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FEBRUARY 2017 | £4.75

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**20 PAGES OF
NEWS & REVIEWS**
51 NEW ITEMS FOR 2017 FEATURED INSIDE!

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TRAIN PACK
WORTH
£170!

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**GREEN DIESELS SERVING RURAL INDUSTRY
AT 'FENCHURCH ST PETER'**



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PRACTICAL BRM

- SCOTRAIL INSPECTION SALOON
- RESTORE AN OLD STATION BUILDING
- PROTECT YOUR COLLECTION

ON TEST

**MINERVA'S
'VICTORY'**

WW1 INDUSTRIAL
ROLLS OUT IN 'O'



DISPLAY UNTIL FEBRUARY 2 2017



➤ HORNBY 'DUCHESS' & CLASS 87 ➤ MAKING GROUND COVER ➤ BR DIESEL ERA RAILTOURS

Wickham Trolley Car

OO Scale Model Permanent Way Vehicle

32-993 BR Engineers Yellow with Wasp Stripes

- Accurate Type 27 trolley and trailer
- Electrical pick-up from both vehicles
- 2 types of radiator grills
- Used country wide
- Correct pattern wheels
- 75mm long with trailer

ERA
7



32-992 Wickham Trolley Car
BR Engineers Yellow

ERA
6



32-991 Wickham Trolley Car
BR Maroon

ERA
4/5



Detailed windows with wipers



Canvas sides 'rolled up'



Static turntable on rear

Era $\frac{4}{5}$ = 1948 - 1966

Era $\frac{6}{6}$ = 1967 - 1971

Era $\frac{7}{7}$ = 1971 - 1982

Selling your model railways?

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



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Figure painting / Wonderful World of Trains and Planes**



52



70



40



26



44



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BRM TV

BRITISH RAILWAY MODELLING

WHAT'S ON THE DVD

This month we take you east to the Fenlands with our layout of the month 'Fenchurch St. Peter'. **Howard Smith** travels to Birmingham for a guided tour of The Wonderful World of Trains and Planes and **Phil Parker** offers advice for choosing and painting model figures.



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

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



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



PLAY

Alpha Central



It just does NOT get any easier than this!

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

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

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

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

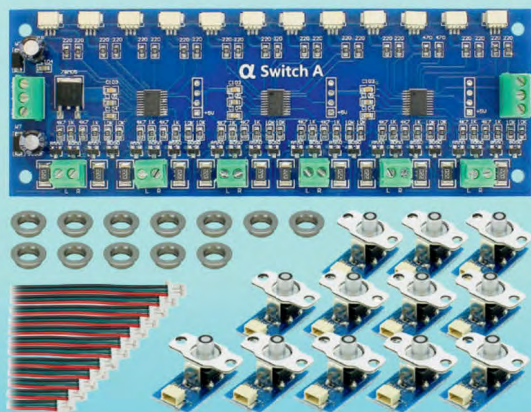
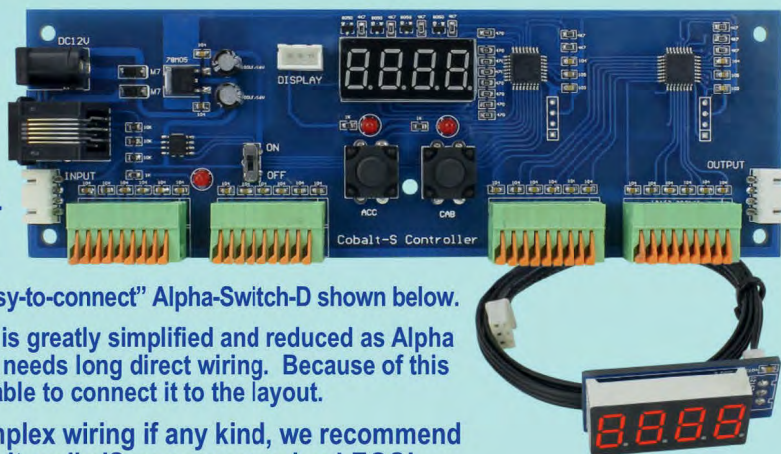
Alpha

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

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

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

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



Alpha-Switch-D

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

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

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

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

The little things really CAN Make a big difference!

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

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

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



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

DCC thinking outside the square
concepts

HAPPY NEW YEAR

from everyone at BRM

A New Year is traditionally the time to take stock of the previous 12 months and look forward with optimism to the coming year. A few highlights aside, I think most would regard 2016 as one to forget for the UK model railway business. As Steve Cooke admitted in last month's **BRM** interview, Hornby came closer than anyone would like to going bust. We must hope that the company's latest recovery plan delivers its promise of stability, and clears that massive stockpile of unsold models without compromising relationships with the retail trade and end consumers. There's little doubt that the product is good enough, and the announcements we've had so far for 2017 look like 'bankers' in terms of sales.

Over at Barwell, it was not a vintage year for Bachmann either. Despite investment in the R&D department to clear its backlog, new releases were conspicuously few. The only new self-propelled OO items were the Wickham Trolley and magazine-commissioned 'USA' tank, plus new chassis for the 'V3' and Ivatt 2MT 2-6-2T - a disappointing return from this usually prolific company. Graham Farish N scale releases were equally sparse, but fortunately the outlook is much rosier for 2017.

Elsewhere, the release of Rapido's APT-E (May 2016 **BRM**) was a high point, as was the quality of the same company's N scale TEA bogie tanks for Revolution Trains. The same could not be said for all new models entering the market; snappy taglines promising to set new standards could not mask the fact that some models failed to live up to the expectations set during development.

Equally, a worrying number of new models suffer from inconsistently executed or poorly researched decoration - an aspect that comes into ever-sharper focus as prices, and expectations, rise. The best products are outstanding and deliver good value for money, but when sales are hard to come by there's no room for "that'll do". As an optimist I genuinely believe that 2017 will be a better year - as long as promises are delivered. There are dozens of exciting new models to come, supported by numerous useful accessories and gadgets to make building a more realistic, absorbing layout easier.

While we're talking about new horizons, I'm sad to report that this will be my last issue as Editor of **BRM**. It's been a privilege to act as custodian of the magazine for the last three years and I'm extremely proud of what we've achieved in that period. The magazine had its best-ever year in 2016, and I know it will continue to thrive in 2017 under new management. I'll close by expressing my thanks to the team at Warners, Steve, Howard, Andy and Phil, all our advertisers, contributors and, you, the readers for all your support and encouragement. Have a happy and productive New Year! ■



MANAGING EDITOR | Ben Jones

Ben



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BRM MARCH ISSUE ON SALE
FEBRUARY 2 - SEE P153

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Craven Model Centre,
Mount Pleasant, BD23 1JZ.

NEW FROM METCALFE: **N Country Station: PN137 -** **£11.99**

The newly re-designed N Country Station is a re-release of the popular N Scale Red Brick Station. The design is based on standard designs by Cheshire Lines Railway. It is a sturdy building with laser cut components for intricate detail. It also includes an opposite platform shelter. Designed to stand with the Red Brick Platform (PN110).

Country Station also available in 00:
PO237 - £13.75



NEW FROM METCALFE: **N Workers Cottages: PN155 - £9.99**

NEW: N Workers Cottages. Two complete sets of cottages and outbuildings make up this attractive kit. Based on the Settle Carlisle Railway Workers Cottages, this design lends itself to many uses be it railway, agricultural or industrial.



Workers Cottages also available
in 00: PO255 - £11.50

00 Stone Corner Shop **PO264 - £10.75**

The Corner Shop comes with a
variety of signs and interiors

PO264



00 Red Brick **Terraced Houses** **PO261 - £9.99**



PO261

Terraced Range

PO261 00/HO Red Brick Terraced Houses - £9.99

PO262 00/HO Stone Terraced Houses - £9.99

PO263 00/HO Red Brick Corner Shop - £10.75

PO264 00/HO Stone Corner Shop - £10.75

PN103 N Red Brick Ter. Houses - £8.25

PN104 N Stone Ter. Houses - £8.25

PN116 N Red Brick Corner Shop & Pub - £8.25

PN117 N Stone Corner Shop & Pub - £8.25

The Corner Shop and Terraced Houses are modular, so that you can build them to stand alongside each other and create long street scenes. Both come in Red Brick or Stone and in either 00 or N scale.

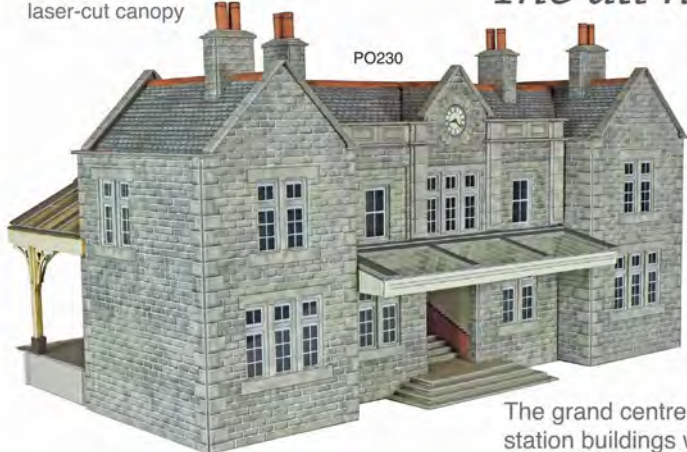
METCALFE

Card Construction Kits



Includes improved stonework detail and laser-cut canopy

The all new 00 Mainline Station Range...



00 Booking Hall
PO320 - £22.99

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

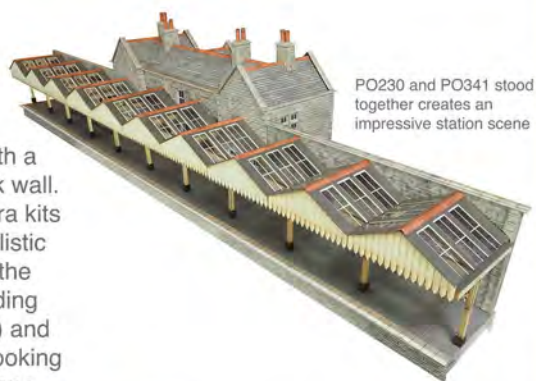


PO230 platform side

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.

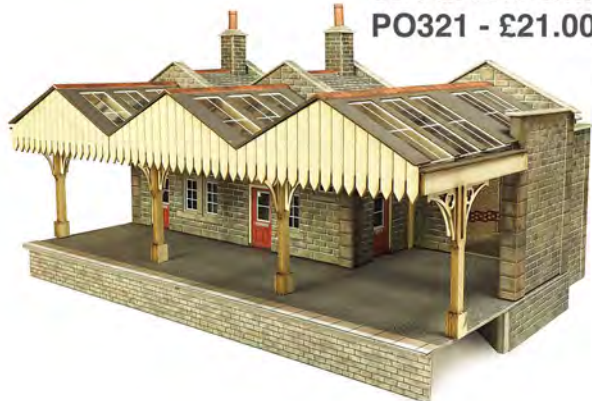
00 Wall-Backed Canopy
PO341 - £15.99



PO230 and PO341 stood together creates an impressive station scene

A modular kit that comes with a section of platform and back wall. It is very easy to add on extra kits to make impressive and realistic structures. It is designed to the same style as our free-standing Platform Canopy Kit (below) and fits alongside the new 00 Booking Hall (right). All match the Stone Platform Kit (below)

NEW RELEASE
00 Parcels Office
PO321 - £21.00



Laser-Cut Mini Kits that finish off your Mainline Station Scene...

PO517



PO502



00 Stone Platform
PO235 - £11.99

A truly versatile platform system that can be made to any shape. Straight, curved, islands or bays. One kit contains enough to build 7ft in length max.

PO501



00 Mainline Station Buildings 00/HO Scale

- PO320 00/HO Booking Hall - £22.99
- PO321 00/HO Parcels Office - £21.00
- PO341 00/HO Wall-Backed Canopy - £15.99
- PO235 00/HO Stone Platform - £11.99
- PO517 00/HO Kiosk - £5.75
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- PO502 00/HO Platform Benches - £5.75



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DCC30 OMNI Next18 Decoder £89.95
DCC31 OMNI 21 & 8 Pin Decoder (5) £89.95
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DCC34 Accessory Decoder 4 Accessories £62.95

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DCC62 Prodigy Universal Lead (2m) £5.50
DCC63 Prodigy Adv Power Supply Unit £25.95
DCC64 Prodigy Power Pack Lead £6.95
DCC65 Prodigy Express Power Supply Unit £25.95
DCC71 Prodigy Decoder Tester £39.95
DCC72 8 to 21 Pin Adaptor £4.65
DCC77 Prodigy Walkaround Adapter £9.95



DCC08 DCC Autofrog £5.50
BPDC280 DCC Autofrog (3) £14.50
The DCC80 Autofrog is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electrofrog points is recommended on digital layouts to ensure reliability but this can make extra switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!



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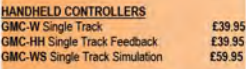
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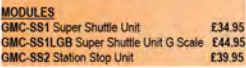
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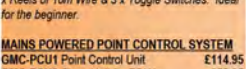
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GMC-PCSET Point Control Starter Set £49.95
Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.



MAINS POWERED POINT CONTROL SYSTEM
GMC-PCU1 Point Control Unit £114.95
GMC-PCU2 Slave Unit for PCU1 £52.95

POINT MOTORS



GMC-PM1 SEEP Motor with Built-in Switch £5.50
GMC-PM2 SEEP Motor No Switch £4.95
GMC-PM4 SEEP Motor Latching Mechanism £6.25



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.



GMC-PM100 Digital Solenoid Point Motor £18.95
All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.



GMC-PM20 Surface Mount Point Motor £9.95
GMC-BPPM20 Surface Mnt Point Motor(5) £44.95
Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK. The magnetic coils are high-efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.



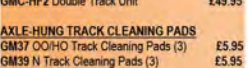
GMC-PM200 Digital Surface Mount Point Motor £22.95
All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



POINT MOTOR ACCESSORIES
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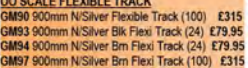
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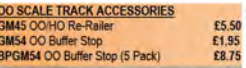
AXLE-HUNG TRACK CLEANING PADS
GMC37 OO/HO Track Cleaning Pads (3) £5.95
GMC39 N Track Cleaning Pads (3) £5.95



GMC52 Multi Scale Track Tester £4.95



OO SCALE FLEXIBLE TRACK
GMC90 900mm N/Silver Flexible Track (100) £315
GMC93 900mm N/Silver Bk Flexi Track (24) £79.95
GMC94 900mm N/Silver Bm Flexi Track (24) £79.95
GMC97 900mm N/Silver Bm Flexi Track (100) £315
GM19 Code 100 (OO) Rail Joiners (24) £2.95



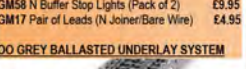
OO SCALE TRACK ACCESSORIES
GM45 OO/HO Re-Railer £5.50
GM54 OO Buffer Stop £1.95
BPGM54 OO Buffer Stop (5 Pack) £8.75



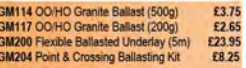
GM55 OO Lit Buffer Stop £7.25
GM56 OO Buffer Stop Lights (Pack of 2) £9.95
GM13 Pair of Leads (Joiners/Bare Wire) £4.95
GM67 Extra Long Type Track Pins 10mm £2.75
GM67 Extra Long Type Track Pins 15mm £2.75



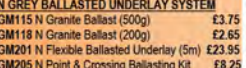
N SCALE FLEXIBLE TRACK
GM95 900mm N/Silver Bk Flexi Track (24) £59.95
GM18 Code 80 (N) Rail Joiners (24) £2.95



N SCALE TRACK ACCESSORIES
GM46 N Re-Railer £2.95
GM53 N Scale Buffer Stop £4.95
BPGM53 N Scale Buffer Stop (Pack of 5) £22.50
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



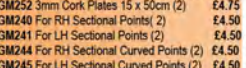
OO GREY BALLASTED UNDERLAY SYSTEM
GM114 OO/HO Granite Ballast (500g) £3.75
GM117 OO/HO Granite Ballast (200g) £2.65
GM200 Flexible Ballasted Underlay (5m) £23.95
GM204 Point & Crossing Ballasting Kit £8.25



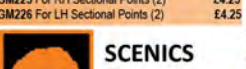
OO BROWN BALLASTED UNDERLAY SYSTEM
GM111 OO/HO Brown Ballast (500g) £3.75
GM210 Flexible Ballasted Underlay (5m) £23.95
GM214 Point & Crossing Ballasting Kit £8.25



N GREY BALLASTED UNDERLAY SYSTEM
GM115 N Granite Ballast (500g) £3.75
GM118 N Granite Ballast (200g) £2.65
GM201 N Flexible Ballasted Underlay (5m) £23.95
GM205 N Point & Crossing Ballasting Kit £8.25



N BROWN BALLASTED UNDERLAY SYSTEM
GM113 N Brown Ballast (500g) £3.75
GM211 N Flexible Ballasted Underlay (5m) £23.95
GM215 Point & Crossing Ballasting Kit £8.25



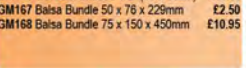
OO SCALE CORK TRACKBED SYSTEM
GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25
GM252 3mm Cork Plates 15 x 50cm (2) £4.75
GM240 For RH Sectional Points (2) £4.50
GM241 For LH Sectional Points (2) £4.50
GM244 For RH Sectional Curved Points (2) £4.50
GM245 For LH Sectional Curved Points (2) £4.50
GM247 For Y Sectional Points (2) £4.50



N SCALE CORK TRACKBED SYSTEM
GM231 2mm Cork Trackbed 2.8 x 50cm (6) £9.25
GM232 2mm Cork Plates 15 x 50cm (2) £4.75
GM223 For RH Sectional Points (2) £4.25
GM226 For LH Sectional Points (2) £4.25



SCENICS
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



STARTER PACK
GM127 N Scale Tree Assortment (10) £9.95
GM128 OO Scale Spring Trees (10) £11.95
GM129 OO Scale Summer Trees (10) £11.95



GENERAL SCENIC MODELLING PRODUCTS
GM100 Mod Roc (2.75m) £4.75
GM119 Fine Plaster of Paris (1kg) £3.95
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.95
GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £10.95
GM167 Balsa Bundle 50 x 76 x 226mm £2.50
GM168 Balsa Bundle 75 x 150 x 450mm £10.95



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 £34.95



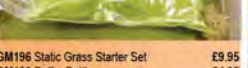
MEADOW MATS
GM140 Meadow Mat - Spring 6mm Grass £9.75
GM141 Meadow Mat - Meadow 5mm Grass £9.75
GM142 Meadow Mat - Spring 12mm Grass £12.75
GM143 Meadow Mat-Meadow 12mm Grass £12.75
GM144 Meadow Mat - Beige 6mm Grass £9.75
GM145 Meadow Mat - Beige 12mm Grass £12.75



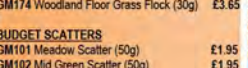
STATIC GRASS SYSTEM
GM136 Spring Grass Strips (36) £11.95
GM137 Summer Grass Tufts (104) £11.95
GM138 Flowering Grass Tufts (108) £11.95
GM162 Green 6mm Mini Tufts (42) £4.95
GM163 Green 12mm Mini Tufts (42) £4.95



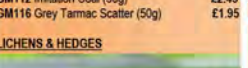
BRICKWORK
GM30 Plain Stone Wall Grey £9.75
GM31 Grey Stone Wall & Buttresses £9.75
GM197 Stone Tunnel Wall £9.75
GM198 Stone Tunnel Mouth & Walls £15.75
GM199 Double Tunnel Mouth & Walls £20.75



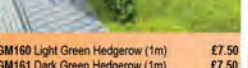
BACKSCENES
GM701 Large Valley Backscene £7.95
GM702 Large Countryside Backscene £7.95
GM703 Large Open Field Backscene £7.95



BUDGET SCATTERS
GM193 Puffer Bottle £4.95
GM163 Static Grass Glue (250ml) £6.95
GM170 Spring Grass Flock (30g) £3.45
GM171 Summer Grass Flock (30g) £3.45
GM172 Moorland Grass Flock (30g) £3.45
GM173 Meadow Grass Flock (30g) £3.45
GM174 Woodland Floor Grass Flock (30g) £3.45



LICHENS & HEDGES
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 Red Scatter (50g) £1.95
GM112 Inlaid Cork (50g) £2.45
GM116 Grey Tarmac Scatter (50g) £1.95



HIGHWAYS
GM370 80mm Wide Tarmac Road (1m) £7.25
GM371 80mm Wide Universal Curves (2) £7.25
GM375 68mm Wide Tarmac Road (1m) £7.25
GM376 68mm Wide Universal Curves (2) £7.25



OO SCALE WIDE ROAD SYSTEM
GM370 80mm Wide Tarmac Road (1m) £7.25
GM371 80mm Wide Universal Curves (2) £7.25
GM375 68mm Wide Tarmac Road (1m) £7.25
GM376 68mm Wide Universal Curves (2) £7.25



OO/HO SCALE VEHICLE LIGHTING KITS
GM385 Standard Vehicle Kit £14.95
GM386 Emergency Vehicles Kit (Blues) £16.95
GM387 Service Vehicles Kit (Orange) £16.95



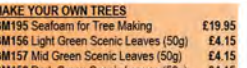
N SCALE ROAD SYSTEM
GM390 40mm Wide Tarmac Road (1m) £6.95
GM391 40mm Wide Universal Curves (2) £6.95



ROADSIDE CRASH BARRIERS
GM381 OO Scale £6.95
GM396 N Scale £6.95



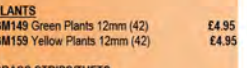
STRUCTURES
GM451 Wooden Fencing 300mm Length £5.50
GM452 Lattice Fencing 300mm Length £5.50
GM453 Garden Shed Kit £6.50



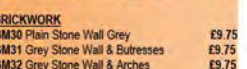
MAKE YOUR OWN TREES
GM195 Seafarm for Tree Making £19.95
GM156 Light Green Scenic Leaves (50g) £4.15
GM157 Mid Green Scenic Leaves (50g) £4.15
GM158 Dark Green Scenic Leaves (50g) £4.15



FLOWERS
GM139 Flowerbeds £11.95
GM175 Garden Flowers £9.95
GM176 Water Plants £9.95
GM177 Garden Plants £9.95
GM178 Wild Flowers £9.95



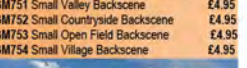
PLANTS
GM149 Green Plants 12mm (42) £4.95
GM159 Yellow Plants 12mm (42) £4.95



GRASS STRIPS/TUFTS
GM136 Spring Grass Strips (36) £11.95
GM137 Summer Grass Tufts (104) £11.95
GM138 Flowering Grass Tufts (108) £11.95
GM162 Green 6mm Mini Tufts (42) £4.95
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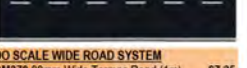
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GM197 Stone Tunnel Wall £9.75
GM198 Stone Tunnel Mouth & Walls £15.75
GM199 Double Tunnel Mouth & Walls £20.75



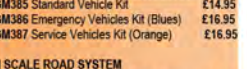
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GM109 Red Scatter (50g) £1.95
GM112 Inlaid Cork (50g) £2.45
GM116 Grey Tarmac Scatter (50g) £1.95



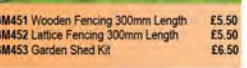
HIGHWAYS
GM370 80mm Wide Tarmac Road (1m) £7.25
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GM375 68mm Wide Tarmac Road (1m) £7.25
GM376 68mm Wide Universal Curves (2) £7.25



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GM371 80mm Wide Universal Curves (2) £7.25
GM375 68mm Wide Tarmac Road (1m) £7.25
GM376 68mm Wide Universal Curves (2) £7.25



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STRUCTURES
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GM452 Lattice Fencing 300mm Length £5.50
GM453 Garden Shed Kit £6.50

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



GAUGEMASTER



STRUCTURES

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	£11.95
GM403 Fordhampton Footbridge	£11.95
GM404 Fordhampton Level Crossing	£12.95
GM405 Fordhampton 60s Estate House	£15.95



GM406 Fordhampton Locomotive Shed	£20.95
GM407 Fordhampton Carriage Platforms	£9.95
GM408 Fordhampton Village Store or Pub	£19.95

COMING SOON...
GM409 Fordhampton Pub/Bistro TBA
GM410 Fordhampton Rest Home/Doctors TBA
GM411 Fordhampton Farmhouse/Cottage TBA
GM412 Fordhampton Gasometer TBA
GM413 Fordhampton Nurseries TBA
GM414 Fordhampton Bridge 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
GMKD13 Farm Rail Fencing Brown	£3.10
GMKD13W Farm Rail Fencing White	£3.10
GMKD14 Telegraph Poles	£3.10
GMKD15 Windows Doors & Gutters	£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 Shop	£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	£3.85
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 Farm Shop	£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



LIGHTING

OO SCALE LAMPS & LIGHTING
Fine 4mm scale lamps with prototypical post extensions and light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3)	£12.95
GM802 B/Twist Gas Lamp BR/SR Green (3)	£12.95
GM803 B/Twist Gas Lamp LMS Maroon (3)	£12.95
GM804 B/Twist Gas Lamp GWR Stone (3)	£12.95
GM805 B/Twist Gas Lamp GWR Stone (3)	£12.95
GM806 Taper Post Gas Lamp Soft Black (3)	£12.95
GM807 Taper Post Gas Lamp BR/SR Grn (3)	£12.95
GM808 T/Post Gas Lamps LMS Maroon (3)	£12.95
GM809 T/Post Gas Lamps GWR Stone (3)	£12.95
GM810 T/Post Gas Lamp Grey Undercoat (3)	£12.95
GM811 Taper Post Oil Lamp Soft Black (3)	£12.95
GM812 Taper Post Oil Lamp BR/SR Green (3)	£12.95
GM813 Taper Post Oil Lamp LMS Maroon (3)	£12.95
GM814 Taper Post Oil Lamp GWR Stone (3)	£12.95
GM815 T/Post Oil Lamp Grey Undercoat (3)	£12.95
GM816 Swan Neck Lamp Soft Black (3)	£12.95
GM817 Swan Neck Lamp BR/SR Green (3)	£12.95
GM818 Swan Neck Lamp LMS Maroon (3)	£12.95
GM819 Swan Neck Lamp GWR Stone (3)	£12.95
GM820 W/Mounted Swan Neck Black (2)	£12.95
GM821 W/Mounted Swan Neck SR/BR Grn (2)	£12.95
GM822 W/Mounted Swan Neck LMS Mm (2)	£12.95
GM823 W/Mounted Swan Neck GWR Stn (2)	£12.95
GM824 W/Mounted Gas Lamp Soft Black (2)	£12.95
GM825 W/Mounted Gas Lamp BR/SR Grn (2)	£12.95
GM826 W/Mounted Gas Lamp LMS Maroon (2)	£12.95
GM827 W/Mounted Gas Lamp Undercoat (2)	£12.95
GM828 W/Mounted Gas Lamp GWR Stone (2)	£12.95
GM829 Modern Sgl Head Adjustable Lamp (4)	£14.95
GM830 Modern Dbl Head Adjustable Lamp (3)	£12.95

OO SCALE VALUE PACKS LAMPS & LIGHTING
Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototype white LEDs for building interiors and all required light control PCBs.

GM851 Barley Twist Gas Lamp Soft Black	£29.95
GM852 B/Twist Gas Lamp SR/BR Green	£29.95
GM853 B/Twist Gas Lamp LMS Maroon	£29.95
GM854 B/Twist Gas Lamp GWR Stone	£29.95
GM855 Taper Post Gas Lamp Grey Undercoat	£29.95
GM856 Taper Post Gas Lamp Soft Black	£29.95
GM857 Taper Post Gas Lamp BR/SR Green	£29.95
GM858 Taper Post Gas Lamp LMS Maroon	£29.95
GM859 Taper Post Gas Lamp GWR Stone	£29.95
GM860 Taper Post Gas Lamp Undercoat	£29.95
GM861 Taper Post Oil Lamp Soft Black	£29.95
GM862 Taper Post Oil Lamp SR/BR Green	£29.95
GM863 Taper Post Oil Lamp LMS Maroon	£29.95
GM864 Taper Post Oil Lamp GWR Stone	£29.95
GM865 Taper Post Oil Lamp Grey Undercoat	£29.95
GM866 Swan Neck Lamp Soft Black	£29.95
GM867 Swan Neck Lamp SR/BR Green	£29.95
GM868 Swan Neck Lamp LMS Maroon	£29.95
GM869 Swan Neck Lamp GWR Stone	£29.95
GM870 Modern Sgl Head Adjustable Height	£29.95
GM871 Modern Dbl Head Adjustable Height	£24.95

LIGHTING ACCESSORIES	
GM895 Light Control PCB - LED Lamp (2)	£6.95
GM896 Light Control PCB - LED Lamp (5)	£12.95
GM897 Mini Light Control PCB - LED (10)	£4.95
GM898 Mini Light Control PCB - Lamp (10)	£4.95
GM899 Spare Bulbs for Lamps (5)	£3.95



TOOLS

MODEL RAILWAY MAINTENANCE	
GM50 OO/HO Locomotive Wheel Cleaner	£39.95
GM47 N Gauge Wheel Cleaner	£34.95
GM51 Spare Parts for GM50	£17.95
GM49 Spare Parts 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	£9.95

GENERAL MODELLING TOOLS

GM26 Track Rubber	£3.15
GM27 Jumbo Track Rubber	£5.75
GM600 A3 Cutting Mat	£14.95
GM602 A4 Cutting Mat	£9.95
GM603 A5 Cutting Mat	£4.95
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	£7.95
GM609 S/Steel Tweezers (4)	£5.95
GM610 Double Ended Pin Vice	£5.95
GM611 Sawset 1 w/ Scalpel Handle	£3.50
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	£5.50
GM617 Pick-Up Tool	£6.50
GM618 Magnifier Tweezers	£6.50
GM621 Locking Forceps Curved	£6.95
GM622 Hot Wire Cutter for Scenic Modelling	£19.95
GM623 Wires for Hot Wire Cutter (5)	£4.95
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)	£5.25
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	£5.95
GM636 2mm G-Fibre Refills (5)	£5.95
GM638 Cutting Brushes 0.6-2.0	£15.95
GM640 Archimedes Drill Stock	£3.95
GM641 HSS Jbbs Drills 0.5 (5)	£3.95
GM642 HSS Jbbs Drills 0.8 (5)	£3.95
GM643 HSS Jbbs Drills 1.0 (5)	£3.95
GM644 HSS Jbbs Drills 1.2 (5)	£3.95
GM645 HSS Jbbs Drills 1.5 (5)	£3.95
GM646 HSS Jbbs Drills 1.8 (5)	£3.95
GM647 HSS Jbbs Drills 2.0 (5)	£3.95
GM648 Microbore Drills 0.3-1.6	£10.95
GM649 Microbore HSS Twist Drill Bits 0.1-0.8	£10.95
GM650 HSS Jbbs Drills 0.3 (5)	£3.95
GM651 HSS Jbbs Drills 0.4 (5)	£3.95
GM652 HSS Jbbs Drills 0.6 (5)	£3.95
GM653 HSS Jbbs Drills 0.7 (5)	£3.95
GM654 HSS Jbbs Drills 0.9 (5)	£3.95
GM655 Spare Blades for GM614	£2.75
GM660 Pick n Place Twin Pack	£4.75
GM664 Economy Sprue/Plastic Cutter	£6.95
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 5mm x 18m (2)	£1.95
GM697 Masking Tape 10mm x 18m (2)	£2.25
GM698 Masking Tape 18mm x 18m (1)	£2.65

RAZOR SAWS

GM671 4 in 1 Saw Set	£19.95
GM672 Razor Saw Superfine	£11.75
GM674 Razor Saw Fine	£11.75
GM675 Razor Saw Medium	£11.95
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GM661 Complete Soldering Station	£29.95
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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
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GM691 40W No 7 Tip	£3.95
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GM02 Solder 180 degrees (20g)	£3.95
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GM04 Brass Flux	£5.95
GM05 Non Acid Safety Flux	£6.25
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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)	£14.95
GM510 Mini-Toggle for Point Motors	£9.95
GM511 Mini-Toggle for G Point Motors	£4.95
GM512 Push to Make Black (5)	£2.95
GM513 Push to Make Blue (5)	£6.95
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 12 Way	£3.75
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GM522 Rotary Switch 4 Pole 3 Way	£3.75
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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
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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
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GM11GN Wire Green 7 x 0.2mm (10m)	£2.15
GM11GR Wire Grey 7 x 0.2mm (10m)	£2.15
GM11IO Wire Orange 7 x 0.2mm (10m)	£2.15
GM11P Wire Pink 7 x 0.2mm (10m)	£2.15
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
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BPGM11GR Grey Wire 7 x 0.2mm (100m)	£7.95
BPGM11IO Orange Wire 7 x 0.2mm (100m)	£7.95
BPGM11P Pink Wire 7 x 0.2mm (100m)	£7.95
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GM69 Grain of Wheat Bulb 12v Yellow (5)	£3.95
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BPGM72 GOV Bulb 12v Green (100)	£49.95
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GM80 LED Green 3mm 12v (5)	£2.25
GM81 LED Red 3mm 12v (5)	£2.25
GM82 LED Yellow 3mm 12v (5)	£2.25
GM83 LED Green 5mm 12v (5)	£1.95
GM84 LED Red 5mm 12v (5)	£1.95
GM85 LED Yellow 5mm 12v (5)	£1.95
GM76 Resistor 1K Ohm for LEDs (10)	£1.65

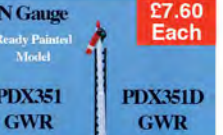
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GM86 Small Magnets (10)	£5.50
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Code: 74375 Hot Wire Foam and Polystyrene Cutter with Large Y Bow and Knife



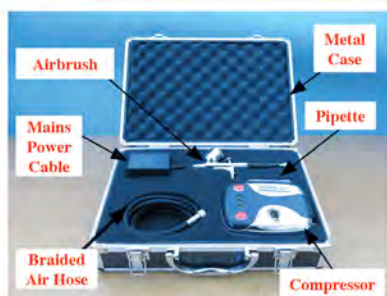
Hot Wire Foam and Polystyrene Cutter with Large Y Bow and Knife Comes with pre made wires (3 included)

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Look whats included:

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- ✓ Compressor
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- ✓ Pipette
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Fantastic New Airbrush Set Complete Set Only: £79.95

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EZE-Wire Point Motor Harness for Peco Point Motors
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3mm - perfect for heavier track pins such as Hornby

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- 32-764 57305 "Northern Princess" in DRS Northern Belle livery



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Class 70 diesel Pre-order from £131.71



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WD Austerity 2-8-0 Pre-order for £131.71



- 32-250A 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue
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LNWR 0-6-2T Webb Coal Tank Pre-order for £97.71



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- 39-610 Composite SECR Dark Lake
- 39-611 Composite SR Olive Green
- 39-612 Composite BR Vermillion
- 39-620 Brake 3rd SECR Dark Lake
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Graham Farish Pre-Orders

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Class A3 4-6-2 Pre-order for £750



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- A3001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
- A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
- A3003 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender
- A3004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
- A3005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
- A3006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
- A3007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender

See the full announcement at www.hattons.co.uk/recordbreakers

Class A4 4-6-2 Pre-order for £750



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- A4001 2509 "Silver Link" in LNER silver with streamlined corridor tender
- A4002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker" (1938 condition)
- A4003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
- A4004 4489 "Dominion of Canada" in LNER Garter blue with early crest and streamlined corridor tender
- A4005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender - "Record Breaker"
- A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender - "Record Breaker"
- A4007 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender
- A4008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
- A4009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

Gresley Teak coaches Pre-order for £249



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- TC11501 Diagram 115 Corridor Third in LNER Teak
- TC11502 Diagram 115 Corridor Third in LNER Teak
- TC11503 Diagram 115 Corridor Third in BR carmine & cream
- TC11504 Diagram 115 Corridor Third in BR carmine & cream
- TC11505 Diagram 115 Corridor Third in BR maroon
- TC11506 Diagram 115 Corridor Third in BR maroon
- TC17501 Diagram 175 Brake Corridor Composite in LNER Teak
- TC17502 Diagram 175 Brake Corridor Composite in LNER Teak
- TC17503 Diagram 175 Brake Corridor Composite in BR carmine & cream
- TC17504 Diagram 175 Brake Corridor Composite in BR carmine & cream
- TC17505 Diagram 175 Brake Corridor Composite in BR maroon
- TC17506 Diagram 175 Brake Corridor Composite in BR maroon
- TC18601 Diagram 186 Open Third in LNER Teak
- TC18602 Diagram 186 Open Third in LNER Teak
- TC18603 Diagram 186 Open Third in BR carmine & cream
- TC18604 Diagram 186 Open Third in BR carmine & cream
- TC18605 Diagram 186 Open Third in BR maroon
- TC18606 Diagram 186 Open Third in BR maroon

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R3509TTS 46235 "City of Birmingham" in BR green -

TTS Sound fitted

R3553 6231 "Duchess of Atholl" in LMS Crimson Lake

R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

20T Coke Hopper Wagons
Pre-order singles for £19.79 each



R6731 20 Ton Coke Wagon in LMS livery

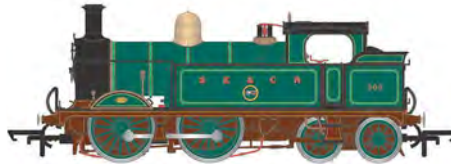
R6731A 20 Ton Coke Wagon in LMS livery

R6733 20 Ton Coke Wagon in BR livery

R6733A 20 Ton Coke Wagon in BR livery

R6783 BR 20 Ton Coke Hopper Wagons - Three
Wagon Pack £49.49

Wainwright Class H 0-4-4T
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R3538 308 in South Eastern and Chatham Railway
lined green

R3539 31518 in BR black with late crest

R3540 1324 in Southern Railway olive green

Hitachi IEP Class 800
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R3514 800004 in GWR green (5-car set)

R3579 800002 in Hitachi Test livery (2-car set)

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R3580 87035 'Robert Burns' in BR Blue

R3582 87010 'King Arthur' in Intercity Swallow livery

Warley 2016
Announcements



Check out our article of all the
announcements and updates that were
made at this years Warley Exhibition.

