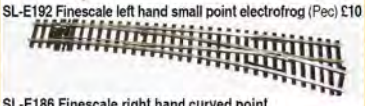
SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50

SL-E189 Finescale left hand large point electrofrog (Pec) £12

SL-E196 Finescale left hand medium point electrofrog (Pec) £12



SL-E192 Finescale left hand small point electrofrog (Pec) £10



SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50

SL-E188 Finescale right hand large point electrofrog (Pec) £12

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

SL-E191 Finescale right hand small point electrofrog (Pec) £10
SL-E180 Finescale single slip electrofrog (code 75 rail) (Pec) £33

Track & Points

R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22
R8262 Double 4th radius curve (8 make a circle) (Hor) £3

R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £2.25
R8072 Left Hand Standard Point (Hor) £9

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

R8073 Right Hand Standard Point (Hor) £9
36-610 Short Straight Track 38mm (same as Hornby R610) (Bac) NEW £1
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.40
R600 Box of 24 (Hor) £33

Track underlay

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

Buses

76QLT001 Bedford QLT Post Office Telephones (Oxf) NEW £11.70
B115C Bristol Lodekka LD6G - Hants & Dorset - Driver Training bus (Bas) NEW £19.50
14015 Bristol/ECW FLF Lodekka d/deck bus "Northern Scottish" (EFE) (list £32.50) ..... BARGAIN £22

OM46310 Corgi 60th -Classic Routemaster, London Transport (Cor) NEW £17
28013 Daimler DMS 1 door "Chasseirder / Midland Red North" (EFE) NEW.. £27.95

OM41417A Daimler ROE, Glasgow Corporation, 45 Rouken Glen (Cor) NEW £30
OM41417B Daimler ROE, Glasgow Corporation, 48A Priesthill (Cor) NEW ..£30
26330 Guy Arab II utility "Plymouth City" (EFE) NEW £27.95
16016 Leyland PD2 Lowbridge "Todmorden / British Railways" (EFE) NEW ..£28
27319 Leyland TD1 "Scout" (EFE) NEW £27.95

76PD2003 Leyland Titan PD2 12 Southdown (Oxf) . £16.20
20652 Plaxton Pointer Dart "Orpington Buses" (EFE) NEW £28
24906 Reeve Burgess Minibus "First Capital" (EFE) NEW £27.95

UK9006 Scania OmniCity London United RATP Group. Production run of 600 (Nor) £48

Cars

76RAN003 Range Rover Vogue Firenze Red (Oxf) NEW £4.95
76SFT004 Standard Flying Twelve Grey (Oxf) NEW £4.95
76TP004 Triumph 2500 Tahiti Blue (Oxf) NEW £4.75

Cars - racing

76MCS002 Mini Cooper S Mkll John Rhodes 1968 Brands Hatch (Oxf) NEW £4.75

Commercial vehicles

76FCG004 Ford Cargo Box Van Royal Mail (Oxf) NEW..... £10.80
76FT022 Ford Transit LWB High Network Rail Response Unit (Oxf) NEW £4.95

76FT021 Ford Transit LWB High Stobart Fleet Maintenance (Oxf) NEW £4
76FX4006 FX4 Taxi Union Jack (Oxf) NEW £4
76MB002 Mercedes MP4 GSC Actros Curtainside Pollock (Oxf) NEW £20
76MH019 Scammell Mechanical Horse Van Trailer (Oxf) NEW £8
76S143003 Scania 113 40ft Curtainside Gallacher Bros (Oxf) £18
76S94003 Scania 6 Wheel Curtainside Lorry White (Oxf) NEW ... £12.10
76SCT001 Scania P Car Transporter Eddie Stobart (Oxf) NEW ... £28.50

76SDF001 Shelvoke & Drewry Freightlifter British Rail (Western) (Oxf) NEW..... £10

Farming & Construction

76KOM001 Komatsu PC340 standard (fully poseable) boom (Oxf) ... £17
76KOM002 Stobart Rail Excavator (Oxf) £20

Military ground vehicles

76QLD004 Bedford QLD RASC, 30 Corps, 8th Army 1942/3 (Oxf) NEW £11

76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Oxf) NEW..... £20

Public Service vehicles

76LRD007 Land Rover Discovery 3 Metropolitan Police (Oxf) NEW. £4.95

Tools

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

N Gauge

Steam locos

2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) .. £51

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

371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra) NEW £80.71

371-985 Class 64xx 0-6-0PT Pannier Tank 6407 in GWR Green (Gra) NEW £80.71

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

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

2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94
2S-012-004 Class A1X Terrier 0-6-0T 'Thames' LB&SCR improved engine green (Dap) £63.66
2S-012-006 Class A1X Terrier 0-6-0T 2644 Southern Railway green (Dap) £63.66
2S-012-008 Class A1X Terrier 0-6-0T 3 'Bodiam' Kent & East Sussex blue (Dap) £63.66

2S-002-002 Class V Schools 4-4-0 30921 "Shrewsbury" in BR Black early emblem (Dap) NEW £120.76
2S-002-002D Class V Schools 4-4-0 30921 "Shrewsbury" in BR Black early emblem - DCC fitted (Dap) NEW..... £142.50

2S-002-000 Class V Schools 4-4-0 30926 "Repton" in BR green late crest (Dap) NEW £120.76
2S-002-000D Class V Schools 4-4-0 30926 "Repton" in BR green late crest - DCC fitted (Dap) NEW..... £142.50

2S-002-001 Class V Schools 4-4-0 902 "Wellington" in Southern Railway malachite green (Dap) NEW ... £120.76
2S-002-004D Class V Schools 4-4-0 910 "Merchant Taylors" in Southern Railway olive green - DCC fitted (Dap) NEW..... £142.50

2S-002-003 Class V Schools 4-4-0 929 "Malvern" in Southern Railway malachite green (Dap) NEW ... £120.76
2S-002-003D Class V Schools 4-4-0 929 "Malvern" in Southern Railway malachite green - DCC Fitted (Dap) NEW £142.50

Train packs

370-300 "Landship Train" First World War train pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x MK1 tanks under tarpaulins (Gra) ... £89

370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra).. £118.96

Diesel locos

371-015C Class 08 Shunter 08672 in BR Blue Wasp Stripes (Gra) £79
371-032 Class 20/20063 in BR Blue Indicator Discs (weathered) (Gra) .. £93.46
2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) (list £142.89) ..... BARGAIN £79

2D-003-008 Class 52 diesel loco D1000 "Western Enterprise" in BR maroon - weathered (Dap) (list £128.03) BARGAIN.....£79

2D-003-011 Class 52 diesel loco D1009 "Western Invader" in BR Blue full yellow ends - weathered (Dap) (list £128.03)BARGAIN . £79
2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) (list £128.03) ... BARGAIN £79
2D-003-009 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap) (list £128.03)BARGAIN .. £79

2D-003-003 Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel (Dap) (list £128.03) BARGAIN....£79

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

2D-003-004 Class 52 diesel loco D1058 "Western Nobleman" in BR blue full yellow ends (Dap) **(list £128.03)BARGAIN. £79**
2D-003-010 Class 52 diesel loco D1062 "Western Courier" in BR Blue full yellow ends - weathered (Dap) (list £128.03)..... BARGAIN £79

2D-003-006 Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels (Dap) **(list £128.03)BARGAIN ... £79**
2D-003-005 Class 52 diesel loco D1072 "Western Glory" in BR blue full yellow ends (Dap) (list £128.03)..... BARGAIN £79

HSTs

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

DMUs

371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) **NEW**..... **£144.46**
2D-021-002 Class 156 2 car DMU 156419 BR provincial Super Sprinter branding (Dap) £95

EMUs

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

371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) **(list £169.95).....BARGAIN..... £99**

Train sets - analogue

370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) **NEW** **£169.96**

Coaches

2P-003-001 B Set Coach Twin Pack BR W6936W & W6937W (Dap) . £22.78

374-991 Bulleid 3-Coach Set BR (SR) Green (Gra) . **£76.46**
2P-000-231 Collett brake composite W6546 BR crimson and cream (Dap) NEW..... £20
2P-000-232 Collett brake composite W6553 BR crimson and cream (Dap) NEW..... £20
2P-000-033 Collett composite W7014 in BR crimson and cream (Dap) NEW £20
2P-000-034 Collett composite W7026 in BR crimson and cream (Dap) NEW £20

2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) **£111**
374-416 Southern PL Passenger Luggage Van BR (SR) Green (Gra) . . £20.36

Wagons

2F-034-033 20T Steel hopper wagon "Simpson" (Dap) NEW £9
2F-034-034 20T Steel hopper wagon "Simpson" - weathered (Dap) NEW.. £10
2F-038-026 20T Steel Mineral wagon "Margam" - weathered (Dap) NEW £11.50
373-262B 8 Ton Ale Wagon BR Bauxite (Gra) NEW..... £14.41
2F-060-011W Grampus BR Black D8990412 Weathered (Dap) NEW . . £13.70
2F-060-010W Grampus BR Black D8990488 weathered (Dap) NEW. . . £13.70
2F-060-012W Grampus BR Black D8990653 weathered (Dap) NEW. . . £13.70
2F-060-013W Grampus Taunton Concrete Olive Green D9986708 Weathered (Dap) NEW..... £13.70
377-927A PCA Metalair Bulk Powder Wagon Grey Unbranded Weathered (Gra) NEW..... £22.91
377-925A PCA Metalair Bulk Powder wagon Blue Circle - weathered (Gra) NEW £22.91

DCC decoders

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

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

Lighting equipment

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

Cables & Wires

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

Spares

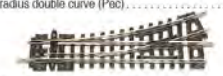
SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec)..... £1.50
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec). .£2

Signals

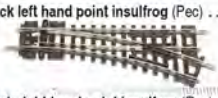
2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap)..... £22

Track - Code 80 Setrack

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



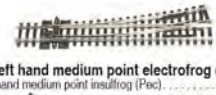
ST-6 Setrack left hand point insulfrog (Pec) **£8.50**



ST-5 Setrack right hand point insulfrog (Pec)..... **£8.50**
ST-300 Starter Track Set (Pec)..... £44

Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec)..... **£64**
SL-300 Single (Pec)..... £3
SL-E389 Left hand large point electrofrog (Pec) £10

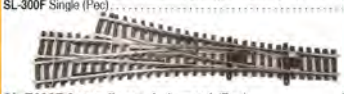


SL-E396 Left hand medium point electrofrog (Pec) **£9**
SL-396 Left hand medium point insulfrog (Pec)..... £9

SL-E395 Right hand medium point electrofrog (Pec) . . . **£9**
SL-395 Right hand medium point insulfrog (Pec)..... £9

Track - Code 55 Finescale

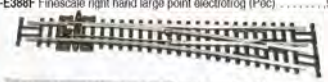
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) **£84**
SL-300F Single (Pec)..... £3



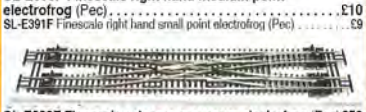
SL-E399F 3-way finescale turnout (Pec)..... **£26**
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) . £11

SL-E390F Finescale double slip electrofrog (Pec) **£35**
SL-E389F Finescale left hand large point electrofrog (Pec)..... £11

SL-E396F Finescale left hand medium point electrofrog (Pec)..... **£10**
SL-E392F Finescale left hand small point electrofrog (Pec) £9
SL-E388F Finescale right hand large point electrofrog (Pec) £11



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



SL-E383F Finescale scissors crossover electrofrog (Pec) **£58**

Buses

NUT005 Guy Arab Utility Wolverhampton (Oxf) NEW £6

Commercial vehicles

NAEC010 AEC Matador Royal Navy (Oxf) NEW..... £6

O Gauge (1:43 Scale)

Diesel locos

4203 Class 42 Warship D815 "Druid" in BR maroon full yellow ends (Hel). . £550
5351 Class 53 D0280 'Falcon' BR two tone green small yellow panels. (Hel). . £550
5350 Class 53 D0280 'Falcon' in original lime green cast crest (Hel) . £550
6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterside numbers, sector emblems and, a selection of nameplates.) (Hel) £499

Coaches

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

Wagons

5153 4647 039 IGA Cargowaggon - Corus Rail (weathered) (Hel) . . . £145
7F-051-024 5 plank open wagon "Minera Lime Company" (Dap) NEW £38
7F-051-024W 5 plank open wagon "Minera Lime Company" - weathered (Dap) NEW..... £38

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

VA09519 Corgi 60th - Ford Escort Mk1 Mexico, Diamond White (Cor) NEW..... £13
VA08805 Daimler Sovereign Series 1 4.2 Willow Greeen (Cor) NEW . £22
VA13310 Ford Capri Mk1 1600GT XLR, Fern Green Metallic (Cor) NEW . . £22
VA09520 Ford Escort Mk1 Mexico, Daytona Yellow (Cor) NEW..... £22
VA12509 Ford Fiesta Mk1 'Festival', Prarie Yellow (Cor) NEW..... £22
VA11113 Land Rover Series 1 80", 1st Battalion, The Gloucestershire Regiment, Korea, 1951 (Cor) NEW £22

VA06310 Morris Marina 1.8 TC, 'Jubilee', Citron (Cor) NEW . . £22

43RRP3001 Rolls Royce Phantom III SdV HJ Mulliner Black (Oxf) NEW..... £20

Commercial vehicles

43LR2S001 Land Rover Series II SWB Hard Back Royal Mail (Oxf) NEW. . . £14

Military ground vehicles

43LRL001 Land Rover 1/2 Ton Lightweight United Nations (Oxf) NEW. . . . £14

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

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

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

Analogue point control

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

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

DCC decoders

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

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

DCC controllers

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

524-042 NCE Power Cab 2 Amp DCC controller (NCE).. **£136**

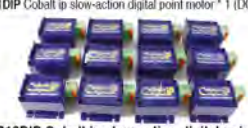
DCC02 Prodigy "Advance 2" starter DCC controller package (Gau)..... **£215**

DCC accessories

DCD-AEC Cobalt Alpha Central Integrated 12 Way Digital Switch (DCC) . . £137
4A-001-001 DCC Signal controller for 2 signals (all scales) (Dap) . . . £24

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £140
DCP-CB6IP Cobalt ip slow-action analogue point motor - pack of 6 (DCC) . . £82
DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £17



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC)..... **£177**
DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC). . . £94
DCP-CB12OMG Cobalt Omega slow-action analogue point motor x 12 (DCC) £135
PL-10WE High performance turnout point motor extended pin (Pec) . . £6
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec)..... £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec)..... **£34**
PL-10E Single (Pec)..... £6
PM-2 Seep point motor (Gau) £3.50

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

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

HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) **£35**
HAT-PM-01 Single (Hat)..... £6.50

Switches & Levers

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

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

Headlights

Showstopping images from the world of model railways

Network Rail 57312 takes a break from 'Thunderbird' duties to power a bulk ballast train. The Dapol IOA wagons are being filled with fresh ballast from the loading hopper at 'Hooper's Aggregates', Redruth Model Railway Club's layout set around a rail-served Cornish quarry. Look out for much more on this superb OO gauge layout in the October issue of **BRM**. ANDY YORK

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TAMLRIG No. 2
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TAMERIG

Now more than 40 years old, this extensive OO layout by Taunton MRG plays host to a wide variety of BR steam traction. David Butcher explains how it developed.

FACT FILE

- **SCALE/GAUGE:** 4mm:1ft scale, 16.5mm gauge OO
- **SIZE:** 31ft by 9ft 6in
- **ERA/REGION:** 1948-60, WR/ER/LMR
- **LOCATION:** Midlands
- **POWER & CONTROL:** 12V DC analogue
- **LAYOUT TYPE:** Continuous loops with offscene storage
- **WORDS:** David Butcher
- **PHOTOGRAPHY:** Andy York

This layout is now over 40 years old and continues to give us very good service, as it has throughout its career. We are sometimes asked where the name comes from; we are the Taunton Model Railway Group - TMRG. Insert a vowel between each letter and there is the answer!

We currently operate two main layouts, both built to 16.5mm gauge OO finescale standards. The more recent one, 'Bath Green Park' (March 2016 **BRM**), models the former Somerset & Dorset terminus in exact detail between the terminus and Bath Junction. To avoid unnecessary duplication of the construction details, readers are referred to the March 2016 issue for this information. 'Tamerig', the other layout and the subject of this article, models a freelance operation, built to a 'roundy-roundy' design with a continuous four track main line. It offers a complete contrast to 'Green Park'.

TMRG was formed in 1968, but the earliest members met before that at each other's homes before deciding to organise on a more formal basis. At that time there was no ex-GWR interest among them, which was unusual for a group located in the West Country. Their main interests were ex-LNER and ex-LMS plus, to a lesser extent, ex-Southern subjects. This influenced the original layout design.

LEFT: Western, London Midland and Eastern Region trains run side-by-side on 'Tamerig', reflecting the varied interests of the group. BR 3MT 2-6-2T No. 82030 weaves through the legs of the signalbox with a train of Mk 1 suburban stock.

3

DUAL PURPOSE

When 'Bath Green Park' was built 15 years ago, it required fiddleyards in the form of two circular tracks for up to five trains queueing behind one another out of sight from the public. Off-scene storage for the Bournemouth and Midland lines was provided on the Tamerig layout, with the former running anti-clockwise around the inside edge and the latter running clockwise around the outer edge, to create the present six-track operation.

It is possible to switch trains between the two layouts, the inner edge line behind the main connection in the large fiddleyard area, and the outer edge line, likewise in front of the layout. To avoid unnecessary conflicts between the layouts we built a long viaduct over the 'Tamerig' lines for the Bournemouth line to gain the inside edge. A long downward gradient to the normal baseboard level was also added and is reached immediately before 'Tamerig Central' station.

In normal use there is no operational interchange

RIGHT: Unique LNER U1 Beyer-Garratt No. 69999 takes a break from banking duties at Worsbrough to show off its heavy-haul capabilities.

See More...

'Bath Green Park' and 'Tamerig' are open to the public on WSR gala weekends, from 1030 to 1700 each Saturday and Sunday, with last admission at 1630.

between the two layouts, as 'BGP' operates to a predetermined timetable while 'Tamerig' runs purely as a freelance layout based on the four fiddleyards which have a total capacity today of 17 tracks.

In the earlier period of operation it was possible to operate goods trains of up to 100 wagons hauled by an ex-LMS Beyer-Garratt locomotive. As originally built, the layout was designed to be viewed from all four sides at exhibitions. This required the fiddleyard area to be constructed to the same standards as the main front section, in respect of the trackwork quality, but it had no scenery.

A total of 29 trains of different lengths could be operated on the original four-track layout. The overall size was 28ft by 8ft. Today, in its maturing years, like our increasingly mature members, it has broadened out. This is to accommodate the additional tracks plus carriage sidings, station parcels yard and locomotive shed along the front of the layout, not originally included, plus the attractive canal feature partially surrounding the S&D Bournemouth line.

EXHIBITION OUTINGS

For many years it was regularly taken on its 'holidays' (as we lightheartedly describe our exhibition appearances) and was always a popular exhibit, with plenty of action to be observed. After 20 years of this we began to realise the time was approaching, when, if we weren't to lose it altogether, it would have to be retired and permanently fixed down to safeguard the overall quality. After 25 years, the time had come to do this and this was why

LEFT: Rebuilt 'Scot' No. 46100 *Royal Scot* swings into the daylight as it passes through on the centre roads with an express.

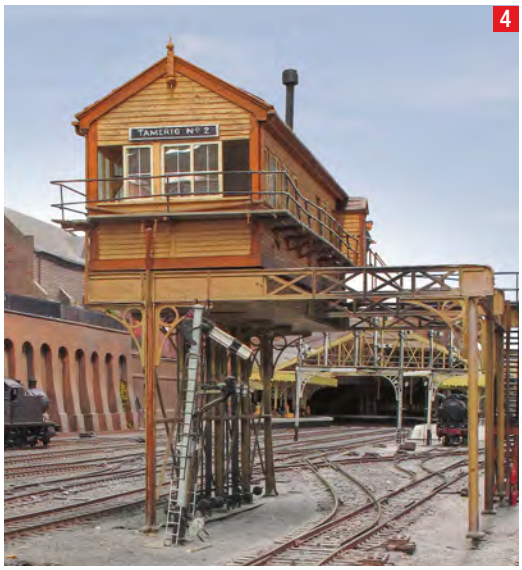
RIGHT: Tamerig No. 2 'box is a superb elevated structure inspired by the LNWR's No. 6 signalbox at Chester.

'Tamerig' runs purely as a freelance layout based on the four fiddleyards which have a total capacity of 17 tracks. As the yards were visible they had to be built to the same standards as the front section.

ask the expert

Q Although the location is fictitious, 'Tamerig' has a familiar, authentic look to it. Was it inspired by any particular locations on the real railway?

A The station originally had two platforms enclosing two centre through lines between the two outside platform lines. Today there are six running lines with four platforms, plus the through lines. Station construction includes a full overall canopy over all lines with the design style loosely based on Leeds Central, after a member had seen images of this station in *Lure of Steam* by the late Canon Eric Treacy. Two other significant architectural features are the large signalbox raised on piers, based on the LNWR-built Chester No. 6 'box and the attractive tunnel mouth to hide the entrance into the four separate fiddleyards, one for each of the original four main running lines.



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'BGP' was conceived and, after two years of research, constructed. For the past 15 years or so 'Tamerig' has not been moved, meaning that we can still enjoy it and should be able to for many years to come.

It was initially constructed using fourteen 4ft by 2ft sections with firm good quality ply bases, well-supported on lightweight timber structures. This size was selected to make loading/unloading easier and also so that they could be stored in members' homes in the days before we had permanent premises.

The layout is well signalled with most fully operational. I say 'most', because in recent years the centre two lines have been converted to fully automatic operation and the original connecting crossovers disconnected to ensure that there are no conflicting movements. So, signals on those lines remain in position, out of use.

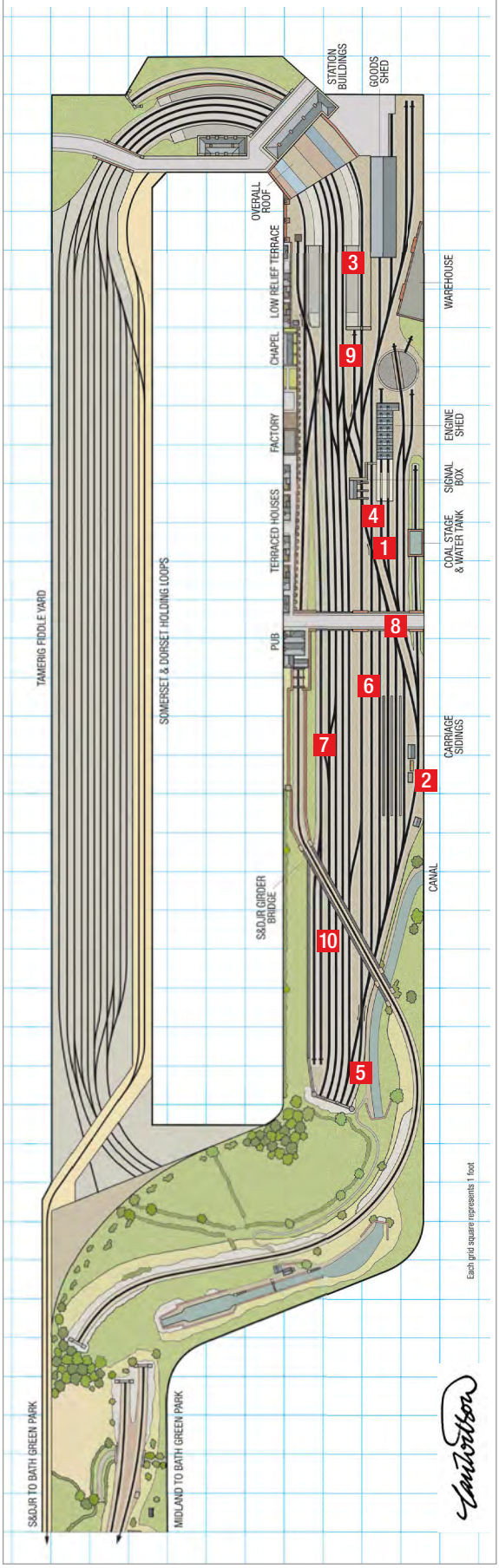
If, in the future, it is decided to revert to manual operation, then with everything still *in situ*, we will only

LEFT: Back to the 1950s as 'Black Five' No. 44907 passes between two tall signalposts with a train of ex-LMS Period I wooden-panelled stock.

ABOVE: Work-stained 9F No. 92044 - one of the Eastern Region allocation paired with a huge BR1F tender - heads a short van train.

BELOW: Six through lines and up to 29 trains mean that there's plenty to keep viewers interested during running sessions.

TRACKPLAN TAMERIG



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need to reinstate the point motors and electrical wiring. As of today, the track layout still looks most impressive, but it is much easier to operate!

CAB CONTROL

We operate a cab control system using three 'signalbox' boards, one each for clockwise and anti-clockwise movements, with the sidings and locomotive shed on the third board. Our section switches are wired to enable each board to have full control throughout when main line running is undertaken. This offers full control to another board to take the train, as opposed to sending it. DCC operation was considered but the cost of conversion and decoders would be prohibitive as all stock is member owned. It would require either dedicated DCC motive power, or members to alter all their stock and thus their layouts.

We meet twice a week in our hut and are open to the public each West Somerset Railway Gala weekend, to take advantage of our location on Platform 1 at Bishops Lydeard station, five miles from Taunton town centre. Watching our model trains in the hut with the full size versions immediately outside the door gives a very authentic ambience! ■

ABOVE: The impressive signal gantry frames 'Hall' No. 4965 *Rood Ashton Hall* and 'L1' No. 67772.

BELOW: Flashback to the late-1940s a LMS 'Twins' 10000 and 10001 head through with an express.

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Right: Graham Farish Class 55 Deltic no: 55 012 Crepello. One of Finsbury Park's famous race horses. Full re-spray with white window surrounds, re-name, renumber, weathered with Airbrush, oil paints, pigments, resin and graphite powder.
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See More...

A blog charting the construction of 'Seaford' can be found at *www.d1023.co.uk/seaford*

1

SEAFORD

A child of the 1970s, Tim Farmer wanted his layout to include as much BR blue diesel action as possible, despite having only limited space in his garage.

FACT FILE

- **SCALE/GAUGE:** 4mm:1ft scale, 16.5mm OO
- **SIZE:** 16ft by 12ft
- **ERA/REGION:** BR 1975-82, no fixed region
- **LOCATION:** Flexible
- **LAYOUT TYPE:** Horseshoe layout
- **TRACK:** Peco Code 100
- **POWER & CONTROL:** Lenz LH100 DCC
- **WORDS & PHOTOGRAPHY:** Tim Farmer

I grew up during the late-1970s, the heyday of the BR blue period. I wanted to build a layout that allowed me to run the multitude of locomotive classes and wide variety of rolling stock seen at that time. 'Seaford' is my first effort at building a layout and the ten years it has taken for me to feel it is 'complete' (never finished!) has been a constant learning curve. I opted for Digital Command Control (DCC) from the start. I knew very little about it back then and even now I use only the basic functionality to give flexible operation without complicated wiring and panels.

The layout is housed in a converted garage, so ten-coach trains are not an option. But it was important for me to have a layout that would be interesting to operate, focusing on my main interest of wagonload freight. I have squeezed in as many freight yards and sidings as I could sensibly accommodate, along with a terminus station and even a dockside branch. The compromise is train lengths; express passenger sets consist of four to five coaches and a coal train has around ten wagons. Yes a 'Deltic' does look daft on 'load four' but until I buy a mansion it will have to do!

FLEXIBLE LOCATION

'Seaford' is a fictional town in no particular part of the country. In fact the layout is intended to be as regionally neutral as possible allowing me to rotate locomotives

LEFT: A Class 25 shunts the scrapyard siding - the type of traditional trip work that was dying out in the period modelled.

BELOW: Seaford's Yard is busy with trains running round to serve local freight branches and the steelworks looming behind.

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around as I please, so I can run Scottish locomotives one day and Western Region classes the next. The chosen period is 1975-82. Passenger services consist of infrequent expresses to and from the capital but the bulk of passenger trains are secondary services - both locomotive-hauled and DMU.

The area modelled is the approach to Seaford station, the meeting point of three routes; a double-track main line from the capital and two single line branches. One is a DMU-operated local service from Holt Junction which runs on a raised brick embankment and crosses the main line at Renrock Tunnel before arriving at Seaford's high level platform. The second branch is more substantial and primarily a freight route serving various industrial terminals. Freight trains to and from these locations need to reverse in Seaford Yard to gain access to the main line. A passenger service on the branch runs to Buckhurst. These are mainly DMUs, but short locomotive and stock formations substitute occasionally.

There's also a medium sized marshalling yard, goods depot, scrapyard, a wharf, S&T engineers siding and wagon repair sheds. Coal and stone trains reverse in Seaford Yard and traffic for the various terminals is sorted there before being tripped to its destination.

Seaford TMD has no main line allocation, but does have an allocation of shunting locomotives. Fuelling, servicing and light repairs are carried out on main line locomotives. The wagon repair shed sees a variety of vehicles from the revenue and engineers fleets - giving the excuse to run most types of stock from the period.

ABOVE: No 1970s scene would be complete without blue DMUs. A Class 121 railcar works the high level branch as a three-car '101' passes underneath on the main line.

BELOW: A representative fleet of wagons has been assembled, mixing RTR models with kitbuilt wagons for the more unusual types.

CONSTRUCTION PROCESS

Baseboard construction was very simple as the layout was to be a permanent fixture. I used 3in by 2in timber to build a framework and this was topped with 1in chipboard. This was then covered with cork tiling to reduce wheel noise. A lifting section to the fiddleyard allows use of a door to the rear part of the garage.

A rough trackplan was then laid out temporarily to ascertain where point motor holes were to be drilled. Points within easy reaching distance are operated

4

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RIGHT: A trio of Seaford's Class 08 shunters rests between pilot and local trip duties.

BELOW: Down on the quayside, another '08' shunts a bogie bolster wagon under the Airfix dockside crane.

