

**BUMPER PACK: DVD + 3D MAGAZINE
3D GLASSES**

BRITISH RAILWAY MODELLING

BRM
SEPTEMBER 2018

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DETAILED**



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BULLEID DIESEL
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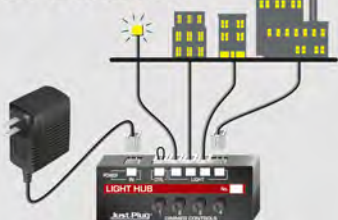
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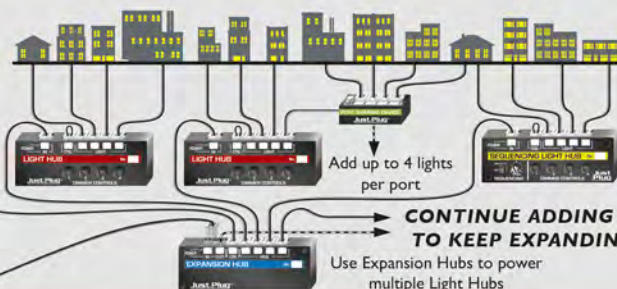


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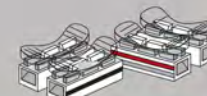
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PS26 GWR/BR 12 ton fitted van.....	£33.00
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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Step back in time to the end of steam in the Cotswolds with our layout of the month, Marsh Chipping. Howard Smith returns to our project layout to install point motors, then builds a plastic station kit suitable for GWR modellers from 1848 to the present day.



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

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AND GET INVOLVED IN
THE CONVERSATION.



WATCH THE VIDEO HERE
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PLAY

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LAYOUTS

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Karl Crowther's layout is a lesson in the skilled manipulation of textured sheet materials and a study in stone-built architecture.

38 **RIPLEY (00)**
With several layouts already exhibited, a walk in the Derbyshire countryside supplied the source material for Shaun Robson's next venture.

52 **MARSH CHIPPING (N)**
Dave Westwood's layout demonstrates the scenic potential of modelling in N, and revisits his memories of the rolling Cotswolds countryside.

72 **AWNGATE (009)**
The Wantage Tramway informed Michael Campbell's diminutive model, hence its anagrammatical moniker. The rest is fiction, but is enjoyable nonetheless.

PRACTICAL BRM

30 **BUILD A BRASS SHED**
Brass kits don't have to be the preserve of accomplished modellers, as Phil Parker shows as he makes this Roxey Mouldings kit.

36 **POINTS IMPROVEMENTS**
Kevin Phare's 'Little Muddle' is a example of many modelling disciplines. Unhappy with the appearance of his points, he decided to do something about it.

46 **REPAINT A CLASS 31**
Having added details to a standard Hornby Class 31, Michael Russell turns his attention to the distinctive yellow paintwork.

62 **MAKING HOLES**
Model railway layouts need holes, but which tools suit the various materials used and how do you employ them? Phil Parker has the answers.

66 **A BRACE OF V2S**
Tony Wright has a deft touch with brass, here researching the prototype and then building up a pair of quite different Gresley V2 kits.

70 **WORKBENCH ESSENTIALS**
Howard Smith selects the ten tools that every modeller should have on their workbenches, with top tips for the correct use of each.

78 **FIT PICKUPS**
Michael Russell's loco-improvement series rolls on. This month he has advice for fitting pickups to older or poor-performing models.

NEWS AND REVIEWS

84 **NEWS, NEW GEAR & NEW MODELS**
Howard Smith rounds up the best of what's heading to retail right now.

100 **HELJAN 47XX**
A small class, but popular with modellers nonetheless, Andy York casts an eye over Heljan's model and finds a lot to admire.

102 **KERNOW BULLEID DIESEL 1CO-CO1**
Expectations were high for this latest livery. Kernow hasn't let us down, as Andy York discovers.

104 **NEW BOOKS**
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50 **PAINTING SKILLS**
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84 **GAUGEMASTER SHOW**
The Gaugemaster shop is a Mecca for modellers, with a railway station on its doorstep. Here's a preview of their bi-annual show.

90 **TINGS PREVIEW**
A must-attend show for many modellers, here's our pick of the 30+ layouts on display at this year's international N gauge event.

100 **PROTOTYPE INSPIRATION - V2s**
Nigel Gresley's imposing 2-6-2s are rightly regarded as among the man's finest works. Tony Wright looks at their history and operations.

146 **TAIL LAMP**
Anne Martin of Great Eastern Models, extols the benefits of running events for customers, local clubs and manufacturers.

BRM

BRITISH RAILWAY MODELLING

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We take a trip to 'Marsh Chipping', we build a plastic station kit and we fit a DCC point motor



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I've learned much in my first year and a half at the helm of BRM, the first lesson – courtesy of Phil Parker and Howard Smith – being that railway modelling is nothing more than 'the art of bodging'. Based on the incredible quality of their work, I think this might be modesty of the very falsest order. Even so, this issue we're endeavouring to eliminate any haphazard practices and to sharpen up your modelling skills by way of a collection of targeted tutorials. Expert bodger Phil Parker kicks us off with a basic brass shed. Not one for accomplished modellers, this, but the results are top-notch nonetheless, and prove that brass kits are nothing to be afraid of. Next up, Kevin Phare takes a scalpel to his trackwork in the name of improving the prototypical appearance of the points on his 'Little Muddle' layout – his advice will work for yours too, but a little confidence might be needed to achieve the results.

Michael Russell chips in with two useful articles. In the first he paints and finishes a Class 31 locomotive. Secondly, he shows you how to fit pickups to older, or poor-running locomotives. Next, Tony Wright ups the ante, as he builds a pair of V2 locomotives from two different kits, with a prototype history of the same later in the magazine. Then it's back to Phil, who explains the seemingly straightforward, but potentially problematic processes entailed in making layout holes. It seems obvious, but I can see his advice being very handy!

After all of that, you're probably in the mood for a few layouts. We've a quartet of absolute crackers this month. 'Hebble Vale Goods' (pictured) has been on my radar ever since I spotted it at the Rochdale MRG exhibition earlier this year. It's taken a little time to arrange, but I'm thrilled to have it lead this issue and it's the first of a two-part coverage. 'Ripley', meanwhile, is a characterful slice of Midland Region

perfection. Then it's over to Dave Westwood, whose 'Elmfield' layout we featured last month. This time he returns with a larger layout entitled 'Marsh Chipping', in which the Cotswolds scenery provides a lovely backdrop. Finally, Michael Campbell's 'Awngate' manages the trick of being both small and perfectly formed. We hope to have more of Michael's work in a future edition.

It looks like we're back in show season now. I'm pleased to report that some of the layouts we spotted at the recent Great Central Railway event have been secured for coverage beginning next month. In the shorter term, we have previews of both the International N Gauge Show and the Gaugemaster event in this edition. We'll be attending both, so be sure to say hello if you see us.

I think that's about all from me for now, except for another quick reminder that time is ticking away on our Cakebox Challenge competition. Entries should be submitted to cakeboxchallenge@warnersgroup.co.uk no later than October 12th. Full details can be found on the dedicated RMweb pages, but whether you're entering the competition or not, do please take a look at those pages as fabulous new models are being added. None, seemingly, the work of 'bodgers' too! ■

Regards

Andy



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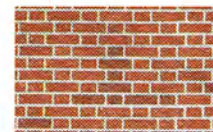
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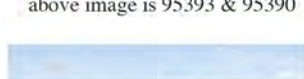
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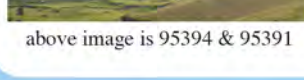


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38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

Class 117 3-Car DMU

Pre-order from £254.96
Due in Stock: July 2019



35-500 BR green with speed whiskers

35-501 BR blue and grey

35-502 Network SouthEast livery

009 Quarry Hunslet 0-4-0ST

Pre-order from £114 (Estimated)
Due in Stock: TBC



391-051 "Britomart" in Pen-yr-Orsedd Quarry blue

391-050 "Alice" in Dinworic Quarry red

391-052 "Nesta" in Penrhyn Quarry lined black

391-053 "Dorothea" in Dorothea Quarry lined green



2017/18

Announcements

Class C Wainwright 0-6-0

Pre-order for £127.46
Due in Stock: TBC



372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

Class 450 4-car EMU

Pre-order for £240 (Estimated)
Due in Stock: TBC



371-725 450073 in South West Trains livery

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Steam locos

H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)..... £99

H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 'No.1' in Burnley Corporation Gas Department blue (Hat)..... £99

H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early crest (Hat)..... £99

H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat)..... £99

H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 "Coronation" in lined green (Hat)..... £99

H4-AB16-004 Andrew Barclay 0-4-0ST 16" 1964 in CPC UK blue (Hat)..... £99

H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat)..... £99

H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat)..... £99

H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat)..... £99

1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel)..... £124

NEW
R3692 Class 14xx 0-4-2T 1424 in BR green late crest (Hor) **NEW**..... £51

H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ)..... £99

32-304A Class 2251 0-6-0 Collett Goods 2251 in GWR green Churchward tender (Bac)..... £97.71

OR76D0003 Class 2301 Dean Goods 0-6-0 2475 Great Western green (Ox) £95

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

31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)..... **BARGAIN**..... £69

31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95)..... **BARGAIN**..... £72

NEW
32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (Bac) **NEW**..... £182.71

NEW
R3619 Class 4073 'Castle' 4-6-0 5013 "Abergavenny Castle" in BR green late crest (Hor) **NEW**..... £136

32-135B Class 4575 'Small Prairie' 2-6-2T 5532 in BR green late crest (Bac)..... £97.71

4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel)..... £154

4783 Class 47xx 2-8-0 'Night Owl' 4706 in BR black early emblem (Hel)..... £154

4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel)..... £154

R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor)..... £74

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

BARGAIN
32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered. (Bac) (RRP £139.95)..... **BARGAIN** £94

32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac)..... £118.96

R3516 Class 6000 'King' 4-6-0 6004 "King George III" in post-war GWR green - "The Final Day" special edition (Hor)..... £153

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

31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac)..... £84.96

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

BARGAIN
31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) (RRP £164.95)..... **BARGAIN**..... £119

BARGAIN
31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £164.95)..... **BARGAIN**..... £104

BARGAIN
31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black (Bac)..... £131.71

NEW
R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" BR green late crest (Hor)..... £153

NEW
R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor) **NEW**..... £144

R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor)..... £136

NEW
32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac) **NEW**..... £161.46

NEW
32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac) **NEW**..... £161.46

BARGAIN
R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor)..... £108

BARGAIN
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99)..... **BARGAIN**..... £68

BARGAIN
R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £189.99)..... **BARGAIN**..... £129

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

BARGAIN
3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95)..... **BARGAIN**..... £89

R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - TTS Sound fitted (Hor)..... £187

NEW
R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor) **NEW**..... £152

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

BARGAIN
R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99)..... **BARGAIN** £79