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Class 8P Merchant Navy 4-6-2
Pre-order from £162
Due during 2017



R3434 21C1 'Channel Packet' in SR Malachite Green

R3435 21C3 'Royal Mail' in SR Malachite Green

R3436 35028 'Clan Line' in BR Green with early
emblem

R3382TTS 35023 'Holland-Afrika Line' in BR Green with
early emblem - TTS sound fitted

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Due December

H1404 58xx 5808 in GWR unlined green Shirtbutton
H1409 14xx 1470 in BR lined black early emblem

Batch 1 (Pristine) - Jan/Feb

H1401 48xx 4825 in GWR unlined green Great Western

H1406 14xx 1420 in GWR unlined green G W R

H1408 58xx 5816 in BR lined black BRITISH RAILWAYS

H1410 58xx 5819 in BR unlined black early emblem

H1413 14xx 1444 in BR lined green early emblem

H1414 14xx 1450 BR lined green late crest

H1416 14xx 1409 BR unlined green late crest

Batch 2 (Weathered) - Jan/Feb

H1402 58xx 5814 in GWR unlined green Great Western

H1403 48xx 4871 in GWR unlined green Shirtbutton

H1405 48xx 4807 in GWR wartime black G W R

H1407 58xx 5802 in GWR unlined green G W R

H1411 58xx 5801 in BR unlined green G W R

H1412 14xx 1474 in BR unlined black early emblem

H1415 14xx 1432 BR lined green late crest

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50t Warwell Bogie Well Wagon
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announced.

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Class 121/122 "Bubble Car" DMU
In Partnership with Dapol
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4D-009-HAT01 120 in 'GWR 150' Chocolate & Cream livery

4D-009-HAT02 121032 in Arriva Trains Wales livery

4D-009-HAT03 960011 in Railtrack blue & green livery

4D-009-HAT04 121020 in Chiltern blue livery

4D-009-HAT05 55033 in Revised Network South East livery

4D-009-HAT06 960010 in Railtrack "coaching stock" maroon

4D-009-HAT07 55022 in Original Network South East livery

4D-015-HAT01 TDB975023 in Route Learning BR blue



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OO Gauge (1:76 Scale)

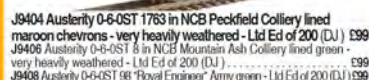
Steam locos



J9405 Austerity 0-6-0ST "Hurricane" in NCB Bickershaw Colliery lined green - lightly weathered - Ltd Ed of 200 (DJ) . . .£99



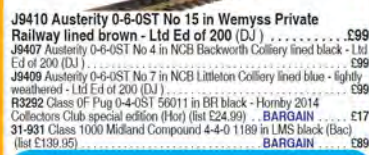
J9404 Austerity 0-6-0ST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DJ) . . .£99



J9406 Austerity 0-6-0ST 8 in NCB Mountain Ash Colliery lined green - very heavily weathered - Ltd Ed of 200 (DJ) . . .£99



J9408 Austerity 0-6-0ST 98 "Royal Engineer" Army green - Ltd Ed of 200 (DJ) . . .£99



J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Ltd Ed of 200 (DJ) . . .£99



R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99) . . .£17



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) . . .£99



31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC Fitted (Bac) (list £159.95) . . .£99



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) . . .£79



31-433 Class 1F "Half-Cab" 0-6-0T 1739 in LMS black (Bac) . . .£81.56



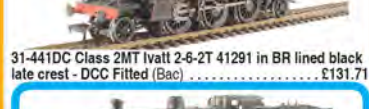
31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) . . .£81.56



32-828A Class 2MT Ivatt 2-6-0 46526 BR lined green late crest - weathered (Bac) . . .£110.46



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) . . .£110.46



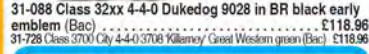
31-441DC Class 2MT Ivatt 2-6-2T 41291 in BR lined black late crest - DCC Fitted (Bac) . . .£131.71



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £154.99) . . .£105



31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) . . .£118.96



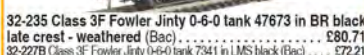
31-728 Class 3700 City 4-4-0 3708 "Yellowsy" Great Western green (Bac) . . .£118.96



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (list £89.99) . . .£60



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) . . .£80.71



32-277B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) . . .£72.21



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (list £44.99) . . .£29



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



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (list £119.99) . . .£82



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (list £119.99) . . .£82



R3335 Class 415 Adams Radial 4-4-2T 488 in LSWR (as preserved) (Hor) . . .£111.10



R3462 Class 42xx 2-8-0 4287 BR Black early emblem (Hor) (list £139.99) . . .£83



R3499 Class 40xx 4-6-0 6947 "Helmington Hall" in BR Green late crest - Railroad Range (Hor) . . .£75



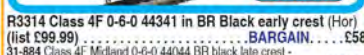
R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) . . .£58



R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (Hor) (list £139.99) . . .£100



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



31-884 Class 4F Midland 0-6-0 44044 BR black late crest - weathered (Bac) . . .£106.21



32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac) . . .£127.46



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (list £84.99) . . .£52



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £139.99) . . .£83



32-176 Class 5MT Crab 2-6-0 42765 in BR lined black early emblem (Bac) NEW . . .£123.21



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



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (list £181.99) . . .BARGAIN . . .£109



R3384TTS Class 6000 King 4-6-0 6006 "King George V" in BR Green late crest - TTS sound fitted (Hor) (list £209.99) . . .£125



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green Shirtbutton logo (Hor) (list £181.99) . . .£109



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) (list £181.99) . . .£109



31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) . . .£90.05



31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac) . . .£81.55



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R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor) . . .£64.80



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R3168U Class 8P 4-6-2 71000 "Duke Of Gloucester" in BR Green late crest (Railroad range) - Split from R1177 set (Hor) . . .£72



R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) . . .£89



R3356 Class 9F Crosti Boiler 92021 2-10-0 in BR Black early crest (heavily weathered) (Hor) (list £131.99) . . .£81



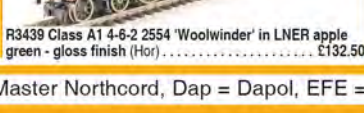
R3439 Class A1 4-6-2 2554 "Woolwinder" in LNER apple green - gloss finish (Hor) . . .£132.50



R3437 Class A3 4-6-2 2503 "Firdausi" in LNER apple green - gloss finish (Hor) . . .£132.50



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R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (list £99.99) . . .£68



32-580 Class A1 60117 4-6-2 BR apple green British Railways lettering (Bac) . . .£152.96



32-581 Class A1 60122 4-6-2 "Curlew" in BR express blue early emblem (Bac) . . .£152.96



R3437 Class A3 4-6-2 2503 "Firdausi" in LNER apple green - gloss finish (Hor) . . .£132.50



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



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



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



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



R3443 Class A3 4-6-2 60103 "Flying Scotsman" in BR brunswick green late crest - as preserved (Hor) . . .£153



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor) . . .£74.06



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (list £99.99) . . .£80



R3441 Class A4 4-6-2 4469 "Sir Mungo MacKenzie" LNER wartime black (Hor) . . .£131

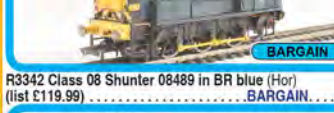
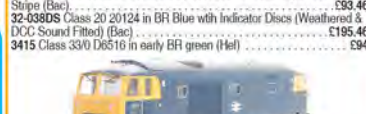


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5313 Class 53 D0280 'Falcon' in original lime green and brown - Ltd Ed (Hel) ... £125



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R3481 Class 67 67025 'Western Star' EWS (Hor) (list £159.99) **BARGAIN** ... £110
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8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (list £119.95) ... **BARGAIN** ... £59



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



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



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



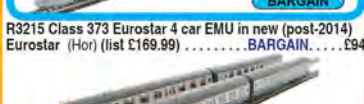
R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (list £130.25) ... **BARGAIN** ... £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £149.99) ... **BARGAIN** ... £62



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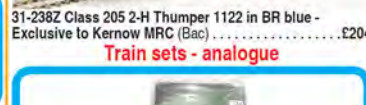
31-380 Class 416 2-EPB EMU 6282 BR blue & grey Network SouthEast branding (Bac) ... £186.96



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



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



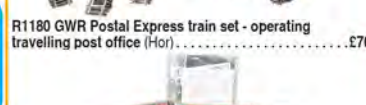
31-238Z Class 205 2-H Thumper 1122 in BR blue - Exclusive to Kernow MRC (Bac) ... £204



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99) **BARGAIN** ... £35



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) ... £130



R1180 GWR Postal Express train set - operating traveling post office (Hor) ... £70



R1155 Pendolino trainset 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) ... **REDUCED** ... £130



R1185 Santa's Express Christmas Train Set (Hor) ... £44
30-285 The Midlander Express train set (Bac) ... £178.45
30-165 The Thanet Flyer train set (Bac) ... £152.95



R9285 Thomas Passenger and Goods Train Set (Hor) ... £88



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



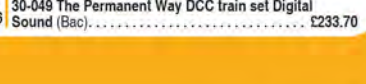
R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) ... £124



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



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) £165



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £199.99) **BARGAIN** ... £115



30-049 The Permanent Way DCC train set Digital Sound (Bac) ... £233.70

Opening hours

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

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

R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (list £329.99) ... BARGAIN ... £199

Coaches

39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) ... BARGAIN ... £24
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) ... BARGAIN ... £24
39-050G BR Mk1 SO E5027 Second Open Blue & Grey (Bac) ... £33.11
39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) ... BARGAIN ... £18
39-778 ex-LMS 50' inspection saloon DM45029 EWS maroon and gold (Bac) ... £50.96
39-777A ex-LMS 50' inspection saloon M45030M BR Blue & Grey (Bac) ... £50.9639-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) ... £50.96
R4531C Gresley 61' 6" full brake in BR maroon (Hor) (list £48.99) BARGAIN £35
R4518B Gresley non-vestibuled suburban teak third 3736 LNER teak (Hor) ... £40

R4517B Gresley non-vestibuled suburban composite in LNER teak (Hor) ... £40



R4518B Gresley non-vestibuled suburban third class 21022 in LNER teak (Hor) ... £40

R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor) ... £70
36-188 Mk1 BG Full Brake S80264 in Network SouthEast (Bac) NEW ... £39.9639-032 Mk1 SK Second Corridor SC24859 in Sealink (Bac) NEW ... £33.96
R4999 Mk1 BG full brake S80026 in BR green (Hor) (list £32.99) BARGAIN £22
39-271D Mk1 GUV general utility van M80223 in BR Maroon (Bac) £33.9639-265 Mk1 RMB Restaurant Miniature Buffet 1865 in Network SouthEast (Bac) NEW ... £33.96
R4708 Mk1 SK second corridor W24540 in BR chocolate & cream (Hor) (list £32.99) ... BARGAIN ... £22
34-630A Mk1 suburban BS brake second M43226 in BR maroon passenger figures (Bac) NEW ... £33.96
34-630B Mk1 suburban BS brake second M43301 in BR maroon passenger figures passenger figures (Bac) NEW ... £33.96
34-700C Mk1 suburban CL composite M41014 in BR maroon passenger figures passenger figures (Bac) NEW ... £33.96
34-604C Mk1 suburban S second M46067 BR maroon passenger figures (Bac) NEW ... £33.96R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £32.99) ... BARGAIN ... £22
R4700 Mk1 TSO second open M4487 BR maroon (Hor) (list £32.99) ... BARGAIN ... £22
R4644A Mk1 TSO second open W4780 in BR chocolate & cream (Hor) (list £24.99) ... BARGAIN ... £16
R4612A Mk2E BSO brake second open M8495 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



R4751A Mk3 TSO trailer second open 42130 in Virgin Trains East Coast (Hor) NEW ... £29.69



R4751 Mk3 TSO trailer second open 42322 in Virgin Trains East Coast (Hor) NEW ... £29.69



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



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



R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) ... BARGAIN ... £33



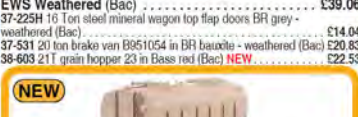
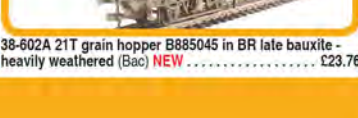
R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) ... BARGAIN ... £33



R6735A 10 ton Bulleid cattle wagon in Southern Railway (Hor) NEW ... £19.79



R6737A 10 ton Maunsell cattle wagon in BR (Hor) NEW ... £19.79

R6737 10 ton Maunsell cattle wagon in BR (Hor) NEW £19.79
38-116 100 Ton TEA Bogie Tank Wagon Aviation Fuel (Bac) ... £35.6637-854C 104 Tonne glw HTA Bulk Coal Hopper Wagon EWS Weathered (Bac) ... £39.06
37-225H 16 Ton steel mineral wagon top flap doors BR grey - weathered (Bac) ... £14.04
37-531 20 ton brake van B851054 in BR blue & grey (Bac) £20.83
38-603 21T grain hopper 23 in Base red (Bac) NEW ... £22.53

38-602A 21T grain hopper B885045 in BR late bauxite - heavily weathered (Bac) NEW ... £23.76

38-604 21T grain hopper in Worthington grey (Bac) NEW ... £22.53
1100 4-wheel B tank - Hejlan 60th Anniversary commemorative (1957-2017) (Hsl) NEW ... £20.5037-580A 45 T TTA tank wagon in Total grey (Bac) NEW £19.51
37-091 7 plank and door wagon load in Tredreggar (Bac) NEW ... £14.03
37-092 7 plank and door wagon load in Whitwick - weathered (Bac) NEW £15.26
37-115 7 plank fixed and wagon in Chance & Hunt (Bac) NEW ... £12.71
37-114 7 plank fixed and wagon load in Baldwin - weathered (Bac) NEW £14.03
37-185A 7 plank wagon coke rails Cory Brothers - weathered (Bac) NEW £14.8837-327D 90 Tonne JGA Bogie Hopper in Buxton Lime - weathered (Bac) NEW ... £36.51
37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac) £36.51R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (list £19.99) ... BARGAIN ... £14
38-500A CovHop in BR blue & grey - heavily weathered (Bac) NEW ... £23.76

38-501A CovHop in Soda Ash light grey - heavily weathered (Bac) NEW ... £23.76



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 'Swosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) ... £83
R6682D Extra Long CCT wagon 1274 LNER teak (Hor) (list £21.99) ... BARGAIN ... £15

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

R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £19.99) ... BARGAIN ... £15
33-832 Queen Mary brake van KDS56305 in EWS (Bac) NEW £20.36
33-831 Queen Mary brake van KDS56305 Sealink - weathered (Bac) NEW £22.06

R6789 RailRoad Fuel Tanker Triple Pack - BP, Texaco, Total (Hor) ... £16



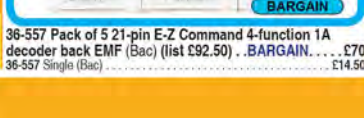
33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) ... £31.41



R8012 HM2000 High output power & speed controller, mains supply. (Hor) ... £87



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

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

BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 274 x 104 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
BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) ... £38

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) ... £40

DCC controllers

R8214 DCC Elite unit digital controller (Hor) ... £205
36-500U EZ Command DCC controller - unboxed (with instructions) - split from train set (Bac) (list £59) ... BARGAIN ... £59

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



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

R8014 Mark 2 Point Motor (Hor) ... £7.50
R8243 Surface Mounted point motor (Hor) ... £7.50

Lighting equipment

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

Accessories

SF10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) ... £37

Cables & Wires

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

Spares

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

Buildings - railways

44-0059 Air Deco signal box (Bac) ... £46.71
LK-20X Double length overall arched station roof (Pec) ... £20
44-0060 March West signal box (Bac) ... £52.66
SSM318 Modern Level Crossing kit barriers (Wl) ... £22
PC940 Platform canopy (Met) ... £12
524 Weighbridge and Hut (Rat) NEW ... £5
44-0036 Yard Crane and Loading Gage (Bac) ... £29.71

Man-made scenic structure - railway-related

R9121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) ... £199
LK-55 76ft Well type turntable (Pac) ... £38R083 Box of 6 Buffer Stop (Hor) ... £9.50
R083 Single (Hor) ... £1.80
R8227 Building/Trajectory Accessories Pack 1. Contains 1 x R8001, 1 x R171, 2 x R454, 1 x R460 (Hor) ... £24
R334 Double-track station platform canopy (Hor) ... £19

R070 Electrically Operated Turntable (Hor) ... £64

Visit

www.hattons.co.uk/new

for new releases

44-0055 GWH Pagoda shed and store (Bac) NEW £30.56

R514 Platform Canopy x 2 (Hor) £12
44-0062 Platform subway (Bac) NEW £20.36
44-0053 Servicing Point (Bac) £49.26
LK-758 Station Platform Lamps (Pec) NEW £8
R460 Straight Platform (Hor) £5

Signals

4L-003-005 Signal - Lattice Type SR Home Starter (Dap) £26
4L-003-004 Signal - motorised, SR ladder distant (Dap) £22

Buildings - general

44-040 Diesel fueling point - Sconecall range (162 x 37 x 59mm) (Bac) £13
44-0056 Pig Sty (Bac) NEW £22.06
44-081 Portable Offices (Bac) £31.41
44-0057 Wooden Barn (Bac) NEW £30.56

Man-made scenic structure - non-railway
44-0063 Round boiler house chimney (Bac) NEW £21.21

Bridges, Tunnels & Walls

R660 Elevated side walls (320mm length) (Hor) £19
R8008 Grand suspension bridge (Hor) £39
44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

People - civil

36-408 12 x Seated Coach Passengers (Bac) £10.16
36-047 Locomotive staff x 6 (Bac) £8.21
36-044 Station passengers standing x 6 (Bac) £8.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (670mm) (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-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver
concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3

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

SL-90 Double slip insulfrog (Pec) £31
SL-E87 Left hand curved point electrofrog (Pec) £12.50
SL-E88 Left hand large point electrofrog (Pec) £12
SL-E89 Left hand large point electrofrog (Pec) £12
SL-96 Left hand medium point (Pec) £10

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

SL-92 Left hand small point (Pec) £9.50
SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-E88 Right hand curved point electrofrog (Pec) £12.50
SL-E88 Right hand large point electrofrog (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 insulfrog (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

Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.40
R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £20
R6262 Double 4th radius curve (8 make a circle) (Hor) £3
R601 Double Straight (Hor) £10
R601 Box of 24 (Hor) £47
R8221 Extension Pack A. Contains 1 x R8072, 1 x R600, 2 x R601, 1 x
R606, 1 x R683 (Hor) £13.50
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x
R606, 1 x R683 (Hor) £24
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x
R606 (Hor) £22.50
R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x
R683 (Hor) £36

R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight (Hor) £3
36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
36-603 Box of 10 (Bac) (list £34) BARGAIN £24.80

R8073 Right Hand Standard Point (Hor) £9
36-873 Right-Hand Standard Point (Bac) £7.52
R821 Single 970mm length of flexible track (Hor) £3
R600 Standard Straight (Hor) £1.35
R600 Box of 24 (Hor) £31

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge
underlay (Gau) £19.50
R638 Roll of track foam underlay Approx. 4880mm (16ft) (Hor) £9

Buses

B209A Bristol MWVG 'Western National' - 'Dartmouth' (Bac) NEW £17
B209B Bristol MWVG 'Western National' - 'Tiverton' (Bac) NEW £17
28825 Leyland Titan 2 Door Prototype London Transport - Bachmann
exclusive (EFE) £34
76RM113 Routemaster Kelvin Scottish (Oxt) NEW £7.50

OM46510B Wright Eclipse Gemini 2, The Witch Way, X43
Burnley Bus Station (Cor) NEW £30
OM46510A Wright Eclipse Gemini 2, The Witch Way, X43 Manchester
Charlton Street (Cor) NEW £30

Cars

76AS003 Austin 1300 Glacier White (Oxt) NEW £4.95
76ACF004 Austin Cambridge Farina Grampian Grey/Carnulus Grey
(Gaydon) (Oxt) NEW £4.95
76AH3004 Austin Healey 3000 British Racing Green (Oxt) NEW £4.50
76BR002 Bentley Blower French Grand Prix 1930 No.8 Birkin (Oxt) NEW £4.50
76BT2004 Bentley T2 Saloon Seychelles Blue/Shell Grey (Oxt) NEW £4.50
76DTY004 Jaguar D Type Green (Oxt) NEW £4.50

NEW

76ETYP011 Jaguar E Type DHC Closed Carmen Red (Oxt) NEW £4.50
76LRDF008 Land Rover Defender 90 Station Wagon Santorini
Black (Oxt) NEW £4.95
76RR005 Range Rover Evoque Finescale Red (Oxt) NEW £4.50
76HB004 Vauxhall Viva HB Monaco White (Oxt) NEW £4.75

Commercial vehicles

DB08 Albion Raiser Tanker 'National Benzole' (Bac) NEW £9.50
DB06 D Series Dropside 'British Rail' (Bac) NEW £8

76LV004 ERF LV Flatbed Trailer N Ireland Trailers (Oxt) NEW £11.50
DB07 Fordon DG tankor 'Fletcher Miller' (Bac) NEW £9.50
76FT023 Ford Transit SWB Low Roof Network Rail (Oxt) NEW £4.50
DB05 Leyland Octopus flatbed 'Steel Company of Wales' steel bar
load (Bac) NEW £9.50
76TR013 Mobile Trailer Spicy Sausages (Oxt) NEW £6.50
76SHL16FR Scania Highline Fridge Steady Eddie (Oxt) NEW £18

Military ground vehicles

76LAN2015 Land Rover Series II Station Wagon Royal Navy (Oxt) NEW £4.95
76TAC002 TACR2 Queens Flight (Oxt) NEW £8

Public Service vehicles

76FHP001 Fordson Heavy Pump Unit NFS (Oxt) NEW £10.80

76TN003 Thornycroft Nubian Bristol Airport (Oxt) NEW £12.10

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

N Gauge Steam locos

372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan
Line' BR green late crest (Gra) £135.96
372-752 Class 4MT Fairburn 2-6-4T 42073 in BR black late crest (Gra) £97.71
372-535 Class 4MT Standard 2-6-4T 80027 BR lined black early
emblem (Gra) £101.96

372-536 Class 4MT Standard 2-6-4T 80119 BR lined black
late crest (Gra) £101.96
372-139 Class 5 4-6-0 45206 in BR Lined Black Early Emblem (Gra) £118.96

25-007-012 Class 57xx Pannier 0-6-0 5764 in Great
Western green (Dap) £61
371-987 Class 64xx 0-6-0 Pannier Tank 6412 BR Lined Green late
crest (Gra) £80.71
371-885 Class 64xx 0-6-0 Pannier Tank 6407 in GWR Green (Gra) £80.71
372-578 Class 6P Rebuilt Royal Scot 4-6-0 6100 'Royal Scot' in LMS
Crimson (as preserved) (Gra) £118.96
25-017-002 Class 7MT Britannia 4-6-2 70009 'Alfred the Great' in BR
green late crest (Dap) (list £129.95) BARGAIN £101

ND095b Class 7MT Britannia 4-6-2 70013 'Oliver
Cromwell' in BR green early emblem (Dap) £84
(list £129.95) BARGAIN £84

372-800B Class A1 4-6-2 60163 'Tornado' in BR Express
blue (as preserved) (Gra) £135.96
25-012-004 Class A1X Terrier 0-6-0T Thomas' LBS&SCR improved engine
green (Dap) £63.66

372-800B Class A1 4-6-2 60163 'Tornado' in BR Express
blue (as preserved) (Gra) £135.96
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blue (as preserved) (Gra) £135.96
25-012-004 Class A1X Terrier 0-6-0T Thomas' LBS&SCR improved engine
green (Dap) £63.66

NEW

25-008-010 Class A4 4-6-2 4482 'Golden Eagle' in
LNER apple green valances (Dap) NEW £128.83

25-008-009 Class A4 4-6-2 4490 'Empire of India' in
LNER garter blue valances (Dap) £128.83
372-932 Class N 2-6-0 31811 in BR black late crest (Gra) £106.21
25-002-002 Class V Schools 4-4-0 30921 'Shrewsbury' BR Black early
emblem (Dap) £120.76
372-185 Princess Coronation Class 4-6-2 40236 'City of Bradford' in BR
black early emblem (Gra) £127.46

Train packs

370-430 'Capital Connection' Network SouthEast train pack (Gra) £178.46

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

372-978 Class 24 24081 BR Blue Yellow Ends (Gra) £84.96
371-110 Class 31 5626 in BR Green Full Yellow Ends (Gra) £100.26
2D-001-009 Class 330 33030 in BR blue (Dap) £112.74
2D-001-000D Class 330 33030 in BR blue - DCC fitted (Dap) £134.50
2D-001-003 Class 330 D6539 in BR green small yellow panels (Dap) £108.82

2D-001-020 Class 33/1 33102 in BR blue (Dap) £112.74
2D-001-020D Class 33/1 33102 in BR blue - DCC fitted (Dap) £130.57
2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85
371-166 Class 37/4 37405 'The Saline Society' Railfreight Distribution (Gra) £99.21
371-168 Class 37/5 37506 Railfreight Red Stripe Livery (Gra) £89.21
2D-003-004 Class 52 diesel loco D1058 'Western Nobleman' in BR blue
full yellow ends (Dap) (list £128.03) BARGAIN £99

371-287 Class 55 Deltic 55005 'The Prince of Wales' Own
Regiment of Yorkshire' in BR Blue (Gra) £93.46
371-635 Class 70 Powerhaul 70006 Freightliner (Gra)
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371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46

371-876DS Class 108 2 Car DMU in BR blue - DCC sound
fitted (Gra) £229.46

371-330 Class 150/1 150128 in First Great Western (Gra) £131.71

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

371-700* Class 350/1 Desiro 4-car EMU 350 111 'Apollo'
in unbranded Silverlink (Gra) (list £169.95) BARGAIN £99
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra)
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2P-012-252 Mourne SR Lined Green 8 coach set (Dap) £111

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373-780 45T TEA bogie tank wagon in Total (Gra) NEW £15.26
373-900F 40 Tonne glw HAA Hopper BR Freight Brown Weathered (Gra) £14.41
NR-51 5-plank China Clay Hood wagon (Pec) £10
377-766A Cowtop in Soda Ash in light grey - weathered (Gra) NEW £20.36



373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £34

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42-0001 Two road brick engine shed (Gra) NEW £31.41

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2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPAREB) - 5 pairs (Dap) £17
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

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42-170 Shillingstone goods shed (Gra) NEW £27.16
42-166 Shillingstone parcels office (Gra) NEW £13.56
42-169 Shillingstone platelayers hut (Gra) NEW £10.16

Signals



2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

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42-253 Low relief greengrocers (Gra) NEW £16.96
42-236 Low relief railway hotel 'The Caledonian' (Gra) NEW £19.51
42-233 Low relief terrace (rear) (Gra) NEW £16.96
42-227 Low relief Victorian Tenements (rear) (Gra) NEW £38.21
42-0005 Portable office (Gra) NEW £19.51

Track - Code 80 Settrack

ST-11 Double straight track (Pec) £1.50



ST-6 Settrack left hand point insulfrog (Pec) £8.50
ST-5 Settrack right hand point insulfrog (Pec) £8.50
ST-300 Starter Track Set (Pec) £44

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-302 Pack of 25 (Pec) £64
SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
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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



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7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25
7S-010-011D Class A1X Terrier 0-6-0T 32636 in BR black late crest - DCC Sound Fitted (Dap) £340



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7D-008-001U Class 08 shunter in BR green early emblem and no yellow warning panels - Unnumbered (Dap) NEW £199.95



2553 Class 25/1 in BR blue (unnumbered) (Hel) £470



4201 Class 42 Warship D827 "Kelly" in BR green small yellow panels (Hel) £550
6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterlido numbers, sector emblems and, a selection of nameplates.) (Hel) £499



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



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



4911 BR Mk1 SO 2nd open in maroon (Hel) £250

Wagons

5153 4647 039 IGA Cargowagon - Corus Rail (weathered) (Hel) £145

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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
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43HPL005 Humber Pullman Limousine Forest Green (Ox) NEW £18.60
43JAG004 Jaguar MkIX Black/Imperial Maroon (Ox) NEW £19
43LAN1109009 Land Rover Series 1 109" Canvas British Railways (Ox) NEW £10.80
VA11115 Land Rover Series 1, Cockpit Green, 1st road registered Land Rover (Ox) NEW £21
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DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £99
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DCR-8PIN-HarnessMini Box of 5 (Hat) £50



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DCR-8PIN-Harness Single (Hat) £10
DCR-8PIN-Harness Box of 5 (Hat) £48
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DCR-8PIN-Direct Box of 10 (Hat) £105
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36-503 Dynamis RailController PC software - for use Bachmann Dynamis Ultima DCC controller (Bac) NEW £42.45



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524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



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DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £94
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
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R8144 RailMaster PC Model Railway Control System CD-Rom (Hor) (list £60.99) BARGAIN £5
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Headlights



NEW MODELS SPECIAL



This month **BRM** brings you 19 pages of exciting new model news and reviews - see more on page 83 and at www.rmweb.co.uk

Showstopping images from the world of model railways



One of the most important announcements at the Warley NEC exhibition in late-November was Hornby's unveiling of an all-new LMS 'Princess Coronation' 4-6-2 for 2017. Designed and built to 21st century standards, the model will incorporate numerous detail variations including, for the first time, the final two locomotives, Nos. 46256/257, built to H.G. Ivatt's modified design. This image shows the shallower cab side sheets which distinguish the pair from their Stanier-designed sisters. See more from the NEC on pages 83-93.

This new layout by **George Woodcock**, **John Norton** and **Richard Coleman** takes us back to the Fens of East Anglia at the end of the 1960s.

FACT FILE

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

SIZE: 15ft by 2ft (plus fiddleyards)

ERA/REGION: BR Eastern Region, 1967

LOCATION: North-West Norfolk

LAYOUT TYPE: Fiddleyard to fiddleyard

POWER/CONTROL: DCC

WORDS:

George Woodcock

PHOTOGRAPHY:

Andy York

It is an April morning in the Fenland that straddles Cambridgeshire and Norfolk. It's 1967 and in the distance a train horn can be heard from the direction of Wisbech, heading towards the small station of Fenchurch St Peter. This isolated site seems only to serve a few scattered houses and farms along an arrow straight road. The signalman comes down from his 'box and closes the manually operated level crossing gates. He returns to his post and operates the lever to raise the Home signal for the station. Within a couple of minutes a green 'Derby Lightweight' DMU rumbles into the Down platform and draws to a halt.

The signalman lowers the signal arm behind the train as a solitary passenger climbs on board. Another distant horn is heard from the opposite direction and the signal arm in the distance is seen to rise as the sound of a diesel locomotive starts to get louder. A Brush Type 2 (Class 31), with a train of 12 ton vans from King's Lynn, hoves into view as it accelerates up the slope from the bridge over Middle Drain and crosses from the single track branch onto the Up passing loop.

The signal at the end of the Up platform now rises as the driver leans out and changes the tokens on the apparatus opposite the signalbox, then, with a short blast of the horn, rumbles over the level crossing, through the platforms, and back onto the single track section leading to Wisbech and Whitemoor Yard in March.

The signalman then raises the starter and Home signals for the DMU before going down to the platform to give the token to the driver of the DMU, which swiftly gathers pace as it leaves past the huge silos of the Eastern Counties grain store and heads for Magdalen Road, where the branch joins the main line to King's Lynn. This is a fairly accurate description of activity on the Wisbech branch in 1967 but sadly it did not take place at Fenchurch St Peter which is, as some of you already know, a fictitious location. Our model is based on Middle Drove, which was one of three stations on this remote Fenland branch, parts of which still exist 50 years after closure.

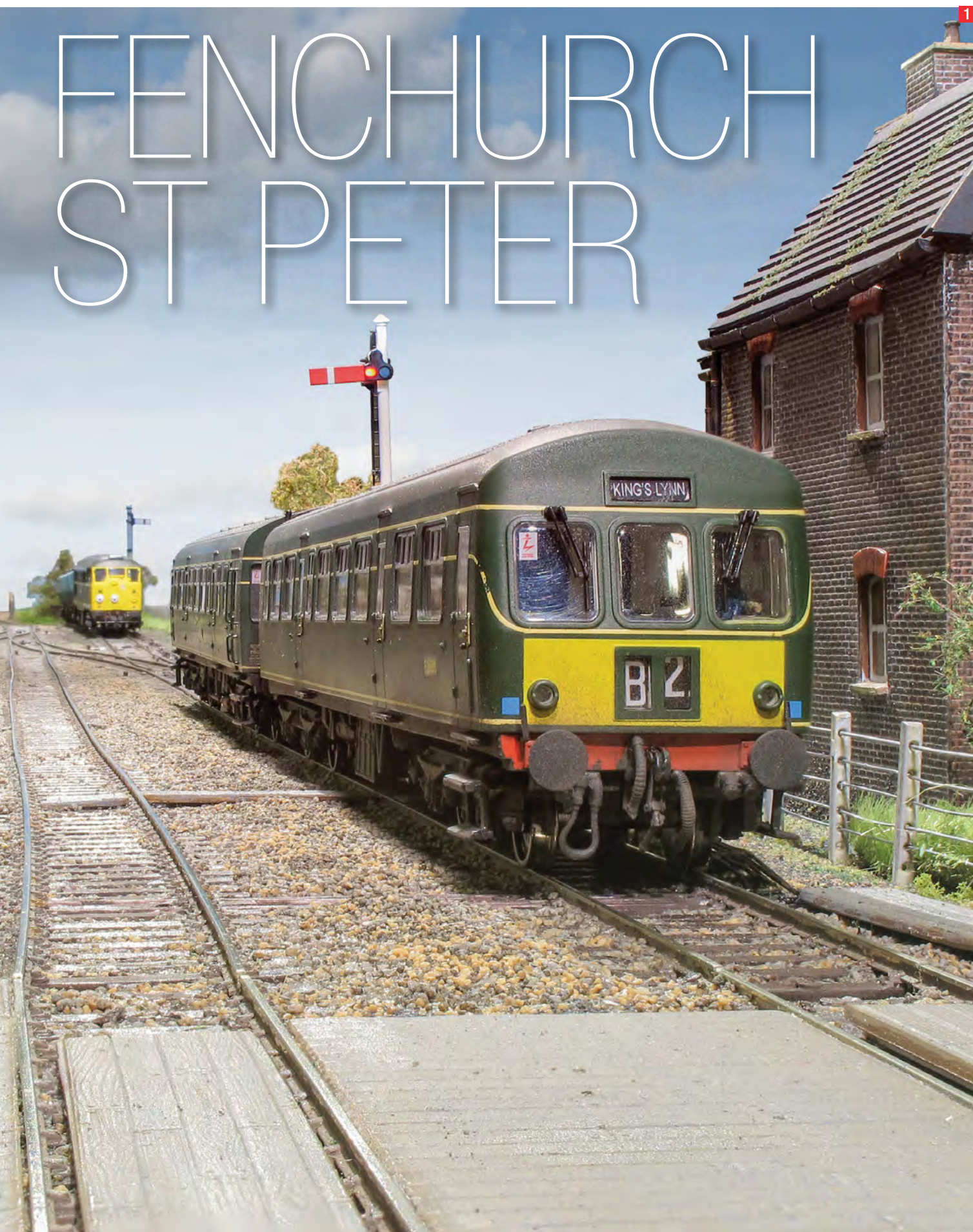
We changed the name as we have taken a few liberties with the original site plan. To give the layout more interest, both for operators and viewers, we added the large grain stores belonging to Eastern Counties Farmers. They are based on two other locations in East Anglia, at Kennett and North Elmham. Both were rail-connected but sadly are not today.

The name 'Fenchurch St Peter' comes from the wonderful book *The Nine Tailors* by Dorothy L. Sayers, which is also set in the Fens. The other alteration in the landscape is that we have moved Middle Drain about

Metro-Cammell DMUs were synonymous with East Anglia until the 1980s and worked many rural lines in their final years. A two-car set heads for King's Lynn as a Class 31 waits in the siding behind.