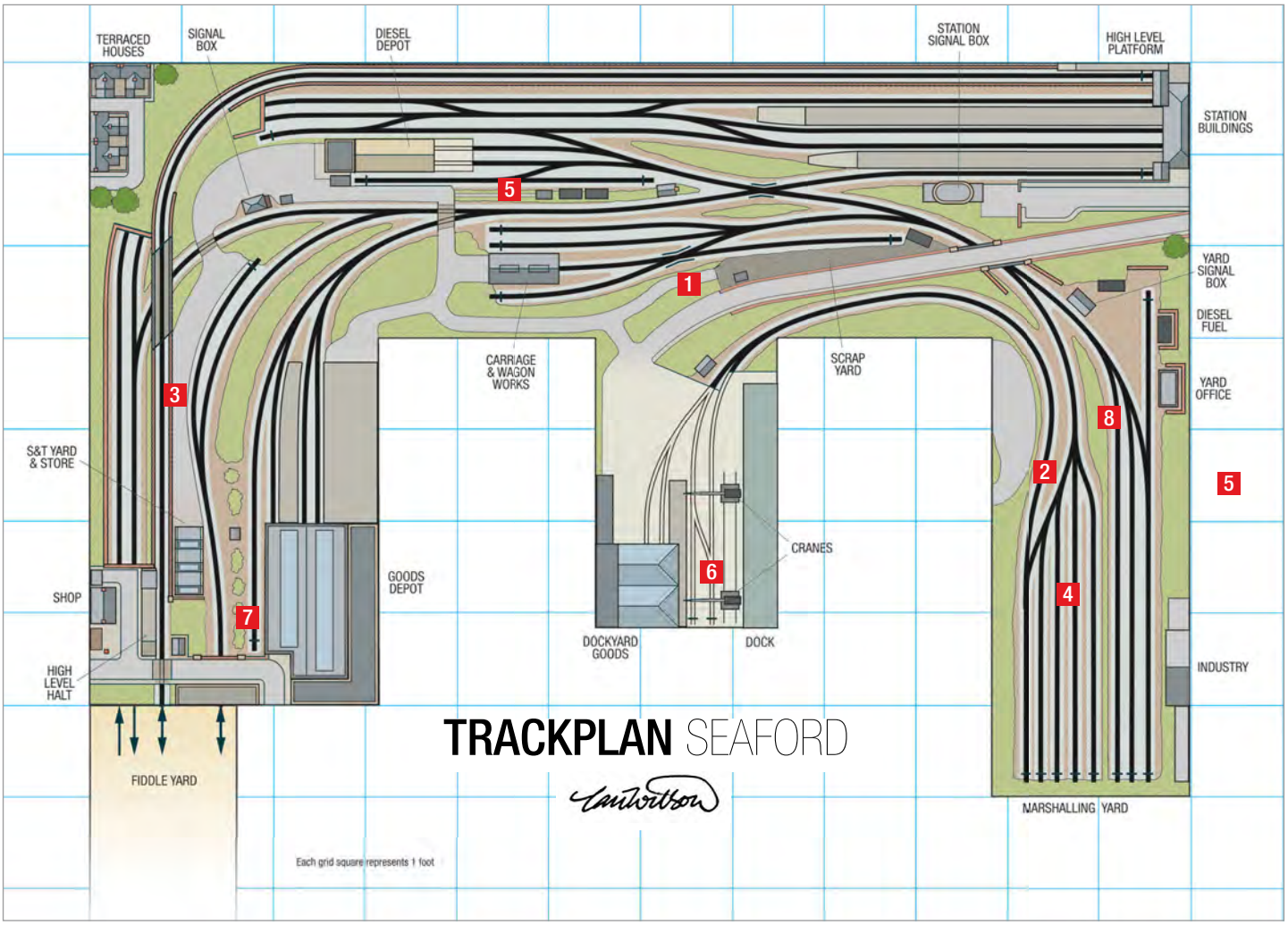
by hand and all others have Peco solenoid motors controlled via Lenz LS150 point decoders. Peco Streamline track was then laid onto Noch ballasted underlay with the Peco pointwork being hand-ballasted.

My primary interest is in freight operations of the period and this layout allows me to run an array of main line freights and local trip workings as well as long-distance and local passenger trains.

My biggest disappointment has to be the track; perhaps a manufacturer could produce quality 'out of the box' OO track with the rail-sides already darkened and weathered to avoid the tedious task of painting them - something I couldn't face doing!

Control is by the Lenz 100 DCC system. I only use it to control locomotives and points via two handheld cab controllers. Locomotive decoders are by Lenz, TCS and Digitrax.

Buildings are a mixture of kits and scratchbuilt. The scratchbuilt buildings are of a freelance design although they're sometimes based loosely on photographs of real



buildings. The most significant of these is Sproston goods depot which was built with 4mm card, balsa wood and brick paper and the attached canopy was constructed from Plastruct girders. The same method was utilised for the main station terminus canopy.

The low relief steelworks was purchased as a plastic card kit of parts with instructions which I found went together very well. The wagon repair depot is a kit-bashed Superquick card steam shed and I've also made use of the excellent Bachmann Scenecraft buildings.

Landscaped areas were created using polystyrene sculpted into shape with an old bread knife, covered in papier mache and painted before scenic products from the excellent Noch range were added to complete. My backscenes are from Gaugemaster and the ID Backscenes range. I have placed signals on the layout as authentically as possible although they are Knightwing and Ratio kits. The colour light ground signals are scratchbuilt using plastic card.

ABOVE: Freight terminals abound, providing a wealth of operational potential, shunting turns and trip duties.

BELOW: One of the ten original 'Peaks', 44002 *Helvellyn,* brings a train of MCVs loaded with coal into Seaford Yard.

Trackwork in the dockside area was covered in 2mm plastic card cut to fit around the rails - quite a tedious task - it was then painted a concrete colour and varnished. Once fully dry I weathered the area using a small sponge. The tug had the lower part of the hull cut off before being fixed in Noch water drops.

ROLLING STOCK

Locomotives are proprietary ready-to-run models and are all detailed, repainted and weathered by myself. Most diesel classes are or will be represented and at the moment its is quite normal for a 'Hymek' or 'Western' to be buffered up to a Class 26 or 27 on shed, although with time, an effort will be made to rotate locomotives to give the layout regional themes.

Coaching stock is from Hornby and Bachmann. The wagons are a mixture of RTR and kitbuilt - mostly from the Parkside Dundas range. All wagons and coaches are weathered to tone down the 'out of the box' look.

I have removed the tension lock couplings from my locomotives and replaced them with a fine wire loop to allow for bufferbeam detailing. However, all rolling stock retains the tension lock couplings. I have also made various removable loads for the wagons to enhance operations allowing coal, stone and steel trains to run loaded from the terminals with the empties returning later.

My primary interest is in freight operations of the period and this layout allows me to run an array of

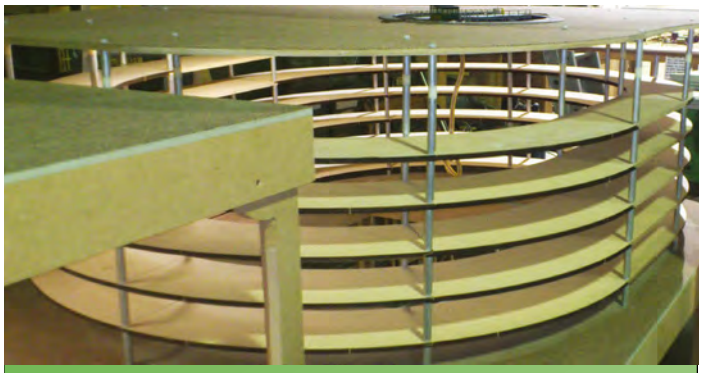
freight trains and trip workings. Trains are assembled in the fiddleyard and run onto the layout and through to Seaford Yard where they are shunted by one of the two yard pilots. Block coal, steel and stone trains - loaded or empty - reverse in Seaford Yard to gain access to the branch line.

Mixed wagonload freights are shunted in readiness for regular trip workings to the scrapyard, goods depot and wharf. In addition, internal BR traffic is tripped to the wagon repair sheds and diesel depot as well as the S&T siding. Returning trip workings are shunted into mixed freights leaving Seaford via the main line.

Passenger trains are shunt released by the station pilot and a fresh locomotive provided for the return working. For additional operational interest the braking and heating capabilities of the motive power are kept in line with the rolling stock; boiler fitted or ETH locomotives work with appropriate coaches and no-heat locomotives confined to freight duties - except in the summer when 'rare' Class 25s and 37s can make an appearance on passenger trains.The layout can be operated by one person although there can be enough movements to occupy two operators at times.

'Seaford' took me ten years to build and during that period I have learned a great deal about rolling stock weathering, scratchbuilding and kit construction - generally getting better with practice. 'Seaford' will now be dismantled because of a house move but no doubt the next project will include blue diesels and vacuum-braked freight wagons. Then again some of those European HO scale models from Märklin and Roco are very tempting! ■

8



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BEN MOOR FOOT PEAT RAILWAY

Industrial railways come in all shapes and sizes, as Graham Morfoot's narrow gauge peat railway demonstrates.

Peat has been dug from British and Irish moors for several hundred years. It has had a variety of uses over the years - domestic, industrial and horticultural are probably the best known. Other uses include animal bedding, production of ammonia and paraffin and as filter agent in the production of town gas.

At the height of UK harvesting of peat there were about 60 sites with railway systems of various sizes, from the Western Isles of Scotland to Devon and Cornwall. Ownership varied, from small private operations run by one or two men, to large systems owned by companies such as Fisons. The last peat railway in England, at Bolton Fell near Carlisle, closed in June 2014.

I have always been interested in narrow gauge railways around the world, so modelling them is something I enjoy. 'Tates', my layout of a Lincolnshire potato railway (June 2015 **BRM**) was my first venture into narrow gauge modelling. 'Tates' is 4mm:1ft scale OO9, but 'Ben Moor Foot Peat Railway' is 7mm:1ft scale, based on 2ft 6in narrow gauge.

Track is 16.5mm gauge Peco Code 100 for HO/OO, which represents 2ft 6in gauge track in 7mm scale, and all points are Peco medium radius. The track is laid onto the baseboard, with card built up to the edge, and

FACT FILE

- **SCALE/GAUGE:** 7mm:1ft scale, 16.5mm narrow gauge
- **SIZE (TO INCLUDE ANY FIDDLE YARDS):** 8ft by 18in (incl. fiddleyards)
- **ERA/REGION:** 1970s, peat works
- **LOCATION:** North Lincolnshire
- **LAYOUT TYPE:** End-to-end
- **TRACK:** Peco Code 100
- **POWER & CONTROL:** Gaugemaster 12V DC analogue hand-held
- **WORDS:** Ben Morfoot
- **PHOTOGRAPHY:** Paul Bason

RIGHT: The cluttered atmosphere outside the packaging facility adds to the charm of a small, yet busy railway, as two employees, oily rag in hand inspect the latest haul for despatch.

what is peat?

Peat is formed from vegetation growing in low-lying land which became swampy around 8,000 years ago. Large areas of peat exist in Ireland, and in many parts of Great Britain. In the Republic of Ireland peat is still extracted for power stations, domestic fuel and is bagged as a popular source of nutrition for acid-loving plants, but extraction has stopped for environmental reasons in Britain, as it is a non-renewable resource.

See More

See Graham's layout in action at the Festival of British Railway Modelling in Doncaster on February 11/12 2017. More information at *www.world-of-railways.co.uk*

between the rails to represent a poor state of maintenance with spilled peat in and around the track. DC control is used with Gaugemaster hand-held controllers. Power feed is reliant on the point direction selected, with two isolated sections in the yard. The electrics are kept as simple as possible to (hopefully) allow trouble-free operation at exhibitions. Points are operated using the wire-in-tube system from the back of the layout.

To make the layout as light as possible I have used 2in insulation foam for the base. Two 4ft by 2ft sections of ready-cut foam from a DIY warehouse were cut to 18in wide and 5mm birch plywood was added to give the sides and ends some rigidity and protect the foam. The foam was then given two coats of brown emulsion paint. All track is glued onto the foam with PVA or other water-based adhesive - solvent-based glues react badly with plastic foam!

Using foam has the obvious advantage of being lightweight, but it also makes it easy to sculpt out contours to vary the height of the ground and landscape. Also, putting in the tubes for point operation is a relatively easy operation. I simply cut out a groove for the tube, then cover it with filler or card.

INDUSTRIAL LANDSCAPE

All the buildings were scratchbuilt using card, plastic card and wood. They are not based on any prototypes but inspiration comes from books and videos on the peat industry (see page 42).

Obviously most of the scenic area base needs to be formed of peat. This means all the areas alongside, and between the track and the peat pile at the rear of the layout. This was simulated with tea leaves from used tea bags opened and dried on kitchen roll. No particular brand is better than another, but I live close to Yorkshire, so that might give you some idea of the brand used!

The limestone track, and load in the hopper cars is unused cat litter, crushed slightly to reduce its size. There are large sacks of processed peat and bales of peat outside the processing plant. Outside the workshop are various items of equipment and oil drums. Next to the workshop is the works scrapheap with old and broken equipment in different stages of decay.

ABOVE: The stockpile of peat is a clear indication of the railway's activities. No fewer than four members of its locomotive fleet are seen, each of a different freelance design and vintage.

BELOW: Like many an industrial light railway, buildings were rarely assembled at the same time, but added piecemeal at minimum expense when necessary.

BOTTOM RIGHT: Recently overhauled Bo-Bo diesel No.6 hauls its rake of battered wagons along the uneven track to the unloading facility.

OPERATING SEQUENCE

There are hidden sidings at each end of the layout and sidings to the right, behind the workshop, holding the filled peat wagons. In a prototype operation up to 30 loaded wagons would be brought from the moor at a time. My sequence is that six loaded wagons are brought onto the layout, then exchanged for empty wagons from the warehouse to the left. The empties are then shunted off to the siding behind the workshop. The loads of peat are made of styrene foam with tea leaf topping which covers a steel washer. This allows quick unloading with a magnet in the hidden sidings. The diesel tank wagons

I ask the expert

Q How did you source suitable locomotives and rolling stock for this relatively obscure type of railway?

A The chassis of the diesel locomotives are a mix of Hornby, Bachmann and Kato 0-6-0, 0-4-0 and four-axle bogied wheel arrangements. I am not a scratchbuilder of locomotives so the wheel arrangements and size are not true to any prototype. The locomotive bodies are either A1 Models brass kits or scratchbuilt from plastic card, with no specific prototype manufacturer represented. All the wagons are scratchbuilt.

Each peat works used different designs which allows a free hand when you're choosing a style to model. Early prototype wagons were made of open slatted wood, useful when peat was moved in sod form. Now that peat is milled on the moor, solid-sided box wagons are used. I made them in card with a simple square shape running on two axles. They are permanently coupled in sets of three by a solid drawbar, with Kadee couplers on the outer wagons.

Other wagons used include a bolster for transporting track panels, a pair of tank wagons used to transport diesel fuel to equipment working on the moor, a bogie flat wagon to carry processed peat bales, two maintenance wagons and two 'V' skip tippers that are used for taking stone to maintain factory roads.

are taken out to the moor for refuelling of equipment, and maintenance wagons occasionally taken out for track and equipment repairs.

The layout has proved popular at exhibitions and, thanks to its ease of operation, children are encouraged to 'have a go'. The enjoyment this gives to the kids is more than adequate reward for time spent making the layout and attending exhibitions. Just incase you were wondering, the name of the layout is fictitious, but my son's name is Ben Morfoot! ■

ABOVE: No. 2 is in need of a little cosmetic attention as it undergoes a refuel and oil check outside the shed.

BELOW: Under the shed lights, No. 1 and No. 4 idle with their loaded wagons as their crew inspect the quality of the latest 'haul' from the moor.

further reading

Peat Railways of Thorne and Hatfield Moor, A.J. Booth, Industrial Railway Society, ISBN 1-0901556-05-0
Peat Moss Railways of Great Britain, D.Hall, K.Scanes & J.Tilson, Mosley Railway Trust, ISBN 9780954087814
DVD: A programme which covers the Peat Railways in England is *Narrow Gauge at Work No. 8* by J&S Productions.
W *www.ingr.co.uk*

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33027

DREWRY LANE

Bowing to peer pressure, Stu Davies built this minimum space Southern Region shunting layout using recycled materials and inspiration from a closed line in deepest Dorset.

FACT FILE

- **SCALE/GAUGE:** 4mm:1ft scale, 16.5mm OO
- **SIZE:** 6ft by 1ft
- **ERA/REGION:** BR Southern Region, 1960s
- **LOCATION:** South West England
- **LAYOUT TYPE:** Shunting plank
- **TRACK:** Peco Code 100
- **POWER & CONTROL:** Roco MultiMaus DCC
- **WORDS:** Stuart Davies
- **PHOTOGRAPHY:** Andy York

LEFT: Q1 No. 33027 simmers in the yard after arrival with a short goods train. Shunting manouevres keep the operators occupied for hours at exhibitions.

Alleged friends had been badgering me into creating a small exhibition layout for a while, and some spare MDF and timber off-cuts I found at work seemed ideal for the purpose. I had a vague notion of a freight-only 'shunting plank', so I recycled some Peco Code 100 small radius points from a previous layout to see where it went.

My woodwork skills are probably best confined to one of those slightly disturbing late night TV documentaries on obscure channels, but I did manage to put together a 5ft by 1ft board. The design was odd in that I wanted to use micro-switches and rods to control the points so the two short sides were slightly longer than the board width. This allowed the horizontal piece to be used to mount cheap Maplins double-pole miniature switches. The switch changes the frog polarity and a hole drilled through the switch for the rod moves the blades. It's hardly a novel technique, but it has proved very reliable so far.

It was designed to fit in the car and the off-cut board was 12in wide, so it was a case of arranging the trackwork to fit the space available.

OPERATIONAL INTEREST

I knew I wanted a run-round for operational interest and with only five points to play with there weren't many permutations. My intention was to keep to one board, allowing for a hidden siding. When roughing out the position of a conventional scenic break, things didn't look too good with short sidings, a short headshunt and little space in the loop. It was clear I needed to use the full length of the layout and so I played around with various trackplan and backscene combinations. I eventually decided on a trackplan with a two-piece backscene with a section angled to the front. It was then I remembered a diorama with a curved backscene and when I tried that with a length of

2

hardboard it looked workable and avoided any unsightly joins.

The track was laid, wired and tested, then given a coat of dark brown weathering from a spray can as a base coat before the rails were painted. I pinned the track initially, which caused a few issues, and on subsequent projects I glued my track down.

With the basics completed it was on to that backscene. Half a dozen 2in by 1in posts were cut to the height of the backscene and screwed to the baseboard from underneath. The backscene board had a generous hole cut in it for the track and the board was progressively clamped and glued a couple of posts at a time. When they had all set the board was trimmed at the ends. Ultimately, I added capping to make it neater.

ABOVE: A visitor from the Western Region, North British Type 2 D6329, assembles its train before heading back north towards Yeovil.

SCENIC CONSTRUCTION

The embankment was constructed in time-honoured fashion with card ribs which were given a flat top and capped with thick card. It was then overlaid with

I ask the expert

Q At first glance, your track looks like it is finescale Code 75 or hand-built. How did you disguise the extra height of Code 100 track and make it look so effective?

A Once I'd finalised the trackplan, I filled in around and between all the tracks with 1mm thick light grey art card. This reduced the apparent height of the rails and went some way to disguising the fact that I'd used Code 100 track. Next I filled the three siding tracks with modelling clay to represent ash ballast followed by conventional ballasting for the rest.

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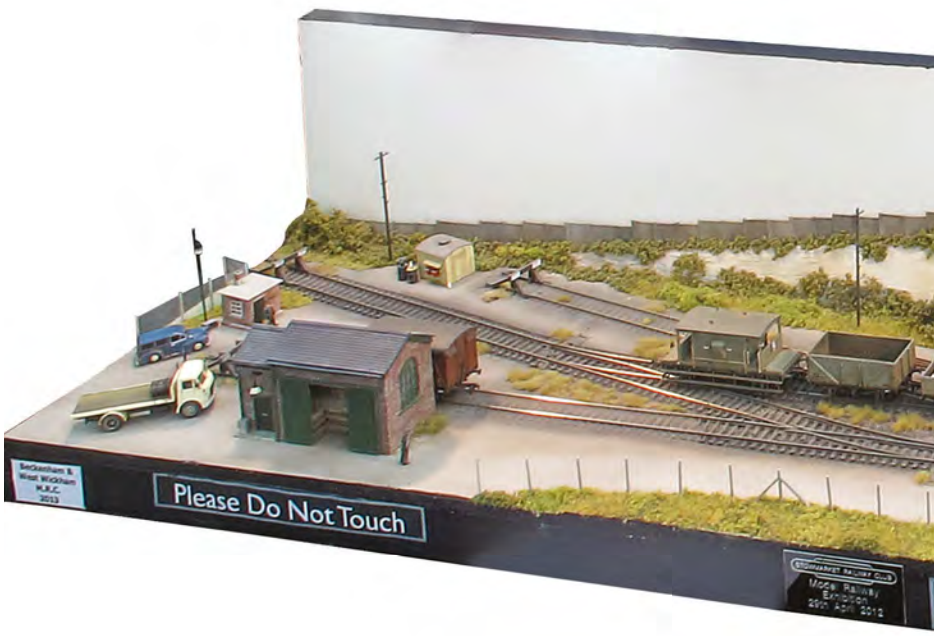
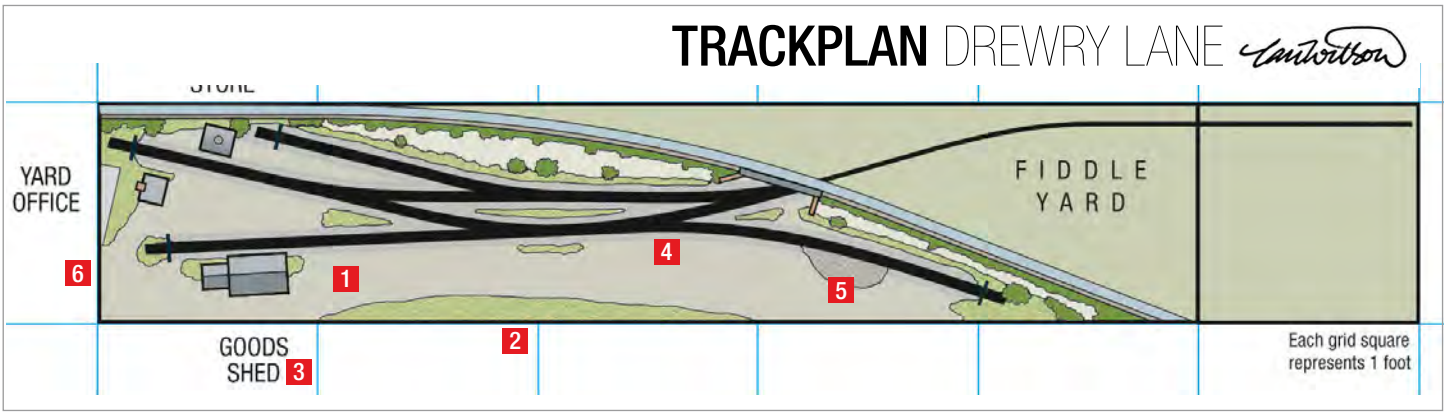


Track was airbrushed a mix of dark grey and dark earth and the paths and hardstanding areas were given a dusting of muted colour to blend everything in.



numerous layers of newspaper torn into random strips and plenty of white PVA glue. It was given a couple of days to harden, then a coat of plaster textured with a damp paintbrush was drawn across horizontally.

The overbridge is simply embossed plastic brickwork for the sidewalls, 'H' section girder and plastic card for the cross supports and an unknown moulding for the parapets. They're all suitably painted and the sidewalls extend a few centimetres past the backscene to give a bit of depth. The chalk embankment was toned and weathered with washes and an airbrush, although it took a couple of attempts to achieve a passable effect. Finally, the backscene was painted a very pale blue/grey mixed from tester pots. Personally, I find toned down colours rather more convincing but then the whole issue of 'scale' colour will get me scrabbling for my soapbox.

Track was airbrushed a mix of dark grey and dark earth and the paths and hardstanding areas were given a dusting of muted colour to blend everything in. Southern Region sectional concrete fencing is by Ratio and it actually wasn't too tricky to install on a slope. Any imperfections in the angling of the bottom edge were hidden behind the greenery! It was given a coat of 'concrete' colour and a dark grey wash.

Concrete isn't an easy colour to get right but then it's worth remembering the tones and colours vary considerably in real life. The fencing does rather shout Southern Region (SR) but various bits of the SR did end up under Western Region control in the 1960s. Combined with the plain backscene it also makes for a distinct boundary to the layout.

The only real structure is the goods shed. This was a Wills 'Craftsman' (see July 2016 **BRM**) kit and a good introduction to scratchbuilding structures. For those not aware of the concept, they contain a selection of Wills building sheets plus windows, ridge tiles and capping and a set of plans. Looking at the plans, I wondered if it would be too big, something confirmed by a cardboard mock-up. I modified the plan to better fit the space; the bonus was having enough material left over to add the office building. The small building is a Hornby Skaledale product with added weathering.

Greenery is a mix of Woodland Scenics and an assortment of static grasses. This was my first attempt at using the latter and as the areas involved weren't large

I used a puffer bottle. These are not as good - or as expensive - as the electronic tools but it performed well enough for me.

I got a bit inventive for the yard lamps and fencing; the lamp posts are obeche strips - a wood used by modelmakers and guitar makers, shades are from Ratio SR lamps and a couple of bits of brass wire complete the look. Fencing is net curtain with painted posts made either of square brass rod or similar sized Evergreen plastic. I did use obeche for the posts but they're a pain to repair if they get broken. So, brass was used for the end posts and a few spaced along the length, the remainder are plastic.

5

Other details added included point levers and buffer stops, at which point the layout looked as if it could be seen in polite company. All that remained were details such as a crane, loading gauge and speed restriction sign plus vehicles and figures.

For the latter I used Phoenix British Rail staff - these are still available from S&D Models. I keep figures to a minimum, with just three or four visible, as you rarely see more than that in a yard like this in a period photographs. I locate them with a length of brass wire secured into a leg and a hole in the baseboard. They can be removed and stored when not required - making one less thing to dust.

DIGITAL CONTROL

Control is DCC using a Roco Multimaus and a cheaply sourced Hornby 'Select' as a backup. They are both pretty basic, but have the great quality of being easy to use, even by someone who's never tried DCC before. This is handy as I have a habit of press-ganging unsuspecting folk into operating if the need arises!

A couple of locomotives are fitted with sound,

ask the expert

Q Your road vehicles reflect the run-down, slightly neglected air of the railway. How did you detail and weather them?

A The lorry has been given a few extra details such as paper mudflaps, a load of sacks and a tarpaulin made out of tissue paper. Both vehicles were dismantled and given a coat of thinned matt varnish to tone down the paintwork and some weathering once back together. They are located by brass pins so I can change them when I feel like it. Before I added the rolling stock, I took a critical look at the scenics to check that nothing looked out of place. My aim was to achieve a coherent look where all elements look like they belong there. A consistent approach to weathering helps to achieve this.

although I keep the volume at a restrained level for the sake of others. I can quite happily run 'Drewry Lane' for hours with just a locomotive, brake van and a handful of wagons. I go to shows with rather more though, partly as an insurance policy and partly because I keep finding excuses to buy additional stock.

For motive power there's a pair of Heljan BRCW Type 3 'Cromptons', one of which is a Hastings gauge 'Slim Jim' backdated from a Class 33/2 by modifying the exhaust and doing a repaint in BR green. For show running reliable locomotives are essential and I've found these Heljan models, and its 'Hymek' diesel-hydraulic, pretty much bulletproof.

Added to these are a Dapol North British Type 2 'Baby Warship', Bachmann BR Standard 4MT 2-6-0 and a Bulleid Q1 0-6-0, which I think is one of Hornby's best models. With all-wheel pickup it's also an excellent runner.

Freight stock amounts to a couple of dozen diverse wagons to offer a bit of variety when shunting. They're mainly ready-to-run models, supplemented by a few kit-built wagons. One long-standing issue has been tension lock coupling heights which seem to vary even between models from the same supplier. These have been made consistent by packing out plastic slivers.

The layout is quite absorbing to operate, bringing in a few wagons and shunting them around to swap them with the ones already there. Uncoupling is achieved by a length of shaped brass wire taped to a small LED torch. One compromise from the original concept is that I've had to add a small extension to the hidden siding.

Small layouts like 'Drewry Lane' have their limitations, but as a solution to the modeller who has finite resources; whether be that space, time, budget or a combination of all of those, it has a place. For me, one of the main attractions of something small is that it can be completed in a reasonable timescale and manageable cost - it's an 'achievable ambition' to borrow the phrase of a fellow small layout modeller. ■

ABOVE LEFT: Well away from its usual duties on the Hastings line, 'Slim Jim' D6590 rolls in under the bridge. Note the classic SR concrete fencing and chalk cliffs typical of many areas of southern England.

back story

Upwey was the first station on the Abbotsbury branch in Dorset, which closed in 1952. However as there were no goods facilities at Upwey Junction station on the line to Weymouth, the goods yard at Upwey remained open until the early-1960s. A typical train was an ex-GWR '14XX' 0-4-2T, a 16t mineral wagon and a brake van - eminently modellable in a small space. However, it was quite common for the yard to be used to help handle perishable fruit traffic from the Channel Islands at the height of the season.

WATER STREET SIDINGS

Charles Oldroyd offers some useful advice on designing, building and operating layouts, gathered from his experience with this O gauge goods yard.

Before the 1914-1918 war, most goods moved from their source by rail to local transhipment yards, where they would be unloaded on to road transport (usually horse drawn) for delivery to their destination. Small yards existed in every town, and there would be numerous facilities in cities, with each railway company often having its own. Here there would be all manner of merchandise arriving and departing; parcels, hardware, foodstuffs, perishables in casks, beer, timber, floor coverings, carriages and even livestock.

The yards would often be cramped and clearances tight. The constant movement of wagons would require a sharp eye and a keen brain to prevent empty stock becoming trapped behind other wagons still being loaded. Such a yard existed on Water Street, somewhere in the North of England. The time is 1910, the railways are busy and the sun will never set on the British Empire...

FACT FILE

- **SCALE/GAUGE:** 7mm:1ft scale, 32mm gauge O
- **SIZE:** 8ft 6in by 21in
- **ERA/REGION:** 1910, North Eastern Railway
- **LOCATION:** North of England
- **LAYOUT TYPE:** End-to-end
- **TRACK:** Handbuilt
- **POWER & CONTROL:** Gaugemaster 12V DC analogue hand-held
- **WORDS:** Charles Oldroyd
- **PHOTOGRAPHY:** Michael Russell

RIGHT: An overall view of Water Street Sidings. No fewer than three NER shunting locomotives are hard at work moving wagons loaded with merchandise for the town.

EARLY STARTER

I became interested in model railways at an early age as my father bought me a train set when I was about five years old. It was a Trix three-rail, 6V system that used a hand-wound generator. Later I traded it in and re-invested the money in Tri-ang stock – Hornby-Dublo being too expensive then! When I was about 11 I can remember obtaining a copy of the January 1966 *Railway Modeller*. It contained an article by David Jenkinson called 'The Long Drag in Reality' which was about the Settle-Carlisle line and the LMS. I kept it in my desk for over a year and read the print off the pages!

I stayed with Tri-ang until I was 16 when I built a layout that employed Peco Streamline Code 100 track, but it was never finished as I became embroiled with typical teenage pursuits. Through university I never lost interest entirely, as I bought some locomotives along the way, but at this time my foremost interest was trainspotting, something that lapsed after BR steam ended in 1968.

Moving forward to about 15 years ago my circumstances allowed me to become self-employed in the IT industry and I needed something to do in the winter other than mess about with personal computers. I paid a visit to my local model shop and then to Keighley Model Railway Club and was awed by the quality of the modelling on two of the layouts that I saw ('Ravensbeck' and 'Runswick Bay', see May 2016 **BRM**). I decided there and then that I wanted to do something, in a small way, in the same scale as these two layouts. I started by building a few O gauge wagons and ran them on one of the club layouts. I then decided to move on to a locomotive and found an NER Class 'K' that I would describe as a 'basket case' as it had been dropped. It had to be stripped and rebuilt.

On a visit to York show I saw 'Water Street Sidings' for sale and bought it from the builder, Paul Smith, after thinking about it overnight. My involvement with model railways has snowballed to the stage where I am now chairman of Keighley Model Railway Club and North of England Trade Liaison Officer for the Gauge O Guild.