31-147 Class D11/1 4-4-0 501 "Mons" in GCR green (Bac)..... £157.21

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35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95)..... **BARGAIN**..... £80

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

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

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

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

BARGAIN
R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99)..... **BARGAIN**..... £108

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3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) (RRP £184.95)..... **BARGAIN**..... £89

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3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95)..... **BARGAIN**..... £89

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3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95)..... **BARGAIN**..... £89

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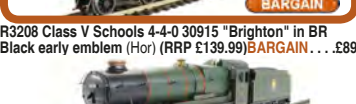
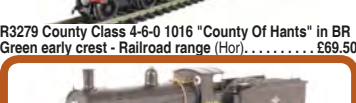
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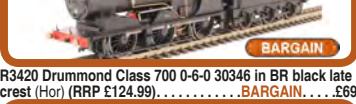
R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) £84

R3541 Class 06 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £160.99) **BARGAIN** £109

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

R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £89

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

R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN** £69R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £69R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69

4S-018-002 LSWR Class B4 0-4-0T 90 'Caen' in Southampton Docks brown (Dap) £93.50



H4-P-010 SECR P Class 0-6-0T 'Pride of Sussex' in Robertsbridge Flour Mill green (Hat) £99



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) £99



H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem (Hat) £99



H4-P-008 SECR P Class 0-6-0T 31323 in BR black late crest (Hat) £99



H4-P-012 SECR P Class 0-6-0T 323 'Bluebell' in Bluebell Railway lined blue (2010s) (Hat) £99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) £99



H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell green Maunsell lettering (Hat) £99



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £114.71



R9289 Thomas & Friends 4-4-0 No.2 Edward the blue engine (Hor) £72



R9291 Thomas & Friends 4-6-2 No.4 Gordon the big blue engine (Hor) £94



32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac) £144.46

Steam train packsR3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150R3401 The Bristolian Train Pack - Ltd Ed (Hor) (RRP £304.99) **BARGAIN** £195**Diesel locos**10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (RRP £105) **BARGAIN** £942503 Class 05 Hunslet shunter 'Cider Queen' in green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £692500 Class 05 Hunslet shunter D2574 in BR green (Hel) (RRP £129.95) **BARGAIN** £692520 Class 05 Hunslet shunter D2592 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £692521 Class 05 Hunslet shunter D2600 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £692523 Class 05 Hunslet shunter Departmental No.88 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) £111



2912 Class 07 shunter 07001 in Peakstone yellow (Hel) £111



2911 Class 07 shunter 07005 in BR blue wasp stripes and air brakes (Hel) £111



2901 Class 07 shunter D2990 in BR green wasp stripes (Hel) £111



2902 Class 07 shunter D2992 in BR blue wasp stripes (Hel) £111



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) £132

32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95) **BARGAIN** £76

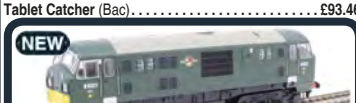
R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118



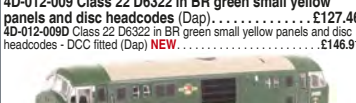
1410 Class 14 D9537 in BR desert sand - as preserved (Hel) £110

1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £721604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72

32-044 Class 20 D8028 in BR Green Indicator Discs & Tablet Catcher (Bac) £93.46

4D-012-007 Class 22 D6321 in BR green small yellow panels and headcode boxes (Dap) **NEW** £127.46

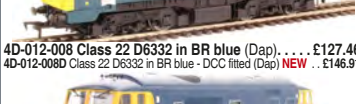
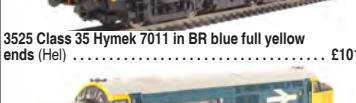
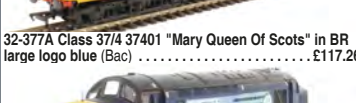
4D-012-009 Class 22 D6322 in BR green small yellow panels and disc headcodes (Dap) £127.46

4D-012-009D Class 22 D6322 in BR green small yellow panels and disc headcodes - DCC fitted (Dap) **NEW** £146.91

4D-012-004 Class 22 D6325 in BR green no yellow panels and disc headcodes (Dap) £127.46

4D-012-004D Class 22 D6325 in BR green no yellow panels and disc headcodes - DCC fitted (Dap) **NEW** £146.91

4D-012-006 Class 22 D6327 in BR blue small yellow panels and headcode boxes (Dap) £127.46

4D-012-006D Class 22 D6327 in BR blue small yellow panels and headcode boxes - DCC fitted (Dap) **NEW** £146.914D-012-005 Class 22 D6331 in BR green full yellow ends and headcode boxes (Dap) **NEW** £127.464D-012-008D Class 22 D6332 in BR blue - DCC fitted (Dap) **NEW** £146.91

3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel) £101



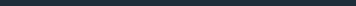
32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26



32-370 Class 37/4 37405 in DRS Compass blue (Bac) £117



32-484 Class 40 40159 in BR Blue (Bac) £123.21

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74

Prices valid until 12/09/18

All prices correct
when going to press.
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32-482 Class 40 97407 "Aureol" in BR blue - weathered (Bac) (RRP £179.95).....**BARGAIN**...£119



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99).....**BARGAIN**...£59



31-659 Class 47/0 47001 in BR Blue - weathered (Bac).....£144.46



32-818 Class 47/0 47245 in West Coast Railway Company maroon (Bac) **NEW**.....£135.96



31-660A Class 47/4 47444 "University of Nottingham" in BR large logo blue (Bac).....£135.96
5310 Class 53 D0280 "Falcon" in original lime green and brown - Ltd Ed (Hel) (RRP £125).....**BARGAIN**...£94



32-753DS Class 57/0 57007 "Freightliner Bond" in Freightliner green - DCC sound fitted (Bac).....£203.96



5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125).....**BARGAIN**...£96



5825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125).....**BARGAIN**...£99



R3666 Class 59/0 59004 "Paul A. Hammond" in Yeoman Aggreates - Railroad Range (Hor) **NEW**.....£68



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor).....£149



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap).....£131.71
4D-022-0105 Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap).....£254.96



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) **NEW**.....£144.46



4D-006-001 Class 73 electro-diesel 73105 in BR large logo blue (Dap) (RRP £146.22).....**BARGAIN**...£99



OLIV003 Class 73/1 73141 "Charlotte" in First GBRf purple - Olivias Trains limited edition (Dap) (RRP £140)**BARGAIN** £99



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140)**BARGAIN** £99



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140)**BARGAIN**...£99



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155).....**BARGAIN**...£129



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £160).....**BARGAIN**...£124



7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) (RRP £165).....**BARGAIN**...£129



7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) (RRP £165)**BARGAIN**...£129



7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165).....**BARGAIN**...£129



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165).....**BARGAIN**...£129



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165).....**BARGAIN**...£129



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95)**BARGAIN** £89



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99).....**BARGAIN**...£52



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95).....**BARGAIN**...£74



9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (Hel) (RRP £139.95)**BARGAIN** £74



9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/Metropolitan (1990s preserved condition) (Hel) (RRP £139.95).....**BARGAIN**...£74



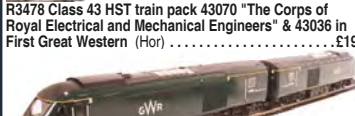
9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) (RRP £139.95).....**BARGAIN**...£74



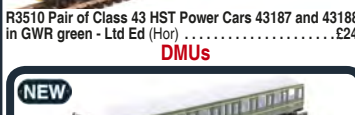
9005 Metropolitan Bo-Bo electric 19 in Metropolitan (Hel) (RRP £139.95).....**BARGAIN**...£74



R3478 Class 43 HST train pack 43070 "The Corps of Royal Electrical and Mechanical Engineers" & 43036 in First Great Western (Hor).....£199



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor).....£246



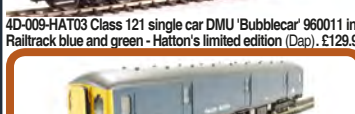
R3665 Class 121 "Bubble Car" 121034 in BR green - Railroad Range (Hor) **NEW**.....£56



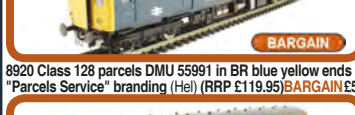
4D-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (Dap).....£129.95



4D-009-HAT03 Class 121 single car DMU "Bubblecar" 960011 in Railtrack blue and green - Hatton's limited edition (Dap).....£129.95



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95)**BARGAIN** £59



8923 Class 128 parcels DMU 55991 in Royal Mail Letters red (Hel) (RRP £119.95).....**BARGAIN**...£59



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95).....**BARGAIN**...£59



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac).....£297.46



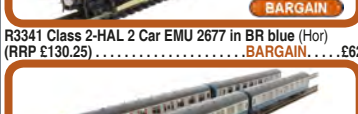
32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe (Bac) (RRP £164.95).....**BARGAIN**...£119



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac).....£490



40-011-004D Streamlined Railcar 8 in GWR lined chocolate and cream Twin Cities crest - DCC Fitted (Dap).....£142.70



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



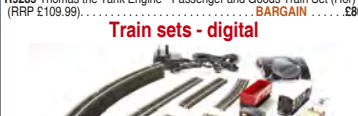
31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) (RRP £299.95).....**BARGAIN**...£220



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap).....£64



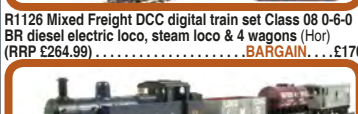
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pple motor) (Hor).....£130



R8285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99).....**BARGAIN**...£80



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor).....£130



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £264.99).....£170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99).....**BARGAIN**...£130



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

Opening Hours

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



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

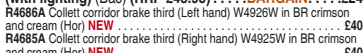
Coaches



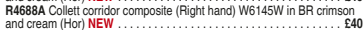
39-601 60' ex-SECR Birdcage brake third lavatory 3518 in SR olive green (Bac)..... £55.21



39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (RRP £48.95)..... £24



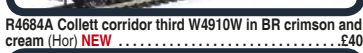
R4686A Collett corridor brake third (Left hand) W4926W in BR crimson and cream (Hor) NEW..... £40



R4685A Collett corridor brake third (Right hand) W4925W in BR crimson and cream (Hor) NEW..... £40



R4687A Collett corridor composite (Left hand) W6146W in BR crimson and cream (Hor) NEW..... £40



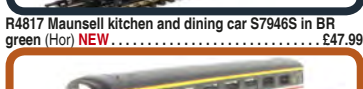
R4688A Collett corridor composite (Right hand) W6145W in BR crimson and cream (Hor) NEW..... £40



R4684A Collett corridor third W4910W in BR crimson and cream (Hor) NEW..... £40



R4816 Maunsell kitchen and dining car 7869 in SR olive green (Hor) NEW..... £47.99