FENCHURCH ST PETER





two miles closer to the station. The station building, now a private house, the Down platform with its waiting shelter and parcels shed survive today along with the adjacent pub, 'The Highland Laddie', which is also now in private ownership.

Inspiration for the layout came from a DVD made by TVP called *Branches Across East Anglia* which has a section featuring a journey from March to Magdalen Road in 1968 just prior to closure. Also of great help was the book *Branches Around Wisbech* by Andrew Ingram who also kindly let me have more photographs taken on the line as well as providing the information that the

ABOVE: An unlucky Ford Anglia gets caught at the crossing as EE Type 3 D6965 trundles through with a diesel brake tender.

BELOW LEFT: Most of the buildings on the layout were built by John Norton, based on typical Fenland styles.

station still existed. This led me to make a site visit to Middle Drove where I met the wonderful John Watson - the current occupier - who kindly let me photograph and measure the various structures.

FENLAND SCENICS

The baseboards were built by Richard, John and myself at John's house and then brought to my house where the track was laid and the electrics installed. The layout operates using Digital Command Control (DCC) but the signals and points are operated using conventional DC controls from a panel at the rear of the layout.

Low wattage LEDs give a warm, spring-like glow to the landscape which is set in late-April.

The church on the nameboard is Tilney St Lawrence - the nearest village to Middle Drove. The clouds and backscene were painted by my younger son's girlfriend Petra. Thanks to the Cloud Lady!

The Fenland landscape is mainly flat arable land with the dark, peaty and fertile soil providing the dominant colour. Nowadays the area has many more trees than it did back in the 1960s so there are only a few trees and clumps of bushes, mainly around the station and few patches of uncultivated land. The fields were made from scenic materials from various sources while the dark soil colour is diluted Dark Earth textured paint from Green Scene which also supplied our ballast.

John built most of the station buildings as well as the



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Grain silos dominate the scene as a Class 31 shunts blue 'Covhops' dedicated to sugar traffic.



pub. The grainstores feature an older building based on North Elmham and a newer building based on those at Kennett - both are scratchbuilt. The silos are from Walthers but with scratchbuilt walkways and loading augers.

The signalbox is a Wills kit based on one at Wisbech East and so it is completely in keeping with the area; it just needed the steps turning through 90 degrees and a brick chimney adding to one corner. The small LNER permanent way hut is a card kit by Scale Model Scenery which sits in almost the exact location as the one at

Middle Drove. Our bufferstops are a mix of BR and Midland types from the superb Lanarkshire Models range.

The bridge over Middle Drain uses a mix of Peco girder sides and Plastruct girders with the abutments coming from the Wills range of building sheets. The water is Deluxe Materials 'Solid Water with ripples created from 'Making Waves' by the same supplier. The various types of foliage, rough grassland and field borders come from a variety of sources including Silflor, Noch and Hedgerow Scenics. The concrete fence posts are Ratio and the wire is made from Florist's or Rose



TRACKPLAN

FENCHURCH ST PETER



LEFT: In typically rusty condition, a set of BR 20t hoppers awaits loading in the grain store siding.

BELOW LEFT: The Wills kit based on a signalbox at Wisbech North was just about ideal for our needs.

BELOW CENTRE: Field visits to the site of Middle Drove station helped us to model the area's buildings more accurately.

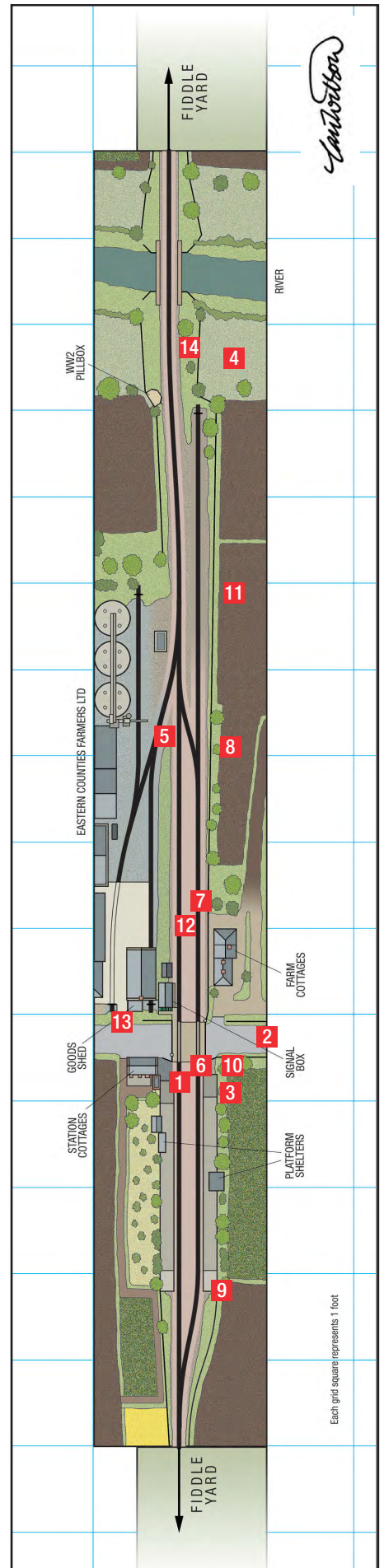
BELOW RIGHT: Walthers grain silos have been modified to match those seen across the Fens.

Wire. I'm sorry for this long-ish list but they are all answers to questions we have been asked during the layout's first few exhibition outings.

DIESEL TRACTION

Though this was a relatively quiet rural line it featured a number of different types of DMUs and locomotives in its last years. Passenger services feature Class 101, Class 105 and early 'Derby Lightweight' units. The latter sometimes run with one car in green and the other in BR Blue just as happened on the real railway. Repainting these units seems an odd thing to have done as they were all withdrawn only a year after the closure of the line.

There were also occasional locomotive-hauled services formed of a Mk1 Second Corridor (SK) and



Our model is based on Middle Drove on the Wisbech to Magdalen Road line, but we took a few liberties with the site plan. The name comes from a Dorothy L. Sayers novel, also set in the Fens.



Shortly before withdrawal, a hybrid green/blue 'Derby Lightweight' DMU calls - optimistically - to pick up any passengers for King's Lynn.



10



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TOP: A Brush Type 2 and a couple of BR Mk 1s substitute for the usual DMU.

LEFT: Another form of staple traction in this part of the world - no Fenland layout should be without tractors!

BELOW: Big skies, a flat landscape and no activity - exactly how many railway locations would have looked between occasional trains until the 1970s.

Brake Second (BSK) and hauled by A Brush Type 2. On the TVP DVD, as the unit leaves March station, two coaches of this type can be seen in a siding which led me to think that if a DMU failed, a locomotive could be brought from the nearby March MPD to haul a substitute working.

There was also a parcels working from King's Lynn to Peterborough routed this way formed of yet another Brush Type 2 and an eclectic mix of parcels stock. We run an empty train in the opposite direction as this must have happened sometimes too. Freight traffic on the line seemed to consist mainly of agricultural traffic conveyed in 12t vans from King's Lynn to Whitmoor for onward distribution across the country. Sometimes



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there are the odd coal, open and bogie bolster wagons included because this was still the era of the mixed freight train.

Since we built the layout TMC has produced a model of the blue 'Covhop' sugar hoppers so we have invested in a pack of four. In real life they usually ran from British Sugar's plant at Cantley to a bagging plant in York but in our world they are running from the sugar mill at King's Lynn. Who knows, it might have happened! The large grain stores at Fenchurch St Peter generate a considerable amount of traffic, including wheat to Birkenhead and Avonmouth and barley to various locations in England and Scotland for the brewing and whisky industries. This is conveyed in unfitted BR grain hoppers and the later privately-owned and vacuum braked BRT hoppers often known as 'Blues' due to their livery. There is also incoming fertiliser and animal feed traffic for distribution in the local area by Eastern Counties Farmers. This organisation makes use of the goods shed since

ABOVE: Parked up between shunting turns, one of March depot's BR/Sulzer Type 2s (Class 24/0) hides behind the goods shed. Note the rails inlaid into stone setts.

RIGHT: A BR blue 'Derby Lightweight' two-car DMU rumbles over the girder bridge crossing Middle Drain.

its closure by BR in 1966, at which time the station became unstaffed like so many others across the region.

One other infrequent traffic flow is the occasional tankload of diesel fuel to power the driers in the grain store. The motive power for these trains is usually Brush Type 2s in various BR green and blue liveries, Sulzer Type 2s (Class 24s) transferred to March from Ipswich in 1967 and English Electric Type 3s (Class 37s) also from March. I can find no photographic evidence that the latter locomotives ran on the Wisbech branch but I can also find no reason why they wouldn't. Our locomotive sometimes runs with a brake tender kindly loaned to us by our good friend Dave Tailby.

That then is the story of our long-vanished rural outpost of 'Fenchurch St Peter' which is now just another footnote in the history of East Anglia. We hope you have enjoyed the visit and we hope that you get chance to see the layout somewhere in the next few years. ■



THE MAKERS RAILTEC TRANSFERS

Part of a new generation of specialist suppliers, Railtec uses technology to provide high-quality transfers to modellers. **Ben Jones** went to find out more.

Technology is increasingly allowing people to break away from traditional workplaces and earn a living from home. This new 'industrial revolution' gives creative people with niche skills the opportunity to work from home, or small offices, but maintain a connection with the wider world via the internet. Graphic design software, 3-D printers, laser-cutting machines and a host of other innovations offer more affordable and practical methods of production for specialist items - not least those aimed at modelmakers.

An excellent example of this movement is Steve Bell, founder of Railtec Transfers, who gave up his 'proper job' in IT in 2013 to work full time producing high-quality transfers for railway modellers. With the important Warley NEC show looming, I visited him at his home in Derbyshire to discover how Railtec has come to enjoy such a strong reputation within the modelling community in such a short time.

"I started making my own transfers in 2009," Steve says. "They were for my own projects as I couldn't get what I wanted from the usual sources and in a sense it was the beginning of Railtec. In my day job I had to be creative and innovative on a commercial

scale and I brought that to my modelling.

"Pretty soon I thought 'if I need these things, other people will too' and that proved to be the case. When people saw that I'd created something new, they wanted to do it themselves. After that there was a snowball effect as 'word of mouth' got around.

"I bought my first printer some years ago while I was still employed full-time in a demanding job, but three years ago I gave that up and have never looked back. My list of customers keeps growing and growing. Business is still growing year on year at such an overwhelming rate that the rate of growth is almost unsustainable, but at least now I have the state-of-the-art technology it makes that level of expansion much more scalable."

What does Steve think sets his business apart from the many other suppliers of decals and detail parts?

"I'm massively passionate about creating, improving and innovating, and have an eagle eye for small detail.

People tell me I'm approachable and easy to work with, which is actually hugely important because you have to know how to speak to people and understand what drives them, and particularly in this hobby there are a wide range of personality types. I always





say 'people buy people.' Luckily in my professional and personal life I've lived in different continents and cultures, and that teaches you something. In conjunction with that, my philosophy is this: if we put man on the moon nearly 50 years ago then most things today should be possible.

"Packs of generic markings, for example, are all well and good but that isn't how the railway looks. On wagon packs, even maintenance panels are all different. Yes, they take longer to design but it's worth it. I'm not satisfied with a product that's 95% right, and the challenge is often that final 5% which can delay things getting to market - and most people may not even notice the difference anyway - but the end result is worth it. You've got to have that passion and a spark that fuels you to consistently work those 15-hour days."

Does Railtec specialise in any specific areas of the hobby?

"It began with post-steam as that's my main interest, but now incorporates some pre-Grouping and everything in between, and not just British outline either. My dad used to take us to Guide Bridge, Reddish and Newton Heath in the 1980s. It cemented a love of railways and modelling them, though it's only since starting Railtec and you come to either scrutinise

ABOVE: Technology allows Steve to work from home designing high-quality transfers tailored to specific locomotives and rolling stock.

LEFT: Old Lima Class 60s acting as 'guinea pigs' for new transfers, allowing Steve to check that the colour density, size and design is correct.

photographs from yesteryear or physically take a tape measure to a beat up 'Salmon' wagon in the middle of nowhere in the horizontal snow that you realise how little was and is actually 'standard', even on the same vehicle in some cases. This attention to detail has to therefore spill over into what gets produced."

Will Steve take on any request from modellers, or is there a limit to what he can supply?

Chuckling, Steve says: "My default answer to specific requests is 'yes' and then I have to figure out how to do it. Earlier in the year I created some 7mm scale numbers for a Scottish Class 37/4 and was approached by DRS to see if I could produce them at full size for 37403 *Isle of Mull*. I delivered them personally to RVEL in Derby and it gives me a real buzz to see it running around with my numbers on the side.

"No two days are alike; I get asked to produce transfers for aviation modellers, trams, buses, ships, dioramas, slot cars, classic car restorations, bike frames and even harpsichords. I get to work with a real variety of people too, including helping Bachmann with their catalogues, Pete Waterman, Dapol and Peco to name a few. Endorsements from reputable companies are a great selling point."

Despite Steve's prodigious output, as I look around his home I don't see any sign of the sort of industrial equipment you might expect to see in such circumstances. How does he produce all those transfers?

"I've got a laptop, an industrial printer, a ton of patience, endless passion and creativity, and a very understanding other half! The one thing I never have enough of is time.

"Railtec could never work as a 'nine to five' operation. I still try to be open to one-off, unusual requests - that's how I got started and built up that reputation. It's too easy to say 'I can't help you', but these are usually projects which have personal meaning to people, and it's nice to help people realise their own creations. As I get around 150 requests per week however (and increasing), it can lead to longer waiting times so I have to say "as and when" as it becomes just physically impossible to get to every job in the timeframes some people want.

"If it's a stock item then it usually goes out same day, but bespoke requests can take months of research and testing to go from concept to finished product, which many people probably don't realise. Some of it can be done quickly if there's plenty of source material, but vastly detailed items such as crests can take an age to design. It's nice to 'wow' people when they're done though. "Probably 90% of what's on the website came from specific requests: once I've designed it for one person, it's usually available for general sale."

How many requests a year does he receive?

"Requests for custom work or new packs? I couldn't say - way too many to count. I know I'm currently running at around 400 new products per year. I don't think anybody else in the industry puts out as much new stuff as I do, and the philosophy is all centred on addressing customers' needs rather than releasing what I might like to release.

INTERVIEW | RAILTEC TRANSFERS

"Large generic packs are OK, but I hear so many people gripe about having to buy several different packs of different to complete a single locomotive - that's why I have packs which give everything needed for specific locomotives and vehicles on one sheet, even including the 3-D shed codes and nameplates.

As we're talking, Steve pulls out folders of transfer sheets, giving a graphic demonstration of the depth and breadth of what he's been asked to produce. Significantly, some of the latest sheets move beyond decals to include three-dimensional items such as worksplates and nameplates. How does he see his business developing in this direction?

"There's lots of opportunity here; there's potential for smokebox plates, wagon plates, builders' plates, window frames, signalbox names, beading and virtually anything that needs relief. Pete Waterman has already praised the cast steam numberplates which are now on his 7mm models, customisable packs for which will be available imminently [containing shedcode, smokebox plate, worksplate where applicable, caution plate, cab number/plate and RA, BR emblem - all with a number and detail of the customer's choice on the one pack].

"I met Pete a few years ago at the Nottingham show. He said 'I wish I'd met you five years ago!' We have a solid relationship and work closely together with research for new packs and his help is invaluable. He'll either know the answer or knows someone that will. He uses Railtec transfers extensively on his 'Leamington Spa' layout and it makes me proud whenever I go round to see my transfers in action in such an exquisite setting.

"When I first started I felt limited by the technology, but not now. The 3-D printed plates are a logical progression and are gaining popularity as people see them in action. It helps Railtec become more of a one-stop shop. At first I had to explain the new concept, but people soon started chipping in all sorts of ideas. Creating and innovating is what gets me out of bed every day. The technology was a colossal expense but it's already paying off and there are some future innovations up the Railtec sleeve which will add new capability to the ecosystem and which are not even public yet! It's certainly an exciting time."

Does Steve foresee any limitations to this kind of technology in the modelling world, or is there even more to come?

BELOW: An important recent development is the ability to print 3-D transfers, raising the possibility of transfer sheets combining conventional transfers and 3-D items such as name and numberplates, beading rivets and cast numerals for smokebox door plates.



"I'm extremely technically-minded and driven; you have to be to push those boundaries. The next step will be to continue to expand the catalogue aggressively, design more 3-D items (possibly light clusters for DRS 37s), and work on the next new concept. There's no real limitation to what can be done now in terms of graphics, liveries and embellishments.

"If harnessed correctly, technology allows us to make life easier for the modeller. It has to advance the hobby otherwise there's little point. A good example would be the intricate designs on the Europhoenix Class 37/7s. I didn't know what the result would be like but they provided artwork for some models they required, and the technology did not disappoint. Likewise, I provided cabside logos, numbers and 3-D shedplates for the naming of Colas 37099 *Merl Evans* - both conventional transfer and 3-D shedcodes applied as a single transfer, or the nameplates where the commemorative plaque is included on the same transfer as the main plate. It saves people time and hassle, and the end result looks cleaner."

With his grasp of how the contemporary hobby is changing, how does Steve think model railways will develop over the next few years?

"I think there will be a growth in the number of those who undertake respraying as costs of RTR models rise. The majority of resprayers use Railtec and almost every one of them has been overloaded for some time. Many people share their work via social media and this is clearly encouraging others to have a go, to get back to actual modelling.

"I usually get a rush of orders when a new livery or repainted locomotive appears, and I can see that trend continuing as people want to sell them online at a premium while there's a novelty value.

"I'm also seeing an increase in demand for 7mm scale products although that's quite a different beast to 2mm and 4mm. It's a slower market with historically older demographic but even that's changing. Of course it helps that Pete Waterman's Just Like The Real Thing recommends Railtec in its kit instructions. The new Dapol '08' has also led to a rush of people opting for the customisable Class 08 pack with bespoke number and depot code, and that doesn't look like subsiding any time soon."

As we wrap it up, Steve concludes: "People want their railway to look like the real thing and the technology has never been in a better position to deliver it. It takes huge amounts of time and it can sometimes be a challenge but people appreciate that they're getting quality and authenticity, and that's worth the extra effort." ■





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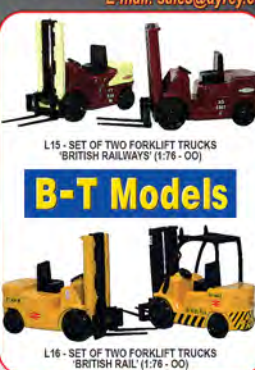
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PART TWO | STAMFORD EAST

REFURBISH A STATION



SHOPPING LIST

I Slaters' - Mek-Pak
 I Humbrol - Poly cement
 I Wizard models - Limonene solvent
 I 4D Modelshop - UHU POR
 I Superglue
 I Paint stripper
 I Albion Alloys - 3mm Foamboard
 I DCC Supplies - Redutex (076PC111)
 I Expo Tools - Paint remover (44500)

CONTACTS

I 4D Modelshop
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For **BRM**'s new project layout, **Phil Parker** turns to modern modelling products to restore the station building on 'Stamford East'.

Second hand model buildings are a nightmare for those looking after a stall at a club exhibition. Bulky and fragile, they usually have to be priced to sell at far less than the cost of materials to avoid them being taken away at the end of the show, incurring more damage.

For the layout owner, this makes them ideal as they're cheap. Some, such as this magnificent model of Stamford East station, are works of art that deserve a second life on a new layout.

In the process of renovating the model, one of the biggest problems I'm facing is that over time glue

becomes brittle. Each time the station building is moved, an aged plastic joint seems to give way. Careful handling is a must, unless demolition is the aim.

This model building was constructed in the 1970s, but it can be easily improved using modern materials to upgrade some of the finishes. never has modelling been easier with so many different products on the market and I'll show you how simple this can be.

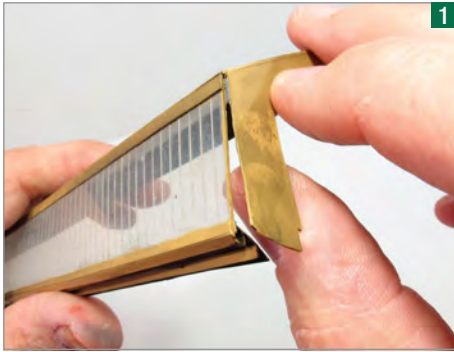
A great example is the shed roof which was covered in flat printed plastic slates. This was quicker than adding rows of plastic slates as used on the station building but doesn't

look as good. Using Redutex 3D moulded sheets takes just a matter of seconds and makes a noticeable improvement in appearance.

The period modelled, 1973, is much later than that which this building was intended for. I've replaced the wooden platform surface with paving slabs. A new printed station name on the canopy and suitable posters provide an indication of the period.

I used posters from Scalesscenes and several include pictures of HSTs, which weren't launched until 1976. Not all signage was changed in 1969 when the new corporate look was introduced - a few stations obtained non-standard coloured signage. Market Harborough sported a new name board but maroon totem topped information boards in 1972, so a mixture is plausible.

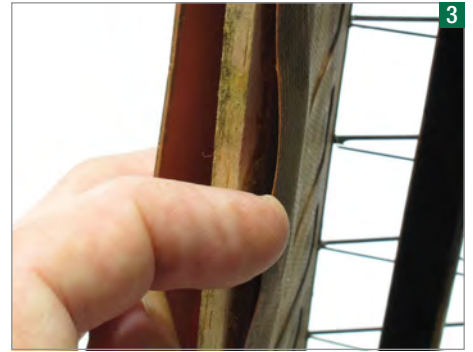
The next time you look for model buildings, don't ignore the pile of pre-loved examples at the end of the club second hand stall.



After three decades, the biggest problem I'm facing is the old and brittle glue. I suspect most of the plastic was assembled with tube cement which doesn't last forever.



Where parts have been stressed, the plastic has hardened and snapped. A wash of solvent glue before pressing edges together solves the problem.



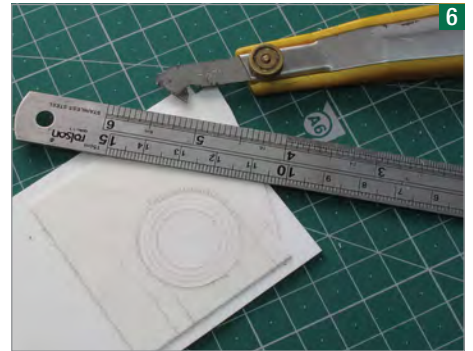
The embossed brick plastic sheet skins around the balsa wood cores of the walls have peeled. I'm pulling the layers apart and squirting in a solvent-free glue to fix.



Layers are clamped together whilst the glue dries. Spread the pressure with steel rules or strips of wood to avoid jaw dents in the wall surface.



The arches lack curved brickwork - called extrados - around the top. With nothing available to suit, I start by cutting circles of thin plastic sheet with compasses.



Using a jig marked with 2mm spacings around the edge, verticals are scored with an Olfa cutter radiating from the centre. Circles are then split into arches.



Each arch is placed on the model and cut with a sharp knife. Once it fits, a wash of liquid solvent holds it in place, flush with the bricks.



A small clamp with the jaws rotated to act as a spreader supports the wall ends. Care like this saves time consuming repairs later.



With all the arches fitted, the wall looks better. Scribing individual bricks would be better still but takes up too much time. An arch takes ten minutes to make and fit.



The brick painting on the model might be OK if it was a building camouflaged during the war, but as far as I am aware, this didn't happen at Stamford East.

ask the expert

Q How was the detailed interior of Stamford East model station made visible through its small windows?

A Given the lack of light shining inside the building, Stamford East is fitted with working lights inside the station building. At the time this was constructed, the only suitable bulbs were grain of wheat incandescents rather than the LEDs we use today. Their biggest flaw is that they eventually fail and need replacement - an impossible task when they're built into a model. To extend their life considerably, the trick is to run these 12V DC lights on 9v. The lower voltage keeps them cooler, producing a more realistic level of light.





Expo tools paint stripper is safe for use on plastics and isn't drawn by capillary action. The old paint lifts after 10 minutes exposure and a little scrubbing.



Not all paint is removed, but is loosened and can be extracted by running a sharp blade or fine screwdriver point along the courses.



The brick arches are hollow on the prototype building, and filled with decorative cast iron grilles. Small holes are drilled through the walls to support.



After spraying the walls with mortar colour (Humbrol 121) they were coloured with red-brown pencil crayons rubbed over the surface of the bricks.



It's still worth using masking tape to protect other paintwork. A pencil eraser can be used to remove mistakes.



I'm not sure a wooden platform surface would have survived into 1973, unless a reader knows otherwise, so a new paving slab version is scribed onto 5 thou plastic sheet.



Thin plastic can't be laminated with normal solvent as it'll buckle and warp. Limonene from Wizard Models is a much gentler solvent and won't damage the plastic.



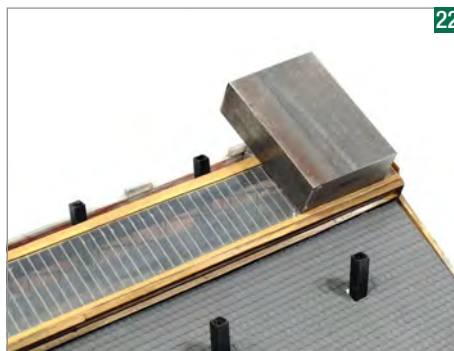
One of the vents from the smoke hoods was missing but a replacement is made from a U-shaped piece of plastic channel stuck to sheet, trimmed and sanded.



The smoke hoods are only detailed along the inner edges. An overlay from thin sheet is made for the outer sides.



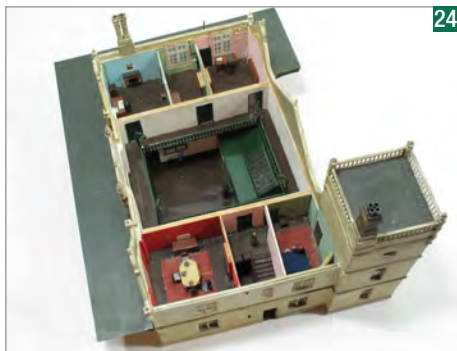
The trainshed side nearest the viewer has a roof made from black plastic sheet, to which self-adhesive Redutex slate sheet is glued.



With so few positive fixing points for in the roof, it relies on superglue to hold it together. Thick steel cutouts make excellent weights to hold things as the glue dries.



Wire drainpipes are replaced with Ratio plastic moulded versions, along with the guttering from the same source.



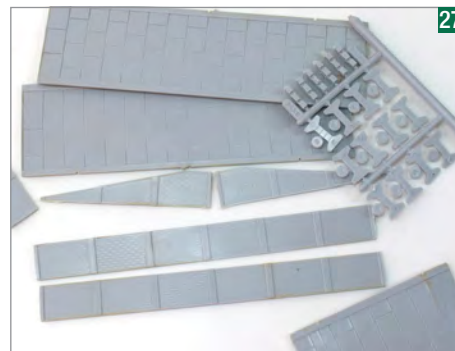
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A detailed interior came as a surprise by lifting the roof. A loose partition behind the main entrance was quickly fixed back in place - the only repair required.



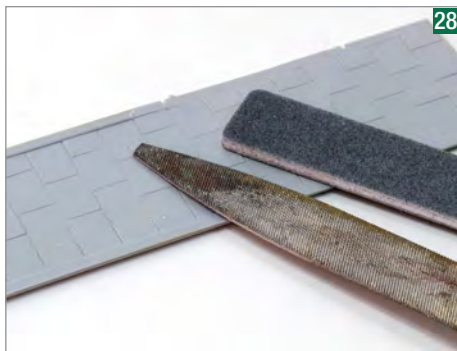
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On the prototype, the station building sits three foot higher than the shed. The baseboards will be level, so I've added 3mm thick foamboard foundations.



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Alongside the shed should be a platform - for this, I'm using the classic ex-Airfix plastic kit now made by Dapol.



28

The kit shows its age with a raised edge to make painting a white line easier. This is sanded to make it flush with the surface of the paving slabs.



30

I can't find a photo showing the back edge of the platform, but I've modelled the slope in full and will cover some with ground cover later.



31

Signage is from the Scalescenes 1970s station signs and poster boards set. The clever software allows the modeller to edit the nameboard and print out as required.







David Ford and **Tony Parker** explain how Stafford Railway Circle refurbished and completed this attractive layout built by the late Fred Shilton.

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 18.2mm gauge EM
SIZE: 13ft 11in by 2ft 6in-3ft 6in
ERA/REGION: Southern Railway 1925-35
LOCATION: Isle of Wight
LAYOUT TYP E: Fiddleyard to terminus
POWER/CONTROL: 12V analogue DC
WORDS: David Ford & Tony Parker
PHOTOGRAPHY: Andy York

Fred Shilton's EM gauge layout of Freshwater (IoW) station was entrusted by his family to the Stafford Railway Circle when he passed away recently. Our task was refurbish and complete it to exhibition standards.

The layout was designed as an approximation of the station area and to be a permanent fixture, mainly to display his collection of scratchbuilt locomotives, coaches and wagons. Extra baseboards and a new fiddleyard have been slowly constructed, re-wired and an additional scenic section has been created by SRC members. The layout is now portable and has started to attend exhibitions.

Freshwater station on the Isle of Wight opened in 1889. It was the largest station on the Freshwater Yarmouth & Newport Railway (FYNR) line with a single platform and a two-storey building at the end of a short approach road. As well as Freshwater, the station served surrounding areas of Alum Bay and Totland. Its main traffic was passengers and coal, with some goods and cattle.

It would seem that the Isle of Wight is on another planet, as research into the FYNR has proved difficult. Even now after talking to many people and accumulating books, maps and internet information we are still in conflict with just exactly what happened at Freshwater in 1925-35 - the time that Fred chose to model. His trackplan was based on various, somewhat conflicting, original plans and drawings. There was a single platform with a run-round loop and headshunt, two goods sidings and a cattle dock plus a coal unloading and storage shed.

Whilst this seems straightforward, we have found that between 1925 and 1928 the Southern Railway altered the station area. It removed locomotive and carriage sheds and a cross track, added and lifted sidings and points and moved the signalbox. The platform had up to four changes in length, but the dates at which they occurred are vague. Depending on the result of your research it could all have happened at once or over three, five or even seven years and in no particular order!

Early timetables show a service pattern of eight or nine trains a day of passenger, mixed and goods from opening right through the Southern years. We will run more than this in a running session!

LEFT: Adams 02 0-4-4T No. 23 *Totland* brings a train of Southern 12t vent vans into the goods yard. Some hard manual labour is underway to fill sacks for the coal merchant.

The layout was designed to be a permanent fixture, a place to display Fred's collection of scratchbuilt locomotives and wagons, but it's now portable and has started to attend exhibitions.



CONFLICTING INFORMATION

We decided to keep approximately within Fred's chosen dates and retain the track as he laid it. Many said that work to amend the track layout may have started in 1924, with the changing of rail from flat-bottomed to bullhead type. We have maps from 1888, 1905 and showing the proposals in 1924 and some showing no change until 1927 plus photographs from 1892, 1906 and throughout the 1920s and 1930s. It seemed to have settled down after that and there were no further changes until the line closed on September 21 1953.

However, to save us lifting and relaying track and buildings we kept the signalbox and the formation in its original position. We changed the long building in the station yard from an unusual 'coal house' into a warehouse and turned it around to show a vehicle entrance door. An oil storage tank is now at the end of this building and much nearer to the road.

Some buildings at the junction of School Green Road,

Freshwater fleet - locomotives

Company	Type	No.	Name	Year	Livery	Notes
FYN	Terrier *	2		1913	pale green	Started as 'A1', rebuilt as 'A1X' and renumbered W8
Southern	Terrier	8	<i>Freshwater</i>	1932	dark green	'A1X' - See above ex-LBSCR
Southern	Terrier	12	<i>Ventnor</i>	1903\$ 1930	dark green	'AIX' ex-LBSCR
IWC	Beyer, Peacock	4	<i>Ryde</i>	1876	maroon	IWC provided all motive power until 1913
Southern	E1	2	<i>Yarmouth</i>	1932	dark green	Ex-LBSCR
Southern	O2	23	<i>Totland</i>	1925	dark green	Ex-LSWR
Southern	O2	24	<i>Calbourne</i>	1925	dark green	Ex-LSWR

\$ arrived on IOW

* Preserved



Coach sets

Company	Type	No.	Liv- ery	Notes
Various	50ft	4	green	Varied sources at different times, during the life of an independent FYNR as well as the Southern. Kept in sets on the layout
	28ft	5	green	
	28ft	4	teak	

Goods wagons

Company	Type	No.	Livery	Notes
IWC & SR	coal	7	various	There are other wagons of various types and colours of course, mostly brown or grey. These are RTR items modified to EM
SR	vans	4	Dark brown	
SR	brake	4	Dark brown	
IWC	open		Brown/grey	



4 **OPPOSITE** FYN 'Terrier' No. 2 is one of several ex-LBSCR locomotives transferred to the Isle of Wight.

LEFT: One of the Southern Railway's ubiquitous sectional concrete provender stores has been built in the goods yard.

THIS PAGE: Period details are carefully placed around the layout to help set the era and location.



This layout was donated to the **Stafford Railway Circle** by the family of the late **Fred Shilton**, who was a long-time member, and is exhibited in his memory.



Hooke Hill and Stroud Road near Bow Bridge have been added to give more character to the station area. They are scratchbuilt, based upon local architecture and although rotated by 90 degrees they are positioned mainly as buildings in the map for 1927.

The scenic section of the layout is 10ft 11in (3,330mm) and the fiddle 3ft 0in (914mm) long with the width varying between 2ft 6in (760mm) and 3ft 6in (1,066mm) wide at the station end. One major change we instigated is to have a road overbridge to the north-east of the station throat (right hand side) as we did not have sufficient room to do the road and level crossing some 800ft from the platform. This enabled us to cover the entrance to the fiddleyard - we don't like holes in the walls!

Fred built the layout to EM gauge with 'live frog' handbuilt points. We have modified the electrics and used the auxiliary switches of the H&M motors to indicate their position on the control panel and used

ABOVE: Southern 'Terrier' No. 8 *Freshwater* trundles in with a passenger train from Newport formed of 50ft stock.

ABOVE RIGHT: An overbridge has been brought closer to the station site to act as a break between the scenic section and fiddleyard.

RIGHT: No. 8 rests before running around its train at the terminus.





7

microswitches to alter the frog polarity. All the points are initiated via centre-off spring switches.

Analogue control is used throughout, with Gaugemaster model 'UD' panel-mounted twin controllers. There are six sections, all able to be driven by either controller. Dual-colour LEDs show which controller is driving which section.

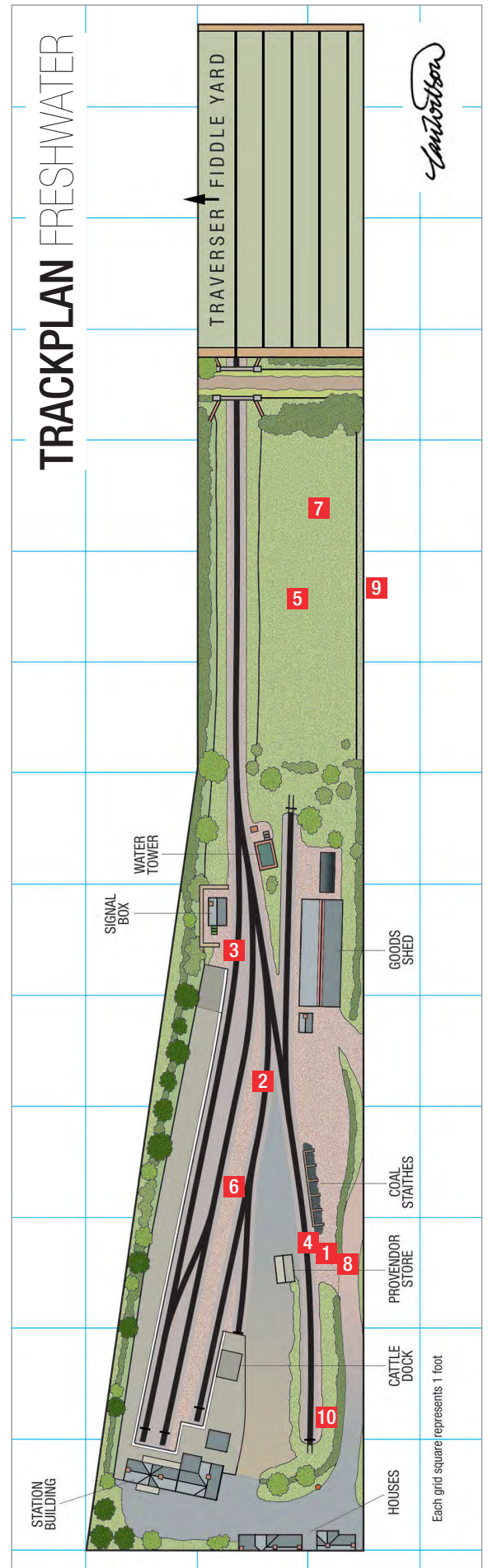
Couplings are by Kadee with magnets fitted between the rails at strategic positions to allow for 'hands-free' shunting. Whilst they can take a considerable amount of fiddling to set up they seem to work well in practice.