MODELLING MOTIVATIONS

The early inspiration provided by the Settle-Carlisle line has led to much historic research into the Midland Railway and this is my first love. I have MR stock on another of Keighley club's layouts. I ended up with a layout based on the NER because it is what I bought, although most of the rolling stock is a mixture of regions.

The layout is an exercise in providing maximum detail in minimum space and is designed to draw in the eye and features numerous cameos. It is challenging to operate and can keep an operator fully employed.

My philosophy with regard to scale is not to think solely about space, but to choose a scale based upon the level of detail that you prefer. If you are interested in scale length and the landscape then go for N gauge. O gauge is at the opposite end of the scale and, if rolling stock is a primary interest, then I would recommend it because you can give emphasis to maximising detail.

If you are starting out in railway modelling, I would advise you to think small regarding the scope of your projects, particularly with your first efforts. There is a danger of setting a target that is unachievable and running out of time, money and enthusiasm. Think small and make sure that your layout is portable. Don't initially think about building a 'layout for life', but instead view your different builds as a learning curve. Make your boards portable and stackable otherwise storage is a real problem. 'Water Street Sidings' employs boards that store over each other on a shelf and so is very compact when not in use.

With regard to equipment, buy a small set of good quality tools; the best that you can afford. Look after them and don't be seduced by gimmicky tools such as 'helping hands' with mirrors. A good quality temperature controlled soldering iron is a must for kit building.

Give careful thought to the design and build from the outset with strength in mind. Sometimes faults can be very difficult to rectify afterwards. For example, the 'Water Street Sidings' point control system (wire without tube) is flimsy, but moving to a wire-in-tube system isn't possible without incurring extensive damage to the cobbles. The sliding traverser in the fiddleyard isn't ideal either and I employed a better design in a subsequent layout.

Beware that many locomotive kits don't go together without modification and as such they are often more akin to scratchbuilding than kit building. Jim McGeown of Connoisseur Models allows you to download the instructions before you buy one of his kits and this approach allows you to study the build and the level of complexity before you make that expensive purchase. I hope that other manufacturers will adopt this system.

OPERATING ADVICE

It can be frustrating if your layout is unreliable in operation and so regular track cleaning is essential.

I tend to model in short bursts and rarely get the time to sit down for a complete afternoon. I therefore squeeze in an hour here and there, but I always find it worth doing something even if time is short.

Like This?

See this layout in action at the Festival of British Railway Modelling in Doncaster on February 11/12 2017. More information at *www.world-of-railways.co.uk*

ABOVE: A lull in shunting activity gives one of the staff time to pet a canine visitor as the tiny 'K' class 0-4-0T drifts past.

RIGHT: A scene of bustle on a busy day in the yard at Water Street. The NER 'H' class in lined green lurks behind the fence.

TOP LEFT: The yard foreman oversees the situation as an 'H2' 0-6-0T shunts a heavy oil tank wagon. ,

BELOW LEFT: "What is life if, full of care, we have not time to stand and stare?" After cleaning up the residue of horse traffic, the yardman takes a moment. The North British gunpowder van is from an ABS kit, the early LNWR van is scratchbuilt.

CAMP
559

LEFT: Merchandise of all manner from milk churns and flour sacks to a pair of dogs awaits collection from Water Street Goods Depot, as the recruitment poster on the wall pricks the conscience of the attendant clerk.

BELOW: The wagon fleet is standarised on Slater's kits, including this rectangular oil tank being moved by the 'H' class 0-4-0T (later LNER/BR 'Y7/Y8').

I use a Peco track rubber and methylated spirits as it evaporates quickly and leaves no residue. Locomotive wheels are best cleaned with a fibreglass pencil, but try not to get splinters of the glass fibres stuck in your fingers.

Check the back-to-back settings of the wheel sets on all your stock using a suitable gauge. Also, try to avoid running a mix of wheel makes and vintages. Older stock tends to have cruder and bigger flanges. I have standardised all my stock on Slater's products and this has helped enormously.

I tend to model in short bursts and rarely get the time to sit down for a complete afternoon. I therefore squeeze in an hour here and there, but I always find it worth doing something even if time is short; you need to make time to model. Because of this I don't intend to make any substantial changes to the layout.

I am currently building some wagons, namely an NER empty cask resin wagon and a Midland Railway refrigerated goods wagon. The trackplan has proved to be such a success that it has induced me to acquire another layout using the same basic design. However, this is North American outline and goes by the name of 'Redwood Lumber'. That will be quite a change from an early 20th century goods yard somewhere in northern England! ■

SHIREBROOK

This impressive new N layout by Duncan Hunnisett was inspired by a location that was, until recently, the centre of a busy network of lines serving the Nottinghamshire coalfield.

As I write this article Shirebrook is in the news for all the wrong reasons; a double murder and the controversy surrounding the Sports Direct warehouse hang over this once-proud pit village. However, we have modelled Shirebrook depot and the former Midland Railway route through the town during the final years of Shirebrook Colliery in the 1980s. But why choose Shirebrook and why N scale?

Firstly, I have modelled almost exclusively in N and, secondly, the requirement to run full length trains made N scale the only possible option if we were to manage it in a reasonable space. We were also dismayed at the lack of quality layouts in this exciting scale which provides, we believe, the best opportunities for prototypical models.

I have long argued that N scale model railways must never be scaled-down plans of OO layouts. They should be conceived in their own right; for example a 3ft radius curve in OO may look visually acceptable but reduced to 18in radius in N it will just look like a toy.

Too many experts have concentrated on the space-saving attributes of N scale resulting in cramped models that can become extravagant train sets. Instead, we should use the qualities of N to explore the modelling potential of prototypes that are not possible in larger scales unless you own a barn. We have lost count of the number of viewers commenting on the realistic curve of the main line past the depot on the model, especially when a rake of 36 merry-go-round (MGR) coal hoppers passes by. The radius is actually 55 feet!

SUITABLE LOCATION

Unusually, our first decision was to set the overall size of the completed model. Having arrived at that figure, a suitable prototype location had to be found that provided the following; plenty of freight train operation, a feature such as a station or freight facility and a prototype length that was roughly compatible with the available length of the layout.

We shortlisted a few locations including Treeton (near Rotherham), Barrow Hill Yard and Tibshelf Sidings, near Chesterfield, and Shirebrook. Following much research we finally settled on the latter.

It fulfilled our original requirements and more; the depot is an excellent feature for displaying our locomotive fleet and there were three branch lines radiating out from the featured area, the double track line to Clipstone, Rufford and Ollerton collieries, among others, and High Marnham Power station (once the Lancashire, Derbyshire & East Coast Railway's main line to Lincoln) and the single track branch to Warsop Colliery - without a run-round loop so operation of this branch from behind the depot is challenging! The final branch is the single-track line to W.H. Davis' wagon works. This branch allows almost any type of wagon to appear and they can be pristine on their first run after manufacture, repair or modification.

FACT FILE

- **SCALE/GAUGE:** 2mm:1ft scale, 9mm gauge N
- **SIZE (TO INCLUDE ANY FIDDLE YARDS):** 20ft 2in by 7ft 6in
- **ERA/REGION:** 1980s Eastern Region
- **LOCATION:** North Nottinghamshire
- **LAYOUT TYPE:** Continuous loops
- **TRACK:** Peco Code 55
- **POWER & CONTROL:** 12V DC analogue Modelex/ KPC controllers
- **WORDS:** Duncan Hunnisett
- **PHOTOGRAPHY:** Andy York

RIGHT: BR blue 56079 heads a Warsop Colliery-Ratcliffe Power Station MGR coal train past a busy Shirebrook Depot. Note the weathered HAA hoppers complete with prototypical tyre mark stripes and coal loads.

COMPROMISE TIME

After close examination of the prototype and the limitations of 4ft by 2ft layout boards we found a little reorganisation of some of the features was required. However these have not significantly changed the overall feel of the model. A visitor at a recent club open day revealed to us that she had grown up in Shirebrook. She showed us where she used to sit with her brother and friends on summer days and guess the number of wagons passing by on each of the many coal trains. Perhaps the most noticeable difference from the prototype is the still-open station and occasional passenger trains, whereas in fact the station was closed and the platforms partially demolished during the era modelled.

Using a little 'modellers license' the stationmaster's house has been moved, the back road extended and straightened to provide a goods siding with a raised loading/unloading platform and goods handling possibility. The overall distance between Sheepwash Viaduct and Shirebrook Junction has been shortened by about 20%.

These changes have required us to omit the water tank located at the rear of the depot. The Langwith Road and overbridge above the line to Worksop are both fictitious but are included to provide a scenic break. The internet has played an ever-increasing role in the development

We feel it is important that the layout is seen from where the prototype would be viewed [...] and not from a helicopter 500ft above the ground.

Like this...

Shirebook's exhibition debut will take pact at the Keighley MRC show on March11/12 2017 See *www.keighley.mrc.co.uk*

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and construction of the model. We have accessed a huge number of photographs to help reproduce the various features of the depot, station and surrounding buildings.

All our buildings are scratchbuilt or modified kits, they are illuminated internally in a prototypical manner - room-by-room rather than having one centrally mounted bulb shining forth from all doors and windows. Lighting was deemed an important feature as the wintertime setting would only provide short days and low light levels. We are still considering how to achieve low light levels at future exhibitions.

ABOVE: Northbound bulk cement tanks clatter over Shirebrook Junction behind 47105. The overbridge was scratchbuilt.

BELOW: Railfreight 31215 slows for the speed restricted branch to Clipstone. The VEA barrier vans are Parkwood kits and the ICI chemical tank is an N Gauge Society kit.

The MR signalboxes are 'bashed' from the excellent Ratio Midland Railway kit. The station 'box opposite the depot building was reduced in size from the original kit and the Junction 'box is made from two kits to match the larger prototype. The most challenging building to construct was the diesel depot.

Most other buildings, bridges and Sheepwash Viaduct are constructed from mounting board with plastic

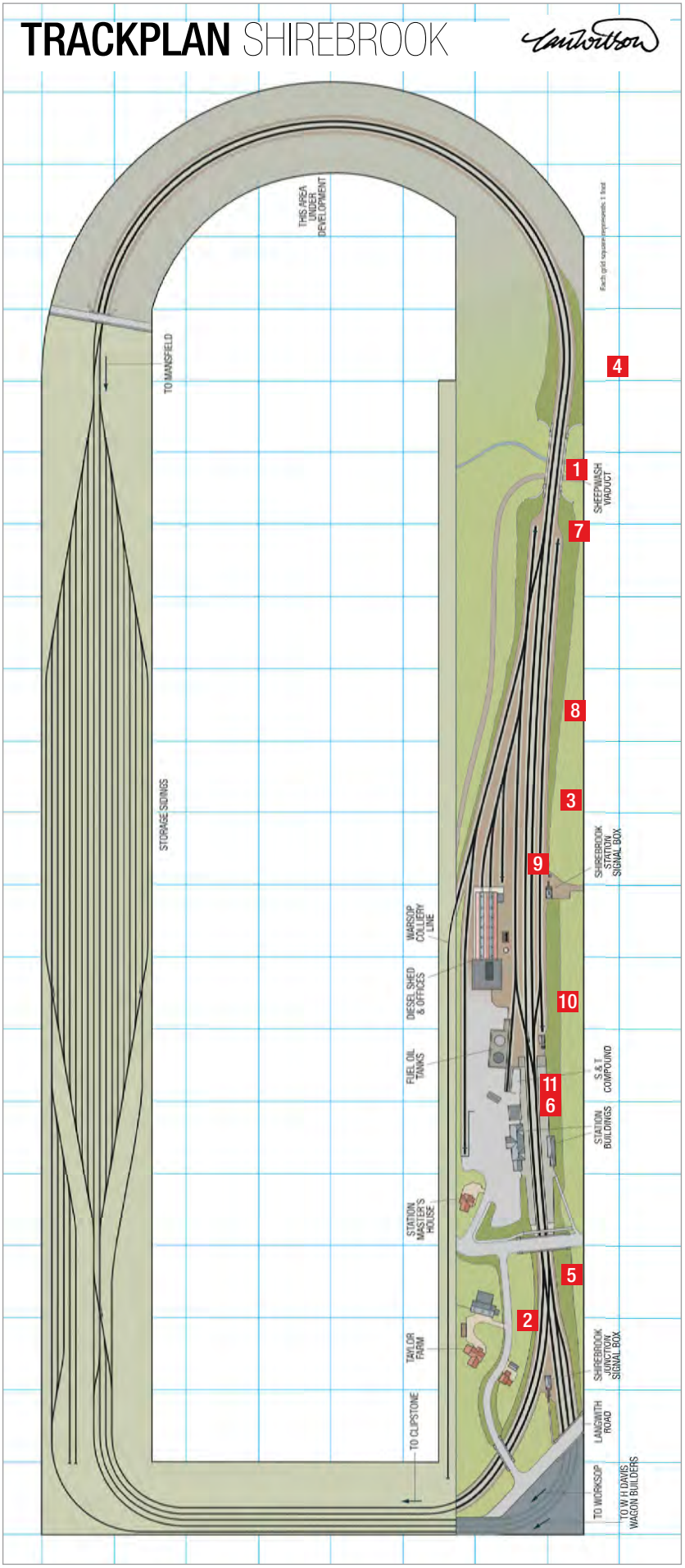
card overlays. They are painted with various enamel and acrylic paints. The general shape of the landscape was carved from solid expanded polystyrene sheet and covered with 'One Strike' lightweight filler. It is far more user-friendly than plaster or Polyfilla as it has the consistency of butter or margarine when worked; we can recommend it.

When it's fully set we give the surface a wash with earth ochre colours before a thin base coat of scatter materials for the green areas. Where a road or concrete surface is required further thin coats of 'One Strike' are applied and smoothed with a wet wallpaper scraper or chisel when almost set. A polished surface of the sort a trained plasterer can achieve on your house walls is possible and when airbrushed in the right colours it gives a very convincing finish.

STORAGE SIDINGS

Our main storage sidings total over 121ft - 3.4 scale miles - in length with eight sidings in each direction able to store a total of 22 trains. Yards are only 'fiddleyards' when there is room to 'fiddle' the trains. I maintain that track centres should not be closer than 50mm in N scale fiddleyards. Our track centres are at 26mm and therefore space is too tight to get your fingers around a piece of rolling stock without derailing stock in the adjacent roads. Our sidings are therefore described as 'storage sidings'.

Additionally there is a secondary yard, which acts as the W.H. Davis branch with a couple of single-ended



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sidings for storage of vehicles that appear occasionally. Finally, a single extra storage line is available for trains arriving on set from the Clipstone direction.

The construction of these sidings was a formidable task, becoming a project in itself. It took much longer to achieve than the visible part of the model. The hidden sidings are carried on baseboards of 4ft by 1ft 6in. The track level above the floor is relatively high at 51in; a deliberate design to ensure that the majority of viewers can easily view the layout from 'ground level'. We feel it is important that the layout is seen from where the prototype would be viewed, namely the lineside, and not from a helicopter 500ft above the ground.

At this point it's worth noting that the part-built layout was stored for ten years in a rather damp attic after external circumstances forced a house move. Work to complete the tracklaying and wiring restarted in March 2015.

ABOVE: The latest Farish '25' is a superb model, weathered straight from the box it leads a rake of MCVs towards Shirebrook. The backscene was painted by our son, Ted, making the 18in depth of the layoutlook vastly greater.

RIGHT: In our version of history, the line still had a passenger service in the 1980s. A Nottingham-bound train calls as 58025 powers through with a Shirebrook-Cottam MGR train.

LAYOUT OPERATION

We designed a remote power supply box containing the main transformers, fuses and a double socket outlet where we can plug in a vacuum cleaner or soldering iron (should the need arise). All other outputs are low voltage and a 25-way 'D' type plug/socket combination and 'umbilical power cord' takes the various power supplies on to the layout itself.

Locomotives and rolling stock come from the usual N scale sources, Graham Farish, Dapol and Peco. We

I ask the expert

Q How did you capture the distinctive character of the landscape and the area surrounding Shirebrook depot and station?

A Another advantage of N scale modelling is the ability to correctly model the geology of your chosen area; a factor often overlooked. The most common mistake is the over-steep cutting face, which in reality is always governed by the stability and type of material being cut through. A great example of a cutting driven through the very soft London clays is The Model Railway Club's 'Copenhagen Fields' where cutting sides have to be at a very shallow angle, indeed, to make the overall width of the railway formation acceptable massive retaining walls have also been constructed. Where the bedrock is hard and stable almost vertical cuttings can be considered such as in the cutting to the north of Shirebrook station, here the bedrock is Permian limestone.

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See more...

Download the **BRM** digital edition to see more stunning images of 'Shirebrook' - *www.pocketmags.com/BRM*

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I ask the expert

Q Is the diesel depot building a ready-to-plant structure and, if not, how was it made?

A This was the most challenging building on the layout, but essential for Shirebrook in this period. I designed my own etched nickel silver parts and together with clear styrene sheet, beam sections and corrugated roofing to form the shed. The largely 'see-through' design meant that additional bracing wasn't an option, making a sturdy structure difficult to achieve.

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LEFT: A Taylor Precision Models Class 60 kit, decorated as 60047 *Robert Owen* leads a rake of HEAs over Sheepwash Viaduct on a Rufford-Toton working.

BELOW LEFT: A quartet of Class 20s - detailed, repainted and weathered Farish (Poole-made) locomotives - stabled on the Down refuge siding.

RIGHT: Shirebrook Station signalbox is a modified Ratio kit, reduced in size to match the prototype.

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are also lucky to own a couple of CJM locomotives. There are many kit-built wagons including many from the N Gauge Society range.

All stock is in the process of being weathered, renumbered and modified as appropriate. This is a massive task. The most recent wagons to be completed are the MCV/MDV 20t mineral wagon set (over 40 wagons). Each one has been individually painted and weathered and every kit-built example carries a different number.

Janet has made all the coal and limestone loads using real materials on carved Oasis formers - a hard foam designed for floral arrangements. Differing, but very fine grades of coal were used to represent the various coal sizes used for domestic and power station supplies.

As you can see from the photographs, the scenery is

still work in progress; some of the detailing and several buildings are missing. The scenery is tackled in a steadily decreasing area with each stage.

For example, the field behind the depot sloping down to the stream was, at stage one, coated with sand and sawdust in an effort to replicate a ploughed and raked field ready for sowing with next years' crop. The lane at the fields' edge was roughed in. The next stage - still to be completed - will involve adding material to more clearly define the lane and 'strengthen' the stoney look of the field. In the third stage we will work on small areas of just a few square inches before finally adding highlights, details and airbrushing to achieve those dull winter tones.

FURTHER DEVELOPMENTS

It is planned to have the layout fully signalled as per the prototype. We intend to make the main signals work with the use of servos and automatic return to danger using the IRDOT (infra-red) system from Heathcote Electronics. Ground signals will be 'poseable' but not remotely controlled. Much of this work is being undertaken by Keighley club members and we always encourage others to become involved in the project.

We are also revisiting some areas; the viaduct end is being extended to give a longer scenic run. Here the line to the south will be modelled passing largely between Shirebrook Colliery's spoil heaps so it will not be 'beautiful' but it will hopefully be faithful to the prototype. There are still challenges ahead, such as winter trees without foliage. These are proving difficult to produce (see July **BRM**).

ABOVE: A brace of Class 20s head the daily Whitwell Quarry-Witton limestone train through the station while Class 56 and 58 locomotives await their next turns on MGR coal trains.

Some of the longer trains split at inconvenient times and will require different coupling arrangements and there are a couple of electrical issues to sort out. We are planning to slightly adjust the configuration of the control panels. This change has been found necessary after operating the layout at club open days. At the end of the day the model would be nothing without the people that have helped in its building and operation so our thanks to family and friends, Mark, Victoria, Carl, Ted and Matt. ■

Duncan's top tip

Planning: you may well think you have considered everything but you won't have. It may just be an inaccessible bolt or a point motor being fouled by an incorrectly located baseboard strengthener. These problems will cause much frustration and can be avoided if you plan it well and check the design as you go along.

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BACUP ENGINE SHED

Charles Stevens shares the story behind the Shrewley Group's depiction of a typical pre-Grouping steam shed on the western slopes of the Pennines.

As is usual with any adventure story, there is a mundane beginning. Terry Harrison and Charles Stevens were taking a break from operating 'Overlord' when they became aware of a locomotive shed layout in a lower part of the exhibition hall.

"I have always fancied an engine shed layout" said Terry.

"So have I" said Charles. "Let's build one."

And that's how it started. The Lancashire & Yorkshire Railway (LYR) was chosen for no other reason than we both liked its locomotives and we cheerfully ignored the fact that at the time there was only one ready-to-run LYR locomotive on the market.

Various books were purchased and perused; numerous locations considered and discarded, before we turned to Bacup. The area we had available for boards was limited but with a bit of tweaking the plan fitted.

Whilst the original idea was ours, the rest of our select band soon became involved, and so it became much more of a group project. Amongst the seven of us, four were confirmed O gauge modellers, one EM and the other two OO. So democratically we chose OO! Very soon construction of the baseboards started using good quality ply which was varnished to keep down the effects of damp because it was to be stored in one garage or another.

Test fittings of the boards were made into the boot of the car, and we discovered that in our enthusiasm to cram it all in, we had made too many too small baseboards and that we would have too many joins to cross with track and wiring. Quickly we decided to

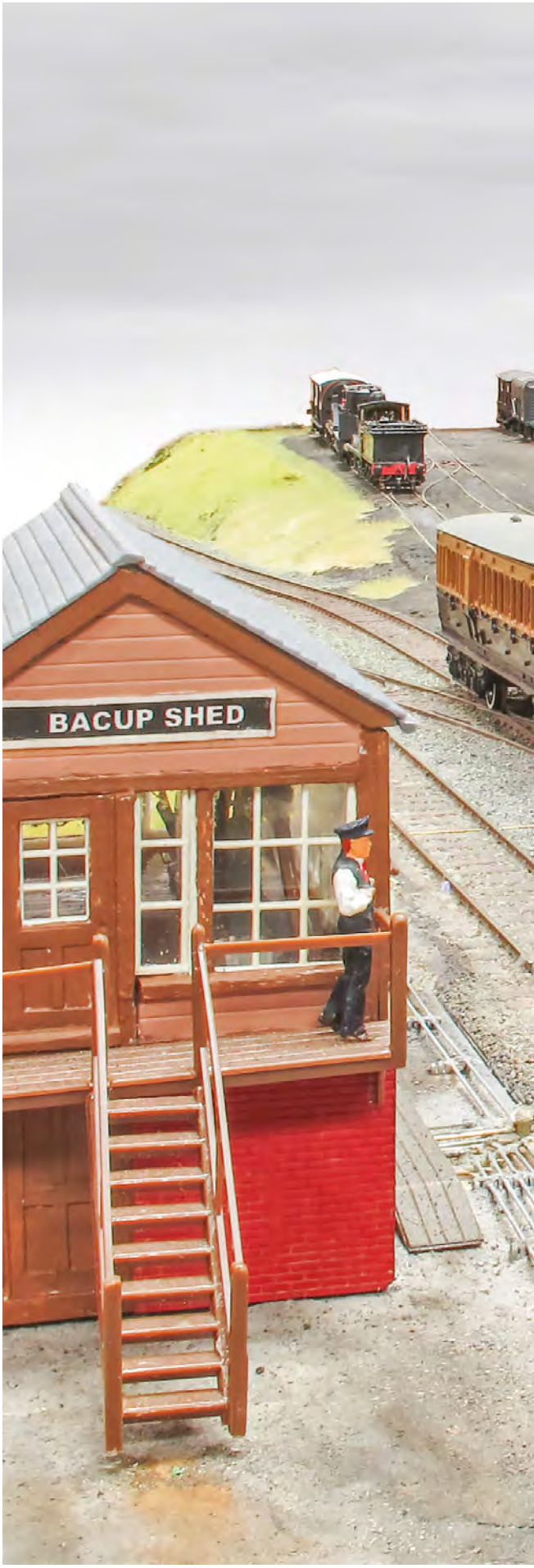
FACT FILE

- **SCALE/GAUGE:** 4mm:1ft scale, 16.5mm gauge OO
- **SIZE:** 18ft by 5ft (22ft by 8ft with wheelchair access)
- **ERA/REGION:** 1910, Lancashire & Yorkshire Railway
- **LOCATION:** Bacup, Lancashire
- **LAYOUT TYPE:** End-to-end
- **TRACK:** SMP with Peco Code 75 points
- **POWER & CONTROL:** 12V DC analogue
- **WORDS:** Charles Stevens
- **PHOTOGRAPHY:** Andy York

PLANNING CRITERIA

When planning and building a layout, it's good to have a clear set of specifications from which to work. These were ours…

1. The finished layout would have to fit the boot of my car, a Vauxhall Zafira
2. It would be analogue, as at the time the only DCC experiences we had were far from positive
3. The baseboards would be lightweight, ply based
4. The height of the layout would be such as to be able to be operated from a wheelchair, around 30in from the floor
5. It would be a fiddleyard-to-fiddleyard layout
6. It was to be built to a standard suitable for exhibitions
7. There would be a minimum of trains running on the main line, most movements would be light engine
8. The fiddleyards would include turntables to minimise handling and have one or two train sidings
9. Rolling stock would have to be kit-built. In the meantime suitable RTR locomotives from the BR period would be used at any shows we attended.



Like This?

Why not join the Lancashire & Yorkshire Railway Society – see *www.lyrs.org.uk* for more information.

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Class 5 'Radial' 2-4-2T No. 1008 (now part of the National Collection) heads past the shed yard with a couple of Hornby coaches modified and repainted to represent LYR stock. Several more 'Radials', a Barton-Wright Class 23 0-6-0ST and a Class 27 0-6-0 await their next duties.

screw the boards into pairs permanently and they still fitted in the car!

We ended up, at this stage with two larger boards and two smaller boards, all 3ft long but of differing widths; the legs were now made integral and fitted up inside the boards, instead of being separate as originally planned. The main shed board is erected first as it has four legs and the others piggyback on to it. Once up and the braces tightened, it is surprisingly sturdy.

TRACK TOPICS

The track is SMP and the points Peco Code 75; we have found that this combination works well. Some of the points immediately in front of the operating position are wire-in-tube operated, further away and they have SEEP point motors mounted underneath the baseboard.

The fiddleyards were made, the turntables inserted and in this unfinished state it was exhibited twice. The first exhibition was treated as a scenic modelling seminar with the occasional movement of a locomotive to show what would be achieved in due course. Buoyed up by the success of two days cutting up polystyrene, plastering and applying teddy bear fur for the grass, we decided that we would employ more locomotives at the next show.

This was when disaster struck; for some reason we did not use more modern models but decided to use LBSCR 'Terriers', and varying standards of rolling stock. Then we also tried to run trains along the main line at the front. It was an unholy mess!

ABOVE: Bogie goods wagons were rare on British railways until the 1970s, but the 'L&Y' had a fleet of 25 bogie opens built in 1905. This example is being used to deliver locomotive coal to the depot.

The fiddleyards were too small for anything other than a three wagon train. None of the locomotives could haul that number of wagons up the incline at the front of the layout, that's if they could be coupled up! There was a mixture of tension lock, three-link and Alex Jackson couplings and it just didn't work. The fiddleyards were scrapped after that!

New boards were built of a size suitable to take a loop of track, so that one train could continuously circle the layout whilst the serious business of running the shed could go on. In this format it was taken to a show; the coupling situation had been - sort of - resolved but wasn't altogether homogenous. It was better though.

This situation was an improvement but there was no variation in the trains. Light locomotives coming on and off shed had to be handled and it wasn't very satisfactory. It was then that I went on holiday.

When I returned I was invited to "see some changes we have made." The layout was now a full circle, operated from within, with a couple of sidings on each track and the all-important access to the control panel made by a removable bridge, which allowed me to wheel myself in. The bridge could then be lowered and clipped into place behind me and the circle finished. The moral of this story is don't leave the layout with 'friends' when going away! The downside was twofold; firstly I was trapped inside the layout at the mercy of my co-conspirators and, secondly, the gradient at the front of the layout had to be replicated on the back.

The first obstacle remains, but the problem of the gradient was not so easily solved. Trains are fairly

lightweight but the mixture of plastic kits, RTR stock and heavy whitemetal stock has meant that thought needs to be applied to the consist of each train. Certain locomotives could not pull anything but plastic wagons, but in order to get up the hills, power had to be applied which if we weren't attentive meant excess speed and derailments elsewhere. The solution was found to be an electronic one; an old feedback controller was found which set the speed and the train moved at this speed regardless of gradient or on the flat.

Further weighting each wagon has considerably helped. About 20g or so has been applied in the form of a car wheel balancing weight stuck to the underside of each wagon. Now all the wagons are around the same weight, and with couplings being standardised, the problem has been resolved.

LOCOMOTIVE ROSTER

In 1910 there were 30 locomotives allocated to Bacup, 16 being 'Radial' 2-4-2Ts, one solitary 0-8-0 and the rest being varying types of 0-6-0 tender and saddle tanks. When we started there was only one RTR 'Lanky' locomotive available, the Dapol/Hornby 'Pug' 0-4-0ST and none were ever allocated to Bacup!

We had recognised the problem and various kits were purchased from two main sources, London Road Models and Craftsman. Some of these kits have actually been built! The Lancashire & Yorkshire Railway Society came to our rescue twice; a sale of a deceased member's models produced three suitable machines and a joint production between the National Railway Museum, Bachmann and the society produced six of those essential 'Radials'!

The total allocation is now as follows; three 0-6-0s of classes '27' and '28', two 0-6-0ST of Class 25 and nine Class 5 2-4-2Ts. As yet there's no 0-8-0! The remaining kits will be finished (started?) in the fullness of time.

Some kits have been purchased, but a lack of experience and skill means we are still reliant on some repainted Hornby GWR clerestory vehicles and Caledonian coaches. They bear a remarkable similarity to the prototype and when passing at speed, no-one really notices.

ABOVE: One of the shed's 16 Class 5 2-4-2Ts has run away into the turntable pit - luckily there's a breakdown crane on hand to rescue it.

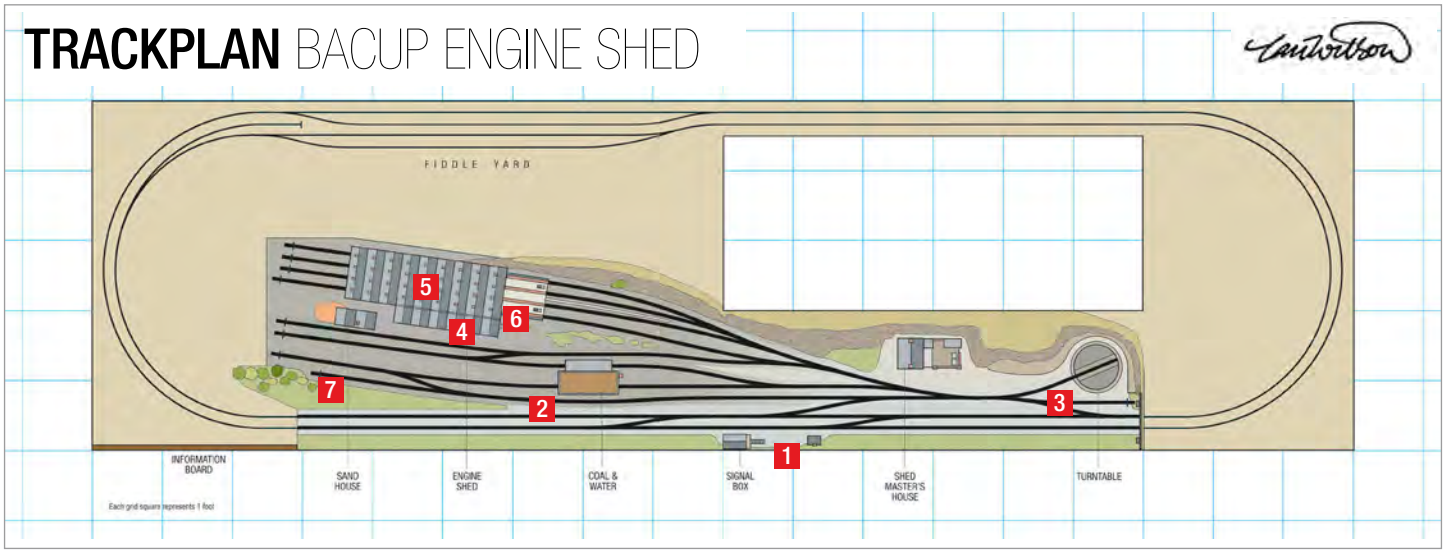
The wagon situation is a lot brighter, as some kits had been built some time ago and there is a large number of RTR private owner wagons around of suitable types. It was only when it came to break vans (as the LYR called them) that a problem arose. D&S once produced kits for suitable vans but they are now like the proverbial 'hen's teeth'. Mentioning this to the operators of 'Calderwood', David and John Dilnot offered to help. In the post shortly afterwards came one partly-built van and two kits; we L&Y layout builders stick together!