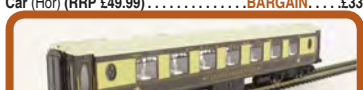
R4817 Maunsell kitchen and dining car S7946S in BR green (Hor) NEW..... £47.99



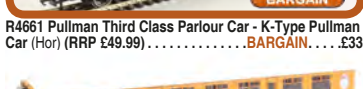
R4617A Mk2E FO first open 3221 in BR intercity (Hor) (RRP £24.99)..... £17



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



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

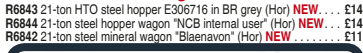


34-385 Thompson 3rd class corridor in LNER teal (Bac)..... £46.71



34-485 Thompson first Corridor in LNER Teal (Bac)..... £46.71

Wagons



R6843 21-ton HTO steel hopper E306716 in BR grey (Hor) NEW..... £14



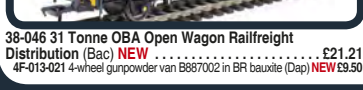
R6844 21-ton steel hopper wagon 'NCB internal user' (Hor) NEW..... £14



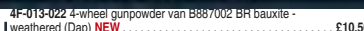
R6842 21-ton steel mineral wagon 'Blaenavon' (Hor) NEW..... £14



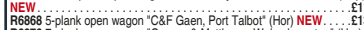
38-041C 31 Tonne OBA Open Wagon BR Railfreight Red & Grey (Bac) NEW..... £21.21



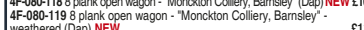
38-046 31 Tonne OBA Open Wagon Railfreight Distribution (Bac) NEW..... £21.21



4F-013-022 4-wheel gunpowder van B887002 BR bauxite - weathered (Dap) NEW..... £10.50



4F-052-013 5 plank open wagon 'A Bramley, Oxford' (Dap) NEW..... £10



4F-052-014 5 plank open wagon 'A Bramley, Oxford' - weathered (Dap) NEW..... £11



R6868 5-plank open wagon 'C&F Gaen, Port Talbot' (Hor) NEW..... £13



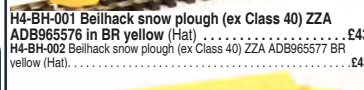
R6876 7-plank open wagon 'George & Matthews, Wolverhampton' (Hor) NEW..... £13



4F-080-118 8 plank open wagon 'Monckton Colliery, Barnsley' (Dap) NEW..... £11



4F-080-119 8 plank open wagon 'Monckton Colliery, Barnsley' - weathered (Dap) NEW..... £11



37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac)..... £39.06



H4-BH-001 Bellhack snow plough (ex Class 40) ZZA ADB965576 in BR yellow (Hat)..... £43



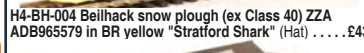
H4-BH-002 Bellhack snow plough (ex Class 40) ZZA ADB965577 BR yellow (Hat)..... £43



H4-BH-003 Bellhack snow plough (ex Class 40) ZZA ADB965578 in BR yellow (Hat)..... £43



H4-BH-009 Bellhack snow plough (ex Class 40) ZZA ADB965578 in Network Rail black (Hat)..... £43



H4-BH-004 Bellhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow 'Stratford Shark' (Hat)..... £43



H4-BH-010 Bellhack snow plough (ex Class 40) ZZA ADB965579 in Network Rail black (Hat)..... £43



H4-BH-007 Bellhack snow plough (ex Class 40) ZZA ADB965580 in Railtrack Black (Hat)..... £43



H4-BH-008 Bellhack snow plough (ex Class 40) ZZA ADB965581 in Railtrack Black (Hat)..... £43



H4-BH-012 Bellhack snow plough (ex Class 45) ZZA ADB966099 in Network Rail black (Hat)..... £43



H4-BH-011 Bellhack snow plough (ex Class 45) ZZA ADB966098 in Network Rail black (Hat)..... £43



38-041C 31 Tonne OBA Open Wagon BR Railfreight Red & Grey (Bac) NEW..... £21.21



38-046 31 Tonne OBA Open Wagon Railfreight Distribution (Bac) NEW..... £21.21



IC1005A ICI Hopper wagon 19041 in battleship grey body, underframes & bogies PHV TOPS panel (black backing). 1973 - 1992 (Oxf)..... £24



IC1005B ICI Hopper wagon 19090 in battleship grey body, underframes & bogies PHV TOPS panel (black backing). 1973 - 1992 (Oxf)..... £24



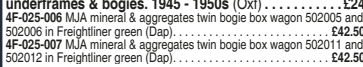
IC1004A ICI Hopper wagon 19093 in battleship grey body, underframes & bogies PHV TOPS panel (no backing). 1973 - 1992 (Oxf)..... £24



IC1001BW ICI Hopper wagon 3254 in mid grey body black underframes and bogies - weathered. 1936 - 1950s (Oxf)..... £25



IC1002A ICI Hopper wagon 3284 in mid grey body, underframes & bogies. 1945 - 1950s (Oxf)..... £24



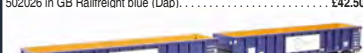
4F-025-005 MJA mineral & aggregates twin bogie box wagon 502019 and 502020 in Freightliner green (Dap)..... £42.50



4F-025-008 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap)..... £42.50



4F-025-009 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue (Dap)..... £42.50



4F-025-010 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue (Dap)..... £42.50



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99)..... £18



R6884 Pack of three 6-wheel Milk Tanks 'Express Dairy' (Hor)..... £38



R6856 PCA vee tank wagon 10567 in Rockware blue (Hor) NEW..... £14



R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range (Hor) NEW..... £15



4F-027-010 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 072-9 (Dap)..... £25.50



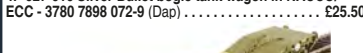
OR76WW010 Southern Railway Warwell - Revised Bed MS14176 (Oxf)..... £25



R6839A SR Dia 1529 cattle wagon in BR bauxite (Hor) NEW..... £20



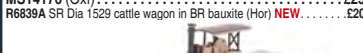
OR76WW009 Warwell With Steam Road Engine DM721211 (Oxf)..... £33



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



R8213 DCC Select unit (boxed) (Hor)..... £210



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor)..... £85



R8243 Surface Mounted point motor (Hor)..... £8.50



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

Accessories



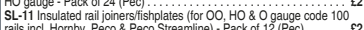
R7200 Pack of four cosmetic screw couplings (Hor) NEW..... £4.50

Cables & Wires

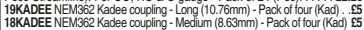


PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec)..... £6

Model railway spares



SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec)..... £2



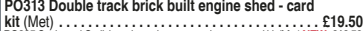
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec)..... £2



SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec)..... £2.20



19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad)..... £5



18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad)..... £5

Buildings - railways



PO313 Double track brick built engine shed - card kit (Met)..... £19.50



PO335 Settle and Carlisle style station masters house - card kit (Met) NEW..... £13.50

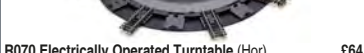


44-0043 Station waiting room and ladies toilet (Bac) (RRP £32.95) BARGAIN..... £24



44-0035 Wooden Carriage Shed (Bac) (RRP £59.95) BARGAIN..... £40

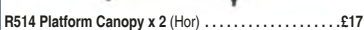
Man-made scenic structure - railway-related



LK-55 76ft Well type turntable (Pec)..... £41



R083 Box of 6 Buffer Stop (Hor)..... £9.50



R083 Single (Hor)..... £1.80



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



R514 Platform Canopy x 2 (Hor)..... £17



R460 Straight Platform (Hor)..... £7

Signals



4L-003-005 Signal - Lattice Type SR Home Platform Starter (Dap)..... £26



4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap)..... £25

Buildings - general



44-0022 Rural Bus depot / garage (Bac) (RRP £59.95) BARGAIN..... £39

Bridges, Tunnels & Walls



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met)..... £12

Grass, Ground, Lichen, Hedges & Foliage



GM106 Flowers and plants in pots - Set 1 - Pack of 9 (Gau) NEW..... £9



GM107 Flowers and plants in pots - Set 2 - Pack of 9 (Gau) NEW..... £7

People - civil

Visit

www.hattons.co.uk/new

for all new releases



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



SL-E99 3 way medium radius point - electrofrog (Pec) £27
SL-99 3 way medium radius point - insulfrog (Pec) £27
SL-90 Double slip - insulfrog (Pec) £33



SL-E87 Left hand curved point - electrofrog (Pec) £12.50
SL-87 Left hand curved point - insulfrog (Pec) £12.50



SL-E89 Left hand large point - electrofrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-96 Left hand medium point - insulfrog (Pec) £10.50



SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50



SL-E86 Right hand curved point - electrofrog (Pec) £12.50



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



SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-95 Right hand medium point - insulfrog (Pec) £10.50



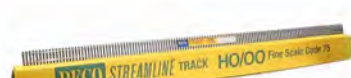
SL-E91 Right hand small point - electrofrog (Pec) £9.50



SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

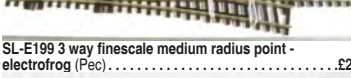
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30
SL-102F Pack of 25 (Pec) £82



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



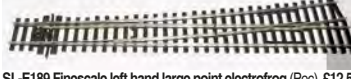
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29



SL-E190 Finescale double slip - electrofrog (Pec) £38



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



Military ground vehicles

NEW



76LRFCA002 Land Rover FC Ambulance Nato Green (Oxf) NEW £8.50

Tools

PRR-HO-01 Rolling Road stand for OO/HO scale locos wheel cleaning rollers (Pro) £133

N Gauge Steam locos



372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) (RRP £119.95) BARGAIN £89



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96
25-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtbutton emblem - DCC fitted (Dap) £97
25-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirtbutton emblem - DCC fitted (Dap) £97
25-019-002D Class 6800 4-6-0 6802 "Bampton Grange" in GWR green 'G' & 'W' lettering, DCC fitted (Dap) £138



372-800B Class A1 4-6-2 60163 "Tornado" in BR Express blue (as preserved) (Gra) £144.46
25-021-002B Class Q1 0-6-0 33018 BR black late crest, DCC fitted (Dap) £129



372-184A Princess Coronation Class 4-6-2 46228 "Duchess of Rutland" in BR crimson late crest (Gra) £144.46

Steam train packs



25-011-005 Class A3 4-6-2 4472 "Flying Scotsman" in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap) £198.90

Diesel locos



371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) £103.66



2D-022-001S Class 68 68002 "Intrepid" in DRS - DCC Sound fitted (Dap) £242.72

DMUs

2D-009-002D Class 121 single car DMU "Bubble car" 55032 in BR blue/grey (DCC fitted) (Dap) £125

Train sets - digital



370-048 The Highlander Digital Train Set Class 37/4 in BR large logo blue and two Mk2 coaches in "Kyle Line" green and cream (Gra) £229.46