Two Dapol operating signals are used, one as a Platform Starter and the other as Home by the station throat. Static ground signals have been fitted by the run-round loop and the long siding. They are all of Southern Railway design.

The fiddleyard, hidden behind a backscene and front fascia is a sliding board with six tracks. Toggle bolts at the end of each track both secure their position and pass the electrical supply. The board around each track



6





back story the Freshwater Yarmouth & Newport Railway

The first railway to be built on the Isle of Wight opened between Cowes and Newport in 1862. In 1868 there was a proposal to build a line from Newport to Freshwater at the western end of the island. This came to nothing but in 1880 the Freshwater, Yarmouth & Newport Railway Company was authorised by Act of Parliament to build a 12-mile single track line with three passing places from the Isle of Wight Central Railway at Newport to Freshwater.

Construction started at the western end in 1886 with the line reaching Yarmouth two years later. It opened to goods traffic on September 10 1888. There

were some passenger excursions but the line didn't officially open to passenger traffic on 20th July 1889.

Intermediate stations were at Carisbrooke, Calbourne, Ningwood and Yarmouth and in July 1889 a private station was opened at Watchingwell for Sir John Simeon of Swainston. Eventually this became a public station and it appeared in public timetables from August 1923.

From the start the service was provided by the Isle of Wight Central Railway (IWC) which provided staff and rolling stock while the FYN was responsible for maintaining the line. This did not prove to be a satisfactory arrangement and after bankruptcy in 1896



formation has been roughly painted brown and grey so that viewers do not see unpainted wood through the bridge, which can be distracting. The fascia boards are set so that viewers can see the operation of the fiddleyard, as we know they like to view the stock.

The table opposite lists the main items of locomotive and rolling stock at the time the line is set, all built by Fred. They have come from many varied sources, particularly the 'Terriers' (A1X) and 'O2s' which were typically used by the Southern Railway and its predecessors on the island. Unfortunately, the Southern and the FYN had a habit of renumbering and renaming their locomotives to the extent that different locomotives carried the same number!

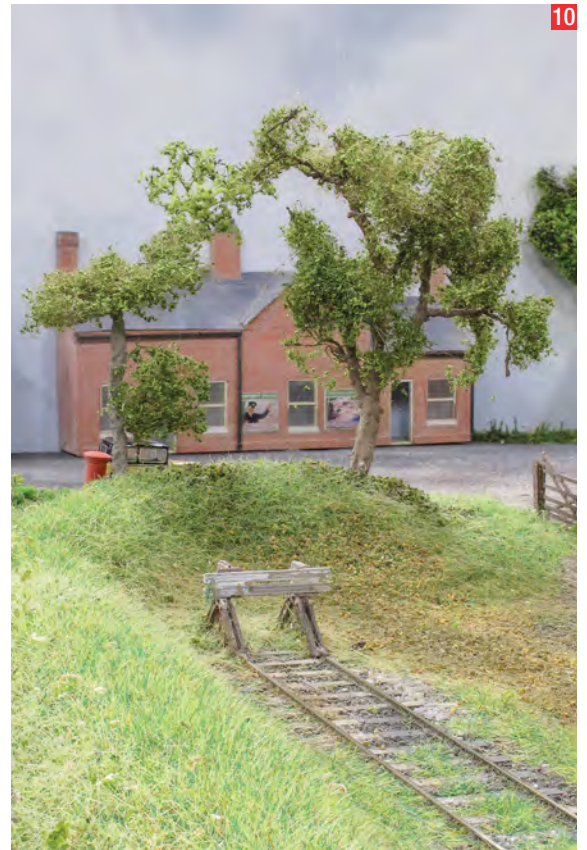
Equally the coaches appeared on the island at various times and came from the constituent companies of the Southern Railway - the LSWR, LBSCR and SE&CR. In addition, we have other vehicles of Great Central, Manchester South Junction & Altrincham (MS&JA), North London and Metropolitan Railway design.

Stafford Railway Circle members hope that we have done justice to Fred Shilton's scratchbuilding skills. We'd like to take this opportunity to offer our thanks to his family for their trust in allowing us to research details and refurbish of this unique piece of railway history and, most of all, play trains on the Isle of Wight. ■

LEFT: FYN No. 2 meets an earlier form of heavy goods traction in the goods yard. Wagons are a mix of scratchbuilt and modified RTR models.

RIGHT: Stafford Railway Circle members have updated and completed Fred's scenic work ready for its exhibition outings.

BELOW: A late-19th century passenger train hauled by IWC Beyer, Peacock 2-4-0T No. 4 *Ryde*.



10

the partnership was eventually dissolved in 1913 when the FYN bought its own locomotives and rolling stock. The company also built its own station 200 yards west of the IWC station at Newport. Initially passengers had to walk between the two stations but by June 1914 trains were allowed to run between them.

The line was not financially successful with the company operating in bankruptcy until August 1923 when it was taken over by the Southern Railway as part of the Grouping of Britain's railway companies in to the 'Big Four'. Shortly after, the FYN station at Newport closed and all trains ran to the IWC station.

Improvements were made with some through trains running between Freshwater and Ventnor but following Nationalisation in 1948 the line's days were numbered. In 1952 its closure was proposed and, following a public inquiry, approved with the last train running on September 20 1953.

After closure the station bookstall was relocated to the town and is still in use. The signalbox, which was moved to Freshwater from Newport by the Southern around 1924/25, became a bus shelter and was relocated to Wootton on the IoW Steam Railway in 1987.



9

YOU'RE GROUNDED!

Re-use, reduce, re-cycle is the motto as **Phil Parker** converts a cheap toy for use as a grounded coach body on his 'Ruston Quays' layout.



TOOLS

- | Craft knife
- | Chisel blade in a suitable handle
- | Abrasive papers
- | Plastic Weld glue

Messing around with secondhand models is a great chance to perfect modelling techniques without ruining anything of great value. This project produces an interesting scenic feature and if your workmanship isn't perfect, it won't matter.

Once coaches and vans reached the end of their working lives on the railway, many found new uses as buildings, especially in goods yards and sheds. Quite solid examples could still be found across the network into the late 1960s and

many survived long enough to be bought by preservation societies and restored to running order.

Hornby's four-wheel coach first arrived in 1976. Nearly 40 livery variations have appeared in the range so there's no shortage of them. Its bodysides owe their origins to the firm's bogie clerestory coach moulding and the chassis came from a brake van. This means the model is too short - prototype 4w coaches tend to have four compartments, not three.

The coach length can be corrected by 'cutting and shutting' two

models, hiding the joins along the edges of a door. It's possible to do this without sanding and filling.

For this project I'm not using a Hornby coach - the raw material came from a 'Thomas the Tank Engine' push-along range with red plastic wheels. I paid the princely sum of 50p per coach.

Grounded rolling stock is the perfect way to make use of old or battered models. While kits exist for grounded coach bodies, if you have an old wagon or coach lurking in a drawer, why not copy prototype practice and find it a new use? ■



A couple of push-along Hornby 'Clarabel' coaches. At first sight, these would be regarded as 'toys' and overlooked by most of us.



With the body easily removed, clips under the body that didn't break when removing the chassis are cut and removed with flush wire cutters.



Handrails and steps on the body end are removed with a chisel blade. Avoid scratching the rest of the surface. A little damage will look like wear and tear.



Both coaches are shortened by running a knife blade down the gaps beside the doors. Several careful passes are necessary to work through the plastic.



After cleaning up, the longer parts of each coach are glued together. Bracing with 0.5mm plastic sheet strips restores strength, but isn't essential.



Plastic sheet is used to add divisions between compartments. The inside of the body tapers towards the bottom so these aren't rectangular.



Cut the clear glazing from the roof with a fine saw. Sand the vents and rainstrips then fit both roof mouldings, staggering the joint with the sides.



A sheet of tissue paper placed on the roof and soaked with solvent looks like felt when dry. Work out as many creases as possible as you work. Cut to size when dry.



A chimney is made from the inner tube in a ballpoint pen. The roof canvas would be protected with cheap metal on the prototype, made from a square of plastic.



Spray the model with primer from a car aerosol. This provides a good base for paint but most importantly shows up imperfections on the body.



I assumed that the coach has been repainted from its original livery, so I've picked a suitably faded shade of green, weathered with a wash of Lifecolor sleeper grime.



Using a small screwdriver, blobs of Humbrol Clearfix are worked around the edges of each window until they fill the hole. Leave the coach on its side until dry.

PART TWO

WHAT GOES ON

In the second part of our look at railtour operations and how to model them, **Pip Dunn** focuses on the diesel and electric era and discovers some forgotten gems.

It's often said, "Railtours don't count"! I'm not sure why; maybe it's because they are perceived by some as simply being stage-managed. The adverts tell you you'll be having such and such type of locomotive over this route or that. So there's no challenge, is there? Well, that's not entirely the truth.

Railtours offer us the chance to do something different. They allow people to travel over lines that normally have no passenger traffic, enable freight locomotives to haul passenger trains which otherwise would be highly unlikely and they can take 'foreign' locomotives to new pastures.

DIESEL ORIGINS

The earliest locomotive-hauled diesel tour I can find in the UK was September 7 1958 - a Leeds to Farnborough trip via Basingstoke hauled by English Electric Type 4 (Class 40) D201. In reality, this was probably a day charter train and the traction was irrelevant - albeit very good, and over a rare route for a '40' - especially as it ran via the GCR's 'London Extension' (see *BRM* October 2016).

There could have been other uses of diesels on charters prior to this, of course. One diesel-hauled special worthy of mention was on July 9 1955 when Drewry 0-6-0DM No. 11101 hauled three brake vans on a tour of the Wisbech & Upwell Tramway!

In the late-1950s and early-1960s, however, diesel power would generally have been frowned on by enthusiasts, unless the tours in question were run to visit rare or endangered lines. DMUs were popular for such tours from their introduction in the mid-1950s.

After the end of BR steam in August 1968, the number of railtours briefly declined and the reasons for their operation changed. Many trains were promoted to traverse unusual, threatened or freight-only lines. The traction hauling them was neither here nor there to most on board. Widespread interest in diesels did not start until the early-1970s when enthusiasts finally came to terms with the loss of steam, and felt they had to rekindle their hobby with the traction they had hitherto despised.

RIGHT: Diesels started to appear on enthusiast tours from the mid-1950s, although usually just for short trips to obscure locations. On September 9 1956, Drewry 204hp 0-6-0DM No. 11102 hauled the well-loaded RCTS 'Fensman' tour over the Wisbech & Upwell Tramway. COLOUR-RAIL



Like This?

Our sister magazine *TRACTION* is packed with classic diesel and electric features from the BR era, find out more at www.traction-magazine.co.uk



NEW DAWN

On September 22 1973, BR ran a 'Hymek Swansong' tour, which took two of the few remaining Class 35s, 7001/28, on a circuitous trip from Paddington to Hereford via Severn Tunnel Junction, returning via Evesham, with ten Mk 1 coaches in tow. The tour was somewhat premature as the last handful of 'Hymeks' lingered for best part of another 18 months, although passenger use after this train was exceptionally rare, and usually unplanned and unexpected. It was one of the first examples of

TOUR...



diesel-hauled charter with requested traction.

On May 5 1973, the last 'Blue Pullman' set was used for a special charter, with power cars 60090/094 working from Paddington to Bristol via Coventry and Birmingham before heading to Swansea and then a direct run back to Paddington. Again this was a tour for which the traction - modern traction at that - was, it could be argued, a selling point. But so many other diesel types never had a farewell tour - the Class 22s, 29s, 42s and 53 all faded off the network with no

commemoration. Perhaps many were happy to see them go?

On October 19 1974, the 'Doncaster Rover' took a train over the Woodhead line behind 'EM1' 76048. The Manchester Piccadilly-Sheffield Victoria route had lost its passenger service east of Hadfield in January 1970, but those who wanted a run over the line usually had to keep their eyes open for diverted Hope Valley trains, or occasional football special to Wadsley Bridge from the Manchester direction.



Class 76 haulage, however, while not technically impossible, was very unlikely and as far as is known, the only time Class 76s hauled passenger trains after January 5 1970 was on railtours. That train, also featured a pair of Class 20s - also rare for passenger work (although the summer of 1974 had been the first season they made multiple visits to Skegness) and 20043/084 worked from Penistone to Doncaster, via Wath, and back to Tinsley Yard. This train had much appeal on all counts - great for spotters, passing depots and visiting Doncaster Works, haulage - the 20s, 40113 and the '76, and also rare track - passenger trains through Wath were exceptionally rare.

By 1975, the writing was on the wall for the Class 52 'Western' diesel-hydraulics; several tours ran that year and through to the final days of the class in February 1977. Many of the trains took 'Wizzos' over their classic lines, or routes close to their traditional operating sphere.

One notable train was on March 29 1975 when 1036 *Western Emperor* worked from Plymouth to Westbury, giving way to 1052 *Western Viceroy* for the leg to Derby via Toddington. The line from Cheltenham to Stratford was already doomed - it closed shortly afterwards after a derailment near Toddington in 1976 - but it was a rare chance to enjoy a 'Thousand' to Derby (although a handful had got there in the summer of 1971 on a booked Saturdays-only train).

WESTERN WANDERERS

Other 'Western' tours were more unusual. Most were worked by either 1013 *Western Ranger* or 1023 *Western Fusilier*, but other locomotives did appear. On October 20 1976, 1009 *Western Invader* joined 1023 for the 'Westerns South Western' trip from Paddington to Meldon while other notable trains took 1023 from King's Cross to York (November 20 1976), or 1023 from Plymouth to York on February 12 1977. The next day 1010 *Western Campaigner* visited Treherbert and

Merthyr Tydfil in the Welsh Valleys. The curtain came down on Class 52 operation on February 26 1977 when 1013/23 worked from Paddington to Swansea, on to Plymouth and back to Paddington. By then, however, railtours were seeing a revitalisation that had seemed wholly unexpected in 1968.

After the end of the 'Westerns', and inspired by a whole new breed of modern traction enthusiasts, railtours took off again. The usual mix of rare routes and haulage by unusual traction, mixed in with passing depots crammed full of locomotives, was a potent cocktail for success. New promoters were founded - or expanded, and a vibrant railway enthusiast scene meant that there were rich pickings to be had - even if almost everything was painted BR blue.

Stock was also plentiful, and rakes of Mk 1 coaches, usually vacuum-braked and reliant on steam heating, were spare at weekends. BR was keen to accommodate enthusiast railtours and make greater use of these vehicles.

RIGHT: Some of the earliest diesel tours used DMUs to reach unusual freight lines and industrial facilities. This 1960 view shows a Class 114 'Derby Heavyweight' set negotiating a weed-strewn siding in Chesterfield. COLOUR-RAIL

BELOW: The Western Region's 'Hymek' diesel-hydraulics were among the first diesel classes to enjoy farewell tours. On October 16 1971, 7073 heads the 'Western Trooper' at Long Marston in Warwickshire, where the train was taken around the MoD depot system by Army steam locomotives AD98 *The Royal Engineer* and AD197 *The Sapper*. COLOUR-RAIL



After the '52s' had gone, attention started to turn to other classes facing extinction and locomotives that had been hitherto restricted to freight. There were last trips for Class 44s, and to a lesser extent Class 24s and 84s. The Woodhead line, with its captive Class 76s, many of which had rarely hauled a passenger train, were a big draw - not to mention the route itself, which was scenic, freight-only and under threat of closure. Promoters were desperate to traverse it.

Freight locomotives such as Class 20s, 37s and 40s, especially those allocated to depots which had little or no passenger work, were also requested.

On August 13 1978, F&W Railtours ran one of the more unusual trains, the 'Tintern Totter'. This was just three Mk 1s, and the majority of the day was in the hands of a Tinsley Class 20, 20098, which worked from Severn Tunnel Junction to the freight-only branch at Tintern in the Forest of Dean, and then back to Worcester, via Birmingham which meant the little Type 1 tackled the Lickey incline. The Tintern branch was

BELOW: A common combination for tours over rare track in southern England in the 1970s was Class 33/1 and '4-TC' sets. Visiting Fawley oil terminal near Southampton on April 25 1976, 33103 (and 33115) provided traction for the Lea Valley Railway Club's 'Royal Wessex' tour, sandwiching 'TCs' 406/411. COLOUR-RAIL

BOTTOM: The network of colliery lines in the South Wales Valleys has always been a draw for railtours. On March 18 1972, two Class 120 DMUs working the RCTS Rhymney Railtour had to be assisted by Class 37 6998. The ensemble is seen here at McLaren Colliery between Ystrad Mynach and Bargoed. COLOUR-RAIL

cut back to Tidenham in December 1981 and closed completely in 1992.

In the 1970s, a series of tours visiting unusual and threatened lines in the south of England was run using Class 33/1 and '4-TC' combinations. These push-pull sets were ideal for itineraries featuring short freight branches, rare curves and lots of reversals.

DELTA LADIES

In 1978 the first two 'Deltics' were retired from traffic, and as HSTs started to take over some of their front-line duties, Class 55s which previously could not be spared for enthusiast specials were made available. That year, 55015 *Tulyar* worked to Skegness (on August 13) and to Great Yarmouth (September 3) while 55007 *Pinza* worked a Sheffield to Carnforth trip on July 10 1978 and 55003 *Meld* was used on a Chesterfield to Carlisle special via Settle on July 23 1978. 55007 worked the 'Man o' Kent' trip to March 26 1978 and 55003 also made it to Paignton (March 5 1978), 55018 *Ballymoss* to





Cardiff (January 29 1978) and 55022 *Royal Scots Grey* to Tinsley on April 21 1979.

That was nothing to what occurred in 1981. The final day of the Class 55s had been set for January 2 1982, and in the six months prior, 'Deltics' visited all manner of places on charters including 55022 to Paddington, via Birmingham, 55016 *Gordon Highlander* to Exeter, 55002 *The King's Own Yorkshire Light Infantry* to Whitby and 55021 *Argyll & Sutherland Highlander* to Oban amongst others - not to mention the numerous other tours taking '55s' to places that they had regularly - or semi-regularly, visited in service.

Once again, the demise of popular class did not dampen the hunger for charter trains, and F&W, Hertfordshire Railtours and others continued to devise innovative and exciting itineraries.

PUSHING BOUNDARIES

On May 8 1982, F&W set off on a three-day traction and track tour to Scotland - a regular fixture of 1960s steam tours. F&W usually started from Plymouth, using Laira's rake of steam-heat Mk 1s which was retained for weekday relief trains. A lot of F&W's customer base was therefore in Devon, Somerset and the West Midlands, for whom trips to Scotland would have been a rare treat. The 'Skirl o' the Pipes' - the first of seven such trains - left Plymouth with two Class 37s and made its way overnight to Scotland before visiting

ABOVE: F&W's 'Skirl o' the Pipes' tours of the early-1980s became legendary for their ambitious itineraries, massive trains and use of rare Scottish Region freight locomotives. Heading back south with 'Skirl II' on May 8 1983, 40084/068 pause for a photo stop at Dent on the Settle-Carlisle line. COLOUR-RAIL

Inverness and Wick using local traction such as Class 26s, 27s and 37s.

Freight locomotives were also used, and a pair of '20s' was always diagrammed for the return leg at some stage. 'Skirl 1' used 20081/198 - although being two ex-Toton locomotives recently transferred north, they were not the hoped-for Eastfield, Haymarket or Motherwell locomotives. Later 'Skirls' had better choices such as 20100/101, 20110/154 and 20204/222.

The 'Skirls' were massive 16-coach trains and they were usually split into two portions in Scotland. The separate portions would either cover a scenic line, such as Kyle or Oban, and the other portion would visit freight lines such as Burghead or Methil. One year, in 1984, the train split at Mossend and one portion went to Mallaig and the other to Kyle, but participants swapped portions so each did a circular trip - using a ferry between Mallaig and Kyle, either clockwise or anti-clockwise!

On July 24 1977, 56008 worked the 'Melton Mowbray Pieman', and although advertised as being the first Class 56-hauled passenger train, by the time the train ran, that was no longer the case as 56004 had rescued the 1030 Penzance-Leeds from Sheffield on June 22. However, it was certainly the first Class 56-hauled railtour, and also meant BR had to source air-braked Mk 2 stock for the new breed of freight locomotives.

Thereafter '56s', and later '58s', were sought after



for railtours, but only appeared on a few occasions in the early-1980s when suitable stock - often Southern Region allocated dual-braked Mk 1s - could be sourced. Sometimes, Class 56s would end up working with Mk 2 air-conditioned coaches, and while they could haul, and brake, them, they could not operate the train supply! By the mid- to late-1980s, as air-braked stock became more common, new Type 5s became easier to diagram for charters.

On May 3 1986, the Class 20 Locomotive Society ran a four-coach 'Yorkshire Gyrator' trip, from Sheffield to York via Harrogate hauled by 20002, spending much of the day running bonnet first. This was a short day out and was the last time BR would price a short-formed trains for a less than a day trip. Thereafter, costs tended to mean only longer trains were viable.

The following year, on May 2 1987, the CTLS ran its legendary 'Three to the Sea' which took 20030/064/118 from Sheffield to Brighton and back, a first ever triple-headed Class 20 tour. 20030/064 had also been repainted green by Tinsley depot for the occasion. Odd man out was 20118 which was immaculate in Railfreight 'red stripe' livery.

In 1989, sectorisation saw BR more reluctant to operate charter trains with unusual freight traction and most charters were meant to be restricted to green 37350/D6700 and 45106, or locomotives from the InterCity sector. That said, in February 1989, 45106

Missed Part 1?

Get the first part of the railtour story in November 2016 BRM - download the digital back issue now at www.pocketmags.com/BRM



BELOW: Diesel tours really took off as the 'Western' diesel-hydraulics were withdrawn in the mid-1970s. The 'Western Requiem' of February 13 1977 took 1010 *Western Campaigner* to South Wales, and was so popular that it had to be run twice. There are some classic 1970s hairstyles and fashions on view as 1010 pulls into Merthyr Tydfil. COLOUR-RAIL



was written off with fire damage. This 'restriction' was soon short-lived and on May 21 1989, Hertfordshire Railtours ran an InterCity diesel day using three sets of Mk 2a/b/c coaches running between Leicester and St Pancras using 20145/228, 33021/022, 37058/066, 47347, 56017 and 58050 *Toton Traction Depot*.

FIRSTS/LASTS

There has always been an attraction to railtours which use a locomotive type for the first time or, indeed, for the last time. Some classes had complete programmes of farewell tours, such as the Class 52s, 55s, 40s and then the 50s. Railtours provided the first passenger workings for Class 58, with 58002 working the '58 Pioneer' on September 18 1983, from Nuneaton to Matlock. Being passenger locomotives, there was no clamour for debut runs for the Class 90s or 91s, while the first passenger working for a Class 60 came when 60006 *Great Gable* rescued 47558 on 2M17, the 1047 Leeds-Carlisle when it failed at Horton in Ribblesdale and the '60' took the train to its destination. It was May 1991 before the type appeared on a charter train.

The Class 25s never got a farewell tour, the Class 27s did - just (May 9 1987, 27001/046 Glasgow Central to Inverness via Perth for 27055/063 back via Aberdeen) but the '40s' got a decent send off, mainly by virtue of BR keeping D200/40122 in traffic for three years after the rest of the fleet had been laid up. The end for D200 came on April 16 1988.

The Class 45s would have had a send off if 45106 had not caught fire and the Class 26 fleet was also set for a passenger train farewell in October 1993, only for the train to be cancelled at 48 hours notice after the promoter failed to pay BR. The five remaining Class 26s were duly condemned the following Monday. The Class 50s also got a programme of farewell trains with the curtain coming down on them on March 26 1994 with 50007/050 working Waterloo-Exeter St David's then on to Penzance and back to Paddington.

PRIVATE OPERATORS

The break up of the railways in 1994-97 opened new doors for charters, and nothing was more important



than the end on the ban on preserved diesels. Despite expectations that 'Deltic' would be first, it was actually a Class 46, D172 *Ixion*, which broke the ban. Bankrolled by Pete Waterman, the '46' made its return on October 1 1994 and went on to work several charters in BR green livery. In 2003 it was repainted into BR blue, but by the end of the year its main line career was over for a second time.

In 1996 a 'Deltic' did return when D9000 *Royal Scots Grey* worked a charter on November 30. Sadly the locomotive failed at Berwick-upon-Tweed, where it caught fire, and it had to be repaired. It made a second return on January 2 1997 - 15 years to the day after the last BR Class 55 trip. It worked King's Cross to Hull, then to York and back to London - all classic 'Deltic' track. Over the years 55002/009/016/019 have all had spells back on the main line too.

On November 1 1997, 50031 *Hood* brought the sound of a Class 50 back to the main line and 50007/017/044/049/050 have all seen main line revivals, with 50008/026 possible candidates to follow suit. 'Peak' 45112 and D345 (40145) brought their respective classes back onto the national network, while preserved Class 20s, 33s, 37s, 86s and 87 have also made comebacks. Class 20s, 31s, 33s, 47s, 47s, 56s, 73s and 86s have also returned to main line use with spot hire companies and have all worked charters.

In recent times we have charters which would have been wholly unthinkable in BR days - such as 'Deltics' to Penzance and Mallaig, a 'Western' to Kyle of Lochalsh, Scarborough, Great Yarmouth and Liverpool, a '40' to Newquay and Fort William, '20s' to Lymington Pier - the list goes on and on...

The stock is also often different; for example, the sight of a maroon 'Western' hauling Virgin red Mk 2 'air-cons' to Canterbury might upset the purists but then, it can be argued that it's just another small chapter in the locomotive's history. Charter promoters face many challenges, and will continue to do so, but the fact remains, there is still the scope to take all sorts of locomotives to all sorts of destinations.

Stock List: OO Gauge

1970s/80s: Hornby BR blue/grey Gresley buffet car, Bachmann BR blue/grey Mk 1 and Mk 2 stock, Bachmann Mk 1 Pullman umber/cream coaches, BR blue/grey Mk 1 sleepers, BR blue/grey ex-Pullman Second Parlour

Late-1980s/early1990s: Bachmann BR InterCity Mk 1 BSK/BCK/TSO/FK/RMB, Network SouthEast Mk 1 BSK/TSO/FK

1990s/2000s: Bachmann/Hornby BR/WCRC maroon Mk 1 BSK/TSO/RMB, BR crimson/cream Mk 1 BSK/FO/TSO

Stock List: N Scale

1970s/80s: Graham Farish BR blue/grey Mk 1 and Mk 2 stock, Graham Farish Mk 1 Pullman umber/cream coaches
Late-1980s/early1990s: Graham Farish BR InterCity Mk 1 BSK/BCK/TSO/FO/FK, Network SouthEast Mk 1 BSK/TSO/FK

1990s/2000s: Graham Farish BR/WCRC maroon Mk 1 BSK/TSO/FO/BCK, BR crimson/cream Mk 1 BSK/FO/TSO



There have been 'first' trains for 66s, 67s, 68s and 70s, although in the case of the 67s, it was after a pair had rescued a failed Virgin train!

MODELLING CHARTERS

Over the years, railtour organisation has moved from being undertaken by private individuals or enthusiast groups to a smaller number of full-time businesses such as West Coast Railways, Vintage Trains, Pathfinder and Hertfordshire. However, there are still occasional examples of individuals putting in the enormous amount of time, planning and effort required to promote and operate such a train on the modern network. Tours fall into several categories, appealing to different interests from rare lines (track bashing) and unusual locomotives from the freight operating companies, to dining trains and tours hauled by preserved steam, diesel or electric locomotives.

Since the 1980s, there has been little or no spare rolling stock available for charter operations, so specialist companies have sprung up to cater for this market. Redundant rolling stock - usually ex-BR Mk 1s and Mk 2s - were formed into charter sets, initially by BR's InterCity Special Trains unit, and later by companies such as West Coast Railways, Riviera Trains and DB Schenker. Crews, traction and rolling stock are hired by promoters to work railtours.

Typically BR blue/grey Mk 1 stock was used in the 1970s and 1980s, and even into the 1990s. From the late-1980s, InterCity and Network SouthEast vehicles started to appear. The latter were used for many tours at the time as they were often spare at weekends. Bachmann and Graham Farish Mk 1s are ideal for railtour sets, formed into trains with minimal Second Class

accommodation for the 1970s/80s but with increasing First Class accommodation in recent years.

Mk 2 coaches were less common, as they were more intensively used but occasionally a rake of Mk 2 'air-cons' was used, especially if an air-braked only locomotive was diagrammed. Again, the liveries started to change in the second half of the 1980s.

Loads were typically long, between ten and 13 coaches, sometimes even more - 15 coaches were used for the last train to Torrington in 1982 and the aforementioned 'Skirl' tours usually loaded to 16 vehicles.

Shorter locomotive-hauled trains were not unknown, but rare mainly because the economics, and demand for tickets - favoured as many coaches as the infrastructure and locomotives could handle!

Other livery variations are worth a mention - Sealink red/blue Mk 1s (now available from Bachmann) appeared in 1984 and were occasionally used on charters. The Pilkington 'K' set of green/blue/red coaches appeared in 1988 while ScotRail green/cream and Provincial Services Mk 2a/b/c vehicles started to appear in the late-1980s. On October 29 1988, 50026 *Indomitable* and 50032 *Courageous* worked a circular tour that saw locomotives and Mk 2a/b/c stock all matching in NSE colours.

One of the more unusual trains combinations was on March 12 when D200/40122 in grey primer led *ETHEL3* - in InterCity livery - and a mixed rake of InterCity and NSE coaches! Certainly the late-1980s and early-1990s were a good time to see mixed rakes, though many photographers did not enjoy them!

There are so many combinations and permutations of charter trains in the modern era, you could write a book on the subject. Now there's a thought... ■

TOP LEFT: 'Deltic' farewell tours in 1980/81 and January 1982 proved hugely successful and took the class well away from the usual East Coast Main Line duties. SVR Railtours' 'Deltic Venturer' of November 29 1981 took 55022 *Royal Scots Grey* from York to Paddington; seen passing Millhouses on the southbound climb out of Sheffield. PETER HUGHES/COLOUR-RAIL

MIDDLE LEFT: In their last couple of years in traffic, Southern Region 'Hastings' DEMUs ventured to many exotic places, including the Settle-Carlisle line. On January 14 1984, Class 203 1031 worked the 'Kent Katabasis' from Watford Junction to various SR lines in Kent, with a brief diversion to the doomed Broad Street terminus in London. COLOUR-RAIL

BOTTOM LEFT: Having had farewell tours of their own in the early-1990s, several Class 50s have been among the preserved diesels returning to the main line since privatisation. On November 24 2007, 50049 *Defiance* was used for the northbound leg of a 'Cathedrals Express' trip from London to York. BEN JONES

ABOVE: At various times, short railtours have been run in connection with events such as depot open days. Barrow Hill Roundhouse has organised several such trips, including the use of European Passenger Services (EPS) 37603 and Fragonset 31454 on shuttles over the former Woodhead route to Deepcar on July 8 2006. It's difficult to believe that this was once a double-track electrified main line as 37603 passes Wadsley Bridge. BEN JONES

BURSHAW NORTH WESTERN

BR in the immediate post-steam era is seldom modelled, especially in N, but **Dave Forshaw's** fascinating layout captures the variety that could still be seen in northern England at the start of the 1970s.

I was born three days after the end of steam on BR, and in some ways I regret not being old enough to see it. Until this layout, I have always modelled the 1960s steam-diesel/electric transition period.

Trainspotting as a kid in places like Preston and Crewe introduced me to the West Coast Main Line (WCML), the powerful hum of electric locomotives and large diesel locomotives, as opposed to the rattling old Class 101 and 108 DMUs on my local line.

'Burshaw North Western' is a fictitious station on the WCML in North West England. The overhead wires are almost complete as part of the project to complete the WCML electrification from London to Scotland. It will be completed in the next couple of years, allowing electric working throughout. New four-aspect colour light signalling has recently been commissioned as part of the upgrade.

In Burshaw it is the early-1970s, steam has gone and is still banned from the main lines. The British Rail corporate blue-grey image is sweeping across the country, but its application is not yet complete. The Total Operations Processing System (TOPS) has yet to be implemented, so all locomotives still carry their original numbers. The 'D' and 'E' prefixes are disappearing as there are no longer any steam locomotive numbers for them to clash with.

Some machines are still in shabby BR green or electric blue, with varying amounts of yellow on the front ends. Whilst passenger coaches built by the 'Big Four' have all but disappeared, freight is carried by a mix of old

FACT FILE

I SCALE/GAUGE: 2mm:1ft scale, 9mm gauge N
I SIZE: 12ft by 4ft
I ERA/REGION: Early 1970s, London Midland Region
I LOCATION: Fictitious on WCML
I LAYOUT TYPE: Continuous run
I WORDS: Dave Forshaw
I PHOTOGRAPHY: Tony Wright

ABOUT THE OWNER

I still have my first N gauge locomotive, a Minitrix dock tank that I bought at the original Hattton's shop when I was 11, trading in some old OO gauge train set bits. I've been an N gauge modeller ever since, and added O gauge modelling a few years ago. As an industrial pharmacist I have worked in different parts of the country, joining local clubs along the way, and building and exhibiting many club layouts. I'm currently with Liverpool Model Railway Society and the West Lancs O Gauge Group.

Given the massive improvement in rolling stock wheel standards in recent years, I would like to see track catch up, Finetrix Code 40 trackwork looks great, but it would be too time consuming to build for a large layout - Peco Ultrafine code 40 maybe?





An overall view from the north end of Burshaw North Western station.



2



unfitted and vacuum braked wagons, working alongside the new-fangled air braked vehicles.

BLUE PERIOD

About eight years ago, I was looking for an economical way of modelling a different period to my usual early-1960s steam-diesel transition. I thought, if I only move a few years forward I can still use some of the existing stock. By mixing it with pieces of BR blue corporate

ABOVE: A Class 47 heads south with a train of new air-braked vans. A Class 50 and Class 86 wait in locomotive spurs ready to take over their next trains.

stock, which was not as popular a few years ago and often going cheap, a new 1970s fleet could be created.

So what to model? I grew up in West Lancashire, so for me the real railway was the WCML at places like Preston and Crewe, and AC electrics. I already had some old bits of Lima Class 86s, Graham Farish produced an '87', which could easily be converted into an '86' as well, so I could 'bash' some of the locomotives. I remember the blue/grey period from childhood, but not the pre-TOPS

Ask the expert

Q How did you achieve the right atmosphere for the period, with its evocative mix of steam age infrastructure and early BR diesels and electrics?

A It's rare to find RTR BR blue locomotives in pre-TOPS livery, so almost all have been renumbered. I like to build stock that is not available RTR, so I use kits and modify stock, such as the prototype HST, 'Manchester Pullman', HS4000 *Kestrel*, unrefurbished Class 50s and 86s to fit the period.

For the period details, I used a mix of British Railways maroon and BR Corporate signage on buildings to show the transition happening here too. Period vehicles from Oxford and BT Models have been a welcome addition, along with advertising posters. These had me checking which years cars were launched and what films were showing at the cinema - it's 'Carry on at your Convenience' by the way.

The industrial buildings to the left of the layout are all inspired by the Reggie Perrin series; Sunshine Desserts, Amalgamated Aerosols and Grot, as a light-hearted 1970s period detail!



4



part. The fact that I had never seen this period modelled in N was also a challenge that needed to be addressed, and, with another rarely modelled feature - catenary, I hoped to create a pretty unusual and interesting layout!