LOCOMOTIVE SHED

The main shed building was built by Terry from drawings he made after perusal of the many photographs we'd obtained. The biggest headache was the smoke extractors; in the end Skytrex sold us a number of its mouldings and the boredom of producing 40 or so was alleviated. The sand house was also scratchbuilt at the same time.

The signalbox was also built by Terry from a suitably adapted Wills kit and the Shedmaster's house was adapted from suitable ready-to-plant buildings by

TRACKPLAN BACUP ENGINE SHED



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TOP: Although many steam sheds were dominated by one or two classes of locomotive, it's not something often seen in model form, where personal collections are normally much more varied.

RIGHT: Authentic features include the ash pits immediately outside the shed and a water crane for each pair of raods.

See More…
Find out more about Bacup Shed on the group's modelling blog at *www.rmweb.co.uk*

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Hornby. They bore an uncanny resemblance to the real thing and much time was saved by using them.

Scenic details were supervised by Ralph; as the prototype was built in a former quarry, it appeared to be surrounded by cliffs. These were built with polystyrene salvaged from builders skips, covered with filler, carved and painted with various washes over a yellowish base colour. The grass on top is teddy bear fur, teased out and coloured by Ralph with pastels and chalks.

The tunnel mouth is a copy of the real thing; photographs were taken and used to guide the carving of the plaster covering. Local people have commented that the colours are right, so we're proud of this aspect. Ralph is also responsible for the turntable and the coaling stage, both lovely models. The signals shown in the photos are Ratio GWR repainted and with new LYR finials.

TOP: A large bay window allows the shed foreman to keep a close eye on what's happening and who's doing what!

BELOW: Bacup's steam-powered breakdown crane is on hand, ready to help deal with any incidents in the area.

EXHIBITION OUTINGS

We are keen to carry on exhibiting and we are, slowly, building numerous items of rolling stock suitable both for the area and era. It is a hope that there will be something new every time we exhibit.

Richard Livingston, Tim Johnson, Pete Blakeman and Chris Mead have all contributed greatly, the wiring would not be the same without Tim and Richard's input. The main person to thank is my wife Sue, who produces drinks and biscuits on every building session at home, and who allowed her utility room to be turned into a construction site every Thursday night. ■

7

ABBOTS BARTON

Dennis Prior took on a part-built layout and transformed it into 'what might have been' Surrey commuter terminus, set in the 1960s transition from steam to electric.

FACT FILE

- **SCALE/GAUGE:** 4mm:1ft scale, 16.5mm gauge OO
- **ERA/REGION:** BR Southern Region, 1960s
- **LOCATION:** Surrey
- **POWER & CONTROL:** 12V DC analogue
- **TRACK:** Peco Code 75
- **LAYOUT TYPE:** End-to-end
- **WORDS & PHOTOGRAPHY:** Dennis Prior

'Abbots Barton' is, like most layouts, a combination of fiction or as I like to put it, what might have been. I must confess that, even aged 80+, I am still active in the hobby and exhibiting at shows on a regular basis. I didn't really fancy building another layout having built many over the last 45 years.

However, one of my fellow club members had a part-built layout for sale and I offered to buy it. I thought it had some potential. With the basics complete - baseboards, track laid and ballasted and electrics - there was just the small matter of adding scenics.

But there was a snag; after measuring the layout we found that it wouldn't fit in my dining room and I didn't really want to be working in the garage. So, the middle baseboard was shortened by approximately 6in, which turned out to be a relatively simple task as the layout is constructed on foam board (of which more later).

Once the layout had been re-sized it was time to decide on where it was going to be set. The options I evaluated were a Southern/BR branch terminus somewhere in the south-west of England, a BR Somerset & Dorset branch or an all-diesel branch in SR territory.

At the time, Bachmann had just released its '4-CEP' EMU and so a discussion ensued about whether my new layout could be set somewhere on the third-rail network in the early 1960s. This would give the potential to operate both early EMUs, Mk 1-based main

LEFT: Off-peak trains are formed of two-car EMUs, such as this kitbuilt model of steel-bodied '2-HAL' 2693.

BELOW: Diesel traction is gradually taking over from steam: Ruston 0-6-0DE D2985 shunts the cement terminal.

line and suburban stock as well as steam, diesels and electro-diesels.

The fiddleyard, which is a sector plate, had sufficient space for five coaches, as did the main platform, which allowed for four-car operation. A bay platform could easily accommodate a two-car unit.

The layout's name was gifted upon it by the Canterbury Exhibition Manager who when looking for details for the show suggested that it should be named 'Abbots Barton' after my address. Barton is an archaic English word meaning lands of the manor or meadow so I assume that land belonged to a monastery at some time prior to the Reformation.

The next issue to resolve was where the fictional branch terminus would be set. My son, Chris, suggested that it could be an extension of the Chessington South

branch in Surrey. Research reveals that the Southern proposed extending the line to Leatherhead but it was never completed due to the outbreak of the Second World War. We have assumed that a housing estate was built on what is now 'green belt' between the woodland south of Chessington and the line was extended to serve this in the late-1940s.

Usefully this back story gave me the excuse to use Bachmann Scenecraft's art deco station building. The Chessington branch was provided with Art Deco stations by the SR, but for this station it invested more money, perhaps assisted by the property developer? Unfortunately the developer's largesse did not extend to the signalbox, where austerity was firmly applied! Therefore we have used a Hornby SR style cabin which clearly had been used somewhere else prior to being moved to 'Abbots Barton'.

ABOVE: Heljan BRCW Type 3 D6585 crosses the river. Lightweight foam baseboards allowed landscape features such as the river to be modelled more easily.

BELOW: Heating oil for the growing 'commuter belt' estates is delivered by rail to the Charringtons terminal.

With a significant amount of housing being built a cement terminal seemed appropriate. A Bachmann cement silo was purchased along with a Southern 'utility' yard office. The other siding in the yard has been reserved for coal traffic as even in the 1920s and 1930s houses would still have been built with coal fires. In fact domestic coal was still being delivered by rail to a concentration depot at Chessington until the late-1980s.

Originally 'Abbots Barton' had a steam shed, but modernisation rendered it redundant. The shed has been replaced by a Charrington's heating oil terminal with space for four 45t tank wagons. It reflects the fact that by the late 1950s coal was falling out of favour and houses started to be built with oil-fired heating. Small oil terminals were common all over the SR; inspiration came from the Cory Terminal at Canterbury West. It comprises a combination of Walthers 1:87 scale structures, Knightwing parts, another Southern 'utility' office and scratchbuilt shed.

LIGHTWEIGHT BOARDS

One factor which makes the layout easier to handle at home and at exhibitions is that the baseboards are made of foam insulation sheets. Not only is it cheaper than wood, it is also quicker to construct the boards and

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The layout is set in the 1960s - an excuse to operate steam, diesel and electric trains in a variety of liveries, from green EMUs without yellow ends to BR blue.

lighter to carry. It is also good for forming landscape features such as the river.

The foam board has been framed with wood using 'No More Nails' to bond the foam and wood. They also have to be topped with cork tiles to deaden sound and make it easier to attach the track. Select the thickness of board carefully though; if it is too deep it can be difficult to connect point rodding or point motors.

All points are operated manually using radio-control aircraft rodding connected using inserts from electrical 'chocolate blocks'. The points can be operated from either the front or back which is convenient for operating at home or at exhibitions.

The fiddleyard has five roads; the outer two have been divided to accommodate pairs of two-car EMUs. Originally the yard was on a turntable but it now operates as a sector plate. This allows us to operate a frequent service, as would be expected on the SR.

ABOVE: Another view of the oil terminal, assembled from Knightwing, Walthers and Bachmann Scenecraft components and inspired by the Cory facility at Canterbury West.

FREQUENT SERVICE

'Abbots Barton' has a half-hourly, all-stations service from London Waterloo, increasing to every 15 minutes in the peaks. Peak hour trains are eight car EMUs to/from London Waterloo but have to combine/divide at Chessington South due to the shorter platform at 'Abbots Barton'. Off-peak trains are operated by two-car sets of various SR and BR EMUs.

At weekends, when the power to the third-rail is switched off for engineering work, trains can be operated by an M7 and Maunsell pull-push set, Hampshire DEMUs or a Class 33/1 and '3-TC' set.

Setting the layout is set in the 1960s gives an excuse to operate steam, diesel and electric trains in a variety of liveries, from green EMUs without yellow ends through to BR blue units. A scan of the Southern Electric Group's website gave me an idea of what Southern EMU kits were available. My first kit was a '2-BIL', followed by a '2-EPB', '2-HAP', '2-NOL' and a '2-HAL'. My son Chris built the '3-TC' using a combination of MJT and Replica Railways components. I have subsequently added two Bachmann '2-EPBs' to the collection and a Hornby '4-VEP' in original BR blue, although the latter were introduced shortly after the end of my period. I also have a Class 07 shunter, Class 47s and a Class 71 and the odd SR steam locomotive.

This has been a rewarding project, it's given me something to occupy my time and a layout to use in both the house and at exhibitions. It provides me with an excuse to operate a wide variety of rolling stock, showcasing an excellent range of RTR items and kits.

My thanks to Andy Hopper for building the EMUs and all the other help given. To my son Chris for his help with the layout and creating the story as well as building some kits, and to Chris White for starting 'Abbots Barton'. David and Steve, who help out at exhibitions; without them I don't think I would have been able to complete the project. ■

PART FOUR

RELAX, IT'S JUST ELECTRONICS

Determined to push the boundaries of what is possible with a model railway, Leamington & Warwick District MRS found some surprisingly simple and cost effective electronic control solutions for 'Kineton', as Mike Plowman explains.

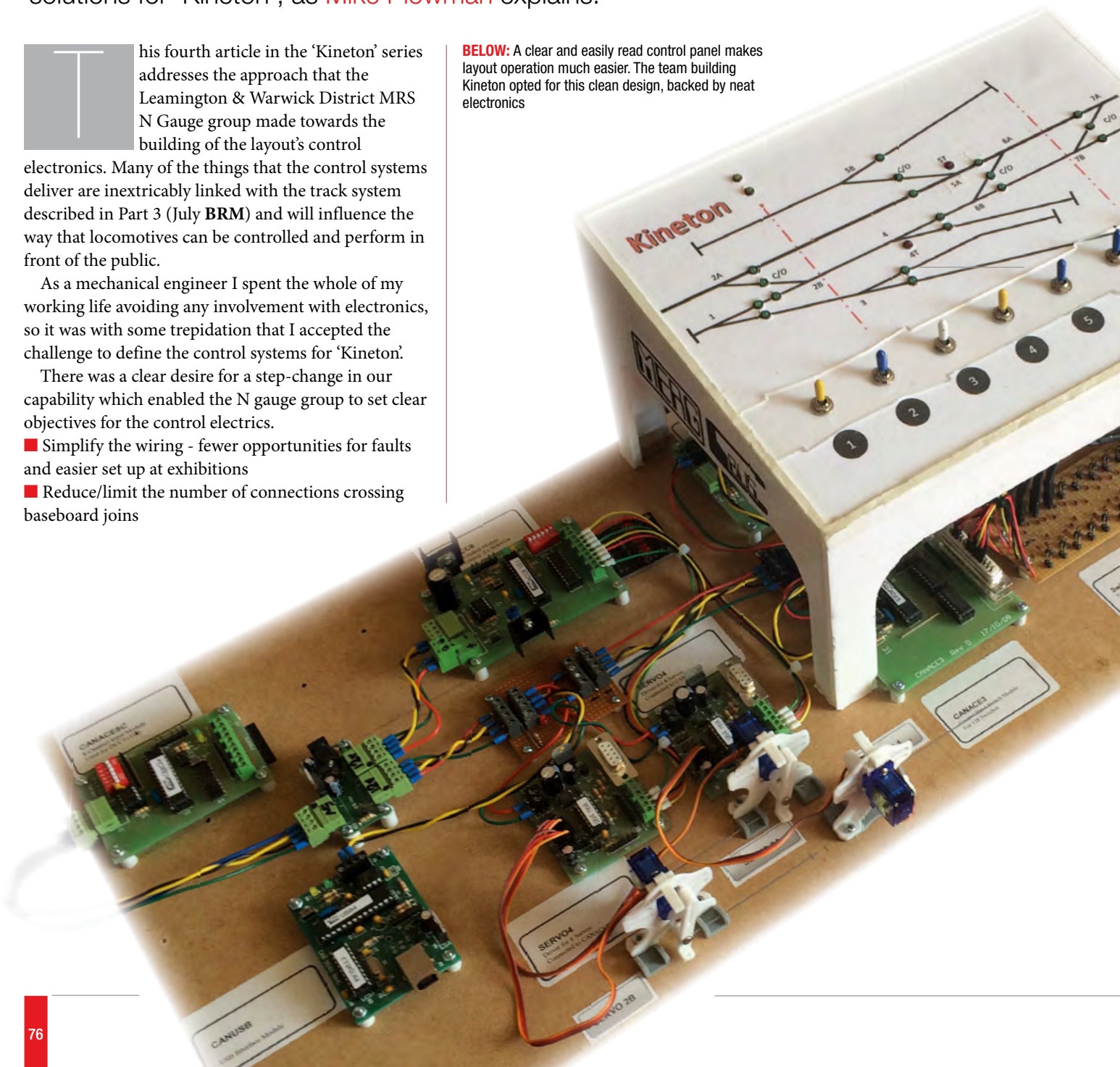
This fourth article in the 'Kineton' series addresses the approach that the Leamington & Warwick District MRS N Gauge group made towards the building of the layout's control electronics. Many of the things that the control systems deliver are inextricably linked with the track system described in Part 3 (July **BRM**) and will influence the way that locomotives can be controlled and perform in front of the public.

As a mechanical engineer I spent the whole of my working life avoiding any involvement with electronics, so it was with some trepidation that I accepted the challenge to define the control systems for 'Kineton'.

There was a clear desire for a step-change in our capability which enabled the N gauge group to set clear objectives for the control electrics.

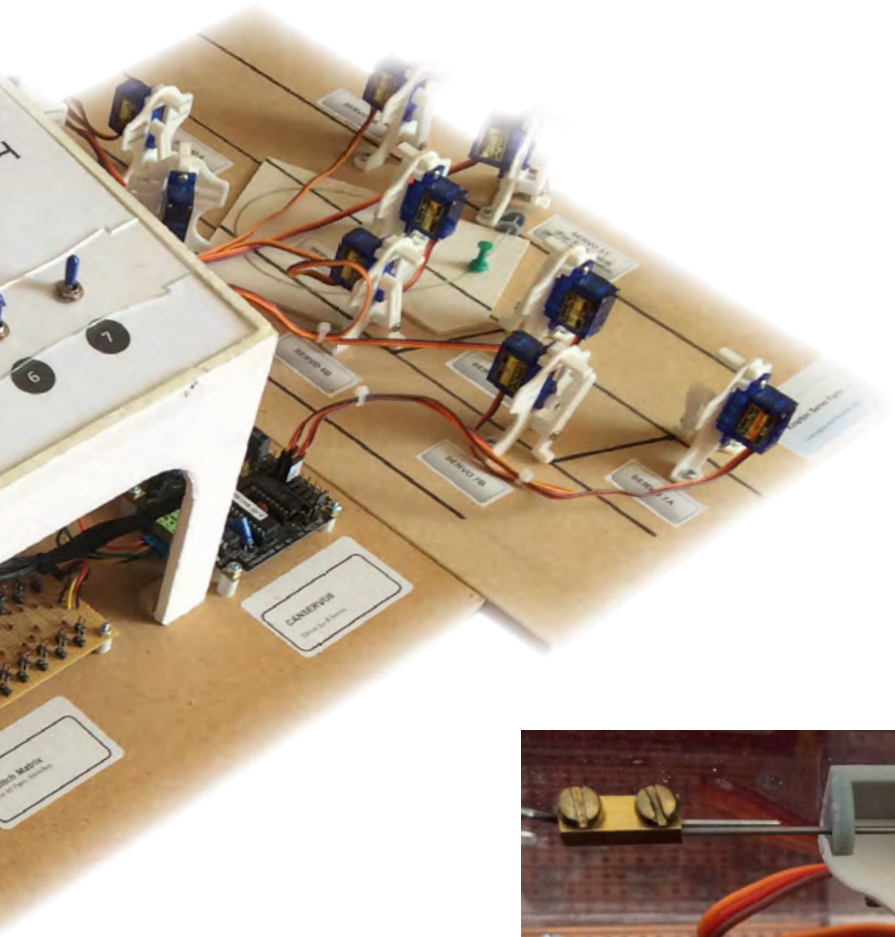
- Simplify the wiring - fewer opportunities for faults and easier set up at exhibitions
- Reduce/limit the number of connections crossing baseboard joins

BELOW: A clear and easily read control panel makes layout operation much easier. The team building Kineton opted for this clean design, backed by neat electronics



- Point blades and signal arms to move in a prototypical manner
- Provide easy extension/integration to include other stations on the line
- Flexible controls - operate in a prototypical manner with a signalman and individual locomotive drivers
- Improve the viewing experience.

It was decided that the control systems for locomotives and accessories such as points and signals, would be separated. By adopting DCC, all the sections and the section switches required on our current DC layout would be eliminated with the result that just two wires for the DCC power bus cross the baseboard join. Compare this with our existing layout which has three 25-way connectors at each baseboard join.



BOTTOM: A 3-D printed servo mount from MERG is a very cost-effective way to easily fix servo motors to baseboards. Configuring such servos is acheived easily now too thanks to its products like SERVO4 and Ezypoints.

The construction of the track determined that solenoid point motors were ruled out from the start as they would put too much stress on the hand-built switch blades. Also, as there was a desire to move the switch blades in a prototypical manner, slow motion point motors were called for but, whilst they are readily available, the high capital cost indicated that other options needed to be investigated.

At our club's annual show, the Megapoints Controller (*www.megapointscontrollers.com*) was demonstrated by its designer and developer and appeared easy to set up and use. The movement of the servos could be set and there was even a random element built in for semaphore signal bounce.

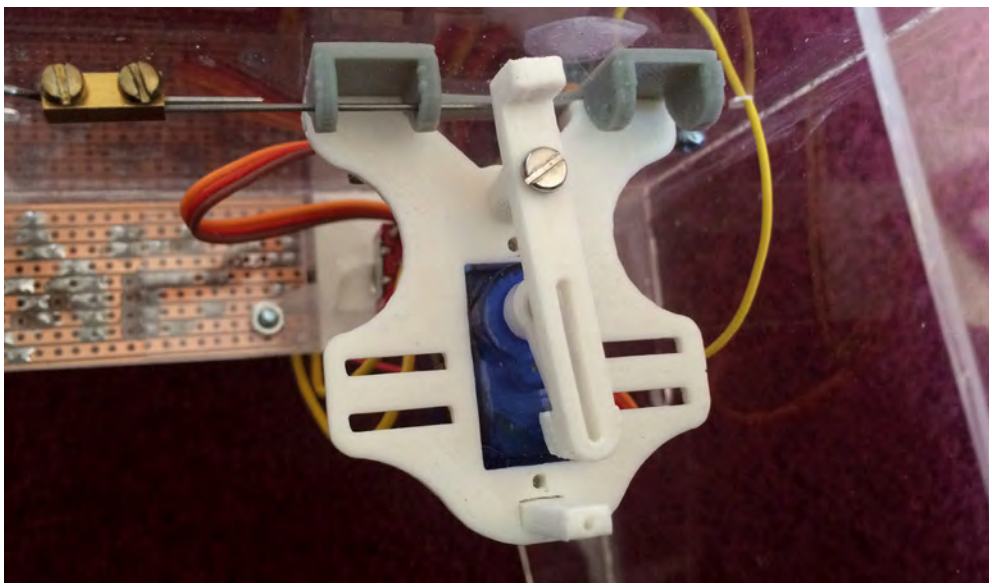
With several elements to prove, a test track was built comprising a hand-built crossover and two other points to evaluate the use of servos, their mountings and the use of the Megapoints controller.

SERVO CONTROL

Each servo was set up in sequence by pressing the programme button; the programming LED on the board flashes with the number of flashes identifying which servo is selected. The 'high' and 'low' extents can then be set before pressing the programme button to advance to the next servo. To exit programming mode, the programme button needs to be pressed to pass the twelfth servo.

Although there are only 11 main points and four trap points on 'Kineton', they are spread across three baseboards. Our objective of limiting the number of connections across baseboard joins precluded the use of servo extension leads crossing the baseboard joins meaning three Megapoints controllers would be required with one using just one-twelfth of its capability. A more cost-effective solution was required, by using a servo controller with a smaller number of outputs which could be located near the servos.

By implementing the MERG CBUS, we have a cost-effective system based on industry standard technology that can be easily extended.



LEFT: Components and instructions on display from a MERG CANLED electronic kit. The only skill required to assemble any MERG kit is basic soldering.

On our test track, the servos were fitted into a piece of aluminium channel screwed to the underside of the baseboard as suggested by Megapoints. While this may be viable on a static home layout, when subjected to the sort of handling and movement that an exhibition layout experiences, the servos tended to move slightly and disengage from the point tie-bars.

I investigated mounting methods for servos and, by chance, saw a product review, in the *N Gauge Journal*, of 3-D printed servo mounts from the Model Electronic Railway Group (MERG).

A visit to *www.merg.org.uk* resulted in the purchase of the aforementioned parts at £6.36 for a pack of six. Several were installed on the test track to provide a true comparison of the mount types.

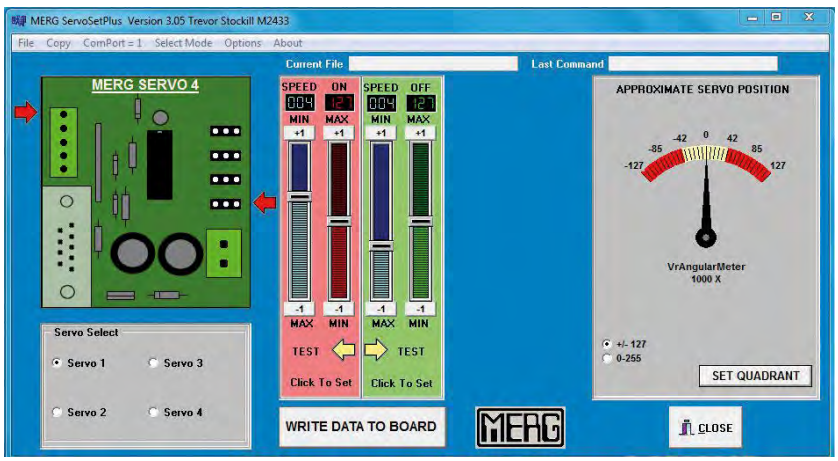
Having joined MERG to make the purchase, all the resources of the group's website were now available to browse. There appeared to be several options available to control servos including a four-servo controller (SERVO4) and a single servo controller (Ezypoints). The latter is one of the range of 'Pocket Money Projects' (PMP) available from MERG.

PMP kits are easy to build and are inexpensive, to allow newcomers to have a go without a large financial outlay. The components are built on stripboard and, most of all; they provide function to extend the capability of layouts.

Two potentiometers (three terminal resistors with adjustable contacts) adjust the end points of the servo travel and a third 'pot' sets the speed of travel of the servo arm. The rig comprises the hand-built switch blades of a point, a servo in a MERG mount and the actuator connecting the servo and the switch blades.

ABOVE: The MERG DCC system offers a more cost-effective way to enter the world of DCC, compared to off the shelf system. Its main advantage is its compatibility with the CANBUS system.

BELOW: Configuring servo motors to act precisely how you want is made all the easier with a computer and software such as ServoSetPlus from MERG.



COST EFFECTIVE

The cost effectiveness of the MERG projects is brought about by providing modules as kits, delivering a bag of components, a printed circuit board (PCB) and a set of detailed assembly and test instructions.

On 'Kineton' servo controllers are required in small groups so the first 'proper' kit was one to drive four servos: designated SERVO4 by MERG. Using my newly practised soldering skills, building the kit was surprisingly straightforward.

Four servos were attached and the setup software was downloaded from the MERG website. Using sliders on the laptop screen, the ON and OFF extents of the switch blades and the speed of movement were set. These settings are stored on the module and the laptop disconnected. The software can activate signal arm 'bounce' when the servo is used to drive a signal.

The MERG website is packed with information and the homepage makes reference to a new, free to download book written by MERG member Davy Dick. In it was something which could eradicate the rats' nest of wire and significantly cut down on the number of wires crossing baseboard joints: the MERG CBUS.

CBUS is based on the widely used CAN Bus (Controller Area Network) system, adapted by MERG members Mike Bolton and Gil Fuchs for use with model railways. The CAN bus was developed by Bosch in the 1980s for motor vehicles and has found its way into much industrial, medical and military equipment.

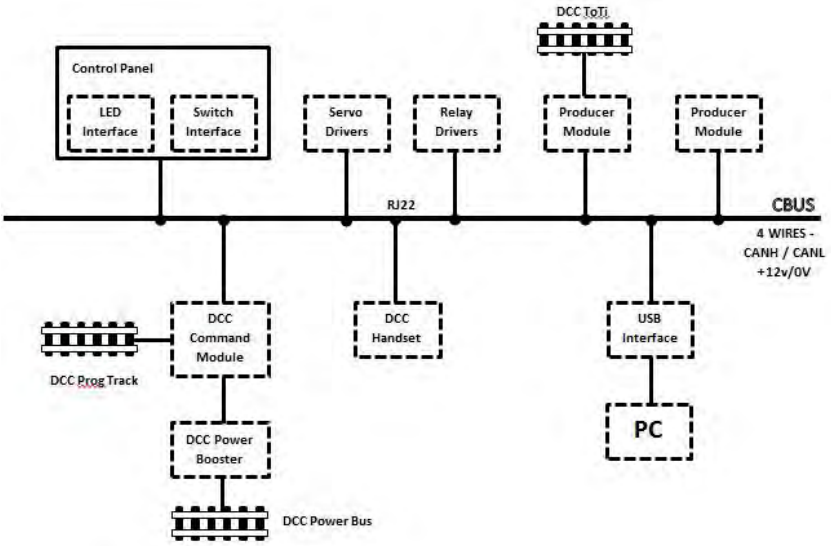
On a model railway, CBUS is an accessory control system that combines the benefits of a two-wire system with true two-way communication; the ability to use mimic panels, to have modules that talk to each other over the two wires without using any central intelligence, and to provide all this with or without the use of a computer.

With CBUS all that is required is to run just four wires the length of the layout - two for power and two for the control system messages. No matter how many switches, push buttons, lights, points, track occupancy detectors and accessories, are added to the layout; only those four wires are required.

All accessories are linked via messages transmitted by modules located at appropriate places on the layout. Although an entire layout can be controlled from a single panel, it is possible to have multiple control panels; one each for a main station, goods yard and shed, for example.

A message could be an instruction from a control panel switch to a point motor controller, telling it to move the point or from a track occupancy detector to an LED indicator on a control panel, showing that a siding or loop is occupied.

Although 'Kineton' has a total of 11 points and five trap points, several points are arranged as crossovers and the trap points are linked to the operation of the main points so the points only require seven switches on



the panel. Feedback is required to indicate the position of the switch blades on the mimic diagram using LEDs. The switch interface module (CANACE3) is able to support up to 128 toggle switches so our requirement is well within its capability and the LED driver (CANLED) drives up to 64 LEDs, which will allow all the point positions to be shown on the mimic diagram.

It is important to sense the actual position of the point blades so that the indication is absolutely correct and not just driven by the changing of a switch. As there is a direct mechanical linkage between the servo, the actuator and the switch blades, the end points of the servo movement can be used to drive the indication.

The firmware of the servo driver (CANSERVO8) can sense events that occur when the servo reaches either end of its travel. An 'off' event is generated when it leaves one end and an 'on' event when it reaches the other. The event generated as the servo passes the midpoint of its travel can be used to activate a frog polarity relay, eliminating the need for micro-switches.

Train on Track indicators (ToTis) will sense the presence of a locomotive on the track and feed that to a CBUS module which will illuminate LED indicators on the mimic diagram. It is envisaged to use ToTi to help operators and provide the public with a larger mimic diagram with a graphic display of train movement.

MODULE TESTING

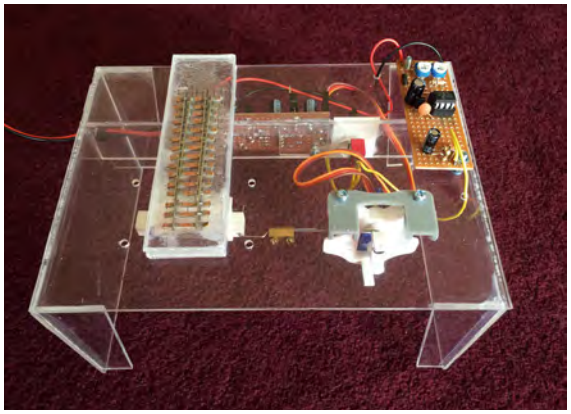
All modules for 'Kineton' were purchased from the MERG Kit Locker, carefully built and tested. The modules were arranged so that the CBUS wires could be routed through the middle. All modules were inter-connected to this bus and the power supply.

A control panel mock-up was made from foamboard with a separate 'servo farm' showing points, crossovers and one servo operating a wire-in-tube for those situations where the servo might need to be located remotely. Two DCC ToTis were also built from PMP kits with LED indicators routed through CBUS to the control panel.

The demonstrator was configured using what is termed the 'Full Layout implementation Model' (FLiM) which is a method for setting up a CBUS system

ABOVE: Diagram of our solution for providing power to the rails discreetly and reliably.

ABOVE RIGHT: Before cutting any definitive holes in the baseboards, experimental setups were trialled, as seen here with switchblades, a servo motor and its controller.



using a Windows based software program called FCU (FLiM Configuration Utility). This utility is another free download for members from the MERG website. Whilst this all may sound daunting, FCU is surprisingly simple to use. The modules are introduced to the software one at a time; then each event and the desired outcome is set. It is easy to modify if mistakes are made: the drag and drop approach making keyboard and transposition errors impossible. A computer is not required to run the layout as once the configuration is built the settings are stored in the modules.