Coaches



374-111 BR Mk1 RMB Mini Buffet Car Intercity (Gra) NEW £26.31
2P-012-075 Maunsell brake composite 6365 in SR green (Dap) NEW £24.23
2P-012-055 Maunsell brake third 3214 in SR green (Dap) NEW £24.23
2P-012-056 Maunsell brake third 3215 in SR green (Dap) NEW £24.23



2P-012-253 Pack of three Maunsell coaches - Set 394 - brake third, compartment third and compartment third in SR olive green (Dap) NEW £70.13

Wagons

2F-071-050 7 plank open wagon 302085 in LMS grey (Dap) NEW £8.50
2F-071-051 7 plank open wagon 302085 LMS grey - weathered (Dap) NEW £9.50
2F-025-001 MJA mineral & aggregates twin bogie box wagon 502003 and 502004 in Freightliner green (Dap) NEW £32.26



2F-025-002 MJA mineral & aggregates twin bogie box wagon 502017 and 502018 in Freightliner green (Dap) £32.26
2F-025-003 MJA mineral & aggregates twin bogie box wagon 502021 and 502022 in Freightliner green (Dap) NEW £32.26
2F-025-005 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap) NEW £32.26
2F-025-008 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue (Dap) NEW £32.26



2F-025-007 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue (Dap) NEW £32.26
2F-025-004 MJA mineral & aggregates twin bogie box wagon 502045 and 502046 in Freightliner green (Dap) NEW £32.26
2F-023-011 Siphon H BR W1429 (Dap) NEW £13.50
2F-023-015 Siphon H BR W1429 - weathered (Dap) NEW £14.50

Model railway spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Buildings - railways

PN935 Settle and Carlisle style station masters house - card kit (Met) NEW £11

Man-made scenic structure - railway-related

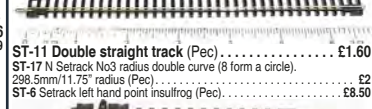
OOYC2 Yard crane - laser cut wood kit (Anc) NEW £7.50

Buildings - general

NFH2 Ruined house - laser cut wood kit (Anc) NEW £13

Track - Code 80 Setrack

NTC1 Tudor cottage - laser cut wood kit (Anc) NEW £11



ST-11 Double straight track (Pec) £1.60

ST-17 N Setrack No3 radius double curve (8 form a circle). 239.5mm/11.75" radius (Pec) £2

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



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

Track - Code 80 Streamline

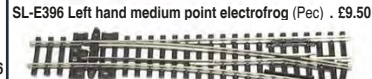


SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3



SL-E396 Left hand medium point electrofrog (Pec) £9.50



SL-E395 Right hand medium point electrofrog (Pec) £9.50

Track - Code 55 Finescale



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

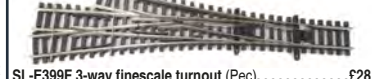
SL-300F Single (Pec) £3

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50

SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £28

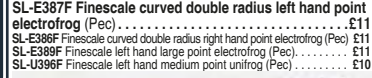


SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11

SL-E388F Finescale curved double radius right hand point electrofrog (Pec) £11

SL-E389F Finescale left hand large point electrofrog (Pec) £11

SL-U396F Finescale left hand medium point unifrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50

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

SL-U395F Finescale right hand medium point unifrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

Track & Points

Railway publications

Buses

UK6502 ADL Enviro400 MMC - "National Express West Midlands" (Nor) £48



34112 AEC RT Bus "London Transport" (EFE) NEW £29.71



76IR6005 Irizar i6 - Guideline / Official England Football Team Coach - Collector's Edition (Oxf) £23

Cars

76TIL011 Austin Tilly No.1 MTTC, Camberley 1945 (Subaltern Princess Elizabeth) (Oxf) NEW £5

76M3002 BMW M3 Coupe E92 Jerez Black (Oxf) NEW £5



76MN009 Classic Mini Tweed Grey/OEW (Oxf) NEW £4.50

76COR1009 Ford Cortina Mk1 Black Cherry (Oxf) NEW £4.50

76COR3009 Ford Cortina Mk1i Sunset (Oxf) NEW £4.50

76MB004 Messerschmitt KR200 Bubble Top Light Blue (Oxf) NEW £4.50

76RR002 Rolls Royce Corniche Persian Sand (Oxf) NEW £5

Commercial vehicles



76ATKL004 Atkinson Cattle Truck - "J Haydon and Sons" (Oxf) £13

76FT031 Ford Transit Mk5 SWB Low Roof "London Underground" (Oxf) NEW £5

76LO001 Leyland Octopus trailer - "Tesco" (Oxf) £13



76LW001 Living Wagon Maroon/Red (Oxf) NEW £10

Farming & Construction



763CX001 JCB 3CX Eco Backhoe Loader JCB (Oxf) £19.50



763CX002 JCB 3CX Eco Backhoe Loader Union Jack (Oxf) NEW £20



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(Orders before 2pm)**

Commercial vehicles



NSHL03TK Scania Highline tanker - "Eddie Stobart" (Oxf) ... £12

Public Service vehicles

NMA002 Mercedes Ambulance London (Oxf) **NEW** ... £5.50

OO9 Narrow Gauge Track - Code 80 Setrack

ST-412 Setrack No.1 radius double curves (pack of 4 - half curve) radius 228mm/9" 22.5deg (Pec) ... £12

ST-406 Setrack OO9 left-hand point (Pec) ... £9.50

Track - Code 80 Streamline



SL-E491 Right hand point electrofrog (Pec) ... £9.50

O Gauge (1:43 Scale)

Steam locos



7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 in LMS black - Push/pull fitted (Dap) ... £191.25

7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) ... £191.25

7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) ... £467.50

7S-025-002S Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC sound fitted (Dap) ... £467.50



7S-007-005 Class 750 0-6-0PT pannier 3716 in BR Black late crest (Dap) ... £199.75



7S-007-003 Class 750 0-6-0PT pannier 9659 in GWR green (Dap) ... £199.75



7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) ... £191.25

Diesel locos

7D-008-009U Class 08 shunter in BR green late crest and wasp stripes - unnumbered (Dap) ... £191.25



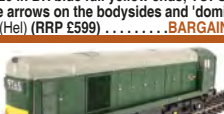
2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) (RRP £599) ... **BARGAIN** ... £360



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) (RRP £599) ... **BARGAIN** ... £360



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) **BARGAIN** ... £340



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) ... £550

2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) ... £470



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) ... £470



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) ... £470



5352 Class 53 1200 'Falcon' in BR blue full yellow ends (Hel) (RRP £699) ... **BARGAIN** ... £390

Coaches



7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream twin cities crest (Dap) ... £170

4954 Mk1 BG full brake BR southern region green (Hel) (RRP £325) ... **BARGAIN** ... £190



4993 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) (RRP £325) ... **BARGAIN** ... £220

Wagons



1050 100xx OAA in BR bauxite - early (Hel) (RRP £84.95) ... **BARGAIN** ... £39

1052 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN** ... £39



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) (RRP £84.95) ... **BARGAIN** ... £39

1041 200xx VBA sliding door van BR bauxite - late (Hel) (RRP £84.95) ... **BARGAIN** ... £39



1004 4-wheel Class B tank in Mobil Charrington red (Hel) (RRP £84.95) ... **BARGAIN** ... £39



1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95) ... **BARGAIN** ... £39



5053 Bogie covered IWB Cargowagon 2797589 - "GB-Continent" (Hel) (RRP £189) ... **BARGAIN** ... £89

5051 Bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (Hel) (RRP £189) ... **BARGAIN** ... £89

5052 Bogie covered IWB Cargowagon 2797669 in silver and blue (Hel) (RRP £189) ... **BARGAIN** ... £89



H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (Hat) ... £85

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) ... £75

SL-700BH Single (Pec) ... £6.50

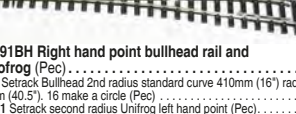


SL-E791BH Right hand point bullhead rail and electrofrog (Pec) ... £43

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec) ... £6

ST-U751 Setrack second radius Unifrog left hand point (Pec) ... £43

ST-U750 Setrack second radius Unifrog right hand point (Pec) ... £43



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) ... £470

Cars

43AMD89003 Aston Martin DB9 Coupe Cobalt Blue (Oxf) **NEW** ... £21



VA12611 Ford Escort Mk2 1.6 Harrier, Strato Silver (Cor) **NEW** ... £24



VA12511 Ford Fiesta Mk2 1.1 "Sandpiper", Roman Bronze & Solar Gold (Cor) **NEW** ... £24

43JAG5002 Jaguar MkV DHC Closed British Racing Green (Oxf) ... £21

43JAG8004 Jaguar MkVIII Carmen Red (Oxf) **NEW** ... £20



VA13507 Mini 1275GT Special Tuning, Press Launch Car, Auto Car Magazine (Cor) **NEW** ... £25



43R25002 Rolls Royce 25/30 - Thrupp & Maberley Two Tone Blue (Oxf) **NEW** ... £21



43R25002 Rolls Royce 25/30 - Thrupp & Maberley Two Tone Blue (Oxf) **NEW** ... £21



VA11509 Triumph TR5 - Jasmine Yellow (Cor) **NEW** ... £24



VA06412 Vauxhall Cresta PA, Alpine Green & Glade Green (Cor) **NEW** ... £24



43LR3S002 Land Rover Series 3 SWB hard top - "AA" (Oxf) **NEW** £14.50

G Scale

Steam locos

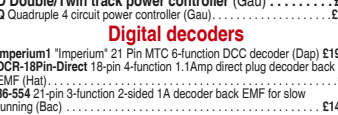


91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) ... £239

Any or Multiple Scales

Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) ... £34



D Double/Twin track power controller (Gau) ... £80

Q Quadruple 4 circuit power controller (Gau) ... £149

Digital decoders

Imperium1 "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) £19.51

DCR-18Pin-Direct 18-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) ... £17

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) ... £14.50

DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) ... £15

DCR-21PIN-Direct Box of 5 (Hat) ... £68

DCR-21PIN-Direct Box of 10 (Hat) ... £120



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £109.75) **BARGAIN** ... £90

36-557 Single (Bac) ... £18.66



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) ... £24.61

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) ... £17



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) ... £23

BPDC22 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) ... £79

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) ... £16

DCR-8PIN-HarnessMini Box of 5 (Hat) ... £72

DCR-8PIN-HarnessMini Box of 10 (Hat) ... £128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) ... £120

DCR-8PIN-Harness Single (Hat) ... £15

DCR-8PIN-Harness Box of 5 (Hat) ... £68

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

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) ... £16

R8249 Box of 6 (Hor) ... £32

DP45AP 8-pin 4-function decoder back EMF & Stay Alive (1A motor drive 4 x 150mA function) (DCC) (RRP £23.95) ... **BARGAIN** ... £10

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) ... £17

DCR-8PIN-Direct Box of 5 (Hat) ... £77

BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) ... £84

R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) ... £36

R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) ... £36

R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) ... £36

R8119 TTS DCC Sound Decoder 8 pin plug - Class 40 diesel (Hor) ... £36

R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 Castle 4-6-0 steam loco (Hor) ... £36

R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) ... £36

R8116 TTS DCC Sound Decoder 8 pin plug - Class S15 4-6-0 steam loco (Hor) ... £36

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor) ... £36

DCD-Z218-5 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (5 Pack) (DCC) ... £85

Digital control accessory decoders

DCD-AD25X2 2 output Accessory Decoder for all Solenoids and other point circuits needing momentary power (DCC) ... £21.50

DCD-AD8X8 8-way accessory decoder for solenoid motors and individual CUDs (DCC) ... £68

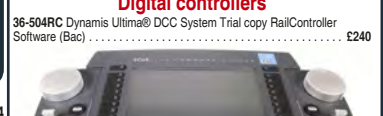
Digital controllers

36-504RC Dynamis Ultima9 DCC System Total copy RailController Software (Bac) ... £240



50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) ... £800

36-520 EZ Command 5 amp booster transformer (Bac) (RRP £149.95) ... **BARGAIN** ... £99



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



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



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



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

LAYOUT FOCUS

HEBBLE VALE GOODS

Karl Crowther's layout demonstrates a deft touch with sheet materials and a deep affection for his home town. It's a symphony in stonework...