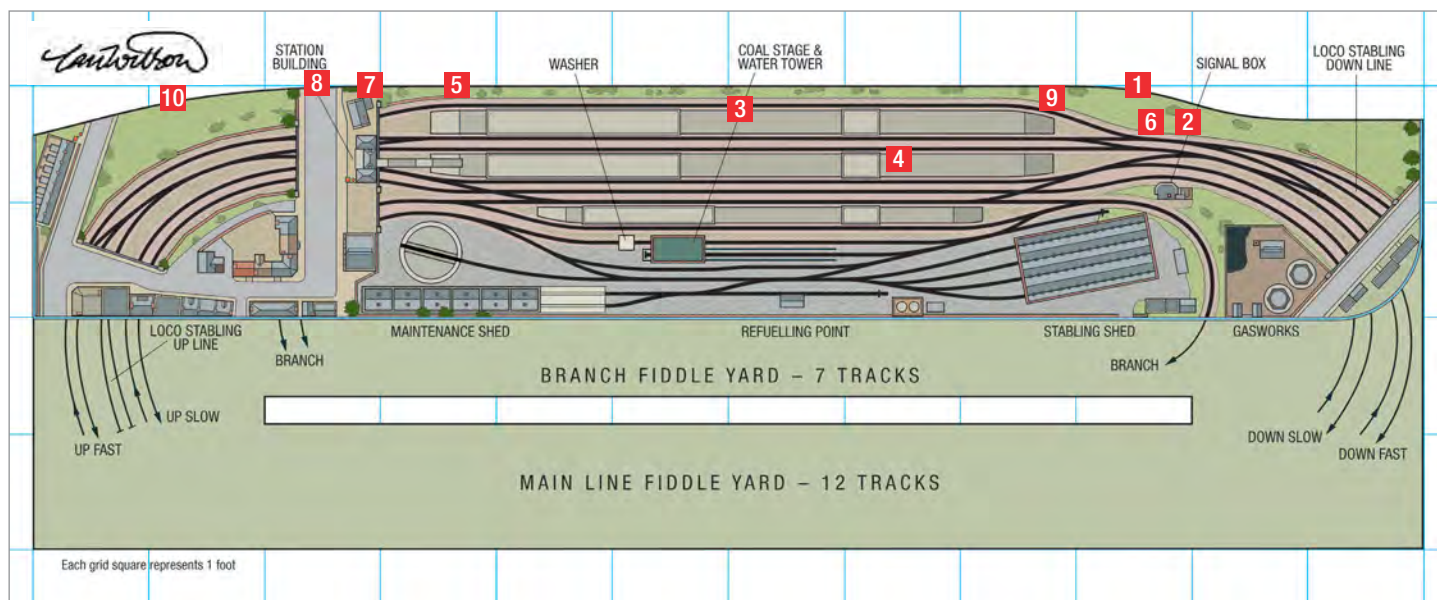
At that time, I spent extended periods working away from home, and wanted a layout that would fit in a spare room, but still be capable of accommodating scale-length trains. Most of the 9mm ply baseboards (both frame and decking) were recycled from old projects, the station and

Multiple units everywhere! A Class 310 EMU heads north from Platform 3, while a Craven DMU sits in Platform 5 and a Metro-Cammell DMU is in Platform 6. The first two are built from old Farish shells with N-Train 3-D printed cabs and Electra Railway Graphics sides.

shed areas already had track and some wiring, which needed only minor changes. This resulted in a 12ft by 4ft layout, small enough to move in a large car.

Travelling on the WCML over the years I have seen effects of the 1960s modernisation in places such as Coventry, Stafford and Wigan North Western and I wanted to replicate this modernist style. 'Burshaw' is an amalgam of my home village, Burscough and my surname. It is the third of my layouts to use the Burshaw

TRACKPLAN BURSHAW NORTH WESTERN





name, with the 'North Western' being derived from the Wigan (London &) North Western station, which was one of those modernised, and provided some of the design cues for a typical 1960s brutalist rebuild.

WIRING QUANDARY

To wire, or not to wire, was the key question. Whilst I would not contemplate running overhead electrics without representing the catenary at all, the thorny decision of whether to model the contact wires had to be addressed. In the end I decided against it, mainly on the grounds of the difficulty of keeping the track clean without wrecking the wires.

When I looked at prototype photographs, the wires are practically invisible from normal exhibition viewing distances. All the catenary portals are produced from N Brass Locos etches (see October/November 2016 *BRM*), suitably modified to fit their locations. There are 30 portals, all folded and soldered together, with droppers and tensioners attached, plus Dapol masts.

More catenary portals were used as the basis of the signal gantries, using etched railings, also from N Brass, and bits of scrap brass to complete the structures.

The four-aspect signal heads are from CR Signals, including the working 'feather' junction indicators. They are linked to IRDOT IRDASC-4 modules, which use infra-red light to detect the train and set the signal to Danger as it passes, and then use timers to sequence through double yellow, yellow and green. Additional links to point motor switches force red on the reversible lines, and when the routes are set against a signal. Whilst not totally authentic or interlocked, it means that the signalling works automatically, and that's one less thing for operators to worry about - I prefer to run trains!

ABOVE: The prototype HST passes through the station on an early test run, whilst a 'Peak' brings a rake of empty HAA hoppers north.

ABOVE RIGHT: 'AL5' E3082 brings a train of vacuum-braked wagons past the recently commissioned power signalbox. The soon-to-close gasworks is in the background.

FAR RIGHT: *Kestrel* hauls a train of 100 tonne oil tanks, whilst an 'AM4' (Class 304) EMU waits at Platform 5 with a local stopping train.

URBAN LANDSCAPE

The scenic part of the layout uses Peco finescale Code 55 track, ballasted with a mix of Woodland Scenics and Green Scene products. There isn't much greenery on the layout, but the few patches use a mix of flocks, static grass and sea moss trees.

The structural parts, such as retaining walls and bridges, are from the Hornby 'Lyddle End' and Knightwing or scratchbuilt from plastic and card. Buildings are 'Lyddle End' and Scenecraft items, kits from Peco, Metcalfe, Kestrel and Ratio or scratchbuilt. Many have been butchered to fit the scene; the former steam shed uses Peco sides with a scratchbuilt roof and the platform buildings are Kestrel kits with scratchbuilt canopies.

FLEET TRANSITION

Virtually every BR blue locomotive has been renumbered to remove its TOPS number and reinstate the original, often relocating the BR arrows, and returning the headcode boxes to use as well. The other major task has been 'unrefurbishing', as most models are tooled in their refurbished condition.

My main targets were nine D400s (Class 50s), as these were the primary traction for Anglo-Scottish trains north of Crewe until electrification was completed in 1974. The Graham Farish model portrays the locomotives in later life, so the plated-over roof sections were reinstated and high intensity headlamps removed prior to repainting and renumbering.

Dapol's 'AL6' (Class 86) was the other main target, and a great help in many respects as it is a much better model than a modified Farish Class 87. Again they are modified to original condition by removing the TDM and multiple working cables, headlights and reinstating the headcode



boxes. Bogie side frames were modified to remove the later Flexicoil suspension on most examples. All required a full repaint into electric blue or BR Rail blue, as sadly Dapol does not produce the earlier liveries. The original alloy numbers and totems are by Fox Transfers and BR arrows are BH Enterprises etches.

Bits of Lima Class 86s, Dapol '86s', Farish '87s' and plenty of Milliput have been used to create 'AL1' and 'AL5' electrics (Class 81 and 85), and other first generation electrics will follow.

A number of the diesel locomotives share chassis with their early-1960s green mates. I have collected a number of spare bodies over the years from various kit-building projects requiring donor chassis. About a dozen of these resulting bodies have been painted, numbered and weathered to fit my new period, the chassis being 'borrowed' from plain green locomotives.

Many diesels remained in green at this time, with increasing amounts of yellow on the ends, well into the 1970s. Photographs from the same year show maroon enamel station signs still present in Wigan too!

MULTIPLE UNITS

So far, I have built Cravens Class 105 DMUs from old '101' bodies, Electra Graphics sides, N-Train ends, and a new Farish Class 108 chassis. My first 3-D printed kit, a Class 128 Diesel Parcels Unit, is propelled by a Dapol

BELOW: Burshaw North Western station building with passengers heading to their waiting buses, with the town centre in the background.



I ask the expert

Q Advertisements and signage help establish period atmosphere. How did you create yours for the early-1970s?

A All the railway artwork was produced on my PC and printed on photo paper, or 'Crafty' transfer paper. Both the British Railways Gill Sans and corporate 'British Rail Light & Heavy' fonts can be downloaded from the internet for free. This technique was used to create the transfers used on the platform lamps, direction signs, station buildings, buses and many other items.

This was my first attempt at a photographic backscene; the quality is great - much better than the traditional watercolour style backscenes. Some of it is mounted a few millimetres in front of the main backscene to add a greater perspective and depth to the layout.

The only problem is that it is very easily damaged, and has been sprayed with acrylic matt varnish for protection, which also tones down the normally glossy images. Next time a tougher solution is needed, most likely using a matt finish laminate.

The period was also set using appropriate vehicles from Oxford & BT Models, all matt varnished so they blend in better. Sankey Scenics produces some lovely period posters that had me checking which year films were released and cars launched! This should make it easy to work out when and where the layout is set without a train in sight.





Class 121 railcar chassis. In an attempt to make this model more versatile, it's green on one side and blue on the other - a technique I'll use again on other models to make them fit two different periods.

Both WCML 25kV EMU classes of the period have been built; the 'AM4' (Class 304) unit uses cut-and-shut etched brass sides from a BH Enterprises 'Bubble Car' kit, with whitmetal ends bent to create the sloping front and filled to achieve the correct window layout. It is also powered by a Dapol '121' chassis, and is in Regional Railways livery on the reverse side. The later 'AM10' (Class 310) utilises Farish Mk 2 coach shells, with sides and ends from Electra, and a Class 150 'Sprinter' chassis for power. The pantograph & insulators came from a spare Class 87 body.

ROLLING STOCK

The London Midland Region (LMR) had just taken delivery of its first air-conditioned stock (Mark 2d) in 1972, but most of my trains are formed from Mk 1, Mk 2a and Mk 2c stock, gradually being cascaded as the new designs take over the primary trains, including 'The Royal Scot', which is usually in the hands of a pair of English Electric Type 4 Co-Cos (later Class 50).

'Burshaw NW' is designed to perform the diesel/electric changeover that used to happen at Crewe, and later Preston. Just as I finished building Mk 2a and Mk 2c stock from Farish Mk 2f models using Electra sides with additional roof vents and corrected underframe detail, Farish announced Mk 2a coaches! One Mk 2 variant I guess they won't produce is the Pullman vehicles. My eight-coach 'Manchester Pullman' is more

ABOVE: A Class 24/0 departs south from the station with an engineers train.

LEFT: A Class 50 has just backed on to a Scottish sleeping car train, whilst a Class 85 waits with a Manchester express.

old Farish bodies with Electra sides. One oddball is the 'Nightcap Bar' (ex- Mk1 Pullman Car 'Hadrian Bar'), which featured in WCML sleeper trains in the 1970s. Graham Farish's superb Mk 1 stock is also widely used.

BR's freight operation is also in transition, as the traditional short wheelbase wagons start to give way to new air-braked stock. The Freightliner brand was a Beeching era success story, and container trains were introduced on the WCML from the late-1960s. This period also saw block train operation become more established, alongside Merry-Go-Round (MGR) coal trains, and oil trains formed of TEA 100 tonne bogie tanks.

The prototypes seen on 'Burshaw NW' point to the future of diesel traction. The first 125mph British diesel locomotive, HS4000 *Kestrel*, can be seen hauling coal hoppers. By the early 1970s, BR favoured the solution of two lightweight diesels with a streamlined nose on each end (a concept actually first tested on a Class 86), rather than conventional locomotive haulage for Inter-City services. The prototype HST power cars and Mk 3 coaches first appeared in 1972, and are seen on early test runs from Crewe Works. Finally, the first 5,000hp Class 87 'Electric Scot' has just arrived, ready to take over Anglo-Scottish expresses from the '50s' in 1974.

I'm now working on models so that I can run the layout in 1990s guise, complete with push-pull InterCity trains and Class 323 EMUs - which should allow me even more variety when operating at exhibitions.

Thanks are due to Dave Kent and Gordon Forrester of Worthing Model Railway club for their help, and Tony Wright for the photographs accompanying this article. ■

SEE IT IN ACTION...

February 11: Milton Keynes MRS
February 24-26: Model Rail Scotland, SECC Glasgow
April 22-23: Liverpool MRS
June 16-18: Great Central Railway Model Show, Quorn



MAKING GROUND COVER

SHOPPING LIST

- I Polyfilla
- I Emulsion paint
- I Acrylic paint
- I Citadel Agrellan Earth
- I Mod Podge Matte glue
- I Masking tape
- I Masking fluid
- I Coloured tile grout
- I Sifted garden soil
- I Silver sand
- I Dried tea leaves
- I Heather stems
- I Grass clumps
- I Static grass

TOOLS

- I Tweezers
- I Small paint brushes
- I Spray bottles
- I Sieve (tea strainer)
- I Pipette (eyedropper)

Michael Russell tackles a much-misunderstood subject and shows that a little work and imagination can deliver impressive results.

At one time coloured sawdust was the standard material for ground cover, but thankfully a much wider range of materials is now available and realistic effects are within easy reach. Many companies that make parts for model trees also provide useful material for groundwork, but you can also use common household items. Spending some time getting the groundwork to a high standard is worth the effort and raises models to the next level.

I have demonstrated some generic techniques, but you can alter them according to context. What is on the ground is dependent upon what

is above ground nearby, so vary the detailing accordingly. Perhaps chunks of rock have fallen off, in which case you should make these with the rocks so they are ready to add when doing the groundwork. If there is a large amount of vegetation nearby, and a water source, then you will often find large accumulations of moss. Taking these factors into consideration will allow you to produce a harmonious landscape without any jarring inconsistencies. For example, on the ground beneath these larch trees, I scattered on static grass (without an applicator) and tea leaves to represent fallen needles and cones respectively. ■

Michael's Top Tips for realistic ground cover

- 1** Emulsion matchpots are good for painting small areas, but it is much cheaper to buy a large tin otherwise
- 2** Rather than paint raw Polyfilla, try pre-colouring it
- 3** Take advantage of 'happy accidents', if you create a hollow or some other feature, use it as a puddle rather than fill it in
- 4** Don't be too neat when modelling the natural world
- 5** Ensure that the ground cover matches the local environment
- 6** To make the wetting agent, add a drop of liquid detergent to water in a spray bottle
- 7** To add the tile grout, use an aerosol can lid with a piece of stocking over the end
- 8** Before using your garden soil, place it in the oven at a moderate temperature for 30 minutes.



Check your Pollyfilla for peaks, troughs and ridges. These are difficult to avoid when the mixture is wet, but you can easily adjust now using filler to level the surface.



Paint the surface with an emulsion paint base. I like to use a similar colour to any features, such as rocks, so that accidental splashes of paint don't stand out.



Add some dried up puddles. Place masking tape down and cut around it to form the desired shape. Remove trimmings with tweezers. You can also use masking fluid.



Coat the base with 'Mod Podge' glue avoiding all the areas you wish to avoid coating with earth, such as rocks.



Sprinkle on tile grout as evenly as possible. Brush off any that lands where you don't want it, such as on your rocks.



Now spray with a wetting agent and repeat using a watered down 'Mod Podge' mix. Leave to dry completely - preferably overnight.



Add a layer of groundwork using sifted soil, silver sand and tea leaves to add texture and colour. Seal as before: add wetting agent and repeat with a spray of glue.



I piled up tea leaves between the rocks, and up against the rocks to represent wind-blown leaves. For items like this, add the glue mixture to the feature using a pipette.



Now remove the masks from the puddles and paint with a dark brown colour - I used burnt umber. Leave to dry overnight.



Add Citadel Agrellan Earth to the puddles applied with a brush, but using a dabbing action. When dry, this should crackle to produce a dried mud effect.



To represent boggy ground, add grass clumps to represent reed grass. These are self adhesive, which is useful for test positioning, but fix them with glue.



Add fresh grass by spattering the ground with dilute 'Mod Podge' glue. Use a sprayer or a toothbrush for this and avoid getting it on surfaces where you don't want grass.

COLLECTION PROTECTION



In a bid to protect you from the worst happening to your model collection, **Howard Smith** offers useful advice, backed by model railway insurance experts.

Have you ever thought what the value of your models is worth? Do your home contents insurers understand the value of your collection? Are you insured if you take your models to an event, exhibition or local group? Is there a limit or clause on your home contents policy, which could mean you're not fully covered?

A recent **RMweb** survey revealed that 43% of people had either inadequate, or no insurance on their model railway collection. Protecting your layout, model collection or club rooms against theft, fire or damage never features at the top of our 'bucket-list' of priorities, but it's reassuring knowing that you're covered should the worst happen. We can also look at reducing the chances of theft too.

BELOW: A security camera can prove a valuable asset for catching those responsible for theft.

Home layout owners aren't the only ones who should feel concerned - it could be argued that those who attend exhibitions nationwide put themselves at higher risk. Should the transporting vehicle be involved in an accident, the layout damaged during setup or take-down, or theft of your rolling stock take place during a show, how easily would you come to terms with your loss? The unthinkable is worth thinking about, even if it does seem a little far fetched at times.



Ask the expert

With James Farley, MD of Assetsure insurance

Q What should you look for in a policy? Is there any difference between standard and specialist policies?

A good policy should cover you on an 'all-risks' basis, including accidental damage and theft. It should offer you cover in your home and away from the home if you visit friends or attend exhibitions.

Specialist stand-alone policies will often include extra cover so that items which have increased in value because they're no longer

produced or would cost more to make now are better protected. If items are repaired following damage, we will also pay for loss in value. Typically, specialist policies such as ours won't have special anti-theft requirements like special locks or alarms, although there would need to be a break-in for a claim to be valid. Standard policies rarely have these benefits.

MINIMISING RISK

The proverb 'prevention is better than cure' is always relevant. There are simple measures you can take to significantly reduce risk of theft, all of which can be cost-effective in the long run. Let's take the example of 'Black Country Blues', an EM gauge exhibition layout. Following a spate of thefts from shows in the North-West area in the autumn, Mark Forrest took the precaution of fitting a CCTV system to the layout to protect the fiddleyards at each end. Normally each end of the layout is manned but if an operator is distracted or needed elsewhere it provides an opportunity for theft. A CCTV camera is positioned at each end of the layout, feeding to a hard drive which records the fiddleyards in full-colour high definition. Without such equipment it would be hard to pin down when something was stolen, let alone identify a suspect. The system is easily obtainable via Amazon for less than £120 – the average price of an RTR locomotive. Through the use of video extension leads the system could be easily installed to an outbuilding with the hard drive remaining inside the house. Many exhibition layouts now use CCTV systems.

Layouts housed in sheds are particularly at risk as they're easier to break into. Usually sited away from the house, an inadequately protected shed is a crime scene in waiting. Let's look at a few simple steps to add extra protection.

EXTERNAL SECURITY

A belt and braces bolt latch secured with a good lock is only a pair of bolt croppers away from redundancy. Modern electronic keypads are a better solution because if tampered with, or a code isn't entered fast enough, an alarm will activate. Better still, putting off a trespasser before reaching the outbuilding is a wise move, preventing damage to your property.

A floodlight with motion sensor that shines toward the house (ideally a bedroom window) will make you aware of potential suspicious activity in the night. Unfortunately, because of the bright light you'll see very little. A floodlight shining from the house towards the shed gives a better view of what might be happening, but you might never wake to see it as light won't pour through the house windows. The first solution is better unless you have CCTV cameras fitted.

6 STEPS IF AN ITEM IS STOLEN

- Inform the police - if a tracker is fitted to your collection you can transfer details
- Ask neighbours or potential witnesses
- If the item(s) were at home, avoid touching the scene - fingerprints might be left
- Look out for items on popular online auction websites
- Post a thread on **RMweb** to alert others
- If you witness a theft at a show, inform exhibition staff

ABOVE RIGHT: Electronic keypads are certainly a worthwhile purchase to add extra protection on outbuilding entrances.

BELOW: Passive infra-red (P.I.R) detectors can be bought at local D.I.Y stores and make a worthwhile investment to protect your valuable assets.

BELOW LEFT: Miniature GPS trackers now fit in the palm of your hand. Placing one inside a locomotive tender could help track stolen goods.



House alarms are occasionally activated by accident and like car alarms they're often ignored by neighbours or passers-by. Never rely solely on these systems to protect your collection. An external CCTV system that covers all critical areas is a worthwhile investment – these are more effective if hidden as they're more likely capture the offender, unaware and not attempting to hide, increasing the chances of you seeing your goods returned.

INTERNAL SECURITY

A passive infra-red (P.I.R) sensor is a discreet way of creating a custom alarm to notify of movement inside a shed, room, or if positioned inside a room to face out of a window, activity both inside and around the immediate vicinity. These detectors can be connected to an alarm system or siren. Many house alarm systems can now be configured to dial the police automatically if you're on holiday or away from home.

Simple and effective low-cost wire loop alarms can be fed through stock boxes or strategically placed around items of higher value making their removal more awkward. This solution is useful at model shows where numerous items are left exposed, placing the wires through the wheels of rolling stock.

Layouts in the loft are easier to protect - they're usually only accessible through a hatch or stairs. Protecting its entrance with an alarm is a more cost-effective solution.

KEEPING TRACK

When was the last time you itemised every item of rolling stock, made a note of its current condition and valued it? We're always changing our collections - adding to them, selling items surplus

WHATS IT WORTH?

Struggling to keep track of the value of your rolling stock? It's vital to ensure your insurance will cover the full cost of items should they need to be replaced. An up-to-date copy of Ramsay's Guide to Model Trains will help keep track of RTR model prices from the past and present. Visit our website to get your copy.

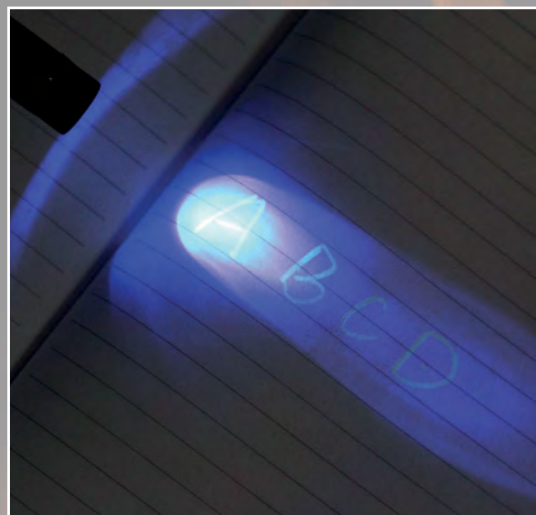
W world-of-railways.co.uk



to requirements or repainting models. Should you lose your collection, would you be able to remember every item? Moreover, how could you prove you ever owned said items in the first place? If you wanted to track items down at a later date, what do they look like? A good spreadsheet keeping track of rolling stock accompanied by photographs is a must. Keep this in a secure location out of the house, not on a computer or laptop that could also be stolen or burnt in the event of a fire - an online cloud drive, remotely accessible is a good option. Once the list is made, update it at least every year noting repaints, modifications or other details that'll help to identify your items in the crowd.

DISTINGUISHABLE FEATURES

Proving ownership of a standard RTR model can be difficult once the item is lost. A small pyrography tool that uses heat to burn marks into objects can be used to write your name, initials, or an identifying feature on the underside of models. They work well on plastic models in N and OO gauge, but for larger scales where brass is often used an engravers tool is a better option. Better still, for these larger scales, a discreet GPS tracker can be purchased and carefully hidden inside a locomotive tender or diesel bodyshell. When used in conjunction with many phone apps, should the model or collection be stolen, its location can be pin-pointed to within an accuracy of three metres, which if given to the police soon after the theft occurs, will help recover your stolen goods.



WEB CHAT

We asked members of **RMweb** about layout and collection insurance. Here's what you said...



As a club we use Magnet to insure our two sheds and their respective contents.
Brinkly



When I changed insurers a while back I talked to a representative over the phone and explained to him what a large model railway entails. I was by no means sure he understood, or that I would be able to make a hassle free claim if needed. I have no such doubts with Magnet.
great northern



I would urge people to check their outbuilding limits. Many insurers include a limit of £3k or whatever for outbuilding (including garage) contents.
Njee20



I just insure my collection as to what I paid for each item - I keep a spreadsheet. A general sum for track / buildings etc. Work and time spent I'm not fussed with, though those of us who spend ages painstakingly building layouts invariably do so. Just how you would break this down as an insured value I don't honestly know.
APOLLO

TOP LEFT: A thin soldering iron bit will transform the average iron into an excellent pyrograph to burn initials and mark property.

LEFT: A more discreet method of labelling goods is to use a UV pen. Unlike a pyrograph, only you'll know the item is labelled, making it harder to alter.

RIGHT: Display cabinets are nice around the house, but are vulnerable. Lockable cabinets with alarmed doors are best.

Ask the expert

With Tony Bound, MD of Magnet insurance



Q How much should you expect to pay for model insurance and what is the value of the average policy?

A Most of our premiums start from around £66.00 depending on area based on a £13,000 and cover is provided on an 'all-risks' basis including accidental damage, theft, flood, fire cover in the UK, including in transit.

If sums insured greater than £13,000 are required, then expect to pay an additional £5 per extra £1,000. The value of the average collection is around £20,000, which seems surprising until you do the maths. With our policies, there's little owners can do to minimise premiums, but our pricing is competitive because of our buying power.

RISK VS. REWARD

To establish a sufficient level of protection it's worth putting yourself in the shoes of a 'would be' thief. Most thieves are opportunists. With this in mind, out of sight is out of mind, so if you have display cabinets, think about extra protection. Keeping collections hidden in lockable storage boxes is best - in hidden rooms or cabinets better still. At model shows, goods yards and fiddleyards are more susceptible to theft as they have more rolling stock on show, so if you choose one area to position a small CCTV camera on a layout, make it here.

Let's wise up and get ahead of the game when it comes to protecting our collection. Stay protected against potential mishaps or those seeking to outdo us by ensuring your collection has adequate insurance and security, it's better to get cover today than tomorrow - you just never know what's around the corner. ■





The End of the Line for Track Cleaners



HOW TO...

MODERNISE A BACHMANN

Andrew Donnelly transforms the popular OO gauge LMS District Engineers' Inspection Saloon into a well-known Scottish vehicle of the 1980s.

Bachmann's LMS observation saloon was released in 2014, largely to critical acclaim. It is undoubtedly a very nice model of an unusual and interesting prototype. That said, the versions produced so far reflect the vehicles in their largely original condition and as such, are only applicable for liveries up to the BR blue/grey era. This presented me with a challenge as I wanted one in ScotRail livery, as carried by DM 45020 from 1986 onwards. This vehicle featured a number of detail alterations, not least the exchanging of the original LMS bogies for 100mph B4s. This coach, along with many others of the same type, appear to have undergone many changes during their often long careers, so pinning down a specific vehicle during a specific period is suggested. Undaunted, an LMS maroon livery donor was obtained and the challenge taken up!

BODY CONVERSION

As ever, the first task was to strip the original model down to individual components, which required some trickery even to remove the bodysell from the underframe. The bodysell and glazing is held on to the underframe using a series of locating clips, which do not come apart easily. Rather than risk the effects of brute force, pieces of thin plastic or a knife blade were slid between the underframe and body to release each clip along one side, then repeated along the other, to gently allow the bodysell to come free. Note that prior to this, the central handrails, which are attached to bodysell and underframe steps, should be removed. Once done, all parts were removed from the bodysell,

including the drain pipes running over the roof and ends of the vehicle, glazing, interior, roof and boxes on the front end, below the centre windows.

The initial task was to modify the front, centre windows at each end, filling in the slight recess around the window frame using Milliput. With a small amount of filler rolled into fine threads on a glass work surface, four sections were carefully placed around the window frame recess, ensuring that enough filler and pressure was added to ensure a good bond to the bodysell. The surface of the filler was then gently smoothed using a wetted finger, with a little extra filler added in each corner of the window frame.

After this, the non-serrated section of a small round file was run gently around the inside of the frame to clean it, thus maintaining the existing vertical and horizontal lines. In each corner, the round file was used to more or less shape the filler to the required curve. An exact match was not essential, but an approximation was useful in eventually reducing the amount of filler sanding required. Finally, a little dab of superglue was run around the inside of the window frame to help the filler adhere to the bodysell, and avoid it coming loose once sanding was underway.

Whilst the filler was out, the door handles and hinges of the doors to be removed on either side were cut away and the door recess filled with Milliput. Note that the doors to be removed are at the same end, closest to the vehicle ends and with the shortest section of roof-mounted pipes.

As I was using an LMS maroon model, removal of the small box and cutting away of the moulded pipes on the front ends of the vehicle had

left a recess, hence this was duly filled with Milliput. As is usual, the bodysell was left for at least two days whilst the filler set thoroughly, allowing for shrinkage.

When work recommenced, the first task was to enlarge the new bodyside windows in the former door positions. The existing door windows were slowly filed out width-wise to line up with the former doorframe recesses, then height-wise to match the adjacent saloon windows. The corners were filed to shape using a small, round file to match the curvature of the adjacent windows, after which the bodysell was smoothed flush with wet-and-dry paper to sand down the filler applied around the door recess.

On the vehicle ends, wet-and-dry was used to slowly sand the filler applied around the central window flush to the bodysell, taking care not to dislodge any of the filler. Once this was complete, the inside edges of the window were tidied up, with extra attention given to the corners to ensure a regular and consistent finish. The rest of the front end below the windows was also sanded flush, prior to the twin inverted 'L' shaped pipes being added on each end, along with replacement lamp irons, a trio of windscreen wipers and Electric Train Heating (ETH) receptacles.

The slightly curved beading across the top of the windows was added using Microstrip, after which an application of grey primer was applied to check that a sufficiently good finish had been achieved, followed by a thin coat of white primer.

SECTOR COLOURS

Painting of the bodysell was rather simpler than the conversion work. I used my standard method of

SHOPPING LIST

- I Bachmann 39-778 LMS 50ft Inspection Saloon
- I Bachmann 36-037 BR B4 bogies (x2)
- I Replica Railways Provincial/ ScotRail transfers
- I Railmatch Paints Nos. 200/ 201/202/203/208/232
- I Microstrip
- I Grey primer
- I Plastic card
- I Heljan Class 47 bufferbeam/ETH jumper parts
- I Smith's screw link couplings

TOOLS

- I Airbrush
- I Craft knife/scalpel
- I Selection of files
- I Razor saw
- I Mini-drill/drill bits

OBSERVATION SALOON



back story ScotRail saloon 45020



The history of the LMS 50ft District Inspectors Saloons is a well-covered subject, hence only a short reminder is needed to note that 13 examples were built in 1940-47 at Wolverton. Dating from 1944, DM 45020 was one of five built with inset door handles to reduce the overall width, with Nos. 45021/026/035/036 being the others. It appears to have been allocated to Scotland for most of its career, but in 1986 it was refurbished with several modifications being made, along with a repaint into ScotRail livery. The aim of this exercise was to replicate the vehicle during the 1986-92 period. Note that the coach was subject to a

more extensive refurbishment in 1993, when the original windows and frames were replaced with toughened glass versions with hopper ventilators, external heating vents added and large cab-end spotlights fitted, as well as a repaint into Regional Railways livery.

In this guise, it operated for the Scottish Infrastructure division, before becoming an EWS asset at privatisation and subsequently gaining EWS livery for use as an MoD escort coach. In 2006, it was returned to lined maroon, before entering preservation in 2011, eventually being moved to the Scottish Industrial Railway Centre.

painting the lining, starting with the white, followed by Provincial blue, before the executive light grey was added, each colour being masked off prior to the next, naturally. Executive dark grey duly followed, then finally warning panel yellow over the vehicle ends.

In between this, the roof had been fitted with a pair of turned brass air horns at each end, positioned between the cable run housings, a few millimetres back from the ends. Duly undercoated, the orange line was added along the very edge of the roof then masked, prior to the roof grey being applied. All colours were from the Railmatch range, applied with an airbrush, with Replica Railways transfers used. A coat of satin varnish finished the painting process.

The final steps on the bodyshell were to re-install the glazing, and fabricate two new side windows using 1mm acetate sheet. The cab front window sections were separated into three individual windows, with the outer pair able to be fitted without alteration. The centre window however, required the squared corners to

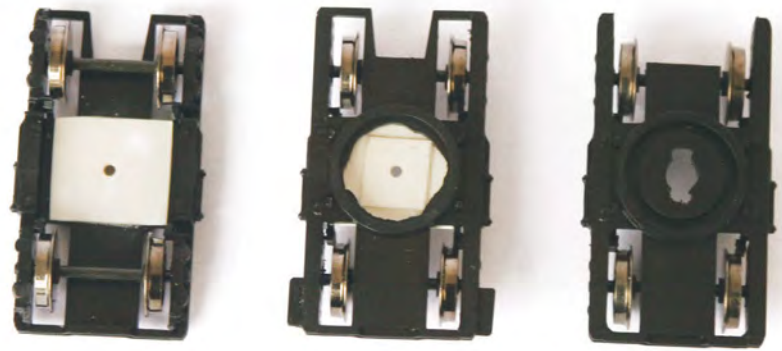


be rounded off to meet the profile of the modified window frames at each end. This was done with some careful use of a thin file to slowly round off each corner, checking as filing was done to ensure a neat match with the corresponding frame. When testing the window into the frame, take great care not to dislodge any of the filler around the formerly recessed window frame.

Once done, curtains were added to most of the saloon windows, using nothing more sophisticated than folded up sections of orange paper, held in place with strong tape above the sight line through the windows. Re-mounting the roof back on to the bodyshell allowed the original wire piping to be re-fitted to the vehicle ends and roof.

UNDERFLOOR MODIFICATIONS

For the conversion work, a set of Bachmann B4 bogies was obtained; I noted that these had a differing method of attachment to the underframe. It was easier to modify the bogies as opposed to the underframe, hence the entire centre circular mounting plate of the bogie was cut out using a mini



TOP LEFT: Venturing south of the border, DM 45020 visited Newcastle with 37424 on January 19 1990.
ANDREW DONNELLY

BELOW: The completed DM 45020 in mid-1980s ScotRail livery, sitting neatly on its new B4 bogies.

TOP RIGHT: Two Bachmann B4 bogies modified to fit under the saloon with a third in original condition.

RIGHT: The centre windscreen had to be modified with square corners to match the prototype.

drill, leaving just the outer circle moulding in place (see above).

Once tidied up, each bogie was turned upside down and a 18mm by 15mm section of 1mm plastic card sheet glued in place over the central hole. Turning the bogie over again, another section of 1mm plastic card sheet, approximately 8mm square, was added in the centre hole, being attached to the upper side of the first plastic card section.

Finally, a 1.5mm diameter hole was drilled through the plastic card sections in the absolute dead centre of the bogie to allow the original

screw holding the bogie in place to be used again to attach it to the underframe. In addition, steps were attached to both sides of the inner end of the main bogie side frame, positioned more or less underneath the outmost doors on the bodyshell, prior to a coat of matt black paint being applied.

Moving on to the underframe, the main modifications to make are to the sideframes either side of the bogie mounting pivots. These





ABOVE: Primed and almost ready for painting - the extra detail parts added are clearly seen in this view.

BELOW: DM 45020 arriving at Glasgow Central behind 27052. Note the yellow retractable steps, B4 bogies and red drawhook/coupling. BOB WOOLNOUGH/COURTESY RAILWAY HERALD IMAGE LIBRARY

sideframes appear to have section of the lower horizontal beam removed to accommodate the B4 bogies on which DM 45020 rides, with a significant, external strengthening plate added over each of the cut-away sections.

Therefore on the model, an 18mm long section of each sideframe was removed using a scalpel and file to a depth of around 2mm, being centred on the bogie mounting screw hole. At the same time, the stepboards on the sideframes, positioned under the sealed over door on the bodyshell, were also removed, again with a scalpel and then wet-and-dry paper to sand flush.

The new strengthening plates were made from 1mm plastic card sheet, with four 22mm by 3mm sections cut to shape. These four sections were then held together in one block by a piece of tape wrapped around them horizontally. This allowed the distinctive 'U' shaped cut-outs in each end of the sections to be filed away using a thin file.

By securing all four sections together, a uniform profile can be obtained on all pieces. Once tidied up with some wet-and-dry paper, the exercise was repeated but with the sections held together by small pieces of tape at the ends and centre, thus permitting the two distinctive cut-outs in each section to be formed using a file.

Not having been able to obtain any precise dimensions for these

sections, a 'best-guess' approach was taken with efforts made to match the section shape as closely as possible based on available photographs.

Other work on the underframe involved adding standard bufferbeam details, including brake pipes, Smith's screw link couplings and ETH connections (using Heljan Class 47 spares), along with the small electrical connection boxes on the sideframes. Once done, the whole underframe was repainted matt black, with all the small details picked out as necessary, including the distinctive red screw couplings and yellow unfolding steps in the centre of the vehicle.

During all this work, the interior had been treated to a coat of medium grey undercoat to lighten up the interior, with seats and tables highlighted in dark brown. A driver was added in each cab end, along with a few VIPs around the saloon meeting tables.

With the work on all the sections completed, the bogies were remounted on the underframe, which was then in turn reunited back together with the bodyshell, taking care not to disturb any of the interior curtains or dislodge any of the internal figures. A very light coat of weathering using track colours and matt black was dusted over the saloon bringing to a conclusion what has turned out to be a very satisfying conversion job.

DM 45020 is a welcome addition to my mid-1980s fleet for 'Airthrey Park' and will no doubt see much action being pushed and pulled by any number of Sulzer Type 2s! ■



↘ GOODS INWARDS

**NEW MODELS
SPECIAL**

20 PAGES OF LOCOS
& ROLLING STOCK
FOR 2017!

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

HORNBY 'B12/3' DEBUT

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WARLEY 2016



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MINERVA'S 0 GAUGE 'VICTORY'



**FULL
REPORT AND
EXCLUSIVE PHOTOS**

PLUS ↘

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PIKO SMART CONTROL

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HELJAN 'B' TANK REVIEW

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NEW MODELS UPDATE

Cobalt Alpha

By DCCconcepts



Alpha-Power

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

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

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

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

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



Alpha-Box

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

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

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

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

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

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



ALL-NEW 'DUCHESS' AND CLASS 87 FOR HORNBY



Two classic West Coast Main Line express locomotives head Hornby's new announcements for 2017. All-new versions of the legendary Stanier 'Princess Coronation' 4-6-2 and BR Class 87 are in development now.