DCC will be used to control the locomotives and a Digitrax system was recommended. Using MERG CBUS kits for the accessories, it made sense to evaluate its DCC control system too. Additional sockets for controller positions can be placed around the layout attached to CBUS rather than using the Loconet system from Digitrax (see *www.digitrax.com* for more information), giving a significant cost saving.

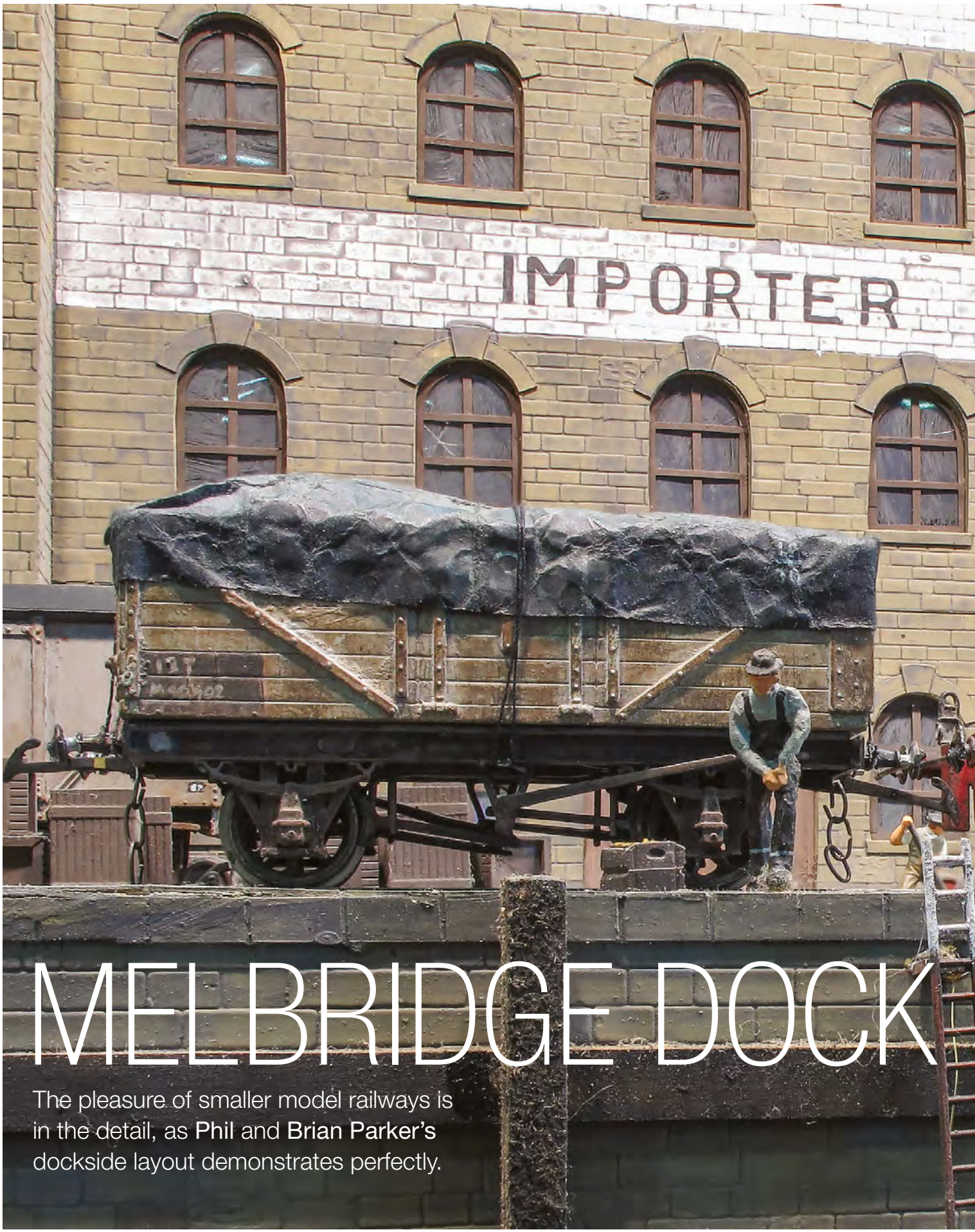
Kits for the power supply, command station and hand-held controller were purchased from MERG and over a period of three days, built and tested. After just a few tweaks, the system was driving a locomotive on the test track, and we were delighted with the results.

The hand-held controller sits neatly in the palm of the hand allowing the speed to be adjusted using the thumbwheel. The power booster kit contains all the parts to build either a 5Amp or 10Amp version. The cost of the kits for the three modules was a few pence over £90.

MERG CBUS is being continuously developed to improve and enhance functionality.

Endorsement of our selection was confirmed by a visit to Pete Waterman's 'Leamington Spa' layout, also using CBUS and MERG DCC, which have been effectively implemented across this vast layout.

By evaluating solutions, being prepared to try new techniques, a cost effective system has been developed. The technical capability of the team has been enhanced, new skills learned and the opportunity for replication on home layouts has become apparent. By implementing the MERG CBUS, not only do we have a system based on industry standard technology that can be easily extended but one that is cost effective. And, finally, some advice from an elderly mechanical engineer, "Relax, it's just electronics." ■



MELBRIDGE DOCK

The pleasure of smaller model railways is in the detail, as **Phil** and **Brian Parker's** dockside layout demonstrates perfectly.

68088
GEORGE ENGLAND

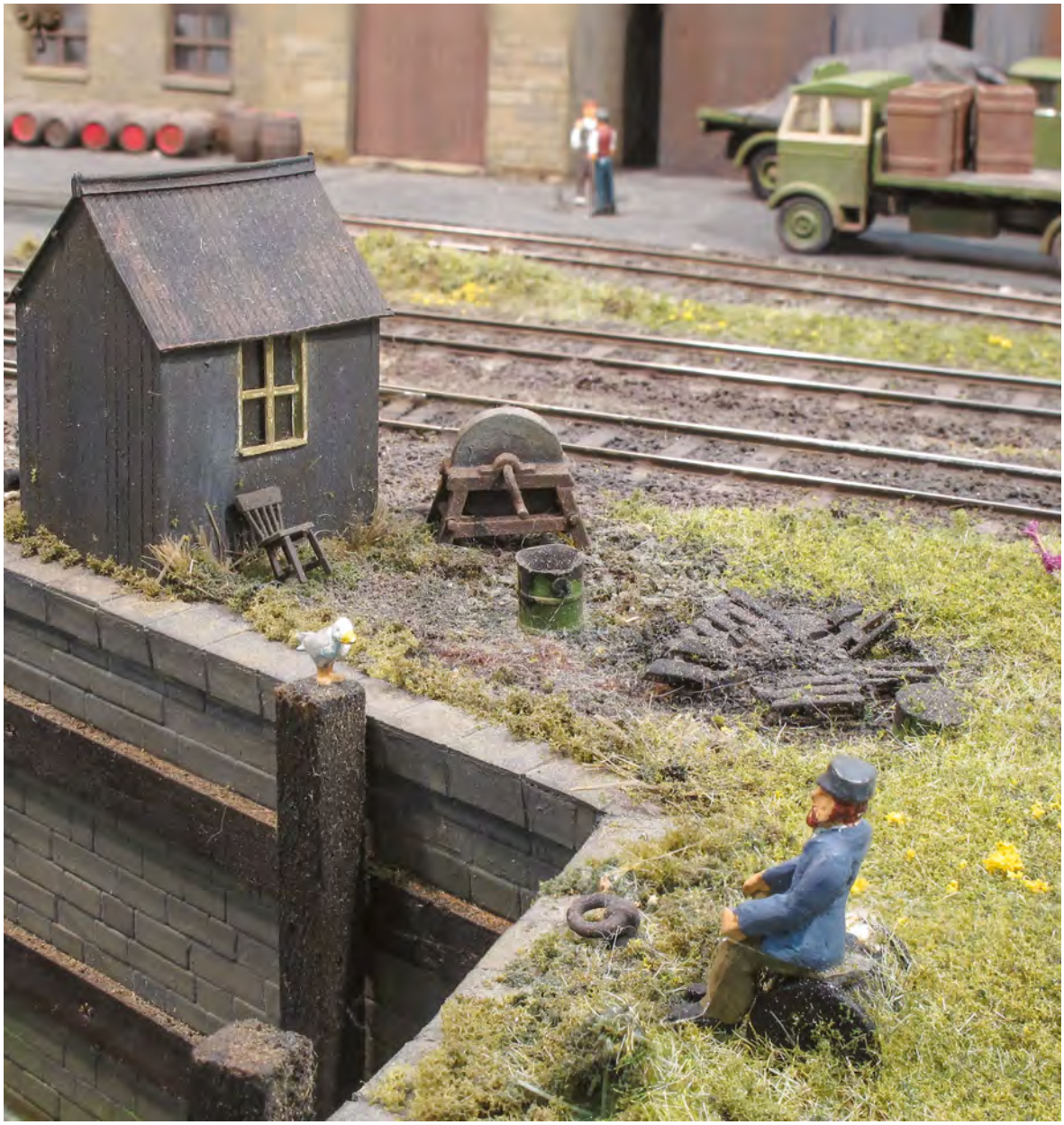
February 1997 saw the first appearance in **BRM** for Phil and Brian Parker's layout 'Melbridge Dock', seven years after it was first exhibited. Earlier this year, Andy York caught up with the layout, which is still on the exhibition circuit, at the Festival of British Railway Modelling in Doncaster to see how the model has developed over the years.

'Melbridge Dock' was built to fit in the back of a Mk 1 Ford Fiesta and the owners' living room, limiting the size of the scenic section to 6ft by 18in. What it lacks in size, it makes up for in density of detail. ■

Wagon turntables were once common in goods yards. Moving the vehicle from the turntable often involved wrapping a rope around a powered capstan or tying the other end to a locomotive bufferbeam to provide power. Our turntables don't rotate as messing around with bits of thread to move the wagon would be a faff for an unrealistic result. More importantly, the warehouse is only 1in thick and behind it is the vital shelf for mugs of tea.

ABOVE: What do you do with old wagons not worth repairing to main line standards? They can be handed over to the PW crew to move materials or the chassis can be removed and the body turned into a store. Both wagons are Coopercraft kits, the open being much modified and distressed. Behind is a trolley scratchbuilt using N gauge wheels. The challenge for operators is to shunt the layout without pushing this off the end of the siding.

BELOW: Workers from a Dapol figure set discuss the day's operations. Behind them is the first wagon kit Phil ever built, a K's plastic van. It never ran properly but cut in half it looks great in the doorway. Don't throw unsuccessful projects away. One of the issues with older layouts is the dust and fluff that needs removing before close-up photography takes place!



TOP LEFT: The most striking and popular details are the pair of 'Clyde Puffers' moored at the quayside. The *Vital Spark* was scratchbuilt by Brian from balsa and plywood with a few detail parts from the boat modelling world. It is crewed with characters from the 1970s BBC TV series of Neil Munro's famous stories.

TOP RIGHT: Open wagons always look more interesting if they contain a load. This tractor is a foreign prototype out of a Christmas cracker. Nevertheless, secured on the wagon with wooden planks spiked to the floor, it looks the part. You might notice that the wagon numbers are nothing more than blobs of paint rather than transfers, but no-one spots this until it's pointed out in real life.

LEFT: By the basin, a hungry gull watches a worker enjoying his lunch. The hut is based on a building on Henry Hollingsworth's 16mm model of the L&B and copied in 4mm scale using plastic sheet. Inspiration for the bonfire came from spotting a real one and it's proved to be very popular with exhibition visitors, many of whom have gone on to make their own.

LEFT: Small layouts don't need huge amounts of rolling stock so it's possible to spend time kitbuilding rather than relying on RTR. Our Class 02 is a Craftsman etched brass kit. An early decision when planning the layout was that the buildings should be big enough to dominate the scene as they do in real life. The stone warehouse is as tall as the layout is wide!

BELOW LEFT: Before mobile yard cranes there were crane tanks where the jib was attached to the locomotive and powered by steam. This South Eastern Finecast ex-SECR version has been popular since the kit came out. The diminutive boiler only allowed for tiny gears which gives the model rather fast acceleration. Combined with a heavy overhanging cab and it's the only locomotive in the fleet that can do a wheelie!

RIGHT: You might not expect to find a passenger train on a dockside, but this model is based on a service that ran around Devonport Dockyard. Both the real and model coaches were scratchbuilt by their owners. Two different types were used, the rear two with hard bench and unglazed windows for workers and the front for senior ranks with padding and even a light.

FACT FILE

- **SCALE/GAUGE:** 4mm:1ft scale, 16.5mm gauge OO
- **SIZE:** 6ft by 18in
- **ERA/REGION:** BR 1948-68
- **LOCATION:** Flexible
- **LAYOUT TYPE:** Fiddleyard to quayside
- **TRACK:** Handbuilt
- **POWER & CONTROL:** 12V DC analogue
- **WORDS:** Phil Parker
- **PHOTOGRAPHY:** Andy York

GENERAL WAREHOUSE
No 6
A.GLUGG
48091

GAUGE O GUILD AT 60

Britain's longest standing model railway society celebrates a major milestone this year. Howard Smith caught up with Gauge O Guild Chairman John Kneeshaw to discover the Guild's history and the benefits of membership in the 21st century.

This year marks the Guild's 60th anniversary, how has the scale evolved throughout that time?

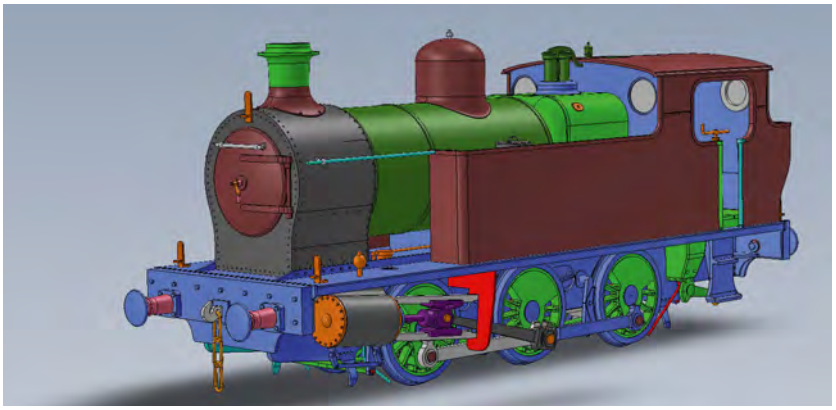
Founded in 1956, the Guild's objective was to rescue the scale from oblivion by propping up the few remaining suppliers. In the 1950s and 1960s, O gauge was mainly coarse scale - still favoured by many in the US and it was dominated by engineers rather than modellers. The main focus was on locomotives and power was either clockwork or three-rail electric. The 1960s saw development of castings to help build stock and some of the first kit ranges appeared such as CCW.

In 1968 Peco introduced realistic O gauge flexible track. Finescale standards had been developed, but weren't widespread until the early 1970s. Many Guild members were also in the trade and the 1970s and 1980s saw them develop etched kits for locomotives, wagons and coaches. The 1970s saw the arrival of Lima with RTR locomotives and coaches, but unfortunately they were underscale. Tri-ang dabbled with its 'Big Big Train' range and many of the Hymek locomotives produced, albeit heavily modified, still grace layouts today.

ABOVE The highlight of the year for O Gauge modellers is Guildex, an annual event showcasing 7mm scale layouts and trade. Guildex 2016 will be held on September 3/4 this year at the Telford International Centre.

The Gauge O Guild's small shows expanded in the 1980s to Solihull, Blackpool and Bletchley with each successive venue and show becoming larger until in the 1990s the two-day convention, Guildex, was established at the International Centre in Telford. It was in this decade that the arrival of resins and plastics in 7mm kits with CAD artwork being used in kit design and manufacture.

In the 2000s, RTR models became available and engineering skills and deep pockets were no longer needed to start in the scale. It also marked the arrival of the internet for the average person, leading to the



development of the Guild's website allowing free exchange of information and the ability to communicate and help modellers in the scale globally.

For newcomers starting out in O gauge, what can the Gauge O Guild offer?

The Guild exists to promote and educate about everything related to railway modelling in 7mm:1ft scales. It's now an international organisation with a membership of around 6,000. The Guild produces two quarterly publications and useful booklets.

Members have access to an online archive of every Gazette published, a searchable product database and details of most active O gauge traders. The website also has an active Forum for chat about any aspect of 7mm modelling where free advice is given by experienced modellers. There are lots of other web features to explore.

The Guild runs three shows every year and supports other O gauge events around the country. The shows are held in the Spring (usually at Kettering), Summer (currently in Doncaster), and the two-day convention, Guildex, at Telford in September.

We run a service for Executors and Trustees of deceased members that sells stock for the benefit of families. There are good modelling support networks and opportunities to meet like-minded modellers.

ABOVE LEFT: The level of detail possible in O gauge is apparent with this small handcrane from Skytrex.

ABOVE RIGHT: Minerva Model Railways' next locomotive - an 0-6-0PT 'Victory' class.

BELOW: RTR Class 60 from Heljan - a surprise when first announced, but a delight to modern image modellers in the scale.

There has been something of an O gauge revolution in recent years with the scale looking far more attractive to newcomers. Why do you think this is?

I think the resurgence can be attributed to a few factors. At exhibitions we're now seeing more layouts with fully developed scenic features, previously only seen on smaller scale layouts. They often fit in a spare bedroom of the average house and the more detailed layouts inspire modellers to have a go for themselves. Larger layouts stimulate many clubs, but an individual can

RTR rolling stock from Heljan has offered an opportunity to those buying into its locomotive range to haul complete trains 'from the box'. Its range of Mk 1 coaches is the most accurate of the RTR types available.

Skytrex offers a growing selection of layout accessories, neatly cast in resin with a choice of unpainted or ready-painted versions. Those used to such items in other scales needn't be put off by O gauge.

build a small layout in a reasonably short time without it costing much.

The trade now produces high quality RTR at accessible prices. The scale was for many years the preserve of kit and scratchbuilders, but these new products often exceed the quality of RTR models in other scales. There's no shortage of accurate RTR goods vehicles either, costing little more than a good kit.

DCC took off slowly in O gauge because people thought that locomotives needed expensive decoders, but it isn't always the case. The high efficiency motor/gearbox combinations found in all but the largest O gauge engines run happily with the larger decoders sold for 4mm scale.

These three main factors mean that modellers can move from smaller scales to O gauge and buy the stock they need to run a small, scenically developed layout, just as they might in OO or N gauge, for little extra cost. They can use the same DCC or analogue system and take advantage of the better running and increased realism of the larger scale.

ABOVE: A Lionheart Trains BR 16 Ton mineral wagon, available in ten guises.

BELOW: Heljan released ready-to-run 'Dogfish' and 'Catfish' ballast wagons this year, both of which were built in large numbers in the 1950s and 1960s, lasting until the late 1990s. Their long lifespan makes them suitable to both steam and diesel-era modellers.

For O gauge newcomers who have ordered or are looking to order a new RTR locomotive in the scale, where would you direct them to acquire rolling stock?

The best place to start would probably be RTR wagons from Dapol, Heljan, Lionheart or Skytrex. All Gauge O Guild shows have a 'Bring and Buy' and 'Executor and Trustee' stands. There are some real bargains to be had at these events if you get in early. The Guild also has a sales and 'wants' section on its website. There are a number of manufacturers of plastic wagon kits too, such as Parkside Dundas and Slater's Plastikard, none of which are more difficult to build than an Airfix aircraft kit.

The space needed to build an O gauge layout often puts people off. What advice would you offer?

The Guild has published two books on small layouts. These, along with many published articles show O gauge layouts as small as 2ft to about 15ft in length, many of which fit in a spare room, small shed or attic. Paul Lunn's book on micro layouts cannot fail to inspire. *The Gauge O Guild Gazette* has published articles about layouts great and small over the last 60 years. All of these can be accessed online by members through the searchable archive on the Guild website.

Most of us can't build a main line, even in OO gauge, but we use our imagination to create something believable. Many O gauge modellers also attend group meetings where stock is run at main line speeds on a test track.

Tell us about the Guild's publication. How did it start and what has it become?

Our quarterly magazine, *The Gauge O Guild Gazette* is a high-quality 96-page, colour publication. It features articles about layouts, motive power and rolling stock. The regular Trade News section covers new products that range from platform seats to RTR locomotives. The guild also produces the quarterly 'Guild News' which acts as the Guild's newspaper with details of events, personalities and local groups. This year we published a book entitled *Layouts to Inspire*, sent free of charge to all Guild members. The 96-page A4 perfect bound volume features a range of layouts, both big and small, which

See More…

Discover more about the Gauge O Guild, visit its website at *www.gauge0guild.com*

have inspired our members to build or improve their own railways.

How do you see the scale and The Gauge O Guild evolving?

The scale has evolved this far - I hope it'll continue. The big change already with us is the move to RTR. I think many new entrants to the scale will come from the smaller scales and expect affordable high-quality RTR. It's our job to promote this form of modelling and give them the support they need to get the best from the hobby. RTR gives modellers more time to build layouts and personalise the finish on their locomotives and stock. Many future O gauge modellers will concentrate on refinishing and detailing rather than building from scratch or from kits. We should also support the trade and modellers while these changes take place.

I think there will also be a further swing towards DCC (including more use of DCC sound) and other systems of electronic and radio control of our railways. I know few O gauge modellers who still use analogue control, an increasing number of computer interfaces under layouts running systems like JMRI can be seen.

CAD design combined with 3-D print technology is no longer new, but it hasn't yet found its settled place in railway modelling. Will it be the way masters are made for injection moulded kits, or will easy assembly tab and slot kits come to us straight from the printer? I have a feeling that 3-D CAD experts may be very influential in how our new models are designed and manufactured.

The Guild understands it must value and encourage all of these developments to support its members for the next ten, 20, or 30 years.

ABOVE: Recent years have seen modern image O gauge releases increase too. One example is the Heljan OAA, released in 2015, much to the delight of non-scratchbuilders and 'kit-bashers'.

BELOW: The Gauge O Guild's quarterly journal *The Gazette* is posted to members worldwide.

BELOW: Locomotive choice is healthy for steam-era modellers from kits to RTR models like this rebuilt Bulleid 'Merchant Navy' from Golden Age Models.

What can we expect this anniversary year at your main event in Telford?

Our main event at Guildex in Telford on September 3/4 will be a little special this year with a selection of excellent O gauge model railways, including a superb 40ft layout travelling 10,000 miles from Australia to be with us. It's our main showcase, so expect to see high quality layouts, demonstrations for all abilities and our services, but most importantly, almost every trader in the UK who specialises in O gauge. It's spaciously laid out in two large halls at the International Centre. Telford is fairly central and easy to access by motorway from most parts of the country.

Despite it being a significant anniversary, we're not looking back at the past with too much nostalgia. We must concentrate on the future, so we're working hard to promote what O gauge and The Guild can offer to ensure future generations enjoy the scale. ■

Cobalt Alpha α

By DCCconcepts

α-Power

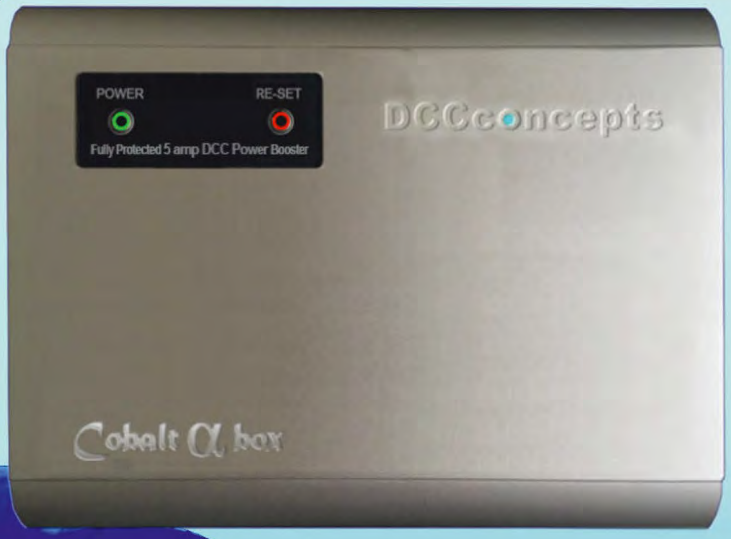
Cobalt Alpha-Power is a top quality Power supply for use with DC or DCC systems and it is also perfect for the Accessory power bus.

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

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

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

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



α-Box

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

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

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

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

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

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

GOODS INWARDS

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All the latest news & reviews from the British Model Railway trade

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taking numbers

15,000 Hornby spares components acquired by Peter's Spares. The spares are specific to Chinese-manufactured Hornby models and have been acquired from East Kent Models. Contact them with your requirements - telephone 01642 909794 (Mon-Sat 1000-1700)
W www.peters spares.com

21 ton BR mineral wagon kit now available in O gauge from Just Like the Real Thing. Covering the vacuum-braked MDV variant it is available now, priced at £47.50 and features a one-piece body, one-piece chassis and separate detailing parts.
W www.justlike therealthing.co.uk

2 new ballasting tools now available from Golden Valley Hobbies. The 'Quick Ballaster' (£14.99 - N/HO/OO) features brushes to sweep sleeper tops of stray ballast as it is applied, speeding up the process. The 'Dougal' track smoother (£4.99) is designed for use with other ballast spreaders to sweep away excess material before fixing.
W www.goldenvalley hobbies.com

3 pairs of tickets to be won for The International N Gauge Show at the Warwickshire Exhibition Centre on September 10/11. **BRM** readers can enter the competition to win free tickets to the UK's leading N gauge-only exhibition at *www.brm-magazine.co.uk*. For full details of this popular event, see the website below.
W *www.ngaugeshow.co.uk*

LITTLE LOCO CO. REVEALS FIRST CLASS 15 SAMPLE

New RTR O gauge manufacturer The Little Loco Co. has released the first images of its forthcoming Class 15. Close-up images reveal a high standard of detail with many features not previously seen on British ready-to-run models.

Decorated samples of the British-Thomson-Houston (BTH) Type 1 should be in the UK by the time you read this, with first deliveries now expected in mid- to late-September. LLC had hoped to have the first batch ready for the Gauge O Guild's 60th anniversary show at Telford in early-September, but this has not proved possible.

Fine details visible in the photographs include folding etched brass headcode discs, finely moulded items such as the drain cock, complete with tap handle and separate pull rods for the brake cylinders on each bogie. Other notable features include a fine mesh behind the radiator grille vanes (also separate items), a fully detailed cab interior, metal screw link couplings and sprung brass buffers.

Internally, the models will feature two pre-wired 34mm speakers for 'plug-and-play' sound installation, a PLuX22 DCC decoder interface, cab lighting and individually switchable headcode marker lights.

Three unnumbered BR green and BR blue models will be produced, priced at £375.00 each, plus limited edition versions decorated as a Liverpool Street pilot and preserved D8233 at £395.00 each. Look out for more updates on these models in **BRM** shortly.
W ***www.littleloco.co.uk***

LONGMOOR BRAKE VAN

Invicta Model Rail is extending its series of Longmoor Military Railway (LMR) models with an exclusive limited edition 20t brake van. WD49027 will be decorated in War Department green, recalling one of the many former BR vehicles given a second career training military personnel in railway operating methods on the Hampshire system. Just 504 of the OO gauge models, priced at £27.99, will be produced, with delivery expected in late-2016.
W ***www.invictamodelrail.com***

'CARFLAT' AND 'WARFLAT' NEXT FOR N GAUGE SOCIETY

The N Gauge Society (NGS) has confirmed that its next exclusive ready-to-run model will be a 'Carflat' wagon. Also in preparation for release in 2017 is an N scale kit of a post-1976 'Warflat' military vehicle carrier, to be accompanied by a selection of authentic armoured vehicles produced in resin.

Hundreds of carflats were produced from redundant coach underframes from the 1950s until the late-1970s, and many remained in service until almost the end of the 1990s. These wagons are best associated with BR's famous 'Motorail' service, which was launched 50 years ago in 1966, but they were also used to deliver new cars from factories around the country.

The version selected by the NGS is one of 40 converted at Swindon in 1964, and will be available in six versions: BR freight brown, BR blue, BR blue with 'Motorail' branding (vacuum and dual braked versions), BR bauxite with B4 bogies and Railease yellow. The models will feature various different arrangements of vacuum, dual or air brake gear and either BR1 or B4 bogies according to prototype. They are being produced for the NGS by Graham Farish and design work is already underway. Current guide price is £28.00 and models can be pre-ordered for anticipated delivery next year. Packs of era-appropriate cars are also planned, details of which will be announced later.

NGS kit No. 55 will depict 'Warflat' wagons built for the Ministry of Defence in two batches in 1976 and 1981 to carry armoured vehicles and supplies. The kit will comprise an injection-moulded plastic body tooled by Parkside Dundas, a cast metal underframe for weight, one-piece plastic bogies with NEM couplers and etched detail parts. Decals for all eras will be included.

To provide authentic loads for the 'Warflat' the NGS is teaming up with PG Models to produce a small range of military vehicles. These will depict a Humber FV-1611 'Pig' armoured car, BAE/Hagglunds BV-206 amphibious troop carrier, GKN Sankey AT-105 'Saxon' armoured personnel carrier and an Alvis FV-107 'Scimitar' light tank in post-2000 'Life Extension Programme' condition.

W *www.ngaugesociety.com*

'MIDLAND PULLMAN' RETURNS

Available again from Bachmann stockists is the 'Midland Pullman' six-car DEMU pack in original 'Nanking Blue' livery. The beautifully presented train pack contains a selection of related items, including an exclusive softback book on these charismatic luxury trains by Kevin Robertson, a reproduction menu card, a print of the superb box artwork and a set of six crew figures in authentic uniforms. None of the items will be made available separately.

The model itself depicts the 'other' of the two Midland Pullman sets, allowing modellers of the Midland Main Line to have both trains. The model does not have factory-fitted DCC decoders (unlike its predecessor), but is otherwise identical to the previous set. Two 21-pin decoders are needed for DCC operation.

Aimed at serious collectors, the pack is priced at £599.95 and is available now from Bachmann stockists nationwide.