Shunter 03371 positions loaded 21T hoppers onto the coal drops. The use of a box van as a barrier wagon was common practice (engines not being allowed onto coal drops). This particular locomotive was a regular on these duties at this time, one of three class members being out-stationed in rotation at Halifax, from Bradford Hammerton Street. The match wagon was required to operate the main line track circuits.



Factfile

Layout name: Hebble Vale Goods
Scale/gauge: 4mm/EM
Size: 8ft 6in x 3ft
Era/region: Late 1970s, Yorkshire West Riding
Layout type: Shunting yard
Power/control: DCC/NCE Power Cab
Words and Photography: Karl Crowther

It hardly seems like seven years have elapsed since I first introduced Hebble Vale Goods in the December 2011 issue of **BRM** – and it's a full ten since I first decided to build it. Not bad for what was intended to be a 'quickie' layout, but then perhaps such projects are not in my nature. Anyway, the model is now substantially complete and it has been gratifying to discover it's been well-received by the exhibition public – a significant highlight being an appearance at this year's London Festival of Railway Modelling at Alexandra Palace.

Much has been written elsewhere about the construction of Hebble Vale, so I'd like to mainly concentrate on how it has turned out relative to what was planned, and then to touch on some areas not previously covered. By way of a brief reminder of the thinking behind the layout, it came out of a desire to build a small shunting yard set in the 1970s Blue Diesel era and based in Halifax, the area in which I grew up. I'd always had an interest in the GNR 'Queensbury' route from Halifax to Bradford and Keighley, and the resulting scene depicts a little cameo of the Halifax I remember, situated loosely in the lower valley of the Hebble Brook in the vicinity of the former North Bridge Station and the adjacent Dean Clough Mills complex. The model is to 4mm scale, with the track to EM gauge. That's 18.2mm wide, rather than the 16.5mm of OO gauge, which is in effect around a scale 6 inches narrower than it should be for 4mm scale (though correct for the 3.5mm/ft, HO combination). Modelling in EM is well supported by the EM Gauge Society and there's lots more information about it at www.emgs.org.

In re-reading that original **BRM** article, I have to say that the layout has worked out remarkably close to the original plan. In particular there were two key features I wanted to include, namely the imposing footbridge inspired by a structure at North Bridge, and the coal drops based on those at Halifax and Sowerby Bridge – I'm really pleased that these have turned out pretty much as intended. As for the rest of the buildings, back in 2011 I'd only made a fairly tentative selection of potential structures and it has been the final choice of these where the most significant departures from that initial plan have occurred.

One of the most obvious deviations has been the use of a different structure for the goods warehouse. Originally, I'd intended to base this on the one that still stands at Halifax (Town) Station, as depicted in the

original 2011 **BRM** article. In the event I came across photos of the example that once stood in Pellon Goods Yard on the Halifax High Level line. This being a joint LJR/GNR concern, it fitted in better with my supposed scenario of Hebble Vale having a similar origin and I thought it a rather appealing building in any case. It isn't a true scale model, but to get a feel of how it would fit into the layout, a card mock-up was made to test out the proportions before actual construction was commenced.

Then, at the other end of the layout behind the coal drops, some major changes were incorporated. The plan originally was for the siding behind the coal drops to have a private goods platform attached to a mill building. However, there were two problems with this idea. Firstly, a friend pointed out it was potentially unlikely this would have been placed right next to coal sidings (obvious really!). Secondly, when I mocked up in card something representing the intended structure, it seemed to 'hover' uncomfortably



The various buildings were mocked up in card. To the rear of the layout is the goods warehouse (inspired by Pellon on the Halifax High Level line), with beyond it the plate girder road bridge, also in card at this stage. The finished structures agree closely with these designs. Also much in evidence is some of the completed stonework, though I've yet to complete details such as the steps and handrails to the footbridge.

over the coal drops. In the end I put in the cobbled yard allowing this track to become a location for the unloading of coal from wagons lacking bottom doors. This set the adjoining mill buildings much further back relative to the coal drops and gave a far more balanced feel to this end of the layout.

The imposing mill building behind the coal yard has been taken directly from the Dean Clough Mills complex at North Bridge. I advanced the date stone by one year to 1859, exactly 100 years before I was born. For the painting/weathering I referred to photographs I'd taken in the 1980s, because the real thing, as seen here, is in fairly a pristine condition these days by comparison.



The same mill building as represented on the model – not precisely to scale, but well-captures the essence of the original, I feel. This and the majority of the buildings on the layout were constructed using walls laser-cut from 3mm MDF, with window frames similarly produced in 0.8mm plywood. The stonework is from Slaters embossed sheets glued onto the MDF, with further surface relief being built up from various styrene strip and section.





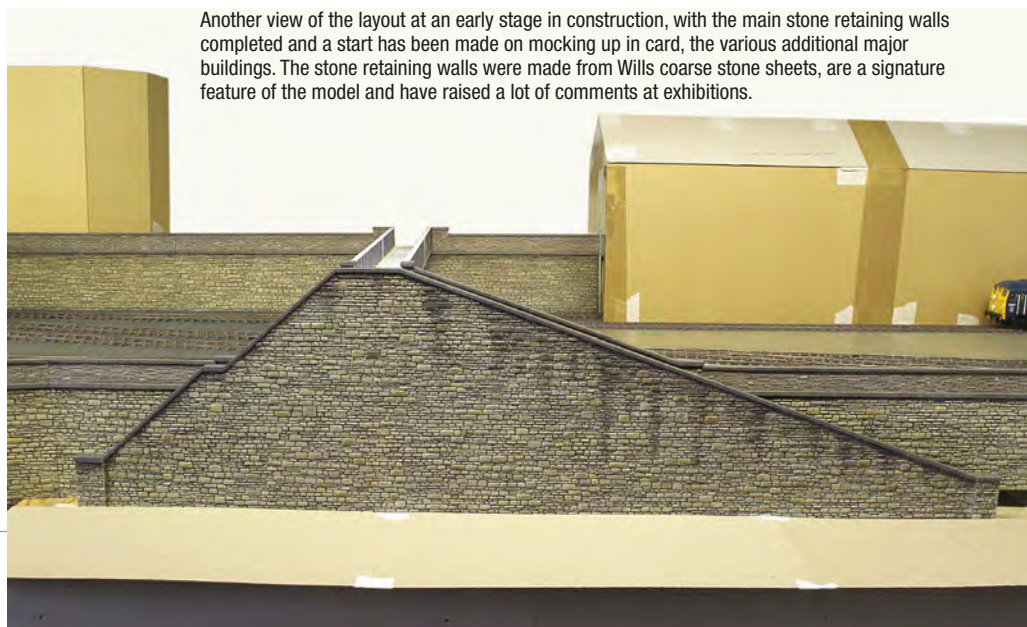
A view across the completed layout, with the Pellon district of Halifax forming a backdrop. The mill that sits 'end-on' to the backscene doesn't perhaps work completely, but overall I'm satisfied with the visual effect. I had to search around for some suitable 1970s BR staff figures until I came across the S&D Models range of Burnham-on-Sea, a pair of them being posed here. The small stone-built cabin is again taken from Halifax (Town) Station.

Having got this far I then started to consider what additional structures would be needed to complete the scene. Working from photos of a selection of potential candidates, further card mock ups were again played around with until I came up with an assemblage that achieved a visual balance I was happy with. In the event, the majority again came from Dean Clough. I think I got lucky here, in that for such a structurally complex layout, to only have a fairly general plan of the arrangement of buildings at the start, I could have been badly caught out. That said, there's such a diversity of potentially suitable structures to be found in the area that I was confident I could conjure up an assemblage that fitted the bill. However, doing the card mock ups certainly proved to be a wise precaution.

Perhaps the single feature that has made the biggest impact, and brings most of the questions at shows, is that of the stone retaining walls, which entails the joining

together of Wills Coarse Stone sheets. Where the stones meet at these joins they are then carved to give a better-matching pattern of courses and then filler is applied so as to create new stones that now straddle the join. Painting was then done in a limited palette of Humbrol enamels and the photo below

illustrates the result. The coal drops have also raised a lot of comment and for these I used my own artwork to have photo-etched details prepared for the hopper doors and associated operating mechanisms, with the hoppers themselves being laser-cut from 2mm MDF.



Another view of the layout at an early stage in construction, with the main stone retaining walls completed and a start has been made on mocking up in card, the various additional major buildings. The stone retaining walls were made from Wills coarse stone sheets, are a signature feature of the model and have raised a lot of comments at exhibitions.





A key element of the model is the backscene, and again I only had a fairly general idea of what I'd like to depict on this. I gathered a collection of my own photographs plus various books showing suitable images. For the most part I've tried to include scenes that would be visible from the area where the layout is supposed to be located, and readers familiar with the locality will hopefully recognise some of these. The most significant elements are Beacon Hill to the left-hand end of the layout, and the view from the Wheatley Valley up to Pellon on the skyline above the goods warehouse. I also wanted to fit in a representation of Webster's Fountain Head Brewery which in reality is situated much further up the Wheatley Valley, so the view to the right hand end is more freelance, but intended to give the impression of a more rural scene as you progress along the valley away from the built up area around the town. I deliberately decided not to include the Wainhouse Tower, a distinctive local landmark, as it can't be seen from this part of Halifax. The backscene, painted in acrylics, is of course constrained by the design of the layout meaning it has square corners, but

For the backscene beyond the end of the coal sidings, I decided that this mill that once stood near to the southern portal of Beacon Hill Tunnel would make an interesting feature. Unsure I could draw it accurately, in the end I printed a copy to the required final size (by trial and error) and then traced the outline directly from this. Note the truncated chimney at this late date (mid-1990s); as I say the structure which I remember well as a landmark feature to this end of Halifax Station has since been demolished.

given this I still feel it adds convincingly to the overall atmosphere. However, there is a very awkward bit at the right-hand end where the road disappears behind the goods warehouse and meets the backscene at the back corner. I mitigate this by placing a large road vehicle so as to disguise this junction, which seems largely to achieve the desired effect.