For the first time, the LMS 'Pacific' has been designed to incorporate a number of authentic detail variations, the most significant of which will be the ability to produce the final two locomotives, Nos. 46256/257, built to H.G. Ivatt's modified design. Three models are planned for release in late-2017; LMS crimson No. 6231 *Duchess of Atholl*, BR late crest maroon No. 46256 *Sir William A. Stanier FRS* and BR green No. 46235 *City of Birmingham* with TTS sound (RRP £189.99/£219.99).

Replacing an elderly model inherited from Lima, the '87' will be produced as BR blue 87035 *Robert Burns* with an original cross arm pantograph and post-1987 InterCity 'Swift' livery 87010 *King Arthur* with a later single arm high-speed pantograph and high intensity headlight. RRP is £169.99 each.

Hornby also used the Warley NEC show to unveil an all-new GWR Diagram AA15 'Toad' brake van with extensive external detailing. It will be offered in GWR and BR grey with

separate handrails, handbrake levers and underframe equipment.

In response to public demand, the company will also release its 'Twin Track Sound' (TTS) digital decoder/speaker systems as a separate item this year, priced at just £39.99 each, they will be pre-loaded with sounds for LNER A3/A4, Peppercorn A1, GWR 'King' and 'Castle' 4-6-0s and Class 31, 37, 47, 60 and 67 diesels.

Finally, exhibition visitors will be delighted to hear that Hornby is to increase the number of shows it attends around the country in 2017, including BRM's Doncaster (February 11/12), Alexandra Palace (March 25/26) and Peterborough (October 14/15) festivals and Model Rail Scotland in Glasgow (February 24-26).

W www.hornby.com



READ MORE...

If you'd like to read more about Hornby's new models, see 'The Engine Shed' blog at www.hornby.com

WARLEY 2016 SHOW REPORT

As always, the NEC show in late-November was the place to be for new model announcements, progress reports and a few surprises. **Ben Jones** and **Andy York** report on a bumper crop of new RTR models for 2017/18.




1

1 Bachmann's stand offered a first opportunity to view several long-awaited models, including the OO gauge LBSCR Marsh 'H2' 4-4-2 (left). Far from being a modified version of the GNR Ivatt 'Atlantic', this sample proves that all-new tooling is being developed. SR olive green and BR early emblem lined black models will be released later this year.

Price: RRP £179.95

W www.bachmann.co.uk

2 Hornby's GWR Diagram AA15 'Toad' 20t brake van - an all-new model of this famous prototype featuring extensive external and underframe detail. GWR dark grey and BR light grey versions were announced at the NEC. First releases are expected in late-2017.

Price: £21.99

W www.hornby.com

3 Heljan's stand featured several items of new tooling, including a first public showing for the BR Class 07 0-6-0DE in OO gauge. This engineering sample depicts a later industrial version with additional air compressor compartment and SR high level air pipes. Note the large number of separately fitted brass and plastic detail parts. First deliveries are expected in late-2017.

Price: £TBC

W www.heljan.dk

4 Due for release in mid-2017 is the O gauge version of the Hunslet/BR Class 05 0-6-0DM. This unmissable industrial version carries CEGB yellow. Notable features include the superb cab interior detail (pictured below left).

Price: RRP £395.00

W www.heljan.dk


7

5 Exclusive to Kernow Model Rail Centre and expected to make its debut in 2017 is the LSWR 'Gate Stock' being produced by DJModels. The engineering prototypes have been approved and the models will now move to the artwork stage and factory decorated samples.

Price: £119.99

W www.kernowmodelrailcentre.com

6 Hornby presented several engineering prototypes of forthcoming models, including the recently announced SECR Wainwright 'H' 0-4-4T. This unpainted model confirms that numerous fine details will be added and that die-cast metal is being used for the running plate and splashers to increase weight. SECR, Southern and BR lined black versions are planned for release in late-2017. See Hornby's 'Engine Shed' blog for more on the development of this new model.

Price: £99.99

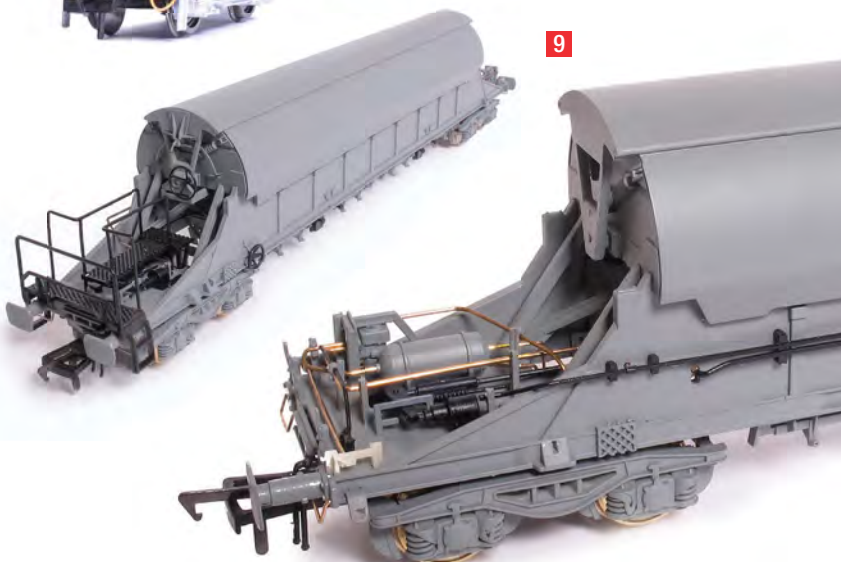
W www.hornby.com


8

7 Moving closer to production is Heljan's first British O gauge steam locomotive - the GWR 'Large Prairie' 2-6-2T. Shown here in 1930s GWR green, the model features plenty of separately fitted detail, a powerful five-pole motor and will be offered in numbered and unnumbered versions in GWR green and BR black or lined green.

Price: £649.00

W www.heljan.dk


9

8 KMRC has also received the latest, revised version of its Southern Region Class 438 '4-TC' trailer unit from Bachmann. It features modified cab windscreens and other small alterations introduced as a result of feedback received from customers. Look out for updates on this exclusive KMRC OO gauge model as it develops.

Price: £289.95

W www.kernowmodelrailcentre.com

9 Several years after it was first announced, KMRC's 'Clay Tiger' bogie hopper is making good progress towards production. Shown here is the latest engineering sample, featuring superb handrail and pipework detail on both ends, plus excellent bogie and body detail.

Price: £39.99

W www.kernowmodelrailcentre.com

10 Among an interesting and diverse display of new items from Dapol were the first factory-decorated samples of its Gloucester Class 121 railcars. According to the Chirk supplier, all require correction before production can proceed but with plenty of fine detail and good overall shape, the model shows real promise.

Price: From £140.50

W www.dapol.co.uk

11 Of interest to many Southern Railway/Region modellers were the pre-production samples of the Bachmann SECR 'Birdcage' coaches. Shown here is the eight-compartment Brake Third with its distinctive glazed end lookout. Also being produced are a Brake Composite and a Composite in SECR, SR and BR liveries.

Price: £59.95 each

W www.bachmann.co.uk

12 Also now getting its first decoration is the long-awaited Dapol GWR diesel railcar. Featuring impressive interior detail thanks to a low-profile mechanism, the model powers on one bogie via a drive shaft and gear tower. GWR and BR crimson/cream versions will be produced later this year. Again, Dapol says that numerous corrections will be made before production can commence.

Price: From £140.50

W www.dapol.co.uk

13 Now at the factory decoration stage, Bachmann's 00 gauge Webb 'Coal Tank' was on display in LNWR (as preserved) livery, LMS (pictured) and BR early emblem black. An impressive level of detail was evident, including clever design of the chassis to produce prototypical 'daylight' behind the leading driving wheels. First deliveries are expected in March/April.

Price: £114.95

W www.bachmann.co.uk

14 Just a few weeks after it was unveiled to the public, Dapol also had a 3-D printed test bodysell for its O gauge Fowler 'Jinty' on display. Look out for further progress reports on this model during 2017.

Price: From £225.00

W www.dapol.co.uk

15 Both versions of Dapol's 4mm:1ft scale GWR water tower, which will be offered in both static and animated form with DCC sound and operating crane arm* in a range of authentic GWR/WR colours.

Price: From £25.00/£50.00*

W www.dapol.co.uk

16 Oxford Rail showed off factory decorated samples of its BR 'Carflat' wagon, announced in the summer of 2016. To be offered in BR bauxite and blue liveries with era-specific packs of cars to match the wagons, the first releases are expected by March 2017.

Price: £29.95

W www.oxfordrail.com

17 A surprise for Hatton's Model Railways was the delivery of three ICI bogie hopper engineering prototypes from Oxford Rail. Demonstrating the complexity of these popular wagons, the samples show both types of bogie and three body designs with and without ICI lettering.

Price: £24.00/£25.00

W www.hattons.co.uk

18 For the contemporary modeller, the revised Bachmann 00 gauge Class 70 'Powerhaul' diesel was on show, displaying the additional ventilation box fitted to Colas '70/8s' and retrofitted to Freightliner's machines. No firm date has been given for the release of these models, although they are expected during 2017.

Price: £154.95 each

W www.bachmann.co.uk

19 Also new for 7mm scale is Heljan's Class 128 Diesel Parcels Unit (DPU), for which the first model off the new tooling was on display. Heljan reports that it is very pleased with the result and progress towards production should now be rapid. BR green, BR blue and Royal Mail red versions are planned.

Price: £TBC

W www.heljan.dk





TURN OVER FOR MORE NEWS FROM WARLEY 2016 – AND BEYOND...

REAL TRACK MODELS EXPANDS DMU FLEET



BEN JONES (2)

After the success of its Class 143/144 railbuses, RealTrack Models has confirmed that it is working with Rapido Trains on new OO gauge models of the popular Class 156 'Super Sprinter' and Class 142 'Pacer' railbus.

Working samples of the '156s' were on display at the Warley NEC show in November, although RealTrack's Charlie Petty and Arran Aird were keen to emphasise that the samples required more work to bring them up to the standards they expect.

ScotRail 'Saltire' and First ScotRail will be the first two - of many possible - versions to be released this year, with four models covering 'Saltire' 156445/494 and the earlier First 'Barbie' 156467/477. Just 200 units of each will be produced, featuring a low-profile motor/gearbox and full interior and underframe detail, DCC operated door indicator lights, pre-fitted speaker, dummy BSI couplings in NEM coupler pockets, bi-directional and interior lighting and electrical connection between both cars via the inner coupling. Both cars will be powered, with a drive shaft powering the inner bogie on each

car - just like the prototype. Each unit will also feature different printed destinations featuring popular ScotRail routes. Two-car 'DCC Ready' sets are priced at £200.00 each, with a £50.00 deposit required to reserve specific sets. DCC and sound options are also available on request.

Following in 2018 will be East Midlands Trains (EMT), original Provincial 'Sprinter' livery and Strathclyde PTE orange/black Class 156s.

Also planned for release in 2018 are high-specification models of Class 142 'Pacers' in contemporary Northern colours and BR Western Region chocolate/cream. Again, the models will feature RealTrack's trademark low-profile drive system and a similar 'spec' to the Class 143/144/156. For the first time, different bodysells will be produced for the 142001-050 and 142051-096 batches, which have different roof ribs and heating pod positions. No price or delivery date has yet been announced for the '142'.

W www.realtrackmodels.co.uk

TMC STEPS UP TO THE 'PLATE'



One of the surprises of the Warley NEC show was a selection of engineering prototypes for a family of OO gauge 'Plate' wagons. Produced by Bachmann for TMC, the wagons will be available as standard 22t wagons or with double bolsters. No fewer than ten individual LMS, LNER, BR and departmental 'Winkle' wagons are in development. Three twin packs will feature pair of double bolster wagons in BR grey, wagons without bolsters and BR grey 'Plate' wagons. Predicted prices are £24.95 each or £49.95 per twin pack, or £5 extra per wagon to add TMC's custom weathering. Delivery is expected later this year.

W www.themodelcentre.com



REVOLUTION '92' PROGRESS

Revolution Trains has approved the CAD drawings of its forthcoming N scale Class 92. In order to accurately capture the 'look' of the prototype with its subtle curves and angles around the cab and plethora of equipment in the pantograph well, Revolution obtained dozens of original drawings as well as undertaking a research trip to Brush to measure key dimensions and features.

The model will feature NEM couplers, photo-etched parts including windscreen wipers, roof components and Channel Tunnel roundels and a smooth and powerful drivetrain. DC and factory-fitted DCC Sound versions will be available.

Additional features include variations in lighting arrangements for original and refurbished versions, cab detailing, poseable pantographs and asymmetrically spaced axles. Models can still be ordered at £135.00 DC or £230.00 with DCC Sound.

W www.revolutiontrains.com

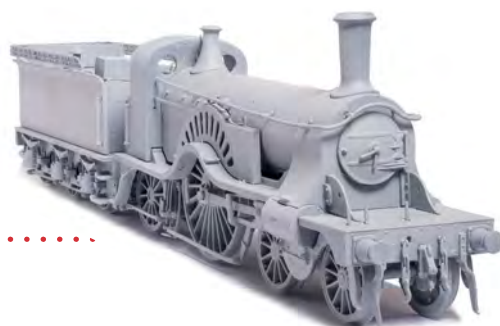
NRM 'DEAN GOODS'

Locomotion Models has commissioned its first model from Oxford Rail. Taking advantage of the company's OO gauge GWR 'Dean Goods' 0-6-0, Locomotion is releasing a model of preserved No. 2516 as part of the popular 'National Collection in Miniature' series. DCC Ready and sound-fitted versions will be available.

The model will have a high gloss finish, and will be supplied in a wooden presentation case with a numbered certificate. For more information, or to reserve your model - priced £125.00 for 'DCC Ready' and £225.00 for sound, telephone 01904 685785 or see the website.

Rapido Trains has revealed the latest 3-D printed prototype of its GNR Stirling 'Single' for Locomotion Models (below). Advance orders are now being taken again, although foreign exchange rate fluctuations have necessitated a price increase to £229.00 for DCC Ready models and £329.00 for DCC Sound. Existing pre-orders will be honoured at the original prices. However, due to low demand and prohibitive tooling costs, the Sturrock tender versions will not now be produced.

W www.locomotionmodels.com



N GAUGE 'CARFLAT'

The N Gauge Society has received early drawings of its BR 'Carflat' from Graham Farish. The model will feature a highly-detailed underframe, numerous separately fitted details, NEM couplers in kinematic sockets and details appropriate to the vehicle and era.

Six different models will be produced including bauxite, plain blue, blue with 'Motorail' branding and one depicting the 1970s built yellow Railase batch. The models will have Mk 1 or B4 bogies and air/vacuum brake gear as appropriate. They are expected to cost around £28.00 and can be pre-ordered now by NGS members at the society website.

W www.ngauesociety.com



taking numbers

150

Ecclesbourne Valley Railway

Association has commissioned a run of OO coal wagons to celebrate the 150th anniversary of the line. The Bachmann 7-plank carries the livery of local coal merchants 'Swift Hazelwood'. £20.00 including P&P from....
W www.evra.org



424,000

items of Hornby spare

parts have been obtained by Peter's Spares from East Kent Models. Specific to older, Margate-produced models they are being catalogued now - telephone 01642 909794 with your requirements or see the website below.

W www.petersspares.com

2

tickets to be won for the London Model

Engineering exhibition at Alexandra Palace on January 20-22. Enter now at the World of Railways website.

W www.world-of-railways.co.uk/brm/competitions/win-a-pair-of-tickets-to-the-london-model-engineering-exhibition

50

new products announced by Train-Tech at

the Warley NEC show in November, including 'Layout Link' - a new, easy-to-install system of sensor-fitted 4mm scale automatic signals linked by a single wire. Also new is a range of working 'plug-and-play' colour light signals and kits, DCC signal controllers, point controllers, mimic switches, lights and sensors.

W www.train-tech.com

This month's **OXFORD** New Releases

1:72

Gloster Meteor F2
De Havilland Halford Goblin
Jet Engine Test Aircraft
AC068 1:72

Supermarine Seagull/
Walrus A2-4 - RAAF
(RAF Museum Hendon)
72SW001 1:72

NEW Tooling!

1:43

Datsun 240Z - Silver
DAT003 1:43

Jaguar Mk IX - Black/
Imperial Maroon
JAG9004 1:43

Humber Pullman
Limo - Forest Green
HPL005 1:43

Ford 400E - Reddiffusion
FDE015 1:43

Austin Seven RN Van - City
of Birmingham Gas Dept.
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Closed - Carmen Red
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**1 BACHMANN 31-692
BR LATE CREST
STANIER 'MOGUL'**

Now in production is Bachmann's long-awaited LMS/BR Stanier 'Mogul' 2-6-0. Shown here is factory-decorated No. 42968 in BR late crest lined black - based on the sole survivor of the 40-strong class. Also coming in the first batch, expected in the UK in February/March, are LMS black No. 2965 and BR early emblem No. 42969. Models will feature welded or riveted versions of the Fowler tender, a highly-detailed boiler backhead and footplate, AWS equipment on No. 42968 and a 21-pin DCC decoder interface.

Price RRP £149.95
W www.bachmann.co.uk

**2 DAPOL FREIGHTLINER
'POWERHAUL' 66418
PATRIOT**

Unveiled on November 11 2016, Freightliner's 66418 now carries the name *Patriot* in honour of railwaymen killed and injured in the First World War. As part of 'Project Railway Honour' (see **BRM** January), Dapol is producing a limited edition N scale model of 66418 in its new guise. All proceeds will be donated to ABF - The Soldiers' Charity. The prototype sample shown requires a few tweaks to the livery before production starts. Order yours now at www.revolutiontrains.com

Price £105.00
W www.projectrailwayhonour.com

**3 OXFORD RAIL/GOLDEN
VALLEY YEC 'JANUS'
0-6-0DE INDUSTRIAL**

Golden Valley Hobbies has now approved its exclusive Oxford Rail OO gauge 'Janus' industrial diesel for production. Shown here is National Coal Board (NCB) dark blue No. 6 *Roger H. Bennett*, one of four versions expected to be released early in 2017. DCC Ready and DCC Sound fitted* versions are still available although some were almost sold out as **BRM** went to press. As well as NCB blue, the model will also be produced in British Steel, Port of London Authority and BP livery.

Price £89.99/£199.98*
W www.goldenvalleyhobbies.com

**4 HELJAN 9951
SOUTHERN GREEN
2-6-2T NO. 760 EXE**

Four years after they were first unveiled, Heljan's Lynton & Barnstaple Railway narrow gauge (009) locomotives are on the verge of being released. Four versions are in production now, covering L&BR dark green *Yeo*, Southern No. 760 *Exe* and No. 761 *Taw*. All feature superb detail, a six-pin DCC decoder socket and the ability to negotiate 9in radius curves (although 12in is the recommended minimum). Designed to run with Peco's L&B rolling stock they will be the first RTR British narrow gauge locomotives for 009.

Price RRP £189.95
W www.heljan.dk

**5 HORNBY R3434 SR
GREEN 'MN' 4-6-2
21C1 CHANNEL PACKET**

At the opposite end of the Southern Railway power scale is Hornby's new Bulleid 'Merchant Navy' 4-6-2, which will land in the UK in January. One of three all-new models depicting the 'Pacifics' in air-smoothed guise, 21C1 *Channel Packet* is in 'as delivered' SR condition with cast 'plates'. Other models will feature Southern 21C3 *Royal Mail* with painted 'Sunshine' style lettering and numerals and BR early emblem No. 35028 *Clan Line* in 1950s condition. Look out for a full review in **BRM** soon.

Price RRP £164.99
W www.hornby.com

**6 HORNBY R3427 PALE
GREEN PECKETT 'W4'
0-4-0ST DODO**

Expected in UK shops by the time you read this is Hornby's lovely little Peckett 'W4' industrial 0-4-0ST. Anyone requiring one of the first trio is advised to move quickly as all three are reported as sold out on pre-orders at Hornby. Lined pale green No. 563 *Dodo* will be joined by Huntley & Palmers blue 'D' and Manchester Ship Canal dark green No. 11, with more likely to follow later in 2017. Like the equally tiny Sentinel 4w diesel, this model requires Hornby's four-pin X9659 decoder for DCC conversion. Super cute!

Price RRP £87.99
W www.hornby.com

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	<i>Non Weathered</i>	
37-711Z	Pack of 3 GWR Cattle wagons	£27.20
	<i>Weathered</i>	
37-730Z	GWR Vent Vans Weathered	£25.45
	<i>Set of Three</i>	

NEW RELEASES

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R3479	Class 60 DRAX	£134.45
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R3405	J50 LNER	£78.50
R3407	J50 BR Early	£78.50

HORNBY

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R3371	Mallard Railroad Version	£74.00
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R3235	D16/3 British Railways	£100.95
R3276	LMS Compound	£66.45
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1 HORNBY R3418
BRITISH RAILWAYS K1
2-6-0 NO. 62006

➤ Hornby's latest batch of Peppercorn K1 'Moguls' includes No. 62006 in 'as delivered' condition. Although of LNER design, the first batches were delivered in 1949 with 'BRITISH RAILWAYS' painted on the tender. Accepted into traffic at Darlington in June 1949, No. 62006 was a solid NER machine until September 1966. An excellent model of a powerful post-war mixed traffic 2-6-0, it is suitable for use with Hornby 21t coal hoppers, 7/8/9-plank opens, steel wagons and passenger/parcels stock.

Price RRP £149.99
W www.hornby.com

2 BACHMANN BR GREEN
NBL CLASS 43 D845
SPRIGHTLY

➤ Kernow Model Rail Centre's next exclusive OO gauge model from Bachmann will recall one of the more obscure livery variations applied to the Class 43 'Warships'. As part of trials to increase visibility in the 1960s, D845 received a white crown to its cab roof and an early version of a small yellow warning panel. KMRC's model is limited to 512 pieces. On request, models can be supplied DCC Ready, decoder-fitted or with DCC sound fitted.

Price £TBC
W www.kernowmodelrailcentre.com

3 GRAHAM FARISH
377-031/032 5-PLANK
LIMESTONE OPENS

➤ Graham Farish is now starting to produce goods wagons with a wider range of factory-fitted loads. Two new examples are these private owner five-plank opens for limestone traffic. Painted in the colours of ICI Lime in Buxton and the 'Helwith Bridge Roadstone Quarry Co.' of North Yorkshire, the wagons have injection-moulded plastic loads painted grey to replicate crushed limestone. Better effects can be achieved by using real crushed stone, but this is a quick and easy solution.

Price RRP £15.50 each
W www.bachmann.co.uk

4 BACHMANN 37-209
WEATHERED GREY
8-PLANK COKE WAGON

➤ This scruffy and battered coke wagon is one of a new batch of factory-distressed OO gauge wagons from Bachmann. An ex-private owner eight-plank open with additional rails for coke traffic, it is numbered P63984 and features printed dirt and scuffing on the planks, as well as a coat of road dirt. Also out now is a similar ex-private owner coke wagon carrying the remnants of 'Cory Brothers & Co., Cardiff' livery, but with unpainted replacement planks and BR number painted on a black patch, as seen in the 1950s.

Price RRP £15.95
W www.bachmann.co.uk

5 BACHMANN 39-032
BR SEALINK MK 1 SK
SC24859

➤ New to Bachmann stockists is this colourful Mk 1 Second Corridor (SK) in mid-1980s 'Sealink' promotional livery. In 1983, a batch of Scottish Region Mk 1 SKs and BSKs was repainted to promote rail/ferry services between Scotland and Northern Ireland. They were deployed on the Glasgow-Stranraer route but also worked to many other locations. A pack containing a matching SK and BSK is available to Bachmann Collector's Club members now. Ideal for use with BR blue Class 37s/47s.

Price RRP £39.95
W www.bachmann.co.uk

6 BACHMANN/KMRC
39-411Y BR MK 2A
HST BARRIER VEHICLE

➤ Now in stock at Kernow Model Rail Centre are two interesting 1980s variations on the Bachmann Mk 2a Brake theme. Shown above is ADB975654, a former Brake First (BFK) demoted as a barrier vehicle, used to allow conventional locomotive haulage of HST trailer sets and based at Leeds Neville Hill. Also out now is Brake Second Open (BSO) W9426 in blue/grey but with interim Network SouthEast branding - as seen in many locomotive-hauled NSE trains while the fleet was being repainted.

Price £29.95 each
W www.kernowmodelrailcentre.com

HORNBY LNER/BR 'B12/3' 4-6-0



As this issue of **BRM** went to press, the latest incarnation of a famous Hornby product was about to arrive in UK shops. First introduced by Tri-ang in 1963, it was a real indication of things to come, featuring innovations such as

'Magnadhesion', a separately supplied footplate crew and, from 1964, an optional smoke generator unit. From 1970 it also featured an early attempt at steam sound with the 'chuff chuff' device mounted on one of the tender axles.

Having disappeared from the range in the 1980s, it was selected as one of the first items to be shipped out to China for production in the mid-1990s and returned in 1996, appearing regularly until 2010. Since then, there has been constant speculation about a replacement to modern standards and the wishes of many modellers were finally granted in 2015.

Reviewed here is No. 61533 in BR mixed traffic lined black with the pre-1956 early emblem - one of three of new models now arriving with Hornby stockists. Also in the first batch are LNER apple green No. 8573 and BR late crest lined black No. 61580. It's perhaps a surprise that Hornby has chosen not to include the unique survivor in this initial trio, either in LNER green as No. 8572 or as the wandering No. 61572, which was famously retained for railtours and visited many obscure parts of the railway in 1960/61.

As before, Hornby has chosen to model this Holden 4-6-0 - originally Great Eastern Railway 'S69' class - in rebuilt 'B12/3' guise with the larger round-topped boiler, larger superheater and Stephenson piston valves. As built, the 71 locomotives built in eight batches between 1911 and 1928 had smaller diameter boilers with square-topped Belpaire fireboxes. Their combination of power, low axle loading and short wheelbase - dictated by the limitations of GER infrastructure - made them extremely useful machines. Between 1931 and 1942, 31 'B12/1s' were reallocated to the former Great North of Scotland (GNSR) section of the LNER for routes radiating from Aberdeen and after D-Day in 1944, a number were



FACT FILE

I MODEL Hornby R3432
BR early emblem lined black
'B12/3' 4-6-0 No. 61533
I PRICE RRP £159.99
I WORDS Ben Jones
I PHOTOGRAPHS Andy York



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LNER/BR B1 &
B17 4-6-0s, J15
0-6-0, D16/3 4-4-0,
Peppercorn K1 2-6-0,
BR 'Britannia' 4-6-2
Coaches: Hornby
R4178-81 BR Gresley
Corridor stock, Hornby
Gresley/Thompson
non-gangwayed stock

attached to US Army ambulance trains working in the West Country.

While the previous Hornby 'B12/3' could not hide its early-1960s origins, this new tooling is very much up to 21st century standards. We've had a series of excellent Great Eastern themed models from Hornby in recent years, and the 'B12/3' has been produced to the same high standards as the 'B17', 'Claud' and 'J15'.

While the model is improved in all respects, my first impression is how much better the character of the front end and 'face' has been captured on this new version. It compares much more favourably with the original thanks to a superior treatment of the boiler, smokebox and front-end arrangement. Other highlights include the superb wheels and a representation of the inside motion in the 'daylight' between the frames.

Unlike the old 'B12', the models also feature numerous detail variations according to livery and period. For example LNER apple green No. 8573 and early emblem No. 61533 retain their GER standard Westinghouse air pumps. No. 8573 has an outside steam pipe housing on the left hand side of the smokebox - omitted on the BR

locomotives. On the subject of detail, there's a real finesse about the model thanks to the quality of the design and parts. Separate components include wire handrails, a superbly rendered boiler backhead and cab interior, injector pipework beneath the footplate, bufferbeam-mounted guard irons on the BR locomotives and fluted coupling rods.

The short GER style tender is well-detailed and features various fine details such as two toolboxes, twin water tank filler hatches and, on dual-braked locomotives, both air and vacuum brake hoses. NEM



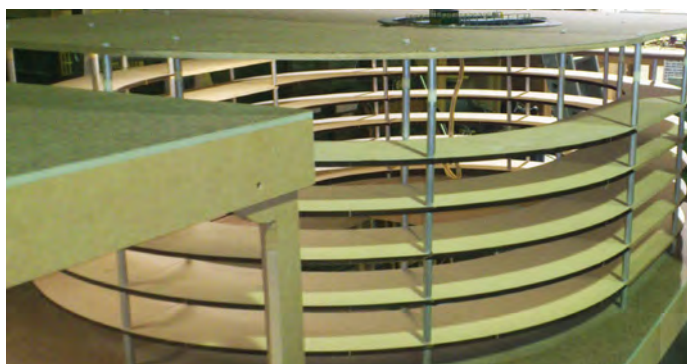


coupler pockets are fitted on the rear of the tender and on the front bogie and sprung metal buffers are fitted front and rear. Provision is made inside the tender for a downward-facing speaker, suggesting that a 'Twin Track Sound' version may be an option later.

Other features include an eight-pin DCC interface in the tender, connected to the motor via semi-permanent leads visible beneath the tender coupling bar. Wiper pick-ups are provided on all six driving wheels and all tender wheels. These provide current for the sealed motor, which has two flywheels and drives to the middle driving axle. Performance is smooth and quiet thanks to that proven mechanism.

Turning finally to the decoration, both LNER and BR liveries are beautifully applied, complete with fine lining, multi-colour BR emblems and crisply shaded LNER lettering/numerals. No. 61533 is in 1950s condition and has an Ipswich (32B) shedplate printed on the smokebox door, placing it in one of three spells in the Suffolk town - July-October 1952, January-April 1954 and August 1955-November 1957. At other times this nomadic locomotive was allocated to Stratford, South Lynn, Yarmouth South Town, Norwich Thorpe and Yarmouth Beach before finally being withdrawn from Cambridge in November 1959.

As you might have guessed by now, this is another impressive addition to the ranks of Great Eastern steam locomotives. With fine looks, superb detail and excellent performance it should delight GE Area modellers – just don't go looking for the 'chuff chuff' sound device on the tender. We checked, and there isn't one! ■



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MINERVA KERR, STUART 'VICTORY' 0-6-0T

Minerva's second RTR locomotive captures a small class of powerful industrial tanks with a long and varied service history ranging from the docks of France to the end of British steam.



A small class of ten industrial locomotives may seem a niche choice of prototype for a ready-to-run manufacturer but Minerva Model Railways' Kerr, Stuart 'Victory' portrays a class which started life

under the Railway Operating Department (ROD) during the First World War and ended in the late-1960s at South Wales collieries.

Kerr, Stuart built the locomotives in 1917 at its California works in Stoke-on-Trent for the Inland Waterways & Docks Department. Intended to shunt at docks on the south coast of England as part of the war effort, ROD No. 608 (at least) also worked at Dieppe on the French side of the Channel. After the war the locomotives were sold to a variety of operators including the Alexandra (Newport & South Wales) Docks & Railway, Brecon & Merthyr Railway, East Kent Light Railway (EKLR) and other private users including collieries. Three were absorbed by the Great Western



FACT FILE

I MODEL Minerva Model Railways Kerr, Stuart 'Victory' 0-6-0T
I PRICE RRP £282.50
I WORDS & PHOTOGRAPHS Andy York

LIKE THIS? TRY THESE...

Locomotives: Minerva Peckett E Class 0-4-0T, Dapol 'Terrier' 0-6-0T, Dapol Class 08
Wagons: Dapol/ Lionheart private owner coal wagons, BR 16t mineral wagons, Lionheart 14t tanks



Railway, of which two passed to British Railways (BR), surviving until 1954 and 1955. The EKLR's locomotive entered Southern Railway ownership and finished its life with BR, though it was scrapped in 1949 and never carried its allocated number of No. 30948. Seven locomotives ended up with the National Coal Board with the last examples being scrapped in 1969.

Minerva's model is initially available in three liveries, lined red (as reviewed) and lined green or unlined black. The satin paint finish is of good depth with fine and flawless lining. The design is simple and functional but captures everything that can be seen in photographs or drawings. Sprung drawgear with three-link couplings means the model is ready for service and the lightly-sprung metal buffers give a pleasing compression when edging up to rolling stock.

The void beneath the boiler would benefit from some representation of inside motion, which is something for the keen modeller to investigate. The cab interior is delightfully captured with individual etched handwheels. The excellent accessory pack includes lamp brackets and a selection of toolboxes and sandboxes which are painted, where necessary, to match the livery of the locomotive.

Beneath the die-cast footplate there is limited chassis detail but the finish to the wheels is excellent and the rods and motion are in unfinished steel. Brake gear and sanding pipes are present with a representation of the springing behind the driving wheels. The accessory pack also includes cylinder drain cocks, optional front steps, optional tank vents and the smokebox door dart.



The model is a weighty 963g, giving smooth and quiet performance and a very respectable haulage capacity. Electrical pick-up is via all six wheels with a high-torque flywheel-equipped motor which drives the rear axle through a 40:1 gearbox giving slow, smooth running.

It is recommended that the ready-lubricated model be run for 30 minutes in each direction on DC before use. To access the eight-pin decoder socket, unclip the brake rodding and remove four screws at the outermost ends of the chassis and lift the plastic body off the chassis. The decoder socket is positioned to the rear of the motor. Standard decoders are recommended by Minerva and the model includes a moulding to accept a 25mm circular speaker in the boiler for those fitting sound, with space in

the side tanks for additional speakers if desired.

Minerva's products offer great value for money and a good quality product, contributing to the current resurgence of O gauge as a popular scale for modellers. Its 'Victory' tank adds a purposeful and accurate model of a larger industrial tank locomotive to the stable. Thoroughly recommended. ■

datafile

i BASICS

Manufacturer: Minerva Model Railways
Catalogue Refs: N/A
RRP: £282.50 - DC, £332.50 - DCC fitted, £402.50 - DCC sound
Gauge/scale: 32mm gauge, 1:43.5 scale O
Era: 2 to 5
Company/Operator: ROD, EKLR, GWR and industrial
Region: N/A
Weight: 963g
Body: Plastic
Chassis: Die-cast metal chassis and footplate
Minimum Curve Radius: TBC
Wheel Profile: Wheel width 3.8mm, flange thickness 0.85mm
Couplings: Fixed coupling and wiring
Accessories: Tool boxes, brass plates and lamp brackets.
Colour options: Lined Green, Lined Red and Unlined Black

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC
Motor: Can motor and flywheel.
DCC Provision: Eight-pin socket
Pick-ups: Brass wiper collectors to all wheels
Lighting (exterior): No
Lighting (interior): No
Drive System: Gears to rearmost driving axle
Flywheel: Brass
Traction tyres: No

🔧 SERVICING

Body Removal: Unclip brake rigging and remove 4 screws
Lubrication: Remove keeper plate and 6 screws to access gears and bearings
Packaging: Sturdy card box with foam lining
Instructions: Illustrated leaflet for maintenance and DCC fitting.
Spares/warranty: minervamodelrailways.co.uk

📊 VITAL STATISTICS

Dimension	Model
Length	220mm
Height (to dome)	92mm
Width	63mm
Wheel diameter	28mm
Coupler Height	25mm
Wheel Back-to-Backs	29mm



HORNBY 'KING' WITH TTS SOUND



One of two all-new OO gauge 'Kings' announced in 2014, the re-tooled Hornby model made its debut last year and is now on to its second production run. New in this batch is a 'Twin Track Sound' (TTS) option, delivered as BR late crest green No. 6006 *King George I*. It's a fine looking machine that captures the bulk and power of the GWR's premier express passenger locomotive to a 'tee'.

Produced in late-1950s form with the post-1956 crest and double chimney, but without later additions such as AWS equipment and electrification warning flashes, No. 6006 was the first 'King' to be withdrawn, in February 1962. It was based at Wolverhampton (Stafford Road) depot for its entire BR career and an 84A shedplate is correctly printed on the smokebox door. The model closely matches a February 1958 photograph of the locomotive in *Portraits of Kings* by Bryan Holden and Kenneth H Leech (Fraser Stewart, 1990), displaying fine attention to detail such as the additional strengthening pieces welded to the bogie frames around 1956, diamond pattern step plates welded between the front frame extensions to provide a better foothold for crews, sliding cab roof vents, modified outside steam pipes and later mechanical lubricator position. Correctly for this locomotive, tapered front buffer stocks are retained with the parallel type fitted to the tender.

Optional detailing parts include a set of cabside numberplates (plastic, rather than etched), cylinder drain cocks and brake rigging for the locomotive and tender.

If you're looking for a more cost-effective way into DCC sound, there are some bargains to be had already with this TTS 'King'. Although the RRP is £209.99, as this issue went to press certain retailers were offering discounts of almost 50% - a bargain by any standards.