W *www.bachmann.co.uk*

news in brief

AUTOFROG POLARITY SWITCH
New from Gaugemaster is the DCC80 Autofrog; a simple-to-install relay switch that automatically senses and changes the point frog polarity on DCC layouts. It is available in singles (£5.50) or packs of three (£14.50).
W *www.gaugemaster.com*

SOUND FOR GOLDEN VALLEY 'JANUS'
Golden Valley Hobbies' 'Janus' diesel is to gain a factory-fitted sound option. DCC sound specialist Legomanbiffo has mastered sound files for the NCB blue version, which will have an RRP of £199.99.
W *goldenvalley hobbies.com*

NORTH WESTERN MODELS
North Western Models is located in Stockport, specialising in the sale of detailing accessories and kits in the three most popular scales. Orders can be taken via the website or at shows in the north-west over the coming months.
W *northwestern models.co.uk*

DJM PROPOSES CLASS 86 OR 87
DJModels is asking for expressions of interest in a new crowdfunded OO gauge Class 86 or Class 87 AC electric locomotive. To have your say, go to the DJM pages of **RMweb** and vote for your preferred option.
W *www.rmweb.co.uk*

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LIMITED EDITIONS

32-900Y	CL108 in Blue/Grey, black window surrounds, Welsh Dragon embelishment on front C970	£69.95
33-300F	20t ToadBrake GWR Gry Merthyr	£11.35
37-557X	TTA Shell Black 5178	£10.85
37-557Y	TTA Shell Black 5169 *All Weathered*	£10.85
37-659Z	Benzole set of Three	£29.95
37-577W	TTA Shell Black 5172	£10.85
37-675U	Mobil set of Three	£29.95
37-711Y	Pack of 3 GWR Cattle wagons *Non Weathered*	£27.20
37-711Z	Pack of 3 GWR Cattle wagons *Weathered*	£27.20
37-730Z	GWR Vent Vans Weathered *Set of Three*	£25.45

NEW RELEASES

31-614	BR Late V3	£110.45
31-615	BR Early V3	£110.45
R3426	BR Late Q6	£125.45
32-575A	LMS 4MT	£114.70
R3373	NRM Class 71	£134.95
R3374	BR Blue Class 71	£134.95
R3376	BR Green Class 71	£134.95
R3333	BR Early Adams Radial	£107.95
R3334	BR Late Adams Radial	£107.95
R3335	LSWR Adams Radial	£107.95

HORNBY

R3003	B17 Barnsley	£116.45
R3004	BR Serlby Hall weathered	£116.45
R3004X	BR Serlby Hall weathered	£133.45
R3371	Mallard Railroad Version	£74.00
R3233	D16/3 LNER	£100.95
R3235	D16/3 British Railways	£100.95
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	LNER 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
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 LNER	£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	J 50 LNER	£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
R3465	LNER 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
R3498	S&DJR 3F Jinty	£33.45
R3496	Kelly &Son 0-4-0T	£26.45
R3461	LNER L1	£125.50
R3424	LNER Q6	£125.45
R3425	BR Early Q6	£125.45
R3411	S.R. S15	£125.95
R3419	SR 700 Class	£99.45
R3420	BR/L 700 Class	£99.45
R3421	BR/E 700 Class	£99.45
R3311	BR Schools Westminster	£119.45

HORNBY TRAIN PACKS/SETS

R3302	Return from Dunkirk	£229.75
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	£93.45
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 2Bill 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
R3341A	BR Blue 2 HAL	£115.95
R3261	Class 08 Network	£84.45
R3343	Class 08 FGW	£104.45
R3342	Class 08 BR	£104.45
R3490	Railroad Class 08	£34.99
R3478	F.G.W HST	£189.45

HORNBY TRACK

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R083	Buffer Stop	£1.65
R207	Track Fixing Pins	£2.50
R394	Hydraulic Buffer	£4.95
R600	Straight	£1.15
R601	Double Straight	£1.85
R604	Curve 1st Rad	£1.65
R605	Double Curve 1st Rad	£2.05
R606	Curve 2nd Rad.	£1.40
R607	Double Curve 2nd Rad	£1.95
R608	Curve 3rd Rad.	£1.65
R609	Double Curve 3rd Rad.	£2.25
R610	Short Straight	£1.10
R614	LH Diamond Crossing	£9.25
R615	RH Diamond Crossing	£9.25
R617	Uncoupling Ramp	£2.60
R618	Double Isolating Rail	£6.85
R620	Railer Uncoupler	£4.35
R628	Half Curve 3rd Rad.	£1.80
R643	Half Curve 2nd Rad.	£1.20
R8072	LH Point	£7.95
R8073	RH Point	£7.95
R8074	LH Curved Point	£12.60
R8075	RH Curved Point	£12.60
R8076	Y Point	£8.95
R8077	LH Express Point	£12.60
R8078	RH Express Point	£12.60
R8206	Power Track	£5.95

HORNBY TRACK ACCESSORIES

R076	Footbridge	£15.10
R169	Junction Home Signal	£10.35
R170	Junction Distant Signal	£10.35
R171	Single Home Signal	£7.95
R172	Single Distant Signal	£7.95
R189	Single Brick Bridge	£7.95
R406	Colour Light Signal	£19.00
R499	River Bridge	£14.95
R537	Lineside Fencing	£6.95
R574	Trackside Accessories	£12.95
R626	Point Underlay	£4.20
R636	Double Level Crossing	£20.15
R638	Track Underlay	£10.55
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R657	Girder Bridge	£13.50
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R659	High Level Pier Set	£6.95
R660	Elevated Track Side Walls	£18.95
R909	Track Supports	£8.65

HORNBY CONTROL EQUIPMENT

R044	Point Switch	£8.45
R046	Two Way Switch	£8.45
R047	On/Off Switch	£8.45
R602	Power Connecting Clip	£1.65
R8014	Point Motor	£6.75
R8015	Point Motor Housing	£3.99

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	Swithland Hall	£106.20
31-781	Foremarke Hall	£106.20
31-782	Thirlstaine 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 LNER	£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
32-550A	A1 Tornado Apple Green	£109.45
32-509	BR 5MT 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 Wthd	£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 LNER	£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
31-119	BR Class 4MT Black	£135.95
32-281	BR Class K3 E/Emblem	£118.95
32-279A	LNER Class K3 Black	£118.95

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
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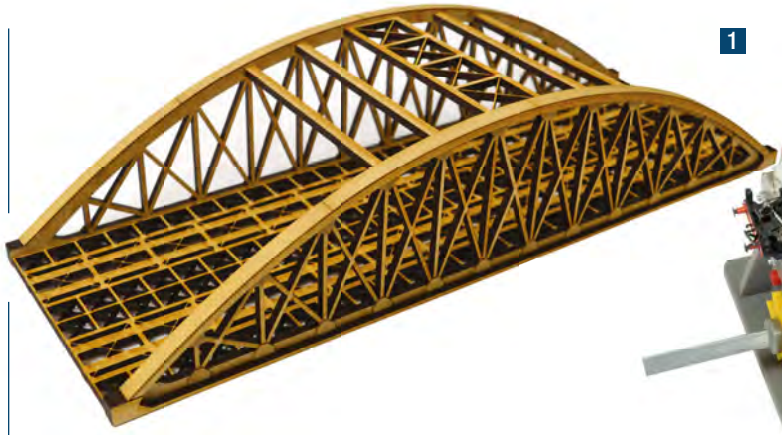

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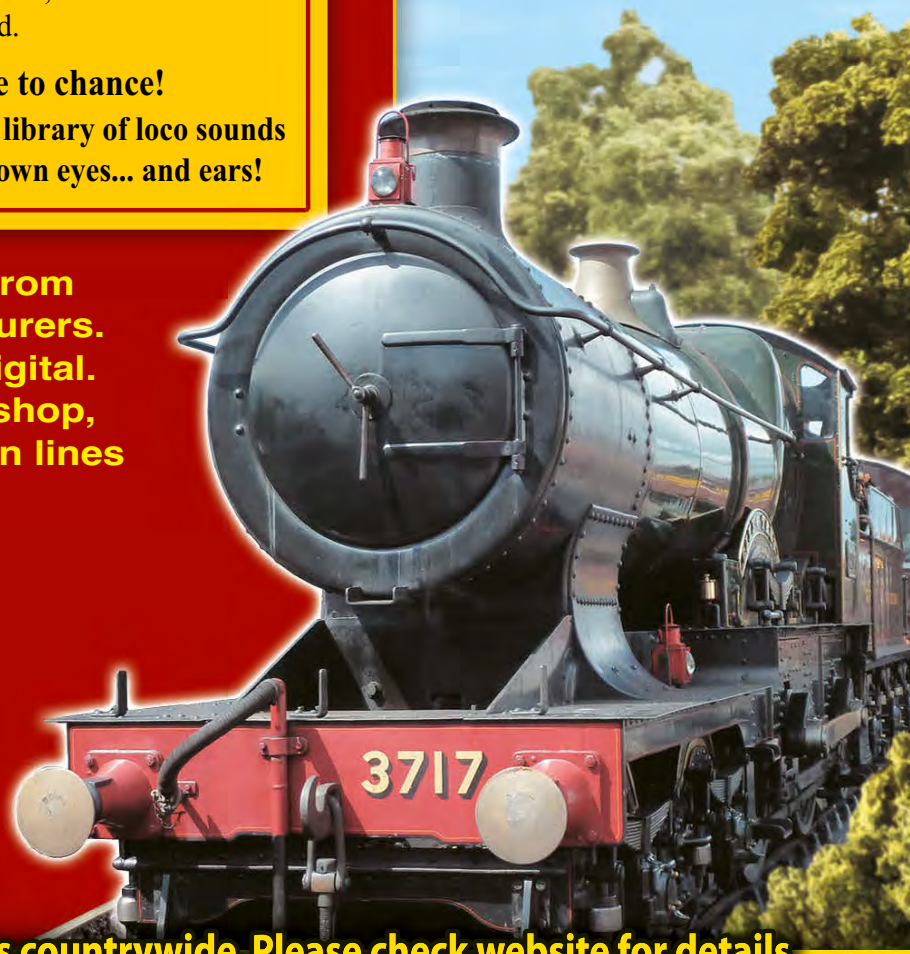

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1 *STEPHENSON'S ROCKET: OWNERS' WORKSHOP MANUAL,* RICHARD GIBBON, HAYNES, ISBN 978-1-78521-063-1

Authored by former NRM Head of Engineering, Richard Gibbon, this new manual looks at George Stephenson's legendary 1829 steam locomotive, how it (and the many replicas) was built and its influence on locomotive design over the following 130 years. A useful beginners guide to early steam traction and how it changed the world.

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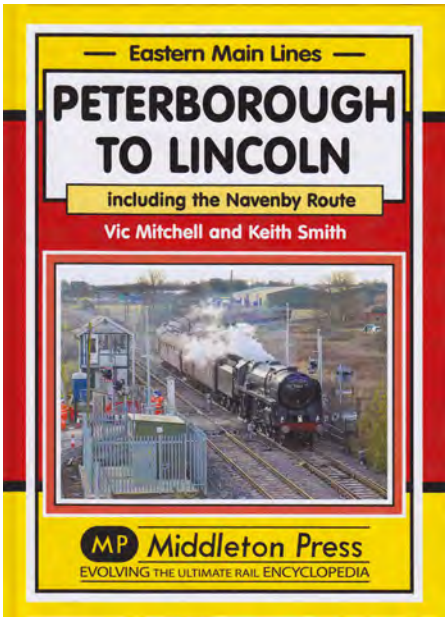

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3 *RAILWAYS & INDUSTRY IN THE WESTERN VALLEY: NEWPORT TO ABERBEEG,* JOHN HODGE, PEN & SWORD, ISBN 978 1 47383 8 079

The first in an extensive and comprehensive series looking at railways serving the coal, steel and iron industries of the South Wales Valleys. Volume 1 covers Newport Docks, motive power, types of traffic on the line to Aberbeeg and much more. Lavishly illustrated and packed with inspiration and information for modellers.

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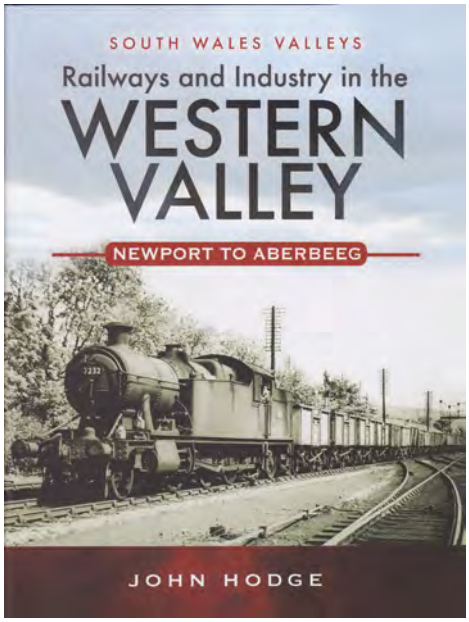

3

4 *BRITISH DIESEL LOCOMOTIVES OF THE 1950s & '60s,* GREG MORSE, SHIRE BOOKS, ISBN 978-1 78442-033-8

Short, but well illustrated and neatly designed, this introduction to the development of BR diesel locomotives from Nationalisation to APT and HST is unlikely to expand the knowledge of the diesel afficionado, but it's a well-written summary of this fascinating transition to modern traction.

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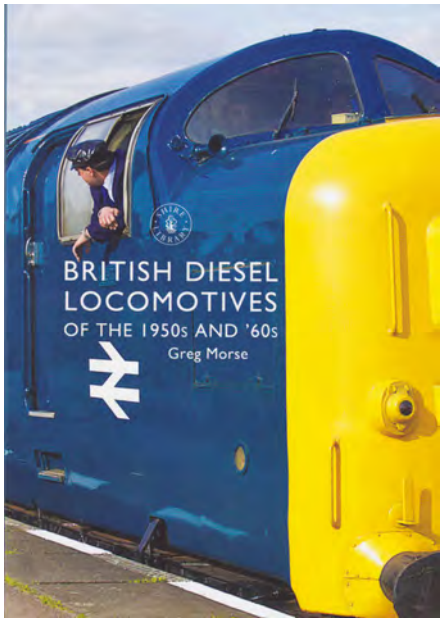

4

5 *THE GREEN DIESEL YEARS*, MARTIN JENKINS & CHARLES ROBERTS, IAN ALLAN, ISBN 978 0 7110 3831 8

A subject that has been covered many times in this format, and others, over recent years, but this new album of images spanning from the mid-1950s to 1970 features a good selection of colour images of many different classes of diesel locomotive, DMU and railcar, including some rare types and long-closed locations.

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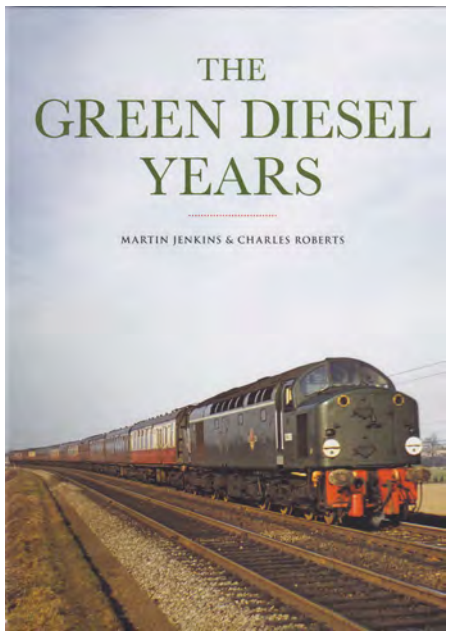

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6 *THE ROYAL ARSENAL RAILWAYS,* MARK SMITHERS, PEN & SWORD, ISBN 978-1-47384-400-1

An impressive history of the rise and fall of the three separate railway systems at the famous (and huge) Royal Arsenal in Woolwich. Detailed text, archive photographs, maps and drawings help to tell the story of the RAR and the major role they played in numerous conflicts.

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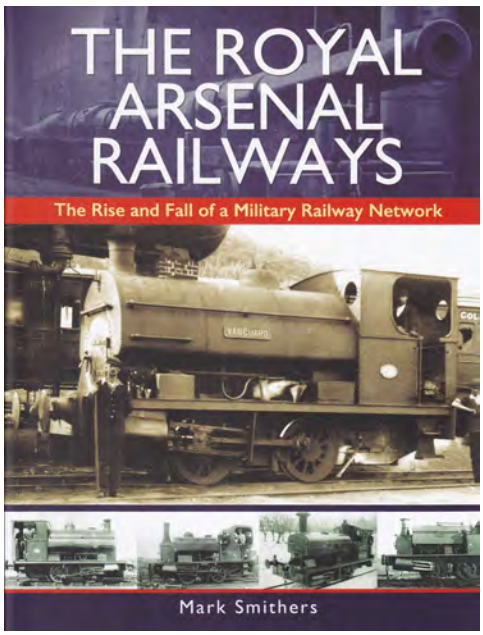


6

GRAHAM FARISH DCC SOUND CLASS 108

After-market suppliers have been installing DCC sound systems into British N scale models for some years, but this new DMU from Graham Farish is the first 1:148 scale model with factory-fitted sound. The popular Class 108 'Derby Lightweight' unit is the first to benefit - a logical choice as it has more internal space than most models in this scale.

A 'banger blue' London Midland Region two-car unit has been chosen, formed of Driving Motor Brake Second (DMBS) 50965 and Trailer Composite Lavatory (TCL) 56248. Destination blinds read 'Windermere' and 'Oxenholme' respectively - a regular duty for north-west based Class 108s in the 1970s and 1980s. Interestingly, neither car carries the 'M' prefix to the bodyside numbers which would normally have been seen on stock allocated to the LMR.

The tidied-up cab fronts with two-character headcode panels removed suggest that the prototype for this model dates from the late-1970s/early-1980s when many of BR's first generation diesel railcars went through various levels of facelifting and refurbishment. As such, it's suitable for working with other units in refurbished white/blue and BR blue/grey, but not late BR green sets.

Externally and mechanically, the model is largely unchanged and will be familiar to N gauge modellers. However, the absence of glazing at the inner end of the DMBS gives some clue as to where the changes have been made. Behind the gangway end, a small speaker has been installed, connected to a factory-fitted sound decoder.

Previously, Bachmann has employed ESU decoders, but this model features two of the highly regarded Zimo decoders - an MX646N in the power car and an MX681N in the driving trailer. Information sheets for both items are available via the Bachmann website.

No fewer than 21 sound functions are available to DCC users, from the basic sound on/off (F1), horns

(F2-F4), flange squeal (F7) and guard's buzzer (F11 and F12) to more unusual sounds such as the slamming of doors (F14/F15), windscreen wipers (F17) and even a blast of 'Ilkley Moor' (F20) or Beethoven's 5th symphony (F21) on the unit's horns. For those not used to using sound-fitted models, full details of the functions, automatic sound sequences during start-up, deceleration, 'Lightly Loaded' mode, braking and driving styles are included on the information sheet. Basic sound functions (engine sounds) also work under DC analogue control, which is a welcome development.

Despite the small size of the speaker, the sounds emanating from it were clear and convincing on our sample, with no sign of distortion. We went through the model's entire repertoire, which includes the sequential start up of both engines and characteristic drop in revs during gear changes. According to Bachmann, gear changes are programmed to take place at a scale 15mph, 27mph and 44mph (speed steps 29, 44 and 56 if the model is set to 128 speed steps). However, activating F6 will prompt an immediate gear change followed by a constant cruising sound. As with all DCC models, 'driving' the unit in fairly realistic fashion will result in a more satisfactory audio experience, and Bachmann's information sheet offers some advice on how to get the most from it.

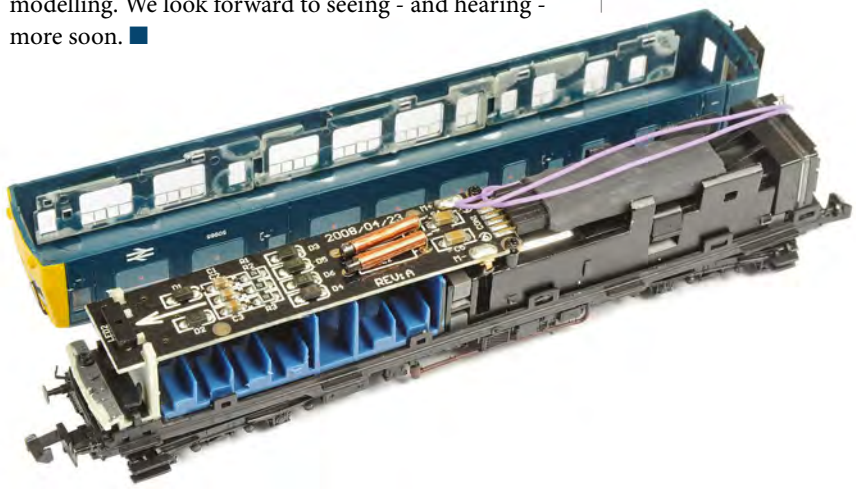
Several more sound-fitted models are expected from Graham Farish over the coming year, and while they will present it with greater spatial challenges, this is a welcome development for British outline N scale modelling. We look forward to seeing - and hearing - more soon. ■

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **MODEL** 371-876DS BR blue Class 108 two-car DMU 50965+56248 with DCC sound
- **PRICE** RRP £269.95
- **AVAILABILITY** Bachmann stockists
- **REVIEW** Ben Jones

LIKE THIS? TRY THESE...

Locomotives: Graham Farish 371-087A BR blue Class 25/1, 371-182 BR blue Class 40, 371-877A BR blue/grey Class 108 DMU



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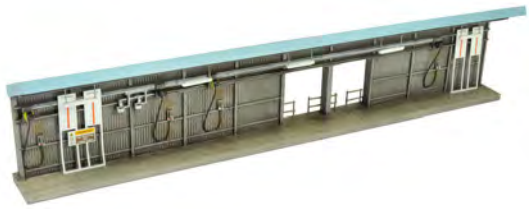


BACHMANN SCENECRAFT 44-0053 DIESEL/DMU SERVICING POINT, 1:76 SCALE 00

Ideal for DMU or diesel locomotive depots or servicing points at stations, this OO structure includes rudimentary protection from the weather for fitters, fuelling hoses and strip lights (non-working).
Price RRP £57.95

GRAHAM FARISH SCENECRAFT 42-181 STEAM DEPOT HOIST, 1:148 SCALE N

Once a common sight at larger steam sheds, hoists like this were used to lift locomotives so that axles and bogies could be changed and repaired. A useful item that will save time and effort in scratchbuilding one.
Price RRP £34.95

BACHMANN SCENECRAFT 44-0036 YARD CRANE & LOADING GAUGE, 1:76 SCALE 00

On a similar theme to the item above, this set contains two vital steam era goods yard fixtures, a basic hand-operated crane and a timber-built loading gauge. There are plenty of kit-built alternatives, including region-specific designs, but this set should prove popular with layout builders.
Price RRP £34.95

GRAHAM FARISH SCENECRAFT 42-146 YARD CRANE, 1:148 SCALE N

Another relic of the steam era, once seen at almost every goods yard and station in the country. This ready-to-plant crane is a quick and easy option for loading docks, goods yards and country station platforms.
Price RRP £22.95

BACHMANN SCENECRAFT 44-275 LOW RELIEF MODEL SHOP, 1:76 SCALE 00

Just what every miniature town needs - a well stocked local model shop! A low relief, brick-built shop designed to fit into a row of terraced buildings at the back of a layout. Shop front is relatively modern in design, making it suitable for post-1960s use.
Price RRP £24.95

'LEGACY' OO BULLHEAD TRACK

FACT FILE

I **MODEL**
LTK-BHOO 960mm length of Code 75 Wooden-sleeper stainless steel bullhead flexible track
I **PRICE** RRP £5.25 per length
I **WORDS & PHOTOGRAPHS** Andy York

For many years railway modellers have been calling for more realistic looking OO gauge track. In truth, alternatives to the ubiquitous Peco and Hornby track have been available from SMP or the components to build it from C&L, but as DCCconcepts products are widely available through local stockists this one fact should increase the likelihood of seeing more accurate track on more layouts.

DCCconcepts is becoming increasingly well known for innovative products, particularly in the electronics domain, but the 'Legacy' brand is being used for products related to track and signalling.

This flexible track is supplied in 960mm lengths, singly or in packs of 12. The rail is of traditional bullhead profile, appropriate for British track laid until the mid-1950s, rather than the flat-bottomed rail used by Peco and Hornby. Traces of bullhead rail can still be found on the national network in lesser-used sidings and bays, as well as heritage railways.

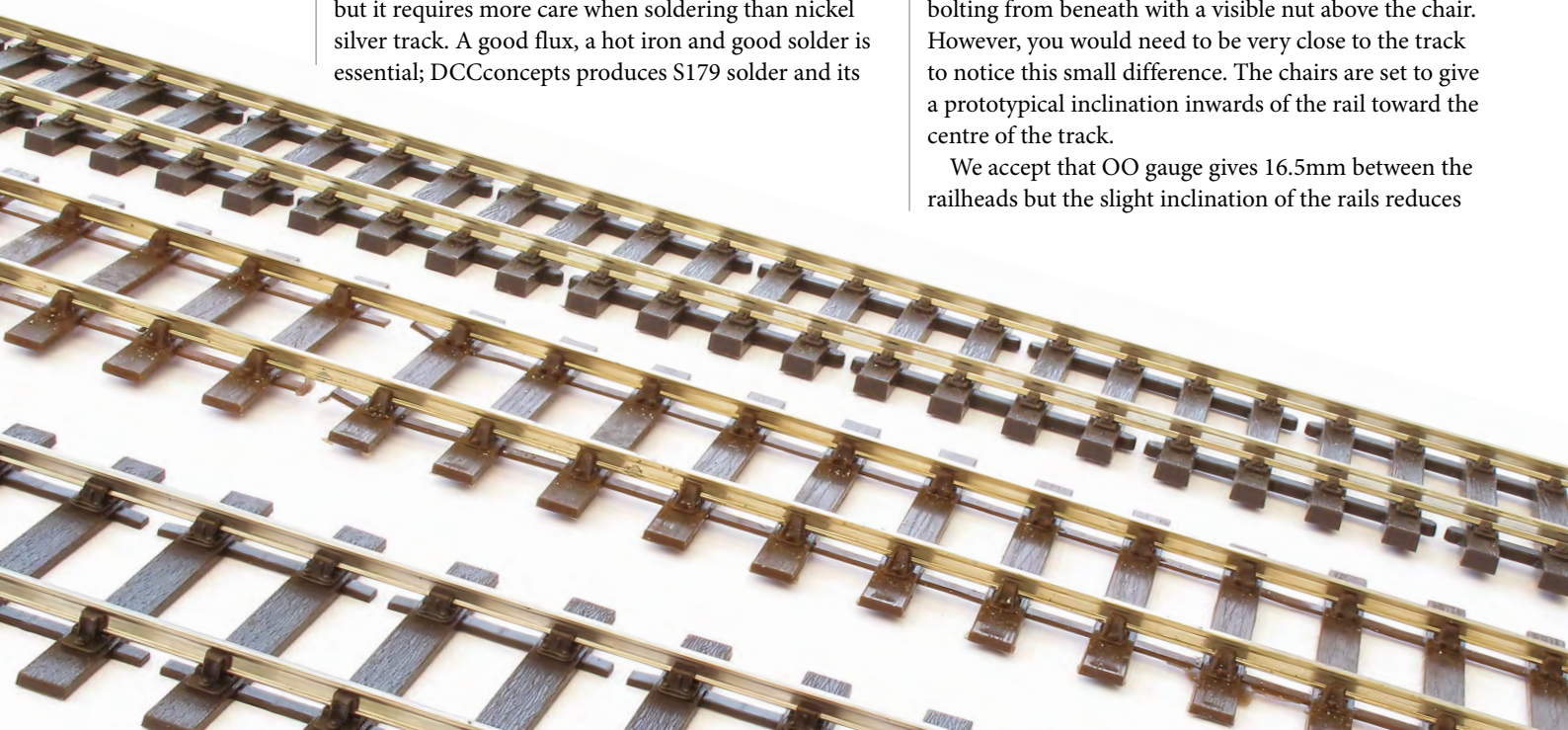
The rail is equivalent in height to Code 75 standards but narrower in width, giving a much finer appearance. Stainless steel rail offers greater resilience against oxidisation and tarnishing from carbon deposits, but it requires more care when soldering than nickel silver track. A good flux, a hot iron and good solder is essential; DCCconcepts produces S179 solder and its own high-quality flux to meet this need.

The plastic sleepers have a grained wood texture which makes for a better appearance than SMP track. However, the reduced depth of the sleepers means that additional packing will be needed to reliably join 'Legacy' track to Peco Code 75 track and points. 'Legacy' pointwork should also be available in ready-to-use form eventually (and is already offered in kit form), which will make it easier to lay all track to the same standard. Unlike existing track systems with points built to generic designs and a set geometry, DCCconcepts points are based on prototype practice.

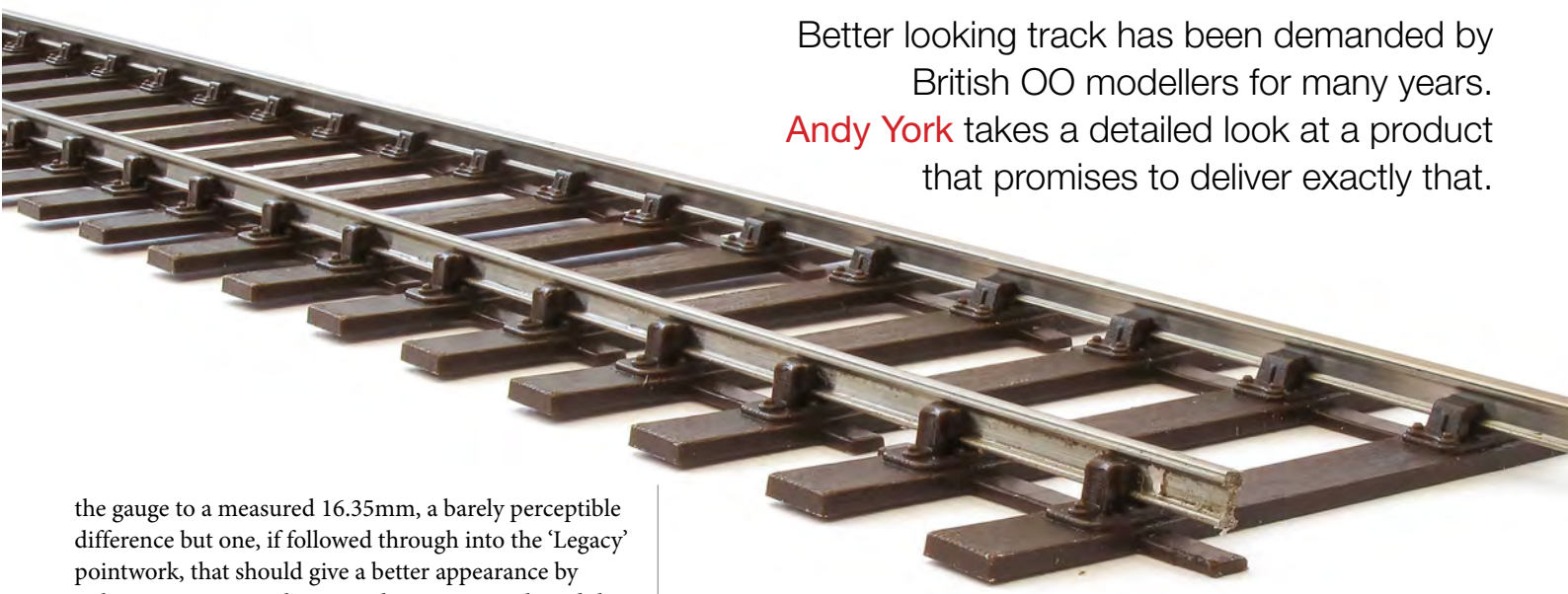
Standard sleepers from this era would be 8ft 6in long, which equates to 34mm in 4mm:1ft scale; 'Legacy' sleepers are 32mm long to compensate for the under-scale dimensions of OO gauge (16.5mm) and give a more realistic appearance of the length of sleeper visible outside the rail. The spacing of the sleepers, at 9.15mm centres, is the main feature which improves the appearance of the track over generic HO/OO systems.

The rail chairs are of a pattern with one coach screw head on the outside of the rail and two inside the rail which is appropriate for most railways (the track is based on Midland Railway practice) although the Great Western, as ever, had a different approach by bolting from beneath with a visible nut above the chair. However, you would need to be very close to the track to notice this small difference. The chairs are set to give a prototypical inclination inwards of the rail toward the centre of the track.