The final element of the model that pulls it all together is the lighting rig. On my last layout the lights were arranged to be directly above the front edge, with the result that items at the extreme front were in shadow. Not especially noticeable 'in the flesh' but very obvious in photos. With Hebble Vale I wanted to move the lights a little way forward of the layout front to try and eliminate, or at least reduce this effect. At the right-hand end it was a simple matter of adding depth to the lighting support to move it forward of the layout by around 10cm. However, at the end with the coal drops, it was felt that such an arrangement would spoil the scenic effect, so the backscene across this end was given a sort of 'S' shaped extra bit at the top to achieve the required spacing.





And the same building as portrayed on the backscene, now with something more like the height of the original chimney.



The scene depicted at the right hand end of the layout is largely fictional, but attempts to portray a more rural aspect of the upper reaches of the Wheatley Valley. However, a feature I wanted to include was a representation of Webster's Fountain Head Brewery. The buildings still remain, but are no longer used for brewing; it's a distinctive local landmark nonetheless, and was in fact situated close to the Halifax High Level line and had its own private siding off the small goods yard there at Wheatley.

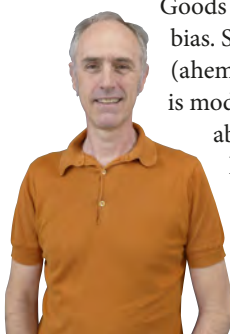


The layout at a very early exhibition appearance – Shipley in 2014, showing the lighting pelmet to good effect. Note also the incomplete coal drops and lack of anything on the backscene at this date.

I was confident I could conjure up an assemblage that fitted the bill. However, doing the card mock ups certainly proved to be a wise precaution

The light pelmet is built from various offcuts of wood left over from the construction phase, while the name board – done in the style of an old signal box plate – was laser cut from 3mm MDF by my friend Brian Lewis of ‘Timber Tracks’. The lights are those flexible self-adhesive strips of LEDs. Not actually self-adhesive, because despite being fixed to a gloss-painted surface, at the very first show they started to hang down from the pelmet and had to be glued back into place! In choosing what colour temperature of LED to use, I was mindful that that this would have a significant effect on the appearance of the model. After a bit of experimentation I settled on two rows of ‘Warm White’ and one row of ‘Cool’, which seemed to give about the right balance. ■

What we think...



Certain layouts have stopped me in my tracks at shows, and Hebble Vale Goods is certainly one of them. At this stage, I confess a bit of Northern bias. Sure, it’s based on scenery from the ‘wrong’ side of the Pennines (ahem), but, as a Rochdale lad, it all feels very familiar to me. This is modelling of the highest order wherever you’re from, though. The abundant stonework grabs you at the outset, and the closer you look the more there is to see, with some subtle details to discover, effective weathering, a nicely painted backscene and buildings as stern and solid as the prototypes they’re based on. It’s cracking stuff throughout, but this is only half the story. See part two of our coverage next month...

Andy McVittie, Managing Editor

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How to...

BUILD YOUR FIRST ETCHED BRASS KIT

Don't be shy about building your first brass kit, says Phil Parker, who recommends this shed kit from Roxey Mouldings as an ideal starter project.

Many modellers consider those proficient at building brass kits as modelling gods. This isn't really the case, because etched kit assembly is similar to putting cardboard models together - the biggest difference is that the glue is solder and you apply it hot.

There are techniques to learn and practice will make you better at applying them, but unlike a card kit, you can always re-melt your solder, clean it off and try again.

Don't pick an expensive locomotive kit for your first attempt. You might aspire to build an LNER Garratt or Fell Diesel, but these are models to work your way up to. A simple garden shed, on the other hand, how tough can that be?

Judging by one of the sheds a few doors

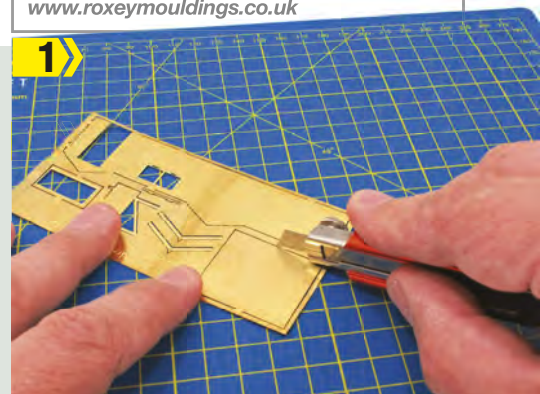
away from my house, so long as some of the walls are upright, the model will be realistic. It won't matter how badly you build the model, it will be good enough for use on a layout. Add foliage over areas you aren't happy with - not possible with a locomotive.

Roxey's kit is an ideal model for beginners. You do all the basic etched kit jobs - releasing parts from a fret, folding them, aligning parts using tabs and slots and then soldering. There are some etched kits designed for glue assembly, but this isn't one of them. Soldering is easier and quicker for this model.

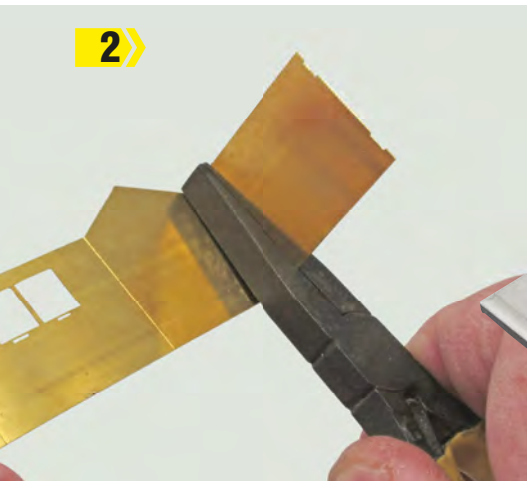
More importantly, the skills learned will be useful for many years to come. Invest a little time and effort and you'll never know what you'll build next. ■

What we used

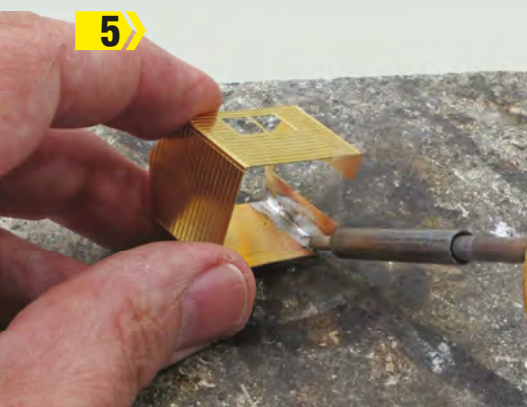
Roxey Mouldings
4B12 Garden Shed with Apex Roof
www.roxeymouldings.co.uk



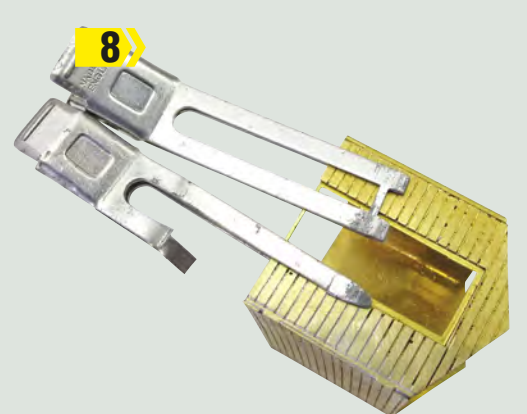
All parts are attached to the brass fret with little tabs. These can be cut through with a sharp knife. Once free, file along the length of each side to clean remaining tabs.



Turning a flat kit into a 3D object requires parts to be bent. The designer will have half-etched lines through the metal to assist the modeller. Fold the brass with the line inside the bend. Support it along the bend using flat pliers to ensure the bend is along the line you want, not along the plank lines half-etched on the outside of the model.



With everything where it should be, put flux inside the corner and bring a small amount of solder to the joint. I'm making this one in two halves, so there's not enough heat in the metal to melt the tack on the outside. This is the final joint, so take time to make it neat. Don't worry, if it goes wrong, just clean away the worst of the solder and try again.



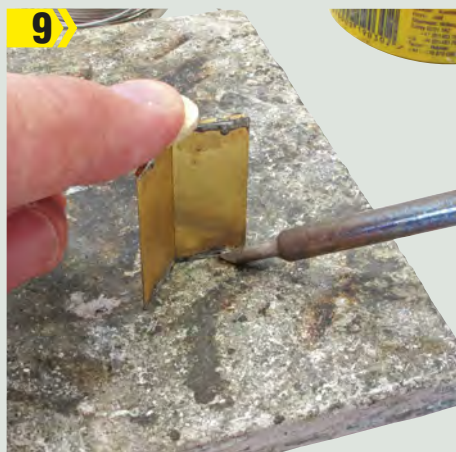
To hold the door frame in place, I'm using a couple of hair clips. I could tack it in, but the clips are enough to keep it there while solder is run around the inside of the metal – another joint that doesn't need to be pretty. These clips are so cheap that I have a supply of modified (bent, legs shortened or removed) versions for jobs like this.



Pliers are the simplest and cheapest aid to bending brass. If you plan to build many etched kits, a Hold'n'Fold tool is a worthwhile investment because the different-sized tongues make forming even tiny parts easy. The tool isn't cheap, but it'll last a lifetime.



Now it's time to clean the tack joint. Scraping or filing can be a start, but it's easy to scratch the metal surface so I prefer to use a fiberglass pencil to wear away the solder. This takes a little while, but you'll be surprised how quick the process is and, more importantly, how neat the results are.



Bend the roof so that it's a really good fit above the shed, then fit it to the barge-boards. Joints like these are best made with little solder. If the parts stay attached, you've used enough. Note the lolly stick under my finger to protect it from the heat. This metal will get pretty toasty while I'm soldering!



The first soldered joint is called a tack. It's nothing more than a blob of solder to hold parts together to check their alignment is OK. Make sure the metal is clean, slap on some flux, then carry a blob of solder to the joint on the tip of the iron. I'd normally do this inside the joint, but sometimes making the tack on the outside is easier because you can see what you are up to. If the parts aren't aligned, heat the solder and try again. Remember, this is only a temporary joint. It doesn't need to be pretty.



The window sill is held in place by a couple of tabs pushed through slots in the wall. Blobs of solder on these inside the building are enough to hold it in place. There's no need to solder all the way because it isn't structural.



To laminate two parts such as the door framing, tin the back of the framing. Tinning is coating the metal with a thin layer of solder. Clean metal, plenty of flux and a miniscule amount of solder goes a long way.