Sound can be an emotive subject, and modellers are constantly seeking ways to achieve a more realistic experience. For this reviewer, the TTS system didn't entirely capture the full four-cylinder effect of a 'King' at work, but for the price it delivers steam locomotive sound that will satisfy most buyers. There are more sophisticated sound decoders on the market if you

FACT FILE

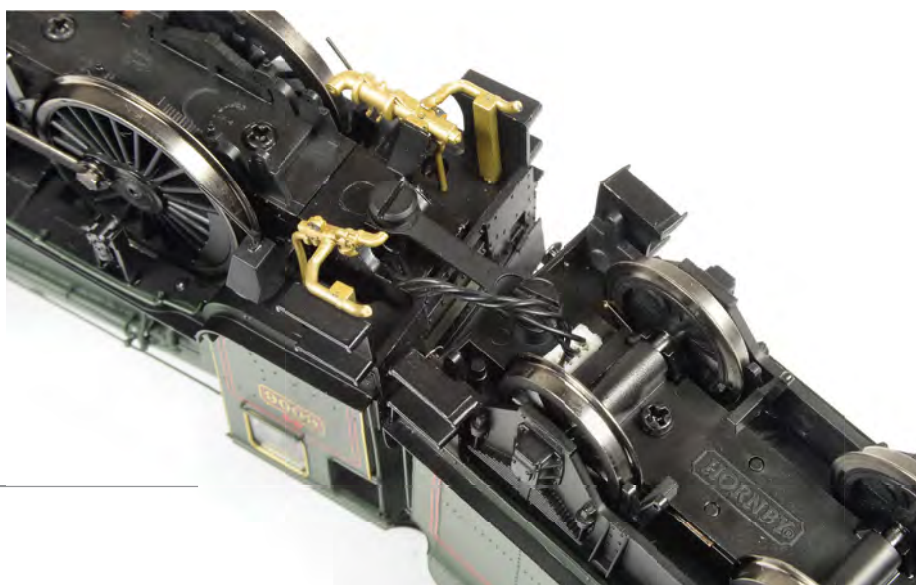
I MODEL Hornby R3384TTS BR late crest lined green 'King' 4-6-0 No. 6006 *King George I*
I PRICE RRP £209.99
I WORDS Ben Jones
I PHOTOGRAPHS Tony Wright

prefer to invest in a more detailed sound recording. Sound only works on DCC power, although the decoder allows operation on DC analogue layouts if necessary. A downward-facing, 28mm diameter round speaker is fitted in the tender.

A total of 15 sound functions includes background steam/exhaust/coasting (F1), four different whistles, wheel slip, coal shovelling, injectors, blower on/off and even the fireman's breakfast sizzling. A comprehensive instruction sheet is provided to guide you through the many functions and it's worth reading this thoroughly before you let the model loose on your layout. A useful section includes tips for 'driving' the model to achieve a more realistic experience. ■

LIKE THIS? TRY THESE...

Locomotives: Hornby R3383TTS BR 'Castle' No. 5050, R3409 Late BR 'King', R3452 Late BR 'Grange' 4-6-0, R3288 BR 9F *Evening Star*
Coaches: Hornby R4684-88 BR crimson/cream Collett stock, R4708-10 BR chocolate/cream Mk 1s, R4700/01/14/15/16 BR maroon Mk 1s.



BACHMANN NBL 'WARSHIP' RETURNS



Bachmann Branchline introduced the North British-built Class 43 diesel-hydraulic in 2015 to positive reviews. Our latest review model - D841 *Roebuck* - depicts the class in its earliest form with no warning panel or electrification flashes. D841 was delivered to Plymouth Laira in November 1960 and ran until April 1962 without the electrification flashes. Yellow warning panels were added in August 1962. It was transferred to Newton Abbot in June 1962. A Laira (83D) shedplate is beautifully printed on the bufferbeam at each end.

The detail pack includes roof panel lifting eyes and roof air vents along with a complete bufferbeam detailing pack. I think the manufacturer realises that many customers won't fit these delightful extras but they are there for those who might. Care should be taken when fitting the tiny panel eyes which have a ring diameter of around a millimetre; my suggestion is to hold the eye down on your cutting mat and cut the sprue away from the required part. Each sprue of the air vents includes closed and open variations so you can bring a little individuality to your model. The valance beneath the bufferbeam includes representations of the horn vents, a nice touch even though they will usually be obscured behind the pipework. Once the body is removed a 21-pin decoder can be easily fitted and there is provision for a DCC sound speaker.

Bachmann is also releasing D838 *Rapid* in maroon with full yellow ends, received in September 1968 and carried until withdrawal in March 1971, and BR Blue D836 *Powerful*, as carried from April 1968 to withdrawal in May 1971.

Suitable for use with Bachmann Mk 1s in BR Western Region chocolate/cream or maroon, parcels/mail vans and fitted goods wagons, the NBL 'Warship' is an excellent model that complements other early-1960s WR machines, both steam and diesel. Recommended. ■

FACT FILE

I MODEL Bachmann Branchline 32-069 BR Green NBL 'Warship' D841 Roebuck

I PRICE
RRP £149.95

I WORDS & PHOTOGRAPHS Andy York

datafile

BASICS

Manufacturer: Bachmann Europe PLC

Catalogue Refs:

32-067A Class 43 'Warship' D836 *Powerful* BR Blue
32-068 Class 43 'Warship' D838 *Rapid* BR Maroon Full Yellow Ends

32-069 Class 43 'Warship' D841 *Roebuck* BR Green

RRP: £149.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 5 (1957-66)

Company/Operator: British Railways

Region: BR Western Region

Weight: 447g

Body: Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Etched plates, roof lifting eyes, open and closed air vents for roof, skirts for below bufferbeam and buffer-beam detail.



ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: Coreless motor drive to front axle of trailer

DCC Provision: 21-pin interface

Pick-ups: Brass collectors to axle collars

Lighting (exterior): Directional head and tail lamps

Lighting (interior): Cab lighting

Drive System: Gears to all axles

Flywheel: No

Traction tyres: No



SERVICING

Body Removal: Recessed screws at ends of fuel tanks

Lubrication: Access to lubrication points after body removal

Packaging: Plastic trays within card outer

Instructions: Exploded diagram sheet for maintenance

Spares/warranty: Contact Bachmann Europe
01455 841756



PIKO SMARTCONTROL



It seems that no matter where you are, the mobile phone is ever present with an increasing number of applications. There's an app to measure angles and check levels and an app to predict meteorological conditions. No sense

of direction? There's an app for that too. Whatever your opinion about them, they've become man's current tool with, it seems, an app for just about everything, even controlling model railways.

We experienced first-hand the benefits of Roco's Z21 wireless DCC system in 2013 when, it seemed, technology had reached a pinnacle within the hobby. Here was a system that used an app, installed on your mobile phone or tablet to connect to its Z21 interface unit so that you could control your entire layout. If you wanted to expand, all you needed was another user with a mobile phone. We'd seen everything - or so it seemed.

Piko has recently produced a DCC controller handset that runs an Android operating system - the same operating system that is used by over 87% of mobile phone users. Announced at the Nuremberg Toy Fair in 2015, its SmartControl is very similar in external appearance to ESU's Mobile Control II - coincidence?

FACT FILE

MODEL Piko 55040
SmartControl Digital Starter Set

SCALE/GAUGE
COMPATABILITY 1:148
N gauge, 1:76 OO gauge,
1:43 O gauge

PRICE £400
WORDS Howard Smith
PHOTOGRAPHS Howard Smith

ABOVE: Out of its box, Piko's SmartControl Starter Set looks minimalist from the outside. On the inside though, with its offerings, it's anything but.

Powered by Android 4.1.1, with this system, there's nothing to stop you browsing the internet on the same device that is a dedicated model railway controller. Piko's problem with using a standard mobile telephone to control a layout is that battery life isn't that great and when the battery runs out - and it will, eventually - you've lost the use of your mobile telephone too.

SmartControl looks and feels like a chunky elongated mobile telephone handset on top of which is a fixed throttle wheel which makes for a nifty device that sits well in the hand. The lines are very clean with just an on/off and four function buttons - all of the latter are programmable, but by default on startup are used as an emergency stop, volume up/down and default shortcut button. To its underside is a 3.5mm audio jack output and USB port. Simplicity it seems is key.

The brain of this system is the SmartBox - again, the same external appearance to ESU's ECoSBoost and Bachmann's Dynamis Command Station and ProBox. The handheld SmartController communicates with the SmartBox via wireless LAN (Local Area Network). With a 5A output, the system is orientated towards N, OO and smaller O gauge layouts. Piko's dedicated app once launched on screen detects the SmartBox and the wireless



exchange of data between the two devices commences.

It's worth noting that only one Piko SmartBox can be used within the same Wi-Fi range, using two requires a change of default parameters - this shouldn't be a problem at home - but keep this in mind if operating at a show or clubrooms if another layout uses the same system. To the rear of the Smartbox is its power input, output to programming and main tracks, a Loconet port, plus DIN sockets to expand to an ECoSLink, LAN and a USB ports are also provided to connect to a PC if required - perfect!

On screen, each locomotive equipped with a RailComPlus decoder will automatically register its name, address and functions so that you know which virtual button to tap to get decoder functions working seamlessly, not by trial and error.

Additional boosters and occupancy detectors can be connected to the system at a later date if your layout expands. If you decide to run layout control software, provision is given for that too, either by wireless LAN or an Ethernet port to the rear of the Smartbox.

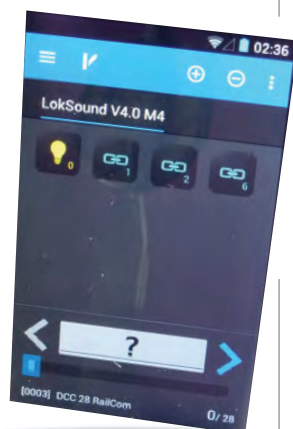
Should none of your locomotives be equipped with RailComPlus decoders, you can enter locomotives manually into your system. The system makes this a simple process by entering address type, choosing an image and toggling switches to attribute functions found on the decoder. The system is fully compatible with 28 function decoders and a ludicrously high number of up to 16,384 locomotives can be controlled.

The problem with mobile telephone control via app has been the accuracy of accelerating and decelerating locomotives using on-screen sliders. Fingers and thumbs are a little clumsy and eye contact is mostly made with the telephone rather than the model, ensuring your fingers don't accidentally slip to press something like a horn.

With this system, the two are separated, giving you the feel of a traditional controller with the benefits of an

ABOVE LEFT: A stereo jack output and USB port feature discreetly at the bottom of the handset. A loop hole for a lanyard is included.

ABOVE RIGHT: Launching Piko's SmartControl software is simple - just tap the on screen 'app' icon.



ABOVE : On screen, the control of locomotives, turnouts and other decoders is made simple through a clear design.

RIGHT: The large throttle wheel gives better feedback than virtual 'on screen' throttle sliders.

BELOW: The clearly labelled inputs and outputs avoid plugging leads into wrong connectors.

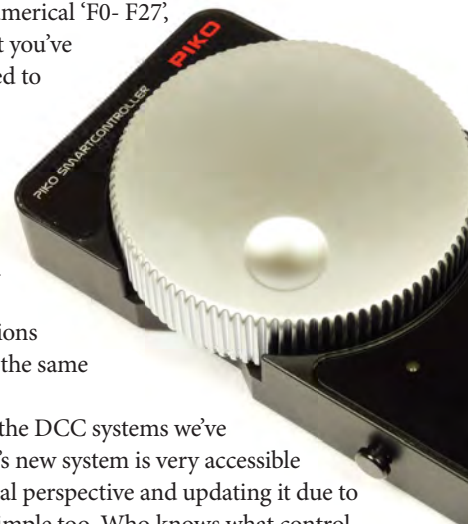
intuitive method of controlling turnouts and locomotive functions in a confined space. It's far from a gimmick. The Wi-Fi signal emitted by the system is sufficient

for the average layout. I tested ours from a distance of eight metres which proved fine until the controller was taken around the corner of a wall and its signal was lost. Admittedly, this situation is hard to replicate and it's clearly a more reliable form of communication than infra-red as used by some older walkabout DCC systems.

Its operating system is a benefit as there's no learning process. Android users will already be familiar with how to change the screen brightness and Wi-Fi settings. If not, the manual is clearly illustrated with screen grab pictures and will guide the novice from start to finish.

During set-up, decoder functions can be configured from permanent, to momentary or inverted - that's functions that are activated by default. When a locomotive is selected, its functions appear on screen illustrated not by the traditional but vague alphanumerical 'F0- F27', but by an icon that you've previously allocated to each such as a cab light or interior light. This is useful as many of us have locomotives wired differently, often with no two functions found by pressing the same button.

Unlike some of the DCC systems we've encountered, Piko's new system is very accessible from an operational perspective and updating it due to its nature is very simple too. Who knows what control opportunities could be opened in the future with just a simple app update on the device? ■



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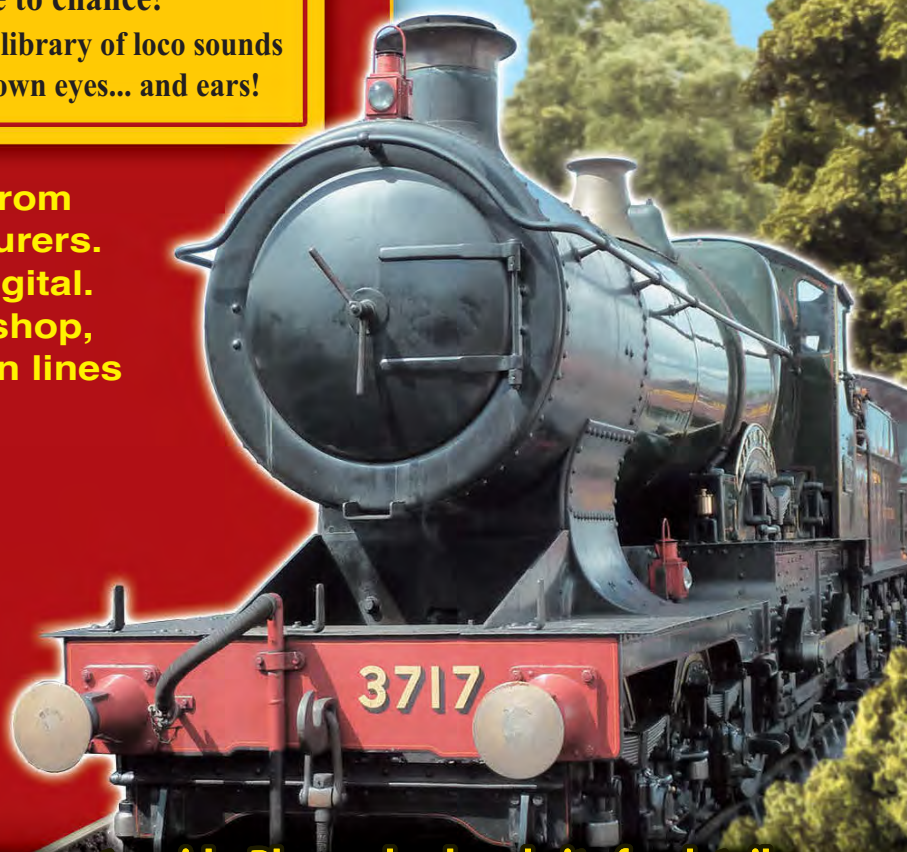
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1 EFE OPEN TOP DAIMLER DMS MAIDSTONE & DISTRICT/NSE

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W www.bachmann.co.uk

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W www.scalemodels scenery.co.uk

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T 01202 511232

W www.albion alloys.co.uk

5 MASSOTH 8415001 SMOKE GENERATOR

➤ Designed principally for larger locomotives, Massoth's new smoke generator features a more rounded curve allowing it to better fit into larger scale (S upwards) locomotives. The fan-assisted generator offers a higher output of smoke than traditional smoke units making it particularly useful for placing at the base of tall chimneys on layouts.

Price £TBC - with UK stockists soon

W www.massoth.com

6 HARBURN HAMLET FL105 STEAM DEPOT CLUTTER

➤ Steam depots were rarely tidy places of work unlike the clean modern facilities of today. Harburn's moulded resin depot clutter can add extra authenticity to your layout. See your local stockist or its website for more details.

Price £13.95

W www.harburnhobbies.co.uk



HELJAN 35T OIL TANKS



includes two vacuum cylinders, handbrake levers, rods and a comprehensive depiction of the bracing gear between the brake shoes and either side of the axles. Externally, the underframe looks good too with good relief to the axlebox and suspension detail.

Also fitted are sprung buffers with metal heads. NEM pockets are fixed but have a little side-to-side flexibility.

Our samples were free-running thanks to metal pin-point axles and metal wheels, and

with enough weight to make them stable even when running in heavier trains.

Separate plastic mesh catwalks, loading hatches and ladders are fitted and correctly

differ between the 'A' and 'B' tanks. The walkways and ladders aren't as fine as they would be if made from etched metal, and we'd be tempted to change the latter if an after-market replacement became available. However, the overall look and character of the wagon has been well captured.

Decoration was neatly applied on our samples. On certain wagons, the company branding is applied on a raised plate. Particularly good is the printing of builders' plates and vehicle information on the solebars.

With an RRP of £24.95, these tanks are a little more expensive than Bachmann's 45t TTA and 14t anchor-mounted tanks, but feature a greater number of separate components and fill an important gap between steam and diesel era tank wagons. Whether used individually in or in block trains modellers of the railway between the late-1950s and 1980s should be able to find a place for some of these characterful wagons. ■

FACT FILE

MODEL Heljan 1106 35t B Tank Wagon 'Regent' black No. 323

PRICE RRP £24.95

WORDS Ben Jones

PHOTOGRAPHS Andy York

LIKE THIS? TRY THESE...

Locomotives: Heljan BRCW Type 3/Class 33, Bachmann BR 9F 2-10-0

Wagons: Bachmann 14t anchor-mounted tanks, Bachmann BR 5-plank open/13t steel 'High' open (barrier wagons)

Book: *Petroleum Rail Tank Wagons of Britain*, R. Tourret, Tourret Publishing, ISBN 978-0-905878-09-6



A classic steam/diesel transition era wagon, these late-1950s oil tank wagons are best known to OO modellers as the subject of the Airfix/Dapol kit. Having released them in 7mm scale in 2015, Heljan has taken

the welcome decision to add both the Class A and Class B variants to its OO gauge wagon fleet.

Based on a design introduced by Charles Roberts in 1957, the models are being released with two lengths of tank barrel and numerous detail variations to suit different liveries and periods. Reviewed here is a black 'B' tank with 'Regent' branding, one of 150 built for the company in 1960/61 and used to distribute fuel oil from storage depots at Avonmouth and in South Wales. Also shown is a former Class A tank converted as a water carrier for the Chipmans weedkilling train and carrying 1980s green livery.

As well as increasing the payload - and efficiency - over traditional short-wheelbase tanks, the Roberts design of 1955/56 introduced an all-new 15ft wheelbase underframe, which increased stability and permitted the wagons to run at higher speeds. Several hundred were eventually built by Roberts, Powell Duffryn and Hurst Nelson.

Heljan's models are available in no fewer than 17 versions, plus a four-wagon pack of water tanks in Chipmans green/black. 'B Tanks' are offered in the classic 'Esso' 1960s black (as seen on the Airfix kit), a slightly later 'Esso' livery without lettering, BR departmental black, 'Regent' black, 'Charringtons' red, 'Mobil' red and 'United Molasses' red. For collectors, there's also a special run of 200 red/blue wagons celebrating Heljan's 60th anniversary in 2017.

For Class A products there are five 'Esso' silver/grey wagons covering the late-1950s to the 1980s.

Immediately evident is the underframe detail, which



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EVENTS

EXHIBITIONS

JANUARY 14 - JANUARY 15

Chiltern Model Railway Exhibition - Stevenage, Arts & Leisure Centre, Lytton Way, Stevenage, Hertfordshire, SG1 1LZ
Opening Times: Saturday 1000 - 1730 Sunday 1000 - 1630 **Prices:** Adult £8.00 Child £4.00 Under 5s Free
W: www.CMRA.org.uk/exhibition.html

JANUARY 20 - JANUARY 22

London Model Engineering Exhibition Alexandra Palace, London, N22 7AY
Opening Times: Fri/Sat 1000 - 1700 Sunday 1000 - 1630 **Prices:** BOOK ONLINE* FULL PRICE TICKETS* Adult £10.50 £12.00 Senior/Student £9.50 £11.00 Child (5-14 years) £3.00 £4.00 Book: www.londonmodelengineering.co.uk **T:** 01926 614101
W: www.meridienneexhibitions.co.uk

JANUARY 22

Bristol O Gauge Group Show - Bristol UWE Exhibition & Conference Centre, Filton Road, Bristol BS34 8QZ **Opening Times:** Sunday 1000 - 1600 **Prices:** Advance Tickets £7.00 On The Day £9.00
W: www.bogg7mmexhibition.com

JANUARY 28 - JANUARY 29

Erith MRS Exhibition - Longfield The Longfield Academy, Main Road, Longfield, Kent DA3 7PH **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600 **Prices:** Adult £7.00 Concession £6.00 Child £3.00 Family £18.00 (2+2) Under 5s Free
W: www.erithmrs.ukmodelshops.co.uk

Southampton Model Railway Exhibition

- Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5BX **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1630 **Prices:** Adult £7.00 Child £3.00 Family £17.00 (2+2)
W: www.southamptonmodelrailwaysociety.wordpress.com

CONTACT US

DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brm.ag/brmevents

WEBSITE

Enter your event on our website
 www.world-of-railways.co.uk

Closing date for the Spring issue is January 31

 Suitable for disabled visitors.

FEBRUARY 4 - FEBRUARY 5

FEDEX 2017 Eggars School, London Rd, Holybourne, Alton, Hampshire GU34 4EQ
Opening Times: Saturday 1030 - 1700 Sunday 1030 - 1600 **Prices:** Adults £4.50 Accompanied children under 16 free
T: 07756263883

Stafford MR Exhibition - Stafford, County Showground, Weston Road, Stafford, Staffordshire ST18 0BD **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1630 **Prices:** Adult £9.00 Children £1.00

FEBRUARY 11

Newbury MRC Exhibition - Newbury, St Bartholomew's School, Andover Road, Newbury, Berks RG14 6JP **Opening Times:** Saturday 1000 - 1630 **Prices:** Adult £5.00 Concession £4.50 Child £2.50 Family £10.00

FEBRUARY 11 - FEBRUARY 12

The Festival of British Railway Modelling - Exhibition Centre, Doncaster Racecourse, Doncaster, South Yorkshire DN2 6BB
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630 **Prices:** Advance £8.00 Door Adult £9.00 Subscribers £7.00

FEBRUARY 24 - FEBRUARY 26

Model Rail Scotland - Glasgow SECC Exhibition Way, Glasgow, G3 8YW
Opening Times: Friday 1030 - 1800 Saturday 1000 - 1800 Sunday 1030 - 1700 **Prices:** Adult £12.00 Child £6.00 Family £27.00 (2+2 x 1 day)

FEBRUARY 25 - FEBRUARY 26

Lincoln & District MR Exhibition - Newark Lady Eastwood Pavillion, Newark & Notts Showground, Winthorpe, Newark, Notts NG24 2NY **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1630

MARCH 4 - MARCH 5

Leamington & Warwick Model Railway Society Exhibition - Leamington Spa Warwickshire College, Warwick New Road, Leamington Spa, CV32 5JE
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600 **Prices:** Adult £7.00 Child £1.00 Family £15.00 (2+2)
W: www.1wmrs.co.uk

MARCH 18 - MARCH 19

Meridienne Exhibitions Ltd Large Scale Model Rail Show - Leamington Spa Warwicks Exhibition Centre, Leamington Spa CV31 1XN **Opening Times:** Saturday 1000 - 1800 Sunday 1000 - 1800 **Prices:** Adult £8.50 Senior £7.50 Senior £7.50
W: www.largescalemodelrail.co.uk

MARCH 25 - MARCH 26

The London Festival of Railway Modelling - Alexandra Palace, London, N22 7AY
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630 **Prices:** Advance BRM Subscriber £10.00 Non-subscriber £11.00 Door Adult £12.00 & Child £6.00
T: 0844 581972

TRAIN & TOY FAIRS

JANUARY 7

SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue Hawkinge, Folkestone, Kent CT18 7FP
Opening Times: Saturday 1000 - 1400 **Prices:** Adult £2.00 Child Free
T: 0773 9998012

JANUARY 8

SRP Toy Fairs - Midhurst The Grange, Bepton Road, Midhurst, West Sussex GU29 9HG
Opening Times: Sunday 1000 - 1400 **Prices:** Adult £2.00 Child Free
T: 0773 9998012

JANUARY 11

Joe Lock Toy & Train Fair - Selsdon St John's Community Hall, Selsdon, Croydon, London, CR2 8DD
Opening Time: Wednesday 1800 - 2000 **Prices:** Admission £1.00
T: 07866 641215

JANUARY 15

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR
Opening Times: Sunday 1000 - 1400 **Prices:** Adult £2.00 Child Free
T: 0773 9998012

JANUARY 22

SRP Toy Fairs - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ
Opening Times: Sunday 1000 - 1400 **Prices:** Adult £2.00 Child Free
T: 0773 9998012

JANUARY 25

Joe Lock Toy & Train Fair - Hoddesdon The Robert Barclay Academy formerly Sheredes School, Copthall Lane, Hoddesdon, Hertfordshire
Opening Times: Wednesday 1900 - 2100 **Prices:** Admission £1.00
T: 07866 641215

JANUARY 28

SRP Toy Fairs - Henfield Hall Henfield Hall, High St, Henfield, W Sussex BN59DB
Opening Times: Saturday 1000 - 1400 **Prices:** Adult £2.00 Child Free
T: 0773 9998012

Toy & Train Fairs - Stoke on Trent, Fenton community Centre, Manor Street, Stoke-on-Trent ST4 2PT
Opening Times: Saturday 1030 - 1400 **Prices:** Admission £1.00
T: 01270 652773 Tony Oakes

JANUARY 29

SRP Toy Fairs - Colchester Langham Community Centre, School Road, Langham, Colchester, Essex CO4 5PA
Opening Times: Sunday 1000 - 1400 **Prices:** Adult £2.00 Child Free **T:** 0773 9998012

Barry Stockton Train & Toy Collector Fair - Haydock Park Racecourse

The Exhibition Centre, Haydock Park Racecourse, Warrington Road, Newton-le-Willows, Merseyside WA12 0HQ
Opening Times: Sunday 1030 - 1430 **Prices:** Adult £2.00 Child £0.50
T: 0151 334 3362

JANUARY 31

SRP Toy Fairs - Tonbridge The Angel Centre, Angel Lane, Tonbridge, TN9 1SF
Opening Times: Tuesday 1800 - 2000 **Prices:** Adult £1.50 Child Free
T: 0773 9998012

FEBRUARY 2

Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100 **Prices:** Admission £1.00
T: 07866 641215

FEBRUARY 4

Ray Heard Train & Toy Fair - Exeter Matford Centre, Matford Park Road, Matford Bus. Park Marsh Barton Trading Estate Exeter, Devon EX2 8FD
Opening Times: Saturday 1000 - 1530 **Prices:** Admission £2.00
T: 01823 480097

FEBRUARY 5

Toy & Train Fairs - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400 **Prices:** Admission £1.50
T: 01270 652773 Tony Oakes

SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing, West Sussex BN14 9HS
Opening Times: Sunday 1000 - 1400 **Prices:** Adult £2.00 Child Free
T: 0773 9998012

Barry Stockton Train & Toy Collector

Fair - Warrington Collegiate Winwick Road, Warrington, Lancashire WA2 8QA
Opening Times: Sunday 1030 - 1430 **Prices:** Adult £2.00 Child £0.50
T: 0151 334 3362

FEBRUARY 11

Toy & Train Fairs - Chester The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester CH2 1PR
Opening Times: Saturday 1030 - 1430 **Prices:** Adult £2.00
T: 01270 652773 Tony Oakes

SRP Toy Fairs - Crawley

Hawth Avenue, Crawley, West Sussex RH10 6YZ
Opening Times: Saturday 1000 - 1400 **Prices:** Adult £2.00 Child Free
T: 0773 9998012

FEBRUARY 12

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, BR6 8PR
Opening Times: Sunday 1000 - 1400 **Prices:** Adult £2.00 Child Free
T: 0773 9998012

FEBRUARY 26

Jim Corr Toy & Train Fair - Chester Le Street Park View School, North Road, Chester-le-Street, Co Durham DH3 4BB
Opening Times: Sunday 1000 - 1500 **Prices:** Adult £3.00 Child & OAP £2.00 Early Entry £5.00

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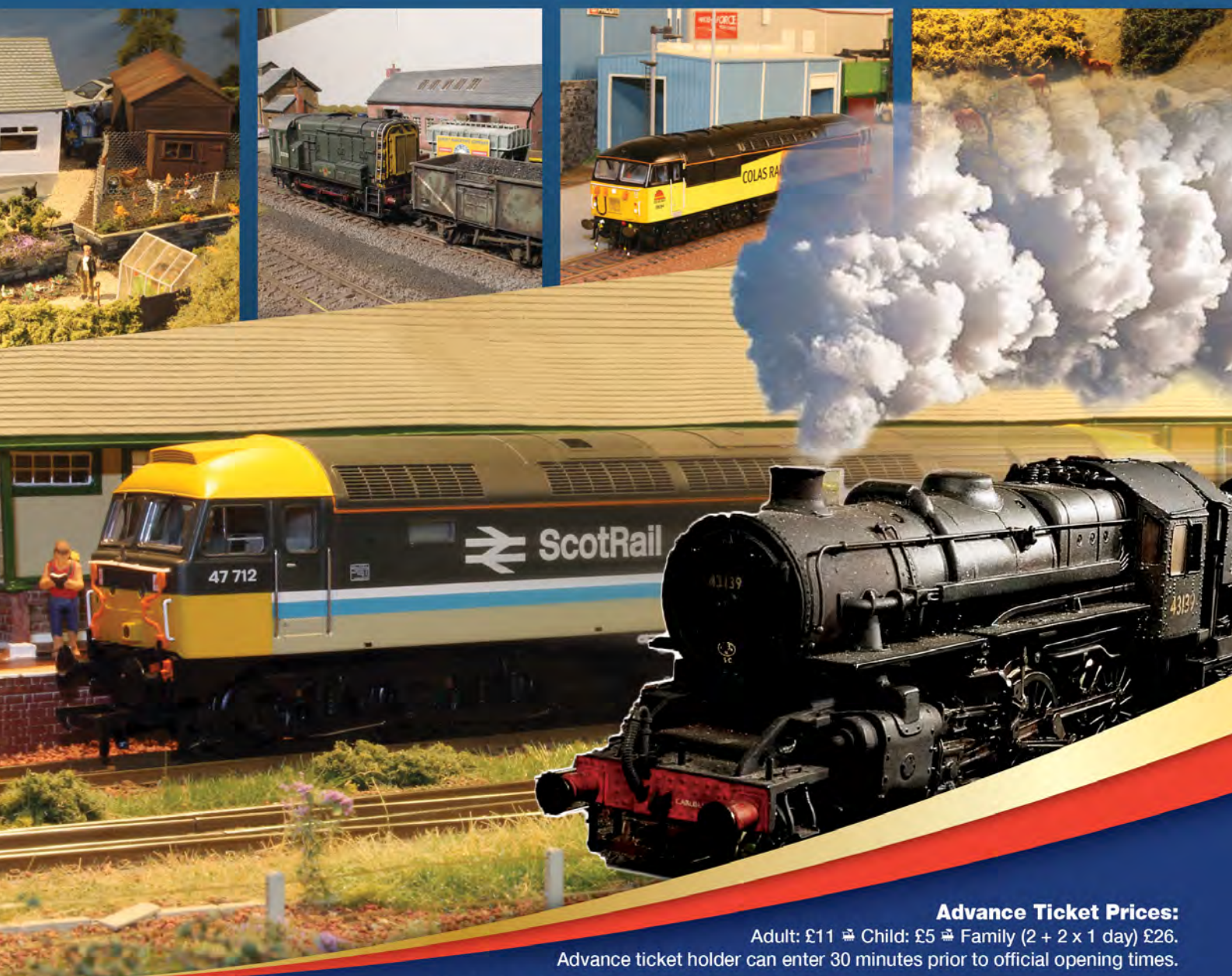
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Fri 24th: 10.30am - 6.00pm 🚂 **Sat 25th:** 10.00am - 6.00pm 🚂 **Sun 26th:** 10.30am - 5.00pm.

Tickets may be bought at the show or in advance by visiting our website www.modelrail-scotland.co.uk.

To purchase advance tickets by post, please forward a cheque or postal order made payable to 'AMRSS' together with a self addressed stamped envelope, to arrive no later than 15th February 2017.