We accept that OO gauge gives 16.5mm between the railheads but the slight inclination of the rails reduces



Better looking track has been demanded by British OO modellers for many years. Andy York takes a detailed look at a product that promises to deliver exactly that.



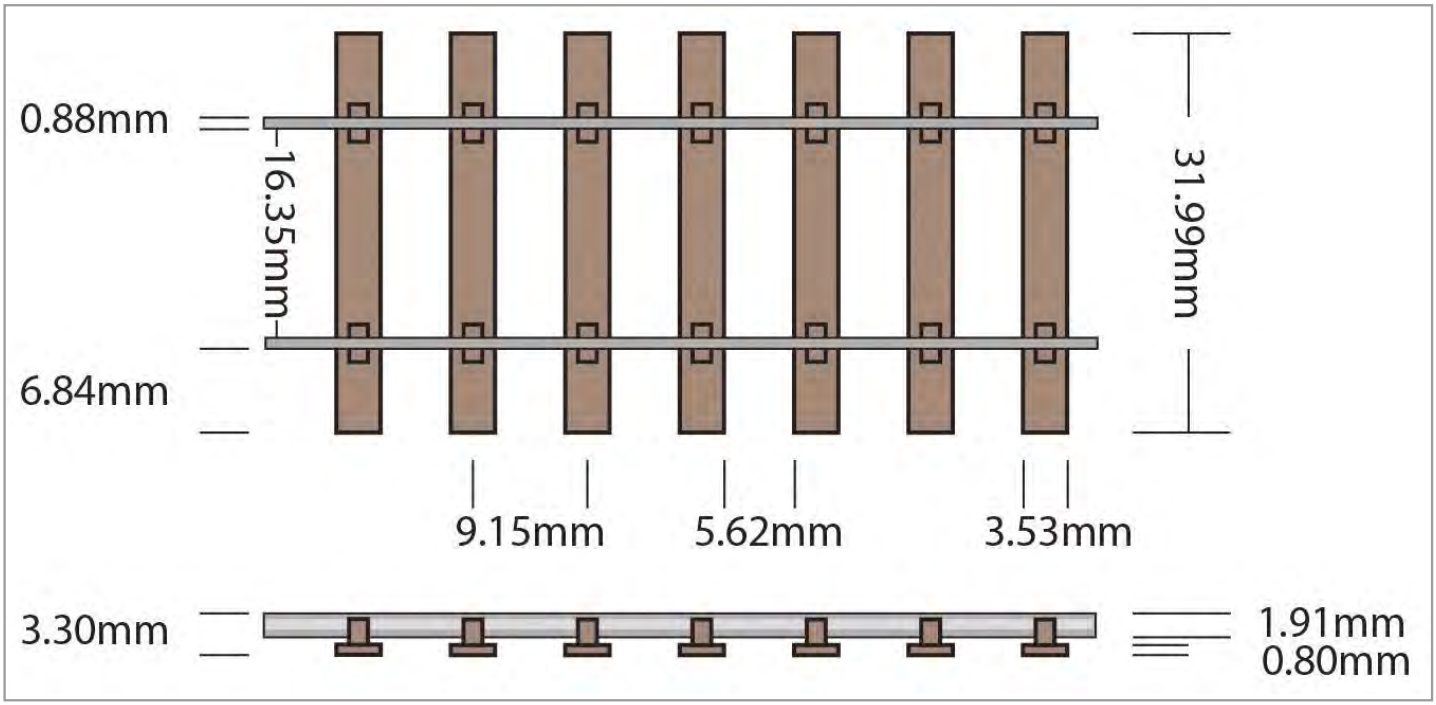
the gauge to a measured 16.35mm, a barely perceptible difference but one, if followed through into the 'Legacy' pointwork, that should give a better appearance by tightening up spaces between the running rails and the check and wing rails on turnouts.

It must be emphasised that the marginally narrower gauge gives no problems in running current ready-to-run products but all adds to up to the finer appearance of this track. However, older stock with 'pizza cutter' wheels and deeper flanges will not be compatible with this track as the flanges will bounce on the sleepers, as they do with any finescale track.

Lengths of flexitrack are also available in boxes of 12 and this pack includes a pack of 25 phosphor bronze rail joiners (see left). These are much finer in appearance than conventional rail joiners and feature bolt impressions either side of the joint. They really are very fine and slide beautifully onto the rail with just

light finger pressure; another feature that is far better than we are used to. Despite the much finer feel to this track it can be bent into very tight curvatures without distortion and the rail is no more likely to pop out of the chairs than any other similar product, even those that are much cruder than 'Legacy'.

Track-building methods varied to a degree between companies, so no one product can be truly universal and go in to great detail, but if you were concerned about that level of detail you would probably be building your own track anyway. This widely-available product is such a significant jump forward it should be given proper consideration by any OO modeller if they take the appearance of their model railway seriously. ■

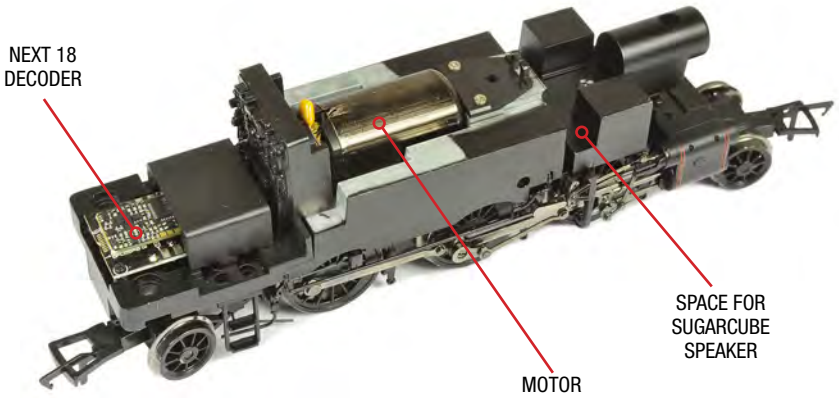


Way back in the mid-1990s, one of Bachmann's first all-new models (as opposed to ex-Mainline tooling) was the popular little Ivatt 'Mickey Mouse' tank. Although it took several years to actually arrive, it was immediately successful and sold by the boxload. Several batches were produced over the years that followed and, despite having a split die-cast metal chassis, performance was always reasonably good. Detail-wise, it wasn't perfect, but compared to what had gone before, it did the job for most LMS/LMR modellers.

Like the Gresley V1/V3 reviewed here last month, it lacked essential features such as a DCC decoder socket and NEM couplers and a replacement chassis was on the cards. This Ivatt 2MT also features the 'Next18' DCC interface - Bachmann's new standard arrangement for smaller OO and N gauge locomotives. This discreet 18-pin interface is similar in size to the six-pin decoder socket used on N scale models, but offers much greater opportunities for digital features, not least DCC sound.

FACT FILE

- **MANUFACTURER** Bachmann
- **MODEL** Branchline 31-441DC BR late crest lined black Ivatt 2MT 2-6-2T No. 41291
- **PRICE** RRP £154.95
- **AVAILABILITY** Bachmann stockists *www.bachmann.co.uk*
- **REVIEW** Ben Jones
- **PHOTOGRAPHS** Tony Wright



The opportunity has also been taken to fit better wheels, add detachable NEM couplers at both ends, and include the prominent motion brackets that were such a glaring omission from the old chassis.

Although introduced by the LMS in 1946, all but ten of the 130 locomotives were built by BR between 1948 and 1952 and both of Bachmann's new models carry BR mixed traffic lined black. No. 41243 has the early emblem and depicts a Somerset & Dorset stalwart, allocated to Bath Green Park (October 1949-August 1962) and Templecombe (August 1962-July 1965) for the whole of its short life.

Shown here, late crest No. 41291 is one of the locomotives built by BR to replace various elderly Southern Region classes. It was based at Stewarts Lane in Battersea for its first decade (September 1951-April 1961) and subsequently shedded at Brighton (April 1961-March 1963), Exmouth Junction (March 1963-June 1965) and Templecombe until withdrawal in February 1966, shortly before the closure of the S&D.

Decoration of both models is to Bachmann's usual high standards and somewhat sharper than seen on earlier batches of 'Mickey Mouse' tanks. No. 41291 includes markings unique to SR locomotives, including the '2P 2FA' power classification and yellow triangle below the number, denoting that the locomotive uses BR water treatment equipment. Printing of the BR emblems/crests is superb, with several colours visible on the heraldic device.

Above the chassis, it's a more familiar story as the old tooling has been retained. The character of Ivatt's functional, but aesthetically pleasing design is well captured, and the overall standard of looks and detail holds up well. Head-on, the model looks convincing, although details such as the smokebox door handles

CHASSIS UPGRADE: BACHMANN IVATT 2MT 2-6-2T

LIKE THIS? TRY THESE...

Locomotives
Bachmann 32-826A BR Ivatt 2MT 2-6-0, Bachmann 32-580A BR Ivatt 4MT 2-6-0, Bachmann 32-881/882 BR Fairburn 2-6-4T, Hornby Fowler/Stanier 2-6-4T

Rolling stock
Bachmann 34-604C/630A/630B/700C BR maroon Mk 1 Suburbans, Hornby BR crimson ex-LMS non-gangwayed stock

aren't quite as crisp as more recent Bachmann steam locomotives. The same could be said for the extensively riveted side tanks, where the rivet heads are perhaps a little more prominent than might be the case now. However, neither of these aspects spoil what is essentially a decent model for its age.

Keen modellers may like to source a replacement turned brass chimney, top feed and dome to add a little more finesse. Be sure to check whether your chosen locomotive has the shorter, wider chimney or the taller, more slender type though.

However, the real progress is from the ground up, where the new 'DCC Ready' chassis has also brought extra pipework detail under the tanks, wire sandpipes, replacement pony trucks and, for the first time, some representation of the exposed areas of the main frames. As well as being shaped to clear the front and rear trucks, the frames display some rivet detail, supporting brackets and holes at the base of the firebox. Compared to the previous toy-like chassis, with its prominent silver spring for the front truck, it's a significant step forward.

The cab footsteps, which used to be an optional extra in the detailing pack, are now factory-fitted and while the model no longer has sprung buffers, it does have turned metal safety valves and whistle and blackened metal buffer heads.

Once the body is removed, a reasonably familiar arrangement for the mechanism becomes obvious. The motor sits roughly amidships, driving via gears to the middle axle. It is surrounded by a die-cast alloy block, shaped to give the model as much tractive effort as possible, while incorporating space for a 'sugar cube' speaker.

The 'Next18' decoder sits beneath the bunker and rear of the cab, and can be clipped in and out very easily. A blanking plate for DC analogue users is included in the bag of detailing parts, along with more footsteps, optional brake rigging, guard irons and bufferbeam hoses.

Our review sample ran very smoothly on DCC, controlled by an NCE PowerCab system, and happily negotiated complex pointwork, 1-in-40 gradients and second radius curves. On level track it hauled six coaches with ease and performance was equally satisfactory on DC analogue layouts. While the old chassis was always a good performer in our experience, its replacement is a marked improvement once it has been run in as recommended by the manufacturer.

Recommended retail price (RRP) for the 'DCC Ready' version is £129.95, while the decoder-fitted late crest model retails at £154.95. As mentioned last month, the improvements Bachmann has made to its Ivatt 2MT 2-6-2T are worth paying a bit extra for, but this significant jump could be a deterrent to modellers wanting to replace older Ivatt tanks.

Price issues aside, these welcome improvements have helped to give an outdated model a fresh lease of life, and not just by adding DCC capability. Recommended. ■

BACHMANN/TMC 'COVHOP' SUGAR HOPPERS

Bachmann's excellent BR 'Covhop' covered hopper wagon was widely welcomed when first released in 2014. Echoing the varied employment of the prototype vehicles, Bachmann produced unfitted and vacuum-braked wagons for industrial salt, sand and other granular payloads. Another staple 'Covhop' traffic was bulk sugar, transported from refining plants in East Anglia to various locations such as Rowntree's chocolate factory in York.

Continuing its policy of commissioning models of slightly leftfield, but useful items of rolling stock, TMC has worked with Bachmann to produce this attractive 'Covhop' variant in OO gauge.

Using photographic evidence of specific wagons, BR colour specifications and information from wagon experts Paul Bartlett and David Larkin, TMC and Bachmann have produced a pack of four hoppers in BR 'ice blue' - also known as 'arctic blue' - carried by the wagons throughout their 15 year career.

As is often the case with wagons allocated to a specific type of traffic, it's not simply a case of painting standard models in a different livery. A batch of 'Covhops' was rebuilt in 1964 for sugar traffic and new tooling had to be produced to ensure TMC's models captured the modifications to the roof hatches and discharge pipes. Another important difference discovered during research was that some wagons had their bodies mounted the opposite way around.

A few detail variations are evident across the quartet, most obviously the four additional circular loading hatches on the roof. B886629 and B886743 have original oil axlebox bearings and brake shoes on just one axle, while B870785 and B870803 have their bodies rotated by 180 degrees, roller bearing axleboxes and the unusual, more complex clasp braking system on the opposite side of the chassis to the unloading equipment. B870803 is also marked up as 'SUGAR VB', indicating it is fitted with vacuum brakes, while the other wagons are unfitted.

All are decorated in 1960s condition, prior to the application of TOPS codes in the mid-1970s, when these wagons became CZVs under BR's computerised system. However, it appears that few wagons ever received their TOPS code and ran largely unaltered until withdrawal in 1978.

Whilst the livery is beautifully applied and attractive when pristine, evidence confirms it faded and weathered quickly, so TMC is also offering packs of wagons weathered according to customers' tastes. This ranges from a light dusting to the heavily stained and faded condition seen on the wagons towards the end of their lives. See *www.themodelcentre.com* for more information.

Whether marshalled a few at a time in mixed freight trains or run as block rakes of eight to 12 wagons, this interesting variation on the 'Covhop' theme will add colour and variety to 1960s and 1970s layouts. They also have the advantage of being suitable to run behind BR steam, green diesels or 1970s BR blue diesels such as Class 31s, 37s, 40s, 45s and 47s. ■

FACT FILE

- **MANUFACTURER** Bachmann
- **MODEL** Branchline 38-500Z Pack of four BR ice blue 'Covhop' sugar hopper wagons B870785/803, B886629/743
- **PRICE** £99.99 (pristine), £119.99 (weathered)
- **AVAILABILITY** The Model Centre *www.themodelcentre.com*
- **REVIEW** Ben Jones
- **PHOTOGRAPHS** Tony Wright

LIKE THIS? TRY THESE...

Locomotives: Hornby/Bachmann BR B1 4-6-0, Hornby Peppercorn K1 2-6-0, Hornby Class 31, Bachmann Class 37/0, Class 40/45/47

Rolling stock: Bachmann 37-537D BR 20t brake van, 37-225H/37-253B BR 16t mineral, 38-501A BR grey 'Covhop' (weathered), 38-600A BR grey 21t grain hopper.

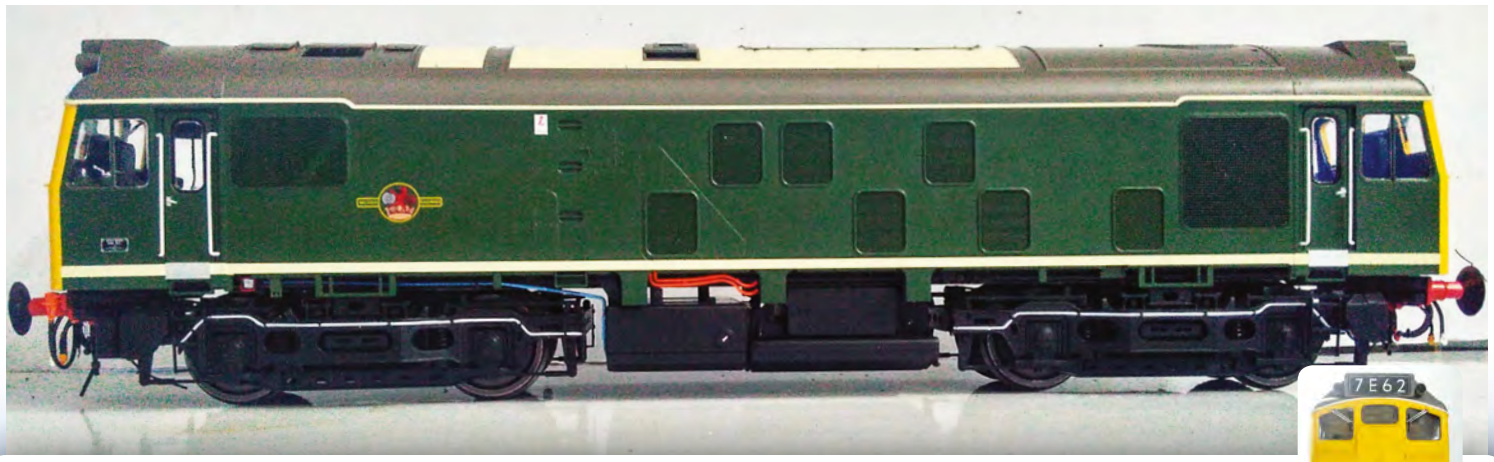
NEW! BR ‘O’ GAUGE CLASS 25!

HELJAN

EXPECTED RELEASE: AUGUST 2016

SRP **£599,00**

2551 BR/Sulzer class 25 diesel in BR green with small yellow warning panels



2552 BR/Sulzer class 25 diesel in BR green with full yellow ends

2553 BR/Sulzer class 25 diesel in BR blue with full yellow ends

Please note that all models are supplied with boiler grille blanking panels, snowploughs and front bufferbeam steps. Photos depict pre-production samples.

Subject to misprints and price changes. Please note that colours shown are for illustration purposes only

TMC The MODEL CENTRE

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TMC are delighted to announce an exclusive pack of 4 Sugar Covhop wagons (38-500Z). Limited edition of 504 pieces. Due mid June 2016. Now available to pre-order.

Add something different to your layout stock fleet.....

Often referred to as CZV's very few seem to have this marking as most ran pretty much unaltered since conversion in 1964. All have been produced from photographs of the vehicles in service up to May 1978. The ice blue livery might have been precautionary to prevent loading with any other load. They typically ran from the East Anglian sugar beet producing areas. A train of 8 - 12 wagons was not uncommon.

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NEW!

**** New tooling incorporating changes to roof hatches & discharge ports***
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**** TMC weathered versions also available***
**** Body mounted on chassis to reflect correct catwalk alignment with chassis***
**** Fitted & unfitted versions in each pack * Striking ice blue livery * All to be in pre-tops sugar branding***

TMC wish to acknowledge David Larkin's kind assistance with the considerable research information and photographs provided to ensure the accurate portrayal of the many detail differences incorporated in this superb Bachmann model.

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(weathered)

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372-578 Graham Farish, rebuilt Royal Scot, 6100 'Royal Scot' LMS crimson, (preserved) weathered by TMC
RRP £174.95 **(You save £26.00)**
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371-035 Graham Farish, class 20, twin pack 20904 'Janis' & 20906 'Georgina' Hunslet-Barclay weathered by TMC
RRP £269.50 **(You save £41.00)**
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R3320 Hornby, BR 4-6-2 'Golden Eagle' 60023 A4 class, BR blue, real coal & weathered by TMC
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R3464 Hornby, 2-8-2 '7224' 72xx, class BR, late crest, real coal & weathered by TMC
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R3004 Hornby, BR 4-6-0 'Tottenham Hotspur' 61630 B17/2 class. Shed 30A, renumbered & weathered by TMC
RRP £181.99 **(You save £10.04)**
TMC Selling Price £171.95 (+p&p)

34034 Hornby, BR West Country class, 'Honiton' Shed 72A, parts fitted, real coal, renamed & weathered by TMC
RRP £249.99 **(You save £16.24)**
TMC Selling Price £233.75 (+p&p)

31-433 Bachmann, Midland class 1F 1739 LMS black, open cab, real coal and weathered by TMC
RRP £135.95 **(You save £19.40)**
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31-434 Bachmann, Midland Class, 1F 41803 BR black, real coal & weathered by TMC
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32-115B Bachmann, class 08 08818 BR blue, wasp stripes & weathered by TMC
RRP £139.95 **(You save £21.50)**
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OR76AR002 Oxford Rail, Adams Radial, 4-4-2T 30584, BR black, early crest, real coal & weathered by TMC
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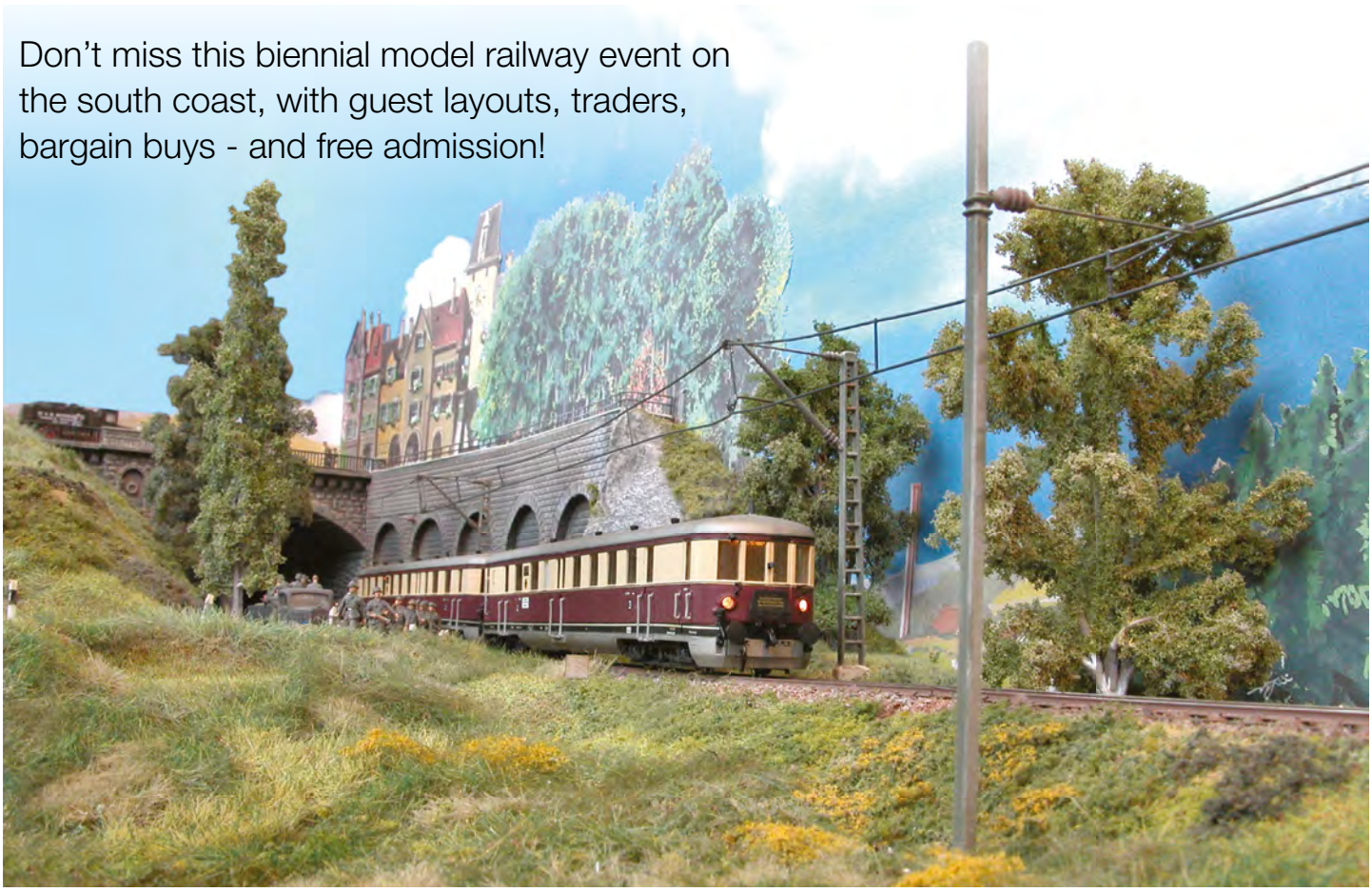

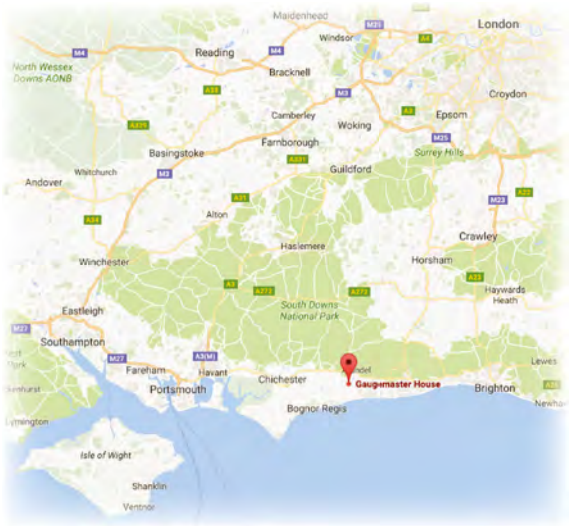

EVENT INFO

I WHEN
September 3 (0900-1700)
September 4 (1000-1600)

I WHERE Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN

I TRAVELLING BY TRAIN?
Gaugemaster is adjacent to Ford railway station, served by regular Southern trains from London Victoria, Brighton and Portsmouth Harbour.
W *www.nationalrail.co.uk*

I TRAVELLING BY CAR?
Use BN18 0BN for SatNav
W *www.gaugemaster.com*

The doors at Gaugemaster House will swing open this September 3 and 4 to welcome 18 layouts and numerous guest traders. With free entry to visitors and lots of special offers available on both days, it has become one of the larger and most popular model railway shows on the south coast of England.

Expect to see the latest DCCconcepts and Minitrains products on their stands, and an explanation of how the Märklin digital system works. Deluxe Materials products will also be demonstrated along with top tips on how to enhance your layout scenically. The show will be a good opportunity to see the latest products, with DCC Concepts new 'Legacy' track on show. Younger enthusiasts will be able to enjoy live steam railway rides, courtesy of Chichester Model Engineers. ■

GUEST LAYOUTS

Viscosoprano	Swiss Z gauge
Lincoln	USA Z gauge
Kuritu	Japanese N gauge
East Surrey Club	Mixed Stock N gauge
Keyreuth	German N gauge
Nene Wharf	UK OO gauge
Blackberry Junction	UK OO gauge
Forleigh	UK OO gauge
Rusbury Basin	UK OO gauge
Jakes Yard	UK OO gauge
Ralphingley Road	UK OO gauge
Missletow Farm & Fair	UK OO9 gauge
Allenton	USA HO gauge
SNCF Society	French HO gauge
Kunze Brucke	German HO gauge
Red Hook Bay	USA HO gauge
Hampton End	G gauge
Belbroughton	UK O gauge

MODEL RAILWAY OPEN WEEKEND

3rd & 4th September 2016

DISPLAYS & SOCIETIES

- Peco/Continental Modeller
- The SNCF Society
- Swiss Railway Society
- German Railway Society
- DCCconcepts
- Märklin
- Deluxe Materials
- MiniTrains narrow gauge models
- Nick Duxfield scenic demonstrations
- Live Steam Railway Rides

Visitors will be able to see (and buy) DCCconcepts' new 'Legacy' track. See our review on page 100.

EVENTS

EXHIBITIONS

AUGUST 20 - AUGUST 21

Ross-on-Wye Model Railway Exhibition Ledbury Road, Ross-on-Wye, Herefordshire HR9 7ET
Opening Times: Saturday 1000 - 1600 Sunday 1000 - 1600
Prices: Adult £4.00 Child £3.00 Family £10.00 (2+2)

Scarborough & District Railway Modellers - Model Railway Exhibition 2016 Potter Hill, Pickering, N.Yorks YO18 8AA
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £5.00 Concession £4.50 Child Free **T:** 07788 713874

Inverness & District Model Railway Club Annual Exhibition Millburn Road, Inverness, Inverness-shire IV2 3TR
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £5.00 Accompanied Child £2.00 Family £10.00 (2+2)
T: 07801 593637

Ulster Model Railway Club Exhibition 1, Malone Road, Belfast, Northern Ireland BT9 6BY **Opening Times:** Saturday 1000- 1700 Sunday 1300 - 1700
Prices: Adult £4.00 Concession £3.00 Children £2.00 Family ticket £10.00 (2+2)
T: 07850 953563
W: www.ulstermodelrailwayclub.co.uk

The National Tramway Museum Model Tram & Railway Exhibition Matlock Road, Crich, Matlock, Derbyshire DE4 5DP
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1700 **T:** 01773 854321

AUGUST 27 - AUGUST 28

Border Rail 2016 Model Railway Exhibition Bath Street, Hawick, Roxburghshire TD9 7DP
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adults £4.00 OAP £3.00 Children £2.00 **T:** 07907 023276

AUGUST 29

Harrogate Model Railway Club Model Railway Exhibition Woodfield Road, Harrogate, North Yorkshire HG1 4LN
Opening Times: Monday 1000 - 1600
Prices: Adult £3.00 Child £1.00 Family £6.00 (2+2) **T:** 01423 521542

SEPTEMBER 3

Olney Model Railway Club Exhibition High Street, Olney, Buckinghamshire MK46 4BB
Opening Times: Saturday 1030 - 1630
Prices: Adult £2.50 Concession £2.00
T: 07752 683619

SEPTEMBER 4

Bressingham Model Railway Day Low Road, Bressingham, Diss, Norfolk IP22 2AA
Prices: £5.00 **T:** 01379 686900

SEPTEMBER 3 - SEPTEMBER 4

The Heart of the Midlands Model Railway Exhibition Leicester Road, Loughborough, Leicestershire LE11 2AQ
Opening Times: Satuday 1030 - 1700 Sunday 1030 - 1600
Prices: Adult £8.00 Concession £7.00 Child £4.00 Family £20.00 (2+3)
T: 0116 3484979

Andover Model Railway Club Annual Exhibition Floral Way, Andover, Hampshire SP10 3PB
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £5.00 Senior £4.50 Child £1.00 **T:** 07967 685267

Loughborough Model Railway Exhibition
Opening Times: Saturday 1030 - 1700 Sunday 1030 - 1600
Prices: Adults £8.00 Concession £7.00 Children £4.00 Family £20.00 (2+3)
T: 07825 045394

Blackburn & East Lancs Royal Society Exhibition Henry Street, Church, Accrington, Lancashire BB5 4EP
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1700
Prices: Adult £7.00 Adult 2 Day Entry £10.00 Unaccompanied Children £4.00 Accompanied Children Free

SEPTEMBER 10 - SEPTEMBER 11

International N Gauge Show Leamington Spa, Warwickshire CV31 1XN
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £10.00 Senior Citizen £9.00 Child £9.00 Family (2+3) £25.00
T: 01926 614101

Faversham MRC Exhibition London Road, Faversham, Kent ME13 8RZ
Opening Times: Saturday 1000 - 1630 Sunday 1000 - 1600
Prices: Adult £5.00 Child £3.00
T: 07931 589001

Railway Enthusiasts' Club Exhibition Kingfield Road, Woking, Surrey GU22 9BA
Opening Times: Saturday 1030 - 1730 Sunday 1000 - 1700
Prices: Adult £8.00 Child £3.00 (1 child free with 1 adult)
T: 01252 542574

SEPTEMBER 10

Bury St Edmunds Exhibition Aylmer Close, Risby, Bury St. Edmunds, Suffolk IP28 6RT **Opening Times:** Saturday 1000 -1600 **Prices:** Adult £5.00 Accompanied Children Free **T:** 01284 811180

Romiley Methodist Railway Modellers Show Hill Street, Romiley, Stockport, Cheshire SK6 3AH
Opening Times: Saturday 1030 - 1630
Prices: Admission By Donation (Proceeds to Action for Children) **T:** 0161 4067572

Bishops Stortford Exhibition Parsonage Lane, Bishop's Stortford, Hertfordshire CM23 5BD **Opening Times:** Saturday 1030 - 1630 **Prices:** Adult £5.00 Child £2.00 Family £10.00

SEPTEMBER 11

Keith Price's Late Summer Weston Super Mare Model Railway Show Highlands Lane, Weston super Mare, Somerset BS24 7DX
Opening Times: Sunday 1000 - 1630
Prices: Adult £6.50 Concession £6.00 Child £2.00 Family £15.00 (early bird entry 0930 plus £1.00) **T:** 01934 425075

SEPTEMBER 17

Mid Essex MRC Exhibition Alexander Lane, Shenfield, Brentwood, Essex CM15 8RY **Opening Times:** 1000 - 1700

Erne MRC Annual Exhibition Lisnaskea, Co Fermanagh, Northern Ireland BT92 0JH **Opening Times:** Saturday 1000 - 1700 **Prices:** Adult £4.00 Senior/Child £3.00 Family Ticket £10.00 (2+2)
T: 028 66329050

Wadebridge Show Gonvenna Hill, Wadebridge, Cornwall PL27 6BU **Opening Times:** Saturday 1000 - 1700 **Prices:** Adult £3.50 Concession £3.00 Children £2.00 Family £10.00

Culm Valley Model Railway Exhibition Gables Road, Willand, Cullompton, Devon EX15 2PL **Opening Times:** Saturday 1000 - 1630 **Prices:** Adult £4.00 Child £1.50 **T:** 01884 840369

SEPTEMBER 17 - SEPTEMBER 18

Ayr Model Rail Exhibition Citadel Leisure Centre, South Harbour Street, Ayr KA7 1JB **Opening Times:** Saturday 100 - 1700 Sunday 1000 - 1600 **Prices:** Adult £5.00 Child £3.00 Family £12.00 (2+2)
T: 01292 520495 **W:** www.ayrmrg.co.uk

Blackpool & North Fylde MRC Annual Exhibition Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancs FY7 8AY **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600

43rd Redditch Model Railway Exhibition Trinity High School, Grove Street, Redditch B98 8HB
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630
Prices: Adults £5.00 Children £3.00 Senior Citizens £4.50 Families £14.00 (2+2)
T: 01527 540289

Dartford Model Railway Exhibition 2016 Green Street Green Road, Dartford, Kent DA1 1QE **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £5.00 Concession £4.50 Child £2.50 (5-16) Child Under 5 Free Family £13.00 (2+2) **T:** 07736 560956

The EM Gauge Society expoEM North Kingsway Park, Urmston, Manchester, Lancashire M41 7FJ
Opening Times: Saturday 1030 - 1730 Sunday 1000 - 1630
Prices: Members £7.00 Visitors £8.00

SEPTEMBER 18

Haywards Heath Model Railway Exhibition Pasture Hill Road, Haywards Heath, West Sussex RH16 1LY
Prices: Adult £5.00 Under 14 Free

One Model Railway Club Exhibition School Street, Needham Market Community Centre, Ipswich, Suffolk IP6 8BB
Opening Times: Sunday 1030 - 1600
Prices: Adult £4.00 Concession/Children £3.50 Family £10.00 (2+2)
T: 01394 274929

G Scale Society Kent Group Autumn Indoor Meet Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ
Opening Times: Sunday 1100 - 1600
Prices: Adult £2.50 Child £1.00

SEPTEMBER 24

H.R.C.A Vintage Model Railway Show
Opening Times: Saturday 1030 - 1600
Prices: Adults £3.00, HRCA members £2.00 Acc. Children under 16 Free
T: 01297 21872

Lodden Vale MRC Exhibition Church Road, Earley, Reading, Berkshire RG6 1EY
Opening Times: Saturday 1000 - 1630
Prices: Adult £4.00 Child £2.00 Family £9.00 (2+2)
T: 0118 9882035

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 November issue is September 12

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.