11»



Give the door face a polish with the fibre pen, then smear with flux. Fold the tinned framing over, push it down with a little wood and heat the solder-free back of the framing. The solder should bubble at the edges indicating it's melted. Remove the iron but keep the pressure on the framing while it cools. If this doesn't work first time, add more flux and heat it up again.

12»



According to the instructions, the hinges can be made to work, but that sounds a bit fiddly to me, so I'm folding them at 90 degrees and attaching them to the sides with less than elegant blobs of solder. The door when open hides the blobs.

Soldering Tools



My soldering iron is a 45W Antex, which I've owned for at least a decade and have built many kits with. For structural soldering you need at least a 25W and there are lots of suitable tools on offer. For this model I used the standard 3mm-wide bit, but smaller tips are available for fiddlier work. These slip over the end of the heating element. The other essential in this picture is the soldering iron stand. As well as giving you somewhere to put the iron when you're not holding it, the damp sponge in the base keeps the bit clean as long as you remember to wipe it regularly while working.

What's the difference between electrical and structural soldering?

In a word, technique. With electrical soldering, you heat up the joint and apply solder. That's why the solder has a flux core, it makes the solder flow.

We need more solder for a structural joint so have to carry it on the tip of the soldering iron. While doing this, the flux in the cored solder boils away, hence we need to add flux to the joint and bring the molten metal to it.

1: Solder. I'm using normal cored electric solder, a 60:40 tin:lead mix. There lots of different temperature solders available and they all have their uses, but this is fine for your first kit. Lead-free solder is also available, but you need a high silver content for it to flow properly so the price tends to be high.

2: Flux. Without getting into the chemistry, flux lubricates the soldering process by improving the solder's flow. There are lots of different types of flux, but for most work I tend to use a general-purpose paste type.

3: A cheap brush to apply flux to the joint. Don't use anything good, as it won't do the bristles any favours. Once you've used it for flux, you can't clean it up for paint.

4: A fibre glass pencil, for cleaning the metal before soldering and removing excess solder. The bristles will fill up with flux, so don't use the same tool for locomotive wheel cleaning. Fatter fibre glass sticks are also available for the same job.

5: Ceramic plate. While not an essential, a heat resistant flat surface is important. I used bits of wood for years. They work, but the surface gets burnt, soaks up flux and generally becomes a bit unpleasant. This plate came from a jewellery supplier, but many model railway tool sellers stock them too.

6: Flat-faced pliers for bending metal along half-etched fold lines. Those with serrated faces for grip can damage the thin metal.

13 Flux is mildly acidic and if left on the model will turn into a greasy green slime that resists paint. The last job is a trip to the sink for a clean. I find a product designed to remove limescale from draining boards called 'Shiny Sinks' works perfectly, but any degreasing cleaner will probably work too. Finish with lots of rinsing with clean water. I normally do this after every soldering session before the flux is trapped. The brass will need a spray of car primer before being painted with either enamels or acrylics.



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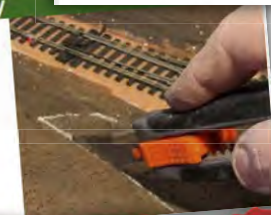
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**HANDY
HINTS**

Handy Hints – Using plaster for scenery

Sometimes it's powdered, sometimes it's impregnated into bandages – plaster is the perfect hard shell, although it can be fragile. You don't want a glaring white gash appearing in the hillside thanks to an accident. Unless that gash looks like a horse, you're not going to convince anyone it's prototypical. There are ways to avoid this, though.



Phil's Blog - April

What does Easter mean to you? For me, it means a trip to one of my favourite model railway exhibitions in the country – York. It's a beautiful city with fascinating railway history, all of which I ignored in favour of a day indoors at the racecourse. A couple of weeks later, my destination was The National Garden Railway show at Peterborough for some large scale antics and a problem – do I need a hat?

Find out Phil's favourite models at these shows, [read on](#).



RMweb - Casting plaster for buildings

Do you remember Linka? The system for constructing buildings out of cast plaster parts was popular years ago and sets still appear on the second-hand market. Actually making successful casts isn't as easy as you think. Fortunately, there is plenty of advice available from some surprising sources.

If you've ever

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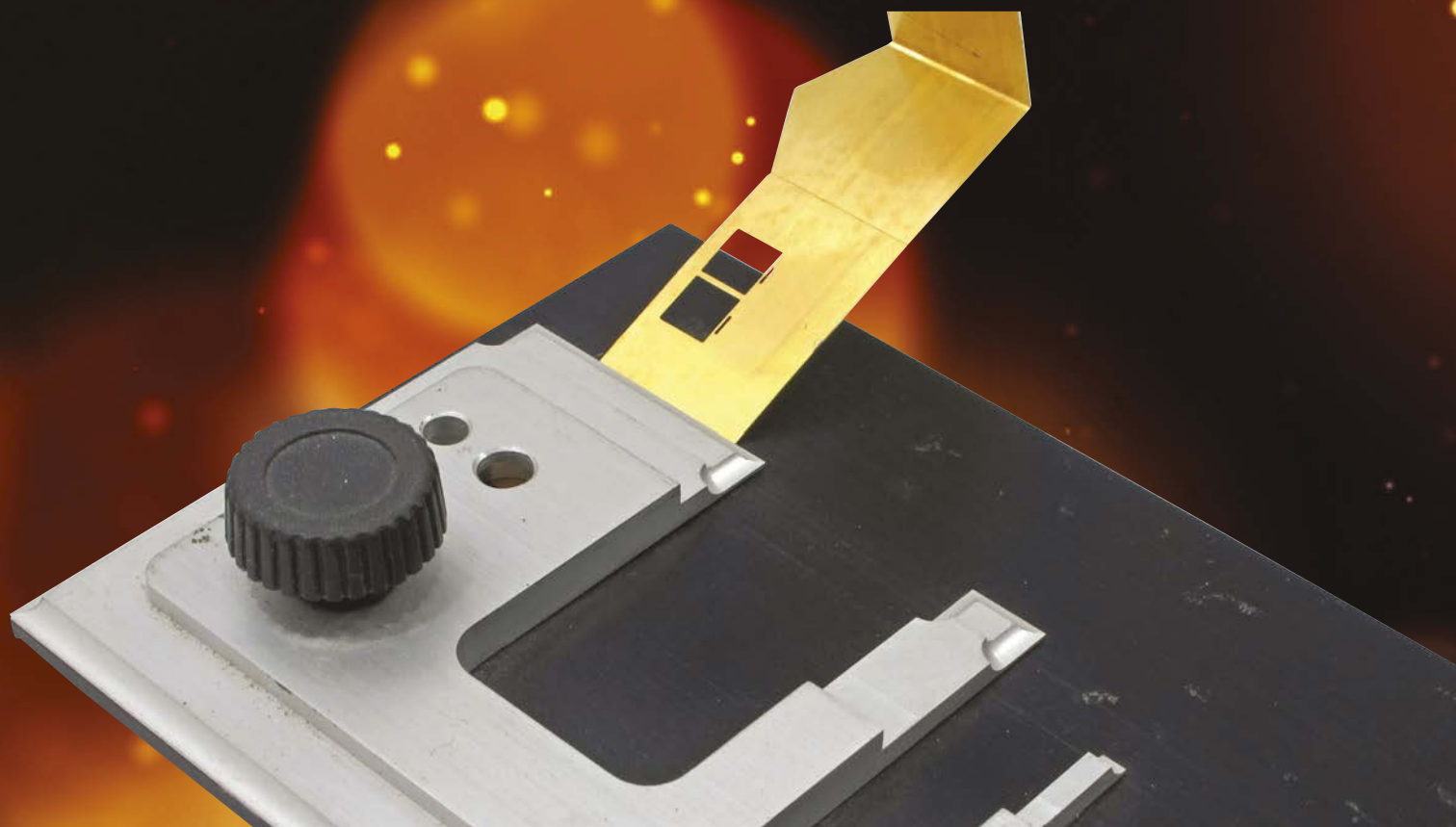
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BENDING BARS

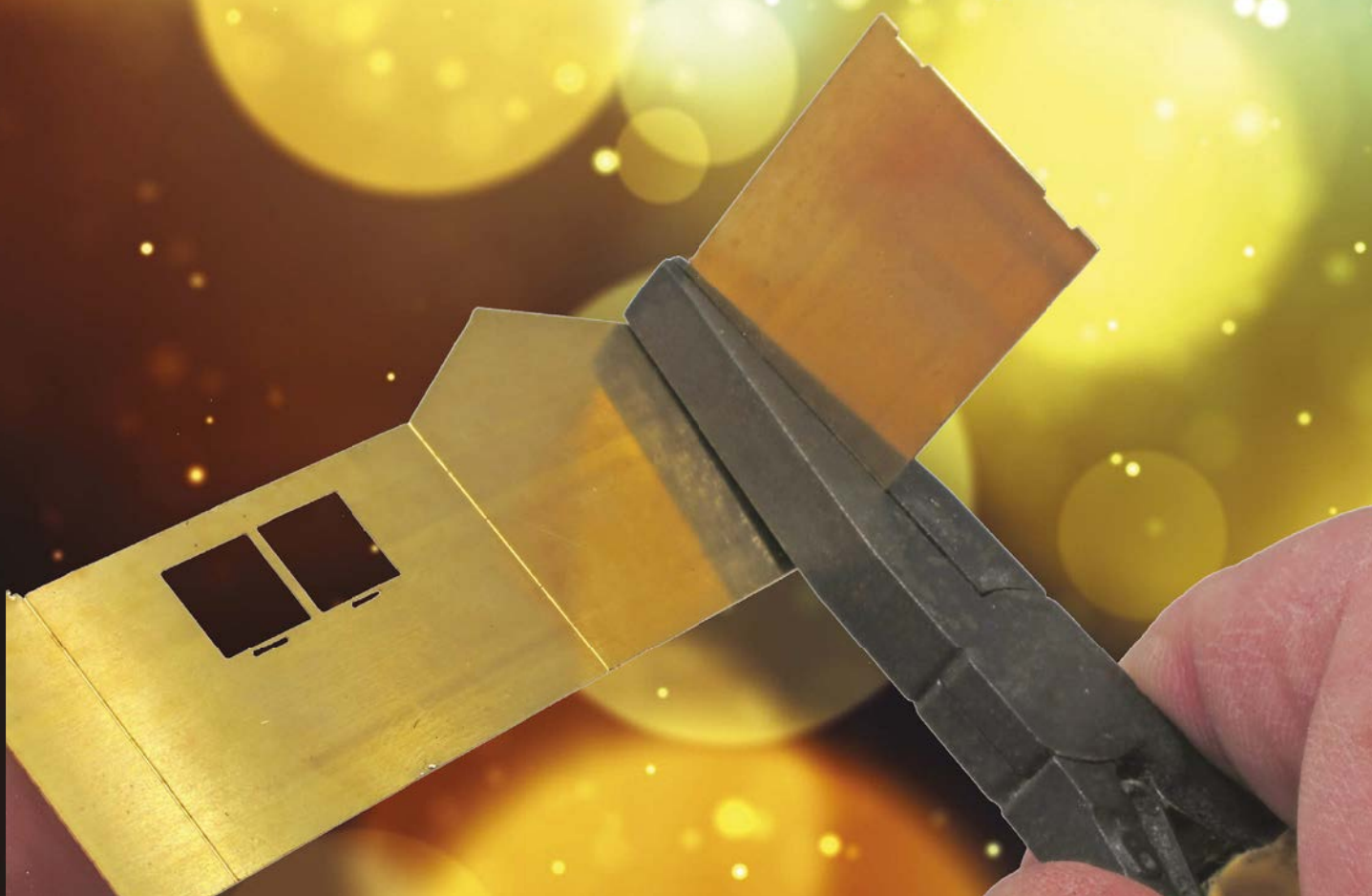
For bending large bits of metal, pliers won't do the job, you need some bending bars. Phil looks at a few options and explains how you use them.