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Lincoln & District Model Railway Exhibition Saturday 25th & Sunday 26th February 2017 Newark Showground NG24 2NY Lady Eastwood Pavilion



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Contact - exhibition@lwmrs.co.uk



Chiltern Model Railway Exhibition

Saturday 14th January (10.00 to 17.30) Sunday 15th January (10.0 to 16.30)

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For further information see www.CMRA.org.uk/exhibition.html

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**Squires will be exhibiting at the following shows in 2017 –
Diary updated as bookings are confirmed.**

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 22 GUILDFORD Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**. Sun 10 - 5 www.astolatmrc.co.uk
Jan 28/29 KENDAL M/R Exhibition Leisure Cen, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5
Feb 4/5 ALTON FebEx 2017, Alton Model Railway Group Exhibition, Eggars School, Anstey Rd, Alton, Hants **GU34 4EQ** Sat 10-5. Sun 10-4
Feb 11 NEWBURY MODEL RAIL SHOW - St. Bartholomews School, Andover Rd, Newbury, Berks RG14 6JP 10 - 4.30pm. 13 Layouts - Plenty of Free Parking. Close to Newbury Railway Station
Feb 18 TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, **TN9 1SF**, Sat 10-5pm. www.tonbridgemrc.com
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. **Coming to Glasgow? Why not try Saturday?? or Sunday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand!! :-)** **Please please please help us! If you would like to assemble an order for collection at Glasgow, which we are very happy to do, please help us and place your order at least a week before the show :-)**
Mar 4 KETTERING Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. Sat 10 - 4.00.
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***
Mar 11/12 BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way. Basingstoke, RG22 6HA Sat 10-5, Sun 10-4.
Mar 11/12 KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5
Mar 18/19 NOTTINGHAM East Midlands Model Railway Exhibition, Harvey Hadden Sports Village, Wigman Road, Bilborough, Nottingham NG8 4PB. Sat 9.30-5.30, Sun 10-5
Mar 25/26 PENRITH M/Rail Show, Rheged Centre, Redhills, Penrith, Cumbria, **CA11 0DQ** Sat 10-5.30, Sun 10-4. Organised by Border Railway Society; Carlisle & Dist O Gauge Group & Rheged.
Apr 8 NORWICH Model Railway Exh, Hellesdon High School, Norwich **NR6 5SB**. Sat 10-4.30pm
Apr 8/9 CORSHAM Trainwest 2017 Model Railway Exh, Springfield Community Campus, Beechfield Rd, Corsham, Wilts **SN13 9DN** Sat/Sun 10-5 ***Modern NEW Venue - FREE Parking***
April 15/16/17 YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York **YO23 1EX** Sat/Sun 10-5, Mon 10-4.30 ****Advance tickets now available from Squires** T&C Apply. Coming to York Show? Why not try Sunday? or Monday? The Show is less busy - see more of the layouts and a lot easier to get to our stand!! :-)** ****Plenty of FREE parking****
April 22 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs **WN7 4JY** 10-4.30
April 22/23 HORSHAM Crawley MRS M/Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, **RH12 1SR**. Sat 10-5, Sun 10-4.30. ***Plenty of FREE Parking***
APRIL 28-30 THE 49TH BRISTOL MODEL RAILWAY EXHIBITION, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Friday 1pm - 7pm, Saturday 10 - 6.30pm, Sunday 10 - 5pm. **Coming to Bristol Show? Why not try Saturday?? or Sunday??? The show is less busy - See more of the layouts and a lot easier to get to our stand!! :-)** ****Plenty of FREE Parking****
May 6 READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. **RG1 8EQ**. Sat 10 - 4.30
May 14 STAFFORD G Rail 2017 G-Scale Society Show, Stafford County Showground, Weston Rd, Stafford, **ST18 0BD**. ***Plenty of FREE Parking* Sun 10-5 *Features Normal Squires Stand for all Scales***
June 3 DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.
June 3/4 DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster. **DN2 6AY**. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Restaurant
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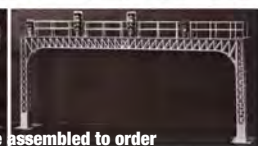
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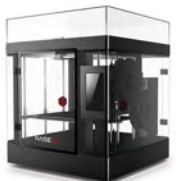
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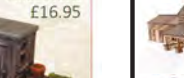
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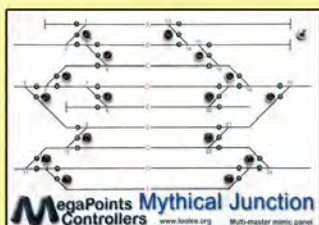
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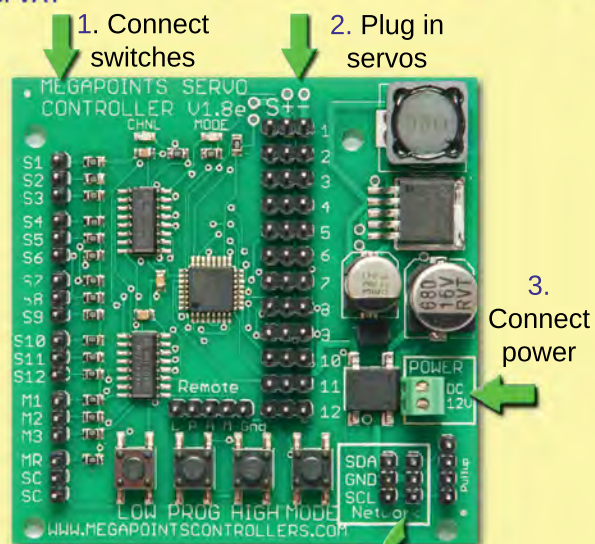


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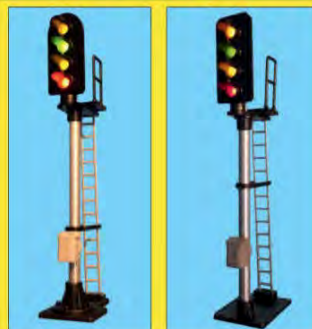
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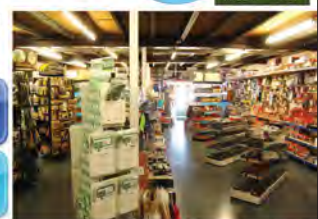
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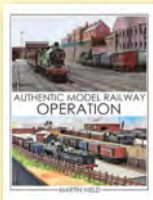


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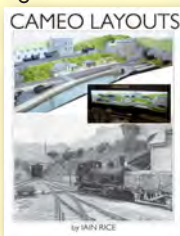
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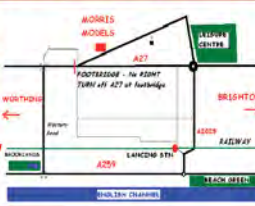
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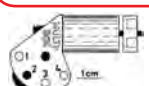
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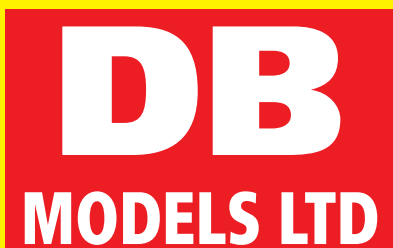
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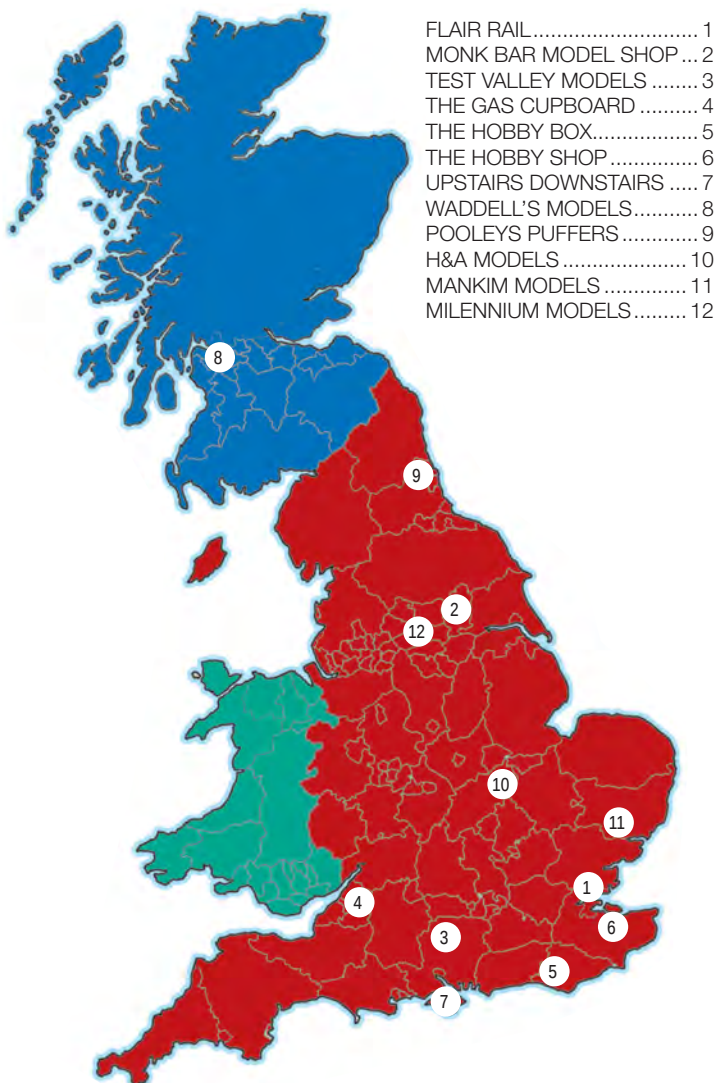
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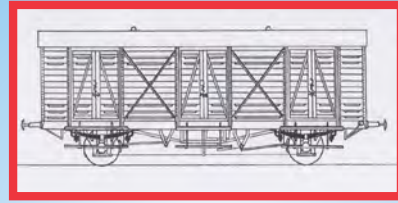
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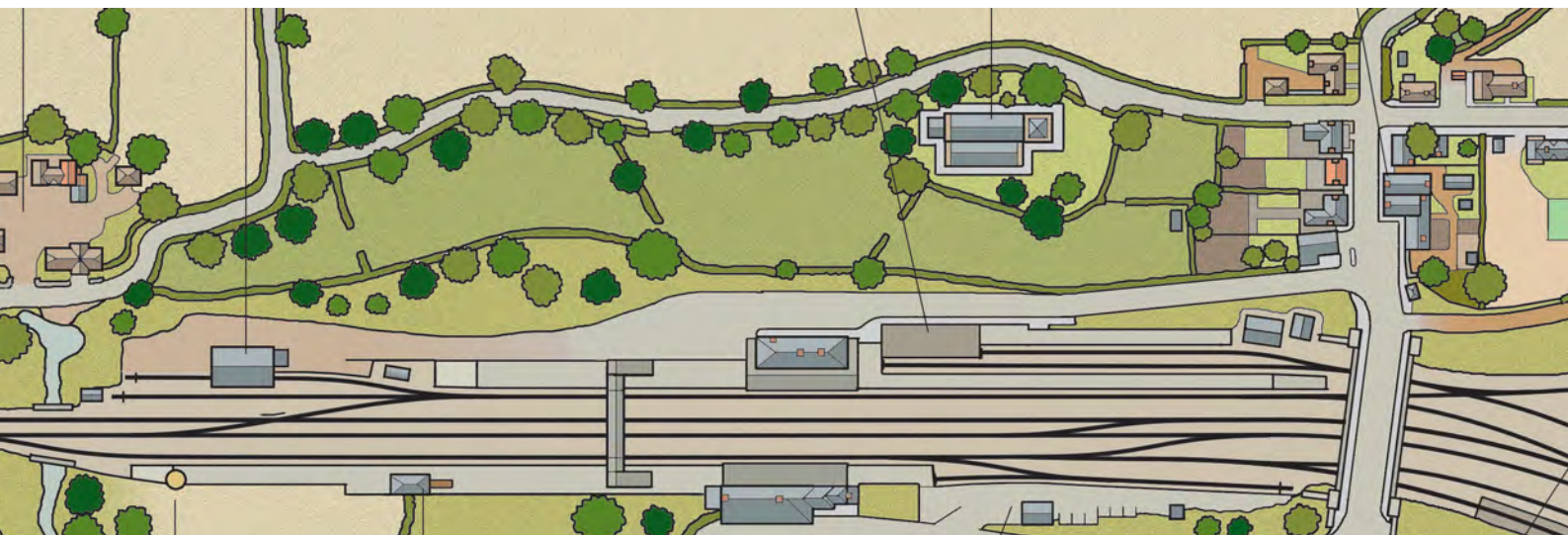
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how it works

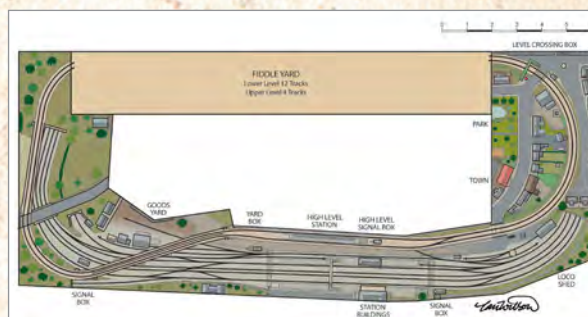
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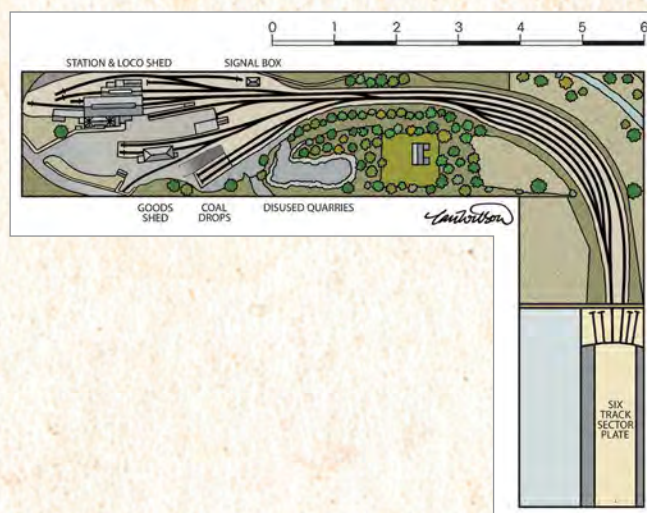
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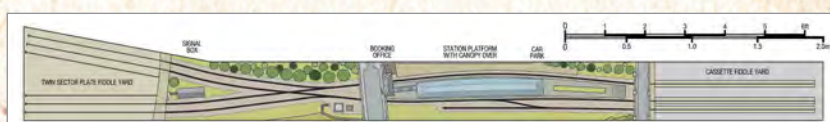
147 | OWEN STREET

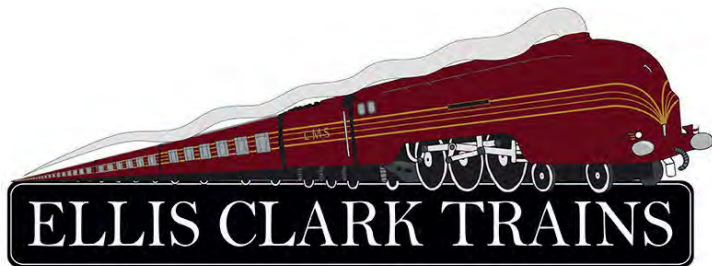


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OWEN STREET

Derek Briar's fast-paced layout set in the late-1950s and early-1960s was built to entertain with long freight trains and roaring expresses.

Owen Street wasn't planned - it evolved as time went on. Derek Briar started the Halesowen MRC in his garage. With space for a 23ft by 10ft layout, he made boards at angles to avoid electrical appliances and doors.

In all, eight boards were made of various sizes, some to suit the shape of the side access through the garage, the angle of an inward opening back door and to facilitate access to the freezer and washing machine. While fitting out the seventh board, two more members joined the club, one helping with construction, the other supplying tea.

Peco Code 100 large radius points and over 100 yards of OO track were used with circuits isolated from each other as control is by DC analogue. Derek's original idea of a four track main line and many tunnels through scenic areas was changed to a station and small village situated over a tunnel entrance at one end. The track ran into 12 hidden storage lines. Two pieces of board were cut out for the platforms with balsa wood end ramps. The track was relaid many times to improve looks. An island platform was added for the operation of branch line trains.

Derek decided that the low line would be mainly London Midland Region with the occasional Eastern Region train and Southern rRegion on the high level. The rolling stock is a mixture of makes, much of it scratch or kit-built. The intention is to run steam locomotives only or steam/diesel, but all-diesel is another option.

The main trackwork was lined out with tape on the panel and coloured for different circuits. One or two-way toggle switches control the layout with push buttons to isolate storage sections.

Many types of scenic foliage and flock powders were used. Trees were made mostly from Heki kits, with long grass for embankments created from cut-down teddy bear fur. The town has a park with pond, swings and roundabouts sourced from various kits. Vehicles are kit-built and proprietary models chosen to represent the correct period. ■

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, OO gauge
- SIZE 23ft by 10ft
- ERA/REGION 1950s / 1960s LMR/ER
- CONTROL 12V DC analogue
- LAYOUT TYPE Continuous loop
- PHOTOGRAPHS Tony Wright
- SEE MORE April 2007 **BRM**



PROS

- Flexible time span and no specific region allow various locomotives to operate side-by-side.
- Help from others has made the layout build quicker
- The use of kits and pre-built kits on a large layout saves scratchbuilding and time.

CONS

- Lack of a comprehensive layout plan has resulted in work being altered
- Keeping the layout in the garage is perhaps a more dust-prone environment than a clubroom.

The yard is equipped for operating Sprat & Winkle couplings using magnets fitted in the track. The long-term plan is to add working colour light signals using reeds and magnets on trains. At present these are only fixed Ratio types.

OWEN STREET

ERA

5

GAUGE

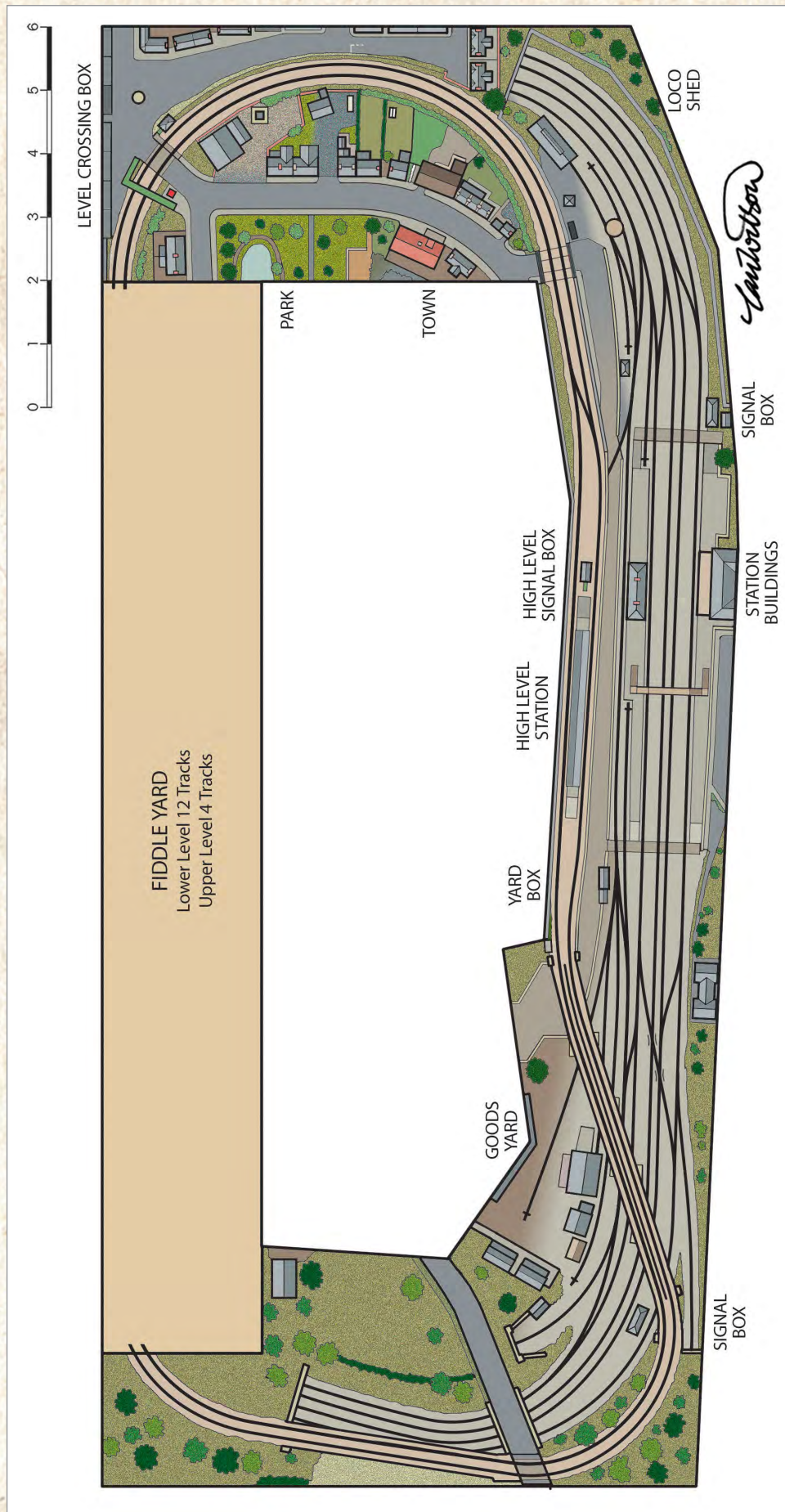
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SIZE

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CONTROL

DC



LARGE LAYOUT | BRITISH RAILWAYS 1950s/60s | 00 Gauge



ALSTON

Dave Smith's first venture into N scale was largely influenced by boyhood memories from around his North Eastern roots.

Dave Smith admits that railways and modelling have always been in his blood. He wanted to set his layout in the North East of England in the days of BR steam. With a 10ft square room, he was drawn to N gauge, a scale in which he hadn't worked previously. He soon joined the N Gauge Society, perused its information and visited many exhibitions to view layouts and suppliers.

Along with his son, Philip, they made a start on the buildings of Alston, having seen photographs of the location in a book. Philip made the imposing station building, with Dave working on the goods and locomotive sheds. With these complete, a layout was started.

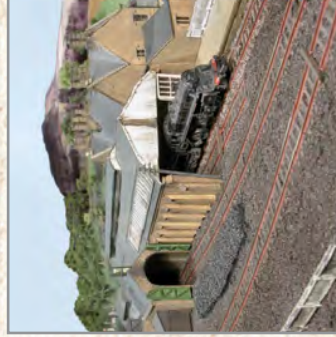
Many sessions on a photocopier produced a 2mm scale drawing of the 1923 version of the station layout. A small amount of juggling was needed to avoid a point over the baseboard joint. The crossover and Down sidings were fitted to the front section of the layout and were curved round the 'L' to the first bridge over the railway. The bridge disguises the entrance to the fiddle yard, which consists of a six-track sector plate with its own inbuilt sector plate at the end to release the locomotives. The fiddle yard is accessible from the branch and Down siding's head shunt for operational purposes.

Universal fine 'Electrofrog' points and flexible track was used throughout. Dave obtained point templates from his local model shop in Lichfield, making copies and placing them on the track bed to pinpoint the positions of point motors and avoid conflicts of space. Point motors were the SEEP type with built-in switches.

A Union Mills 'J39' allowed for the running of prototypical locomotives that were stabled at the single-road shed at Alston. Joining these are a Langley 4MT 2-6-0 kit on a Farish chassis, an ex-Midland 3F and a ex-NER 'J26' with modified tender to represent an NER type. In the period modelled there are only three signals and ground signals at Alston. Dave weathered the layout to add atmosphere and replicate memories he has of the 1950s. ■

FACT FILE

- SCALE/GAUGE 2mm:1ft scale, N gauge
- SIZE 10ft by 7ft
- ERA/REGION 1950s NER
- CONTROL 12V DC analogue
- LAYOUT TYPE Fiddleyard to terminus
- PHOTOGRAPHS Tony Wright
- SEE MORE April 2006 **BRM**



PROS

- Basing the model on a real location helps to create a realistic trackplan
- Access to dimensions for buildings is simplified
- With its many sidings, the trackplan will please those who enjoy shunting a collection of wagons

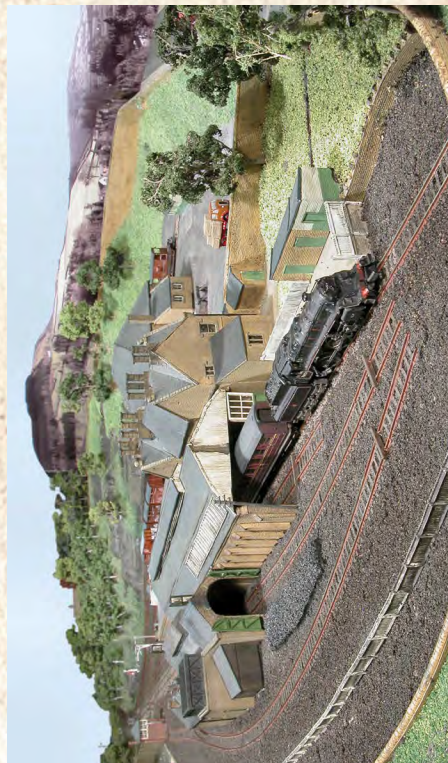
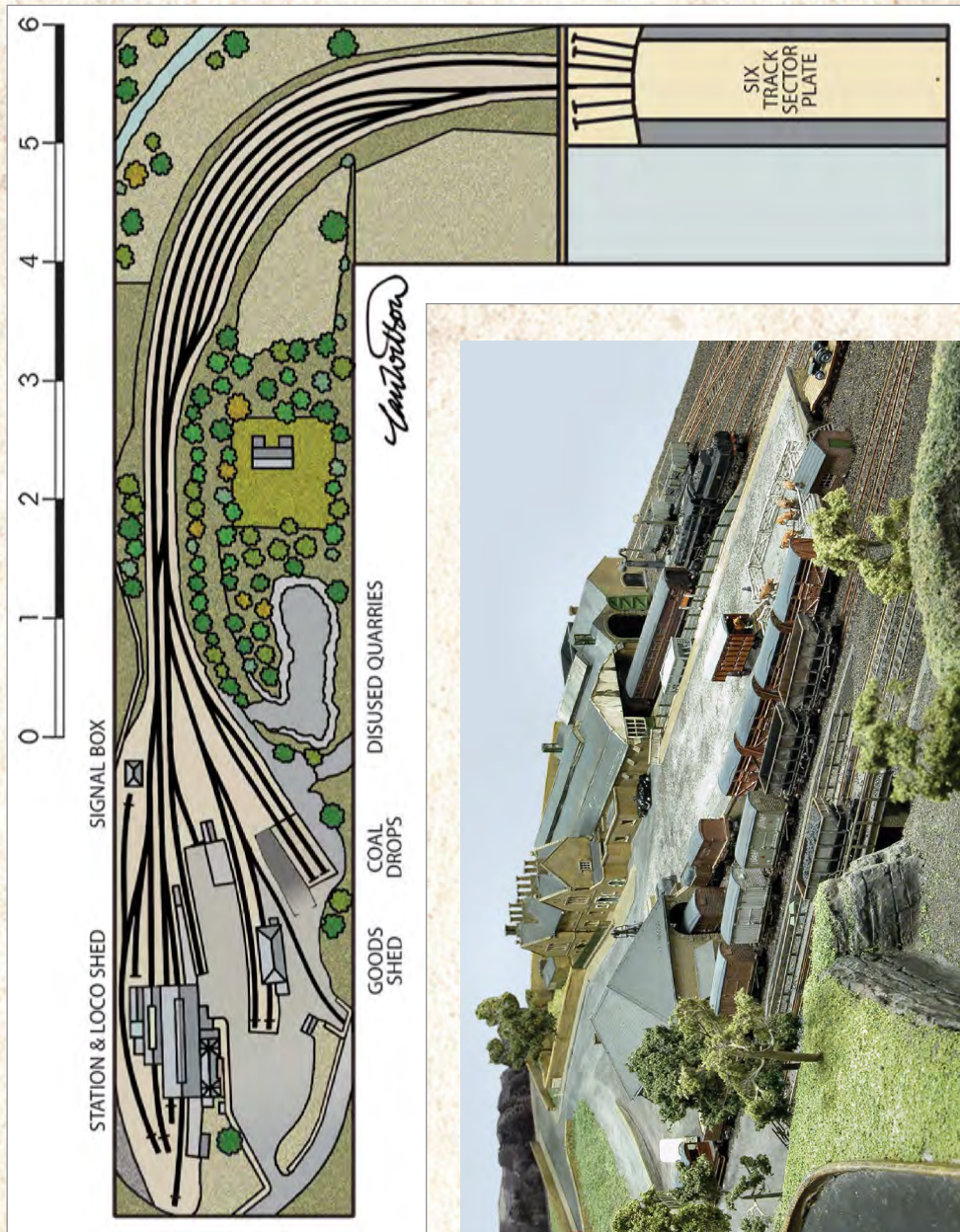
CONS

- Fibreboard tops warped when wetted to fix ballast into place.
- All buildings were scratchbuilt - a necessity when building a prototype location
- Curve can be reduced by two foot

Alston has provided Dave with many hours of pleasure over its years of building and detailing. He admits that it has received many favourable comments at exhibitions, especially in the North East where people have recognised it and passed comment on specific details.

ALSTON

ERA 4 GAUGE N SIZE S CONTROL DC



SMALL LAYOUT | BR NORTH EASTERN REGION 1950s | N Gauge



MEDIUM LAYOUT | NORTH WEST ENGLAND 2000-2010 | OO Gauge

POULTON-LE-FYLDE

Greig Mackenzie's contemporary layout is based on the prototype station and junction in the North West of England.

The Fylde coastline in the North West of England has always been an exciting and unique location with its own atmosphere and charm for Greig Mackenzie. Many enjoyable holidays were spent taking in the quiet and calm of St. Annes and Lytham, exploring lovely villages such as Billsborrow and sampling the thrills and spills of Blackpool. He always wanted to model a Northern Rail route – a departure from the ScotRail scene he was used to. The Fylde coast presented an opportunity.

The layout had to be transportable as Greig enjoyed exhibiting at shows. After taking to the internet and Google Maps he followed the line from Blackpool North inland and stumbled across Poulton-Le-Fylde, a station full of character.

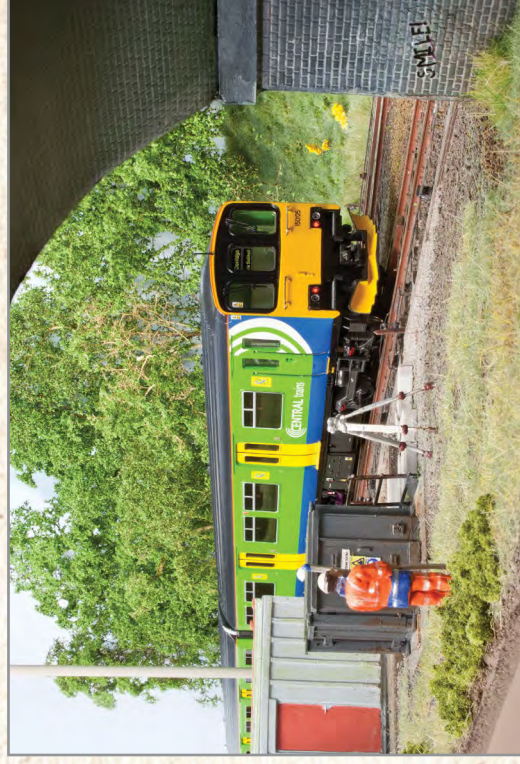
A representation of the junction at Poulton-Le-Fylde with signalbox, working semaphore signals, Breck Road overbridge, elevated station building and station platform with cast iron canopy was created. Until 1970, the junction at Poulton provided not only passenger traffic to Blackpool North but passenger and freight services to Fleetwood and until 1999 freight trains to the ICI plant at Burn Naze. For operational interest Greig decided to reinstate passenger and freight services to Fleetwood.

The 'Preston' fiddle yard is a cassette design, measuring 4ft long and made from a 9mm base on which track is nailed. Trackwork is Peco Code 75 concrete sleeper Flexitrack with wooden sleeper large radius pointwork and crossings. He used Electrofrog turnouts for seamless running because trains encounter slow speeds around the station.

Point rodding and signal wires were installed to reflect current practice and add interest to lineside areas. Trainspotters with flashing cameras were added too. With a smaller layout Greig believes it's the detail that counts and little cameo scenes are the way to achieve this successfully. He admits the layout was a major undertaking and a steep learning curve, but enjoyable to build. ■

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, OO gauge
- SIZE 20ft 6in by 2ft
- ERA/REGION 2000-2010 North West
- CONTROL DCC
- LAYOUT TYPE Fiddleyard to fiddleyard
- PHOTOGRAPHS Nigel Burkin
- SEE MORE November 2013 BRM



PROS

- Including withdrawn services offers more activity
- The simple trackplan has just four points and a crossover reducing costs
- The layout could be further condensed to fit smaller spaces

CONS

- Limited storage to display 'trains 'on scene'
- Scratchbuilt canopy represents a sizeable structure, but could be substituted for the less ambitious modeller



Although challenging and his first scratchbuild, Greig enjoyed building the station canopy and looks forward to building on the knowledge gained from this in future projects. Modellers' license was used to detail the building interiors.

POULTON-LE-FYLDE

ERA

9

GAUGE

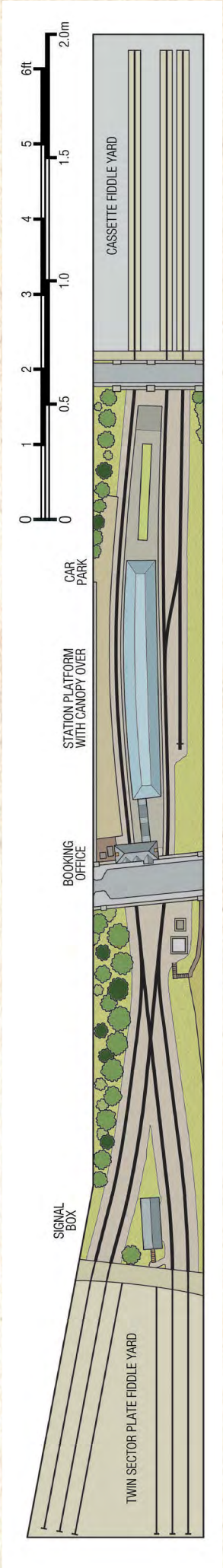
OO

SIZE

M

CONTROL

DOC



MEDIUM LAYOUT | NORTH WEST ENGLAND 2000-2010 | OO Gauge



MODERN IMAGES

Paul Rolley's 'Elliott Rail Services' and Simon Paley's 'Norwood Road' capture different aspects of the 21st century railway in OO, our second visit to 'Welby Lane' features more trains of the future - 1970s style. Finally, 'Lough' (O) takes us back to a typical steam shed in the BR era.



PRACTICAL BRM



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TAIL LAMP

Industry Insider questions the value of 'limited edition' promotions in this era of reduced production runs.



Has anyone else noticed that your favourite chocolate bar or even a simple packet of biscuits now face the scourge of the 'Limited Edition' label? I fully appreciate that marketing people have to make a living and that primarily involves thinking up ideas to increase sales, but I honestly believe enough is enough where model railways are concerned.

My first recollection of a model railway-related Limited Edition was the Hornby 'Lord of the Isles' train pack in 1981, of which 5,000 were produced. A limited edition of Stephenson's *Rocket* followed it, again with a 5,000 production run and since then Hornby has regularly used such marketing and sales initiatives, although it will be noticed that the production quantities have dropped considerably over the decades.

Apart from its collectors club specials, Bachmann has resisted the limited edition sales approach, although the same cannot be said for those who have commissioned exclusive models direct from Barwell. However, the worst offender in recent years was the old Lima brand with its numerous 'specials' of 500. In many cases these runs were more than those featured in its main range.

Now I do not have a real problem with those who feel the need to produce 'special' models complete with certificates because the consumer 'pays their money and takes their choice' but like most things, if you overdo it, eventually such sales ploys will lose their credibility. There are, in some cases, justifiable reasons for such limited production runs but you do not have to look too far to see those who are continually guilty of such a tedious sales trick.

Recently I purchased a model of APT-E and, guess what, it was a limited edition. Why I wondered?

Did the fact that production was limited make it more desirable? No, not at all and I would not mind betting that I am not alone in my thinking, certainly in respect of this particular model judging by the increased demand for the unit after the sales book had been closed.

I have to wonder whether by making the model a Limited Edition the originators have scuppered their chances of producing another batch. Shortsighted sales and marketing or what?

And if they think that they can produce more of the same model at a later date then I can see their credibility being damaged, even before we consider the ethics of such an action.

There is definitely a place for limited editions but each one does need to have a *raison d'être*, a relevant reason to be, such as celebrating a particular occurrence or anniversary. In many cases that is well established but too many limited editions lack that 'special' premise.

For example, the last days of the 'Big Four' prior to 1948 were more or less covered in 1998 by Hornby but I can confidently predict that such an anniversary will be too much of a temptation for certain parties in 2017. What on earth can make four limited edition 'Big Four' locomotives that unique?

I suspect the collection will include individual locomotives representing each of the 'Big Four' but so what? We have all seen a GWR 'King' or an LNER 'A3' before and probably have one of each so why would anyone buy such models, even if they are in special packaging, include a certificate and have a different name?

All I see is a rather casual way of trying to squeeze extra sales from over-exposed models. On top of that I wonder if such a collection will increase in value? I doubt it, rather the opposite, especially when the models start to appear on the advertisement pages of **BRM** and other model magazines at bargain prices.

Please, I implore those who commission and produce such models to be more creative rather than relying on a fancy box and certificate. If nothing else it will help to restore some credibility and purpose to such releases, which at the moment is sadly lacking. ■



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LHT - 602 - Suburban B 2 Coach Set GWR Leamington Stafford Worcs 2 C & C
LHT - 603 - Suburban B 2 Coach Set BR Bodmin 1 Crimson
LHT - 604 - Suburban B 2 Coach Set BR Launceston 2 Crimson
LHT - 605 - Suburban B 2 Coach Set BR Bristol Division 48 Maroon
LHT - 606 - Suburban B 2 Coach Set GWR Cardiff Division 40 C & C
LHT - 607 - Suburban B 2 Coach Set BR Bristol Division 41 Maroon

LHT - 620 - Suburban B 4 Coach Set GWR Birmingham Division 50 C & C
LHT - 621 - Suburban B 4 Coach Set GWR London Division 34 C & C
LHT - 622 - Suburban B 4 Coach Set GWR Birmingham Division 46 C & C
LHT - 623 - Suburban B 4 Coach Set BR Birmingham Division 52 Crimson
LHT - 624 - Suburban B 4 Coach Set BR London Division 36 Maroon
LHT - 630 - Brake Composite Coach BR Maroon Diagram E140
LHT - 631 - Brake Third Coach BR Maroon Diagram D109
LHT - 632 - Composite Coach BR Maroon Diagram E141

Valanced A4



This is a 1st Decorated Sample
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25-008-011 - A4 Valanced - Silver Fox LNER Silver Grey
25-008-011D - A4 Valanced - Silver Fox LNER Silver Grey DCC

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Class 68

4D-022-001/D/S - Class 68 Intrepid 68002 DRS / DCC / DCC & Sound
4D-022-002/D/S - Class 68 Defiant 68005 DRS / DCC / DCC & Sound
4D-022-003/D/S - Class 68 Chiltern 68010 / DCC / DCC & Sound
4D-022-004/D/S - Class 68 Chiltern 68014 / DCC / DCC & Sound
4D-022-005/D/S - Class 68 Daring 68006 Scotrail / DCC / DCC & Sound
4D-022-006/D/S - Class 68 Valiant 68007 Scotrail / DCC / DCC & Sound



4F-017-017 - Lime Wagon - Llyncllys 124



4F-017-018 - Lime Wagon - Llyncllys 124 Weathered



4F-032-017 - Rectangular Tank - T H Harvey 9



4F-032-018 - Rectangular Tank - T H Harvey 9 Weathered



4F-036-021 - Bulk Grain - Avonmouth 42320



4F-036-022 - Bulk Grain - Avonmouth 42320 Weathered



4F-072-011 - 7 Plank IB - N A Walton 3



4F-072-012 - 7 Plank IB - N A Walton 3 Weathered

All product release dates correct at time of going to press

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Sun 9am-5pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Type 27 Wickham trolley	hattons.co.uk/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£127.46	Mar 2013							
Class 450	hattons.co.uk/cl450	From £254.96	Mar 2015							
LNWR Webb coal tank 0-6-2T	hattons.co.uk/wct	£97.71	Sep 2014							
SECR Birdcage Coaches	hattons.co.uk/bc	£50.96	Mar 2014							
Class H2 Atlantic 4-4-2	hattons.co.uk	£152.96	Mar 2013							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, Class 414 - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
Class 14xx 0-4-2T	hattons.co.uk/14xx	£99	Sep 2014							
Class 6000 King 4-6-0	hattons.co.uk/king	From £169	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
4-wheel A & B Tanks	hattons.co.uk/heltank	From £20.50	Nov 2015							
Class 1366 0-6-0PT	hattons.co.uk/1361	£124	Nov 2013							
Class 47xx "Night Owl" 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 1361, Class 07 shunter - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
10T Cattle Wagon	hattons.co.uk/horcat	£19.79	Nov 2015							
Class B12/3 Holden 4-6-0	hattons.co.uk/B12	£144	Nov 2015							
W4 Peckett 0-4-0ST	hattons.co.uk/peckett	£70	Oct 2015							
Merchant Navy 4-6-2	hattons.co.uk/mn	From £144	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	£90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdg	£95	Jan 2016							
Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coach	hattons.co.uk/oxmk3	£29	Jan 2016							
Hatton's ICI hopper	hattons.co.uk/ici	From £24	Mar 2015							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press. All information subject to change