FOLKESTONE 2016

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Enfield Whitewebbs Railway Modellers Exhibition Whitewebbs Road, Enfield, Middlesex EN2 9HW
Opening Times: Saturday 1030 - 1700
Prices: Adult £5.00 Child £3.00 (over 11) Family £13.00 (2+2) **T:** 020 8508 1938

Plymstock Community Centre Model Railway Show Community Centre, Broadway Car Park, Plymstock, Plymouth, Devon PL9 9GH
Opening Times: Saturday 1030 - 1600
Prices: Adult £2.50 Seniors £2.00 Child £1.00 (5-14 inc.) **T:** 01752 361687

SEPTEMBER 24 - SEPTEMBER 25
Elsecar Garden Railway Show Wath Road, Elsecar, Barnsley, South Yorkshire S74 8HJ **Opening Times:** Saturday 1000 - 1630 Sunday 1000 - 1600 **Prices:** Adult £4.00 Accompanied Under 16 Free

Worthing Model Railway Club Exhibition The Boulevard, Worthing, West Sussex BN13 1LA
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600 **Prices:** Adult £5.00 Child Free

Halifax Model Railway Club Exhibition North Bridge, Halifax, West Yorkshire HX3 6TE **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1630 **Prices:** Adult £6.00 Child £3.00 Accompanied Child Free **T:** 01422 371489

Forest Modellers Exhibition Lydney, Please select a town, Gloucestershire GL15 5DZ **Opening Times:** Saturday 1100 - 1700 Sunday 1000 - 1600
Prices: Adult £5.00 Concession £4.50 Child Under 16 £2.50 Family Ticket £13.00 **T:** 01594 837473

Boston MRS Model Railway Exhibition Hall Lane, Stickney, Boston, Lincolnshire PE22 8BG **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £3.00 Concession £2.00 Child £1.00 Family £7.00
T: 07958 137122

Spalding Model Railway Club Open Weekend Knight Street, Pinchbeck, Spalding, Lincolnshire PE11 3RB
Opening Times: Saturday 1000 - 1600 Sunday 1000 - 1600

MEETINGS & TALKS

SEPTEMBER 1
Lutterworth Railway Society - Talk George Street, Lutterworth, LE17 4EF
Opening Times: Thursday 1930
T: 01455 203307

SEPTEMBER 5
Mirfield Railway Enthuiasts Society - Talk Station Road, Mirfield, West Yorkshire WF14 8NL
Opening Times: Monday 1930

SEPTEMBER 6
Enfield Transport Circle - Talk The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ
Opening Times: Tuesday 2000 - 2230
Prices: Admission £3.00
T: 020 8363 0697

SEPTEMBER 8
Nuremberg Toy Fair Trips + The Gotthard From An Unusual Perspective 4, Calshot Street, London, Middlesex N1 9DA
Opening Times: Thursday 0700
Prices: Free for MRC Members £3.00 Suggested Donation **T:** 0207 8372542
W: www.themodelrailwayclub.org

SEPTEMBER 9
North London Railway Historical Society - Talk 4, Calshot Street, London, Middlesex N1 9DA
Prices: £3.00 **T:** 01235 511044

Purbeck Railway Circle Talk Harmans Cross, Swanage, Dorset BH19 3EB
Opening Times: Friday 1930
T: 01929 421913

SEPTEMBER 12
Southern Electric Group Sussex Branch - Talk Southwick Street, Southwick, Brighton, East Sussex BN42 4TE
Opening Times: Monday 1930 - 2200

Plymouth Railway Circle - Talk Home Park Avenue, Plymouth, Devon PL3 4PG
Opening Times: Monday 1930
Prices: Members £1.00 Visitors £2.00

SEPTEMBER 18
Chichester & District Soc of Model Engineers - Steam on Sunday Blackberry Lane, Chichester, West Sussex PO19 7FS
Opening Times: Sunday 1400 - 1700
T: 01243 773451

OPEN DAYS

AUGUST 20
Astolat Model Railway Circle Open Day Wharf Road, Guildford, Surrey GU1 4RR
Opening Times: Saturday 1100 - 1700
Prices: Adult £3.95 Concession £3.95 Child £2.30 Family £11.50
T: 01483 722098
W: www.astolatmrc.co.uk

AUGUST 17 - AUGUST 18
Gainsborough Model Railway Society - Open Days Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Opening Times: Saturday 1330 - 1800 Sunday 1330 - 1800 Monday 1030 - 1800
Prices: Adults £4.00 Senior Citizens/ Children £3.00 Family (2+2) £10.00
T: 01427 615367

SEPTEMBER 3
Cumbernauld Model Railway Group Open Day Bron Way, Cumbernauld, Glasgow, Dunbartonshire G67 1EW
Opening Times: Saturday 1000 - 1600
Prices: Adult £1.00 Accompanied Children Under 16 Free **T:** 01236 612099

SEPTEMBER 10 - SEPTEMBER 11
Blaenavon Model Railway Club Open Weekend Lower Garn Terrace, Garn Yr Erw Blaenavon, Pontypool, Gwent NP4 9SF
Opening Times: Saturday 1100 - 1700 Sunday 1100 - 1700
Prices: Adult £3.00 Concessions £2.00 Or Free with Valid Steam Railway Ticket

SEPTEMBER 14
Preston & District Model Railway Society Open Evening Aqueduct Street, Preston, Lancashire PR1 7JN
Opening Times: Wednesday 1930 - 1000
T: 07776 438933

SEPTEMBER 17 - SEPTEMBER 18
Coventry Model Railway Club Annual Open Weekend Leicester Row, Coventry, Warwickshire CV1 4LH
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £2.00 Child U14 Accompanied Free

OTHER EVENTS

AUGUST 20 - AUGUST 21
Carnforth Station - Model Railway Weekend Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR
Opening Times: Saturday 1000 - 1600 Sunday 1000 - 1600
Prices: Adult £2.00 Children Free
T: 01524 735165

AUGUST 27
Hillingdon Railway Modellers Test Track Open Day 74, Colham Avenue, West Drayton, Middlesex UB7 8HF
Opening Times: Saturday 1000 - 1600
T: 020 8368 4090

AUGUST 27 - AUGUST 29
Steeple Grange Light Railway Mixed Traction Weeekend Porter Lane, Middleton, Matlock, Derbyshire DE4 4LS
T: 01246 235497

SEPTEMBER 3 - SEPTEMBER 4
Welshpool & Llanfair Light Railway - LLanfair Line's Gala Raven Square, Welshpool, Powys SY21 7LT
Opening Times: Saturday 0900 - 1700 Sunday 0900 - 1700 **T:** 01938 810441

SEPTEMBER 17 - SEPTEMBER 18
The Nationals Railways Museum - Steam Gala Shildon, Shildon, Co Durham DL4 1PQ **T:** 01535 642367

TRAIN & TOY FAIRS

AUGUST 28
SRP Toy Fair - Rayleigh Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00 **T:** 07739 998012

AUGUST 29
SRP Toy Fair - Orpington Station Road, Orpington, Kent BR6 8PR
Opening Times: Monday 1000 - 1400
Prices: Adult £2.00 **T:** 0773 9998012

Tony Oakes Train Fair - Bridgnorth High Town, Bridgnorth, Shropshire WV16 4ER
Opening Times: Monday 1030 - 1500
Prices: Adult £2.00 Concession £2.00 Family £4.00 **T:** 01270 652773

AUGUST 31
Joe Lock Toy & Train Fair - Croydon Upper Selsdon Road, Selsdon, Croydon, London, Greater London CR2 8DD
Opening Times: Wednesday 1830 - 2030
Prices: £1.00 **T:** 07866 641215

SEPTEMBER 4
Townsend Toy & Train Fair - Kirkby-in-Ashfield Hodgkinson Road, Kirkby-in-Ashfield, Nottingham, NG17 7DJ
Opening Times: Friday 1000 - 1400
Prices: £2.00 **T:** 07951 072790

SRP Toy Fairs - Worthing Forest Road, Worthing, West Sussex BN14 9HS
Opening Times: Sunday 1000 - 1400
T: 0773 9998012

SEPTEMBER 11
SRP Topy Fairs - Midhurst Bepton Road, Midhurst, West Sussex GU29 9HG
Opening Times: Sunday 1000 - 1400
T: 0773 9998012

SEPTEMBER 14
Townsend Toy & Train Fair - Burton-on-Trent St Georges Square, Burton-on-Trent, Staffordshire DE14 2EB
Opening Times: Wednesday 1830 - 2030
Prices: Adult £2.00 **T:** 07951 072790

SEPTEMBER 18
SRP Toy Fairs - Bexhill-on-Sea Gunters Lane, Bexhill-on-Sea, East Sussex TN39 4ED
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00 **T:** 0773 9998012

Ray Heard Train & Toy Fair - Newton Abbot Racecourse Newton Road, Kingsteignton, Newton Abbot, TQ12 3AF
Opening Times: Sunday 1000 - 1530
Prices: Adult £2.00 **T:** 01823 480097

SEPTEMBER 22
Joe Lock Toy & Train Fair - Theydon Bois Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100
Prices: £1.00 **T:** 07866 641215

SEPTEMBER 23
Townsend Toy & Train Fair - Alfreton Church Street, Alfreton, Derbys DE55 7BD
Opening Times: Friday 1900 - 2100
Prices: £2.00 **T:** 07951 072790

SEPTEMBER 24
Tony Oakes Train Fair - Stoke-on-Trent Manor Street, Stoke-on-Trent, Staffordshire ST4 2PT
Opening Times: Saturday 1030 - 1400
Prices: £1.00 **T:** 01270 652773

Derby Trains Only Swap Meet Uttoxeter Road, Mickleover, Derby, Derbys DE3 9GE
Prices: Adult £1.00 **T:** 07973 640746

SEPTEMBER 25
SRP Train & Toy Fair - Herne Bay Beacon Hill, Herne Bay, Kent CT6 6BA
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00 **T:** 0773 9998012

Tony Oakes Train Fair - Kidderminster Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: £1.50 **T:** 01270 652773

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18th September
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2nd October & 4th December
Langham Community centre, School road, Colchester, Essex CO4 5PA

5th November
Crawley Hawthe theatre, Hawthe Avenue, Crawley, West Sussex RH10 6YZ

EMAIL: srptoys1@hotmail.co.uk
WEB: www.srptoyfairs1.co.uk
TEL: 0773 9998012 / 01322 662729

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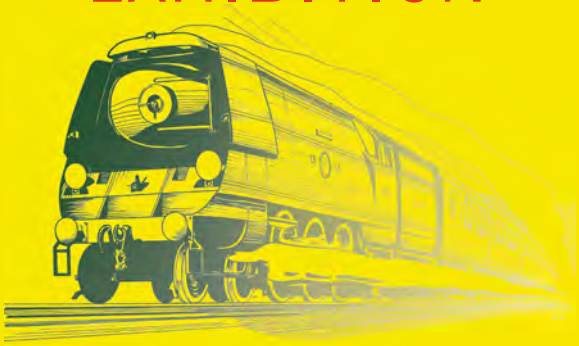

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Squires will be exhibiting at the following shows in 2016 – Diary updated as bookings are confirmed.

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 **Celebrating 175 years of Swindon becoming a Railway Town www.swindon175.com**

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 - CROYDON Model Railway Society Ex, Warlingham School, Tithepit Shaw Lane, Warlingham. **CR6 9BY.** Sat 10-5, Sun 10-4

Oct 8/9 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5 ****Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry!!** :-)**

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 Glantaff 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, Station Rd, Angmering, **BN16 4HH**, Sat 10-5 *Close Angmering station*

Nov 5/6 CREWE - Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd. Sunnybank Road, Crewe, Cheshire, **CW2 8WD**, Sat 10-4.30, Sun 10-4

Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members.

Nov 12/13 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, **PE12 6ET**, Saturday 10 - 5pm, / Sunday 9.30am - 4.30pm.

Nov 18 - 20 - WAKEFIELD 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Fri 5.30-9. Sat 10-6. Sun 10-5.

Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10-5, Sun 10-4.

Nov 26/27 - BIRMINGHAM - Warley National Model Railway Exhibition Hall 5, NEC Birmingham **B40 1NT Coming to Warley? - Why not come on the Sunday?? - the show is much quieter!!! See more of the layouts and a lot easier to get to our stand!! Centre Piece Locomotive Attraction Sponsored by Squires**

Dec 3 - ISLINGTON - The Toy Soldier Show London, Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Sat 10.30-4pm www.guidelinepublications.co.uk - for info.

Dec 4 - ISLINGTON - The London Plastic Modelling Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Sunday 10.30 - 4pm www.guidelinepublications.co.uk

EXHIBITIONS & SHOWS IN 2017

Jan 14/15 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL** Sat 10-5, Sun 1- 4.30 **Free Parking**

Jan 21/22 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. **SN11 0SP** Free parking, Sat/Sun 10-5 - **Enlarged Show for 2017**

Jan 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 19 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, **M22 1QW** 10-4. Free Parking, Test Track, 16 'O' Gauge layouts. *Free entry ALSRM Members*

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*

Apr 8 - NORWICH Model Railway Exh, Hellesdon High School, Norwich **NR6 5SB**. Sat 10-4.30pm

April 8/9 CORSHAM Trainwest 2017 Model Railway Exh, Springfield Community Campus, Beechfield Rd, Corsham, Wilts **SN13 9DN** Sat/Sun 10-5 *Modern NEW Venue - Plenty of FREE Parking*

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Clatterford – (BR GER in the 50's)
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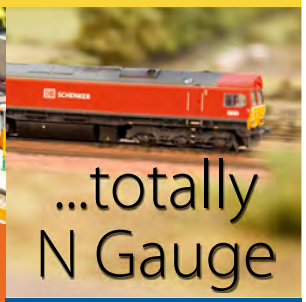

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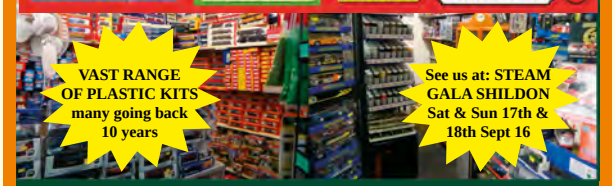

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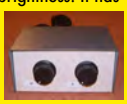

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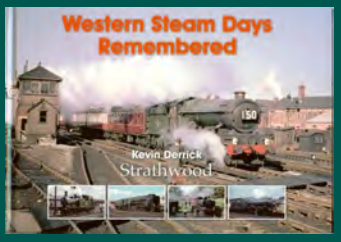

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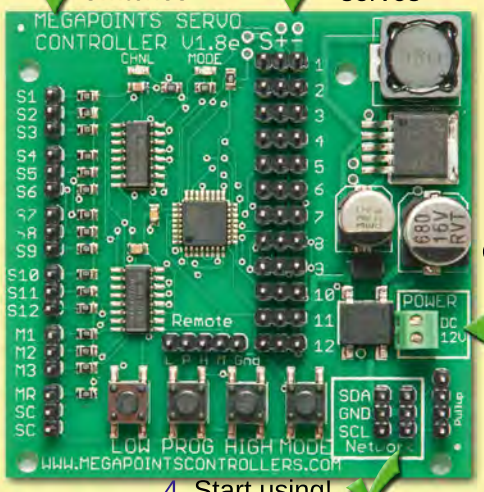

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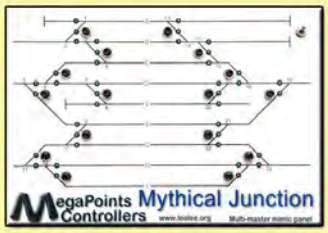

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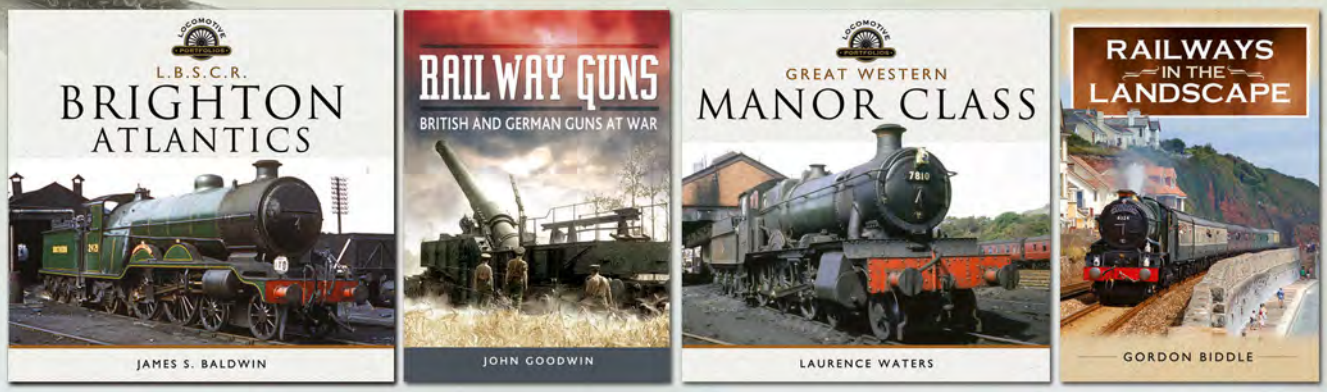

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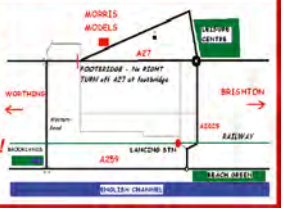

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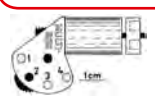

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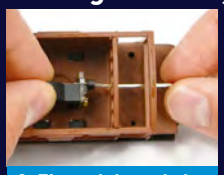
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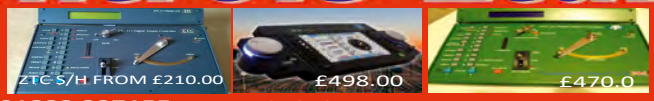

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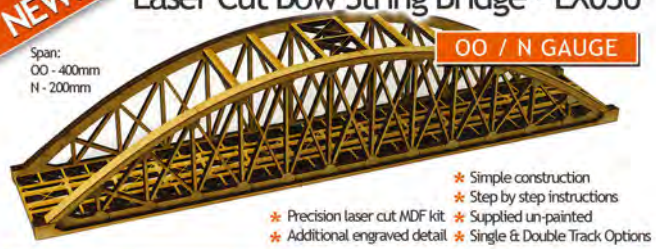

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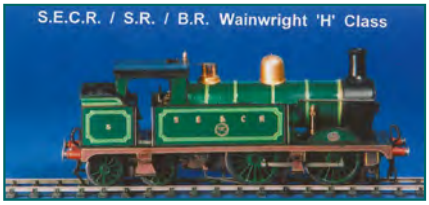

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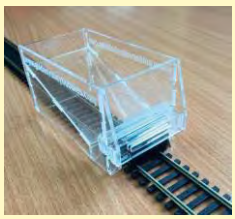

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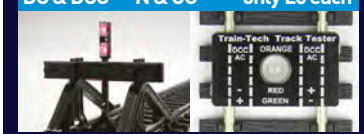

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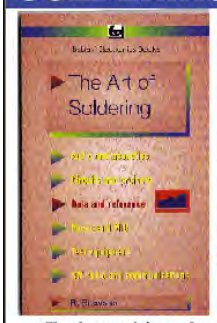

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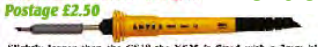

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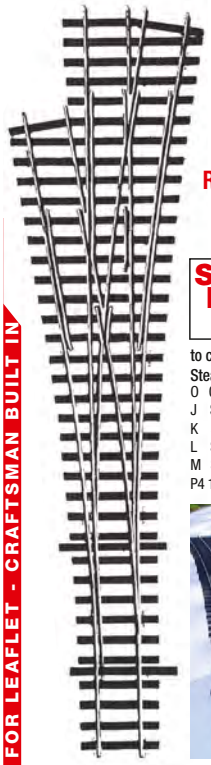

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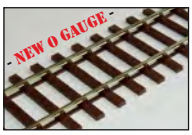

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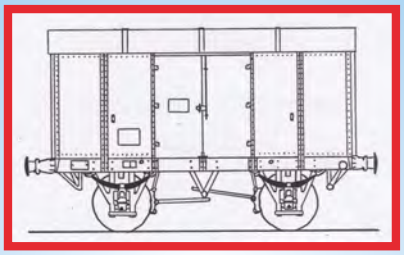

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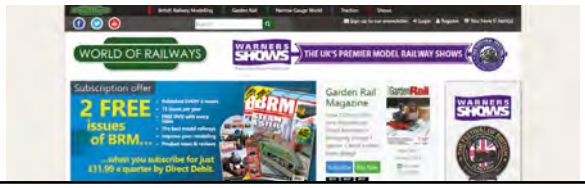

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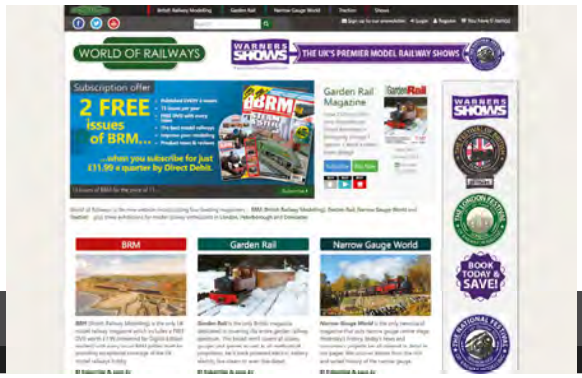

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TAIL LAMP

'Industry Insider' explains the careful consideration that goes into new model releases and how prices are set.

No-one likes to feel that they are paying more for something than they should. Like many people I will trawl the internet looking for the best prices and then, much to the annoyance of my offspring, see if I can obtain the same price from a local dealer.

I am rarely disappointed, especially when purchasing locomotives or coaches as my local model retailer is fairly savvy. They understand that it is better to sell something at a small discount than nothing at full price.

Unfortunately, when contemplating producing new items, model railway manufacturers do not have the luxury of 'shopping around' to see if they can obtain lower tooling costs as most tend to use a preferred toolmaker. Some manufacturers might have a pool of suppliers from which to choose, but experience will dictate which is best suited to the job. There may be occasions when manufacturers put a project out to tender, but this is time-consuming and can be counter-productive where confidentiality is concerned.

I am aware that once a toolmaker has been chosen and costs obtained, the manufacturer will set about checking its figures to see if cost plus estimated sales, multiplied by the producer's selling price, which is then multiplied by a trade margin results in an acceptable retail price. With all this number crunching it is the eventual retail price that will decide if a project can go forward or not. Factored in with the figures have to be that the sales will pay for all the tooling.

There's a fine line between paying for tooling and making a reasonable return or not making any profit whatsoever. It certainly is not a question of 'doing' the sums and whatever number comes up is what the modeller will pay. If the model doesn't live up to the RRP then it will not sell, with the result that tooling costs are not recouped and money is lost by all concerned.

Therefore the manufacturers have to very carefully weigh up their options before the toolmaker cuts any steel and set what they believe to be a fair and acceptable retail price. No-one wishes to create a sub-standard model but to reach an acceptable price point the model may have to forego some finer details without detracting from the finished product. It is a question of balance and one that all manufacturers take very seriously. Quite simply, they need to sell the item to make a profit, which in turn can be reinvested in their next venture.

When a model is released all involved trust that the time used in 'working the numbers' has been well spent, especially if demand exceeds supply. After the initial release it can be argued that future costs should reflect that the tools have been paid for and therefore the retail price on future variants should also reflect that. Unfortunately that will never happen as the additional profits are normally ploughed back into funding future projects or absorbed into the company's running costs. Additional margin may also be used to offset unexpected price increases, and that leads me onto the rising cost of modelling.

Personally I do not foresee any reduction in the cost of model railways. It is just not going to happen. We all demand new models on a regular basis and the majority are produced using Far Eastern materials and labour, with the cost of the latter continuing to increase due to Chinese legislation.

To facilitate such increases might I suggest we adjust our buying habits? How many of us discarded our strict modelling parameters because we gave in to temptation during the halcyon days of cheap trains?

I think we must go back to basics and buy what we need, not what we think we need. Unfortunately this will have a knock-on effect for the manufacturers because as the numbers dwindle their costs will be amortised over fewer models increasing the retail price, unless of course we can encourage more enthusiasts into the hobby. Now that really would pay dividends. ■

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7F-010-008 - Terrier A1X Portishead 5 GWR Green
7F-010-008D - Terrier A1X Portishead 5 GWR Green DCC & Sound

7F-010-010 - Terrier A1X Fishbourne Southern Green
7F-010-010D - Terrier A1X Fishbourne Southern Green DCC

7F-010-011 - Terrier A1X 32636 B R Lined Black Late Crest
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All product release dates correct at time of going to press

A3 Flying Scotsman Booksets

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2S-011-001 - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted DCC
2D-011-002 - A10 Flying Scotsman 103 Wartime Black NE
2D-011-002D - A10 Flying Scotsman 103 Wartime Black NE DCC
2D-011-003 - A3 Flying Scotsman 60103 BR Express Blue Early Crest
2D-011-003D - A3 Flying Scotsman 60103 BR Express Blue Early Crest DCC
2D-011-004 - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted
2D-011-004D - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted DCC
2D-011-005 - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted
2D-011-005D - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted DCC

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2F-013-034 - Gunpowder Van - Blue Circle 174 Weathered

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4F-018-010 - Salt Van - L G W 153 Weathered

4F-038-108 - 20T Steel Mineral - Cambrian 90015

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7D-008-001U - Class 08 BR Green Early Crest no warning panels Unnumbered
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7D-008-003 - Class 08 D3219 BR Green Late Crest with Wasp Stripes
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Stanier Mogul 2-6-0	ehattons.com/5p4f	£127.46	Mar 2013	■	■	■	■			
Class 450	ehattons.com/cl450	£254.96-£271.96	Mar 2015	■	■	■				
LNWR Webb coal tank	ehattons.com/wct	£97.71	Sep 2014	■	■					
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**

dapol	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	ehattons.com/c68	£118.00 (EST)	April 2014	■	■	■	■			
Class 121/122	ehattons.com/dapolbubble	£103-134.95	Dec 2012	■	■	■				

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at **www.ehattons.com/projectupdates**

DJ	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	■	■	■	■	■	■	■
Golden Arrow Class 71s	ehattons.com/goldenarrow	£139.95	Jun 2016	■	■	■	■			
14xx	ehattons.com/14xx	£99.00	Sep 2014	■	■	■	■			
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014	■						

HELJAN	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1361/1366	ehattons.com/1361	£124	Nov 2013	■	■	■				
4-wheel A & B Tanks	ehattons.com/heltank	£20.50-£76	Nov 2015	■	■					
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**

HORNBY	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class Q6 Raven	ehattons.com/Q6	£118.99	Nov 2015	■	■	■	■	■	■	■
Class 71	ehattons.com/c71	£127.50	Nov 2014	■	■	■	■	■	■	■
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014	■	■	■	■	■	■	■
SR Maunsell Coaches	ehattons.com/exsrmaun	£39.99	Jun 2015	■	■	■	■	■	■	■
Peckett 0-4-0	ehattons.com/peckett	£70.00	Oct 2015	■	■	■	■			
Class B12 Holden	ehattons.com/B12	£123.00	Nov 2015	■	■	■	■			
Merchant Navy	ehattons.com/mn	£144.00-£162.00	Mar 2015	■	■	■				

view these projects at **www.ehattons.com/projectupdates**

Oxford Rail	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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