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Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

BURGHEAD IN N



Burghead has never been modelled before in N Gauge, to my knowledge. It features a harbour with scale size ships, a dockside railway and a station with a goods shed, engine shed and several sidings. The buildings are scratch-built from card. They're modelled on the buildings in Burghead. All rolling stock features auto couplings, so that hands free shunting is possible.

Burghead was built by the Inverness & Aberdeen Railway and reached the village of Burghead in 1862. It was the only branch line to have been opened before the Highland Railway was formed a few years later. In 1892 the branch was extended to Hopeman and the harbour station was closed and a new station was built at Burghead on the new line. The Burghead and Hopeman branch was closed to passengers in 1931. The line continued to be used for freight well into the 1990s with grain traffic to the maltings.

In the model I have reopened the harbour station for passengers. Freight traffic comprises of fish traffic, coal, oil, timber, fertiliser traffic for the factory and materials for the North Sea oil explorations, which were just starting. The harbour was used by fishing boats, pleasure craft, timber from the Baltic and the new oil industry supply boats.

I have modelled the period 1960—1970 so that I can use steam and diesel locomotives. I have used N Gauge fine scale track, ballasted and weathered. The scenery is on a foamboard base. Most of the buildings are scratch-built and are made from card and paper. The locomotives are from Dapol and Graham Farish. Rolling stock is a mixture of kits and ready to run, nearly all are weathered. The ships in the harbour are of types found operating around Scotland and mainly scratch-built from card and plastic. I have also built some ships from resin kits.

Bob Rowlands

SOUTH WEST EXHIBITION FOR CHARITY

More than 25 layouts are to appear at the Weston-Super-Mare Model Railway Show on Sunday September 9, to raise funds for two charities. Organised by Keith Price, with a track record of 13 shows to date raising over £40,000 for Weston Hospice Care and over £4,000 for the Kids Club at the Campus. Despite his own health issues, Keith has received local recognition for this achievement.

The event is to take place at The Campus (behind Morrisons) on Highlands Lane, BS24 7DX between 10.00 and 16.30. Adults £7, concessions £6.50, children £2, family £16.

W www.westonsupermaretrainshow.com

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Your opinion

We are always interested to receive your letters, hear your comments and see pictures of your layouts - send them to BRM, Warners Group Publications, West Street, Bourne, PE10 9PH.

UNDERGROUND CREATION



Here are some pictures of my Westminster line layout of the first of four stations, Thatchers Heath. The others are The Pitts, Blair Gate and Church Hill. This is still work in progress (two years so far). The layout is 8ft square and is viewable from all sides. This I believe is a unique offering. It will have a comprehensive sound system. All points are controlled with a Mega Points controller. Utilising the Bachmann London Underground S8 stock, all carriages are populated with passengers and lit using LEDs powered from the track.

Iain Hale



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YOUR SCENIC PROJECTS

INFLUENCED BY THE WURZELS



Looking North to Pensford & Bristol showing scratch-built roof. The crossing-keepers cottage is seen left in the distance and behind that, Thrubwell Manor and Scatterbrook farm.

Highbridge branch at Eddington junction. My branch terminates in Bridgwater mainline station. A chord was built to allow the S&D Bridgwater station to close. The line was jointly owned by the Midland & Great Western railways. The period modelled is late-1950s to late-1960s BR Western/Midland. The layout is available for shows - I hope you all like it.

Mike Hudson

LAYOUT TRANSFORMATION

'Kings Moreton' was transformed when I removed a depot and turntable, bringing the layout into the countryside. Once the depot was removed, the main line tracks were re-aligned to make a reverse curve along the front, opening the area for an embankment and greenery.

The hillside was formed from plaster over old dark green T-shirts and card formers, then various scatters from Peco and Woodland Scenics were used to give a different look to each of the fields with muted tones. I made the embankment to track level rougher. A country lane was laid lengthways across the top to make the area look longer. The road still needs signs and markings, but that'll be done soon.



I decided to add a farm track from the lane, between the fields and behind the signal box. This disappears into the trees, of which many more need adding around the area. I have also tried to vary the fencing on the fields, adding a falling down barn for more interest. I painted the back scene in my usual fashion with acrylic paints depicting fields, hedgerows and trees.

Andy Peters



The view from Thrubwell manor to Scatterbrook Farm, which is famous for Wurzel Gumidge. The train is the 06:23 from Bristol to Bridgwater.

Our scenery special last month featured a number of your scenic projects, unfortunately, we didn't have room to include them all, so, here's one from reader Mike Hudson....

My layout is called 'Nempnett Thrubwell', taken from the famous song by the Wurzels. It measures 12ft x 2ft with a 6ft scenic section. The station is a typical country junction station set on an imaginary line from Pensford on the Bristol to Frome line to Bridgwater on the Bristol to Taunton and the West Country mainline. The branch goes to Blagdon and the mainline connects with the Yatton to Witham line at Cheddar and the Somerset & Dorset (S&D) branch from Evercreech Junction to



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COSMETICALLY IMPROVE POINTS

Kevin Phare's scenic modelling prowess is renowned, but here he turns his attention to enhancing the appearance of this most standard element of model railway infrastructure.

I wasn't totally happy with the appearance of my Peco code 75 points, so I carried out a trial run on a spare point to see how feasible it would be to carry this out on points when already fitted in-situ.

The main objective was to improve their appearance by removing the spring block, thus making the sleepers look more prototypical, and to enhance the point changing operation. The strength of spring was causing the actuator rod to bend slightly mainly due to the thickness of my baseboards.

Please be aware that this will not be suitable for everyone's situation and will only work on points that have the motor fitted to the underside of the base board, not clipped to the point sleepers. Surface mounted applications or the wire and tube method of control wouldn't be suitable either.

First and foremost, this operation is best performed before your points are installed and not retrospectively, as in my case. Be sure you want to go down this route, because

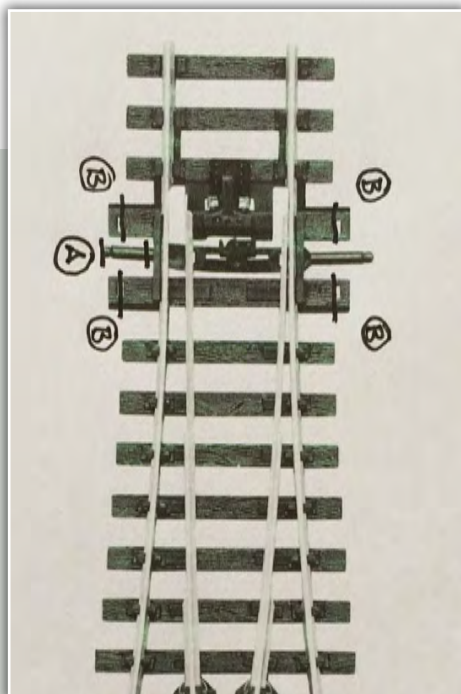
once you start there's no turning back.

My layout is DCC controlled and the points are electrofrog, so I've altered all of them to ensure there's continuous power supply over the entire length to prevent stuttering or stopping due to lack of power, or, in certain circumstances preventing an electrical short circuit occurring when a wheel crosses the frog. One of the best descriptions of how to alter a point, and the one I used, is to be found on Puffers Model Railways website under the information heading and the how-to section is listed as electrofrog-points.pdf.

I use SEEP PM-1 power motors, which have an accessory switch that I have connected to the frog cable, so the polarity can be changed which further reduces the chances of a short circuit. They are screwed to the underside of the base board and so are independent of the point, making it ideal for this modification. Using all the information I could find, I devised the following method to improve the appearance of points. ■



The medium Peco point in the coal yard was the one I decided to use as the subject. The spring fitting attachment can clearly be seen and even though I tried to hide it with weathering I was never really happy with the result.



Process

This part I had already done to all my points prior to fixing, hence the use of this Peco setting out plan for description. Trim the tie bar to remove the point fixing lugs, as shown in A, ensure that the tie is finished no less than shown here. If it is cut too short it can get caught under the point moulding. Carry out the same to the other side of the tie bar, with the switch blades moved across. Trim the four sleepers to remove the fixing holes for point motor legs, as shown in B, and tidy up the end. You can also reduce the width because they're too wide.



With the tie bar trimmed, the cork sub base was cleared of glue and old ballast.



I inserted a small piece of card in the recess of the adjoining sleeper. Ensure that it's level and leave it ready for painting.



Open the metal lugs using a scalpel or small screwdriver.



Now for the point of no return. Hold your nerve and start cutting along the line of the sleeper/spring housing base that holds the fixing lugs in place.

Use a steady hand and a sharp knife. Many fine cuts are better than trying to cut through in one go.



I fitted some black card as a supporting base for the new card sleeper and the ballast. It was easier to cut into two and slide under the track before gluing.



Paint all new work. In this case I used Lifecolor weathered black and sleeper grime (crudely mixed to give an uneven mix) to match the remainder.



Prise the spring fitting away and the fitting with spring just pops out.



Once cut through, pull away with tweezers.



The replacement sleeper was made from two pieces of card – a Polyfilla box in this case, as the card had a nice rough texture. I found I could bend thinner card more easily than using one thickness. The first sleeper is in place with a bead of glue ready. Make sure you don't get any on the switch blades. With the sleeper moved into position, check for clearance.



Lay your ballast and leave it to dry. I made a repair, hence the other new area of ballast further along the track – the slight shimmer is the glue setting.

And finally

This is a modified point used in conjunction with the Wills point rodding set. I've left part of the square moulding on the tie bar because it matched the FPL (facing point lock) mechanism which looks as if it is part of the fitting.

I'm pleased with the results – the points look different and not so bulky. By the end, I had the process down to about 30 minutes per point, excluding drying times. I would like to say this would have been a lot easier and simpler if I had done this before I had laid the track, but it gave me something to mull over and work on for a few days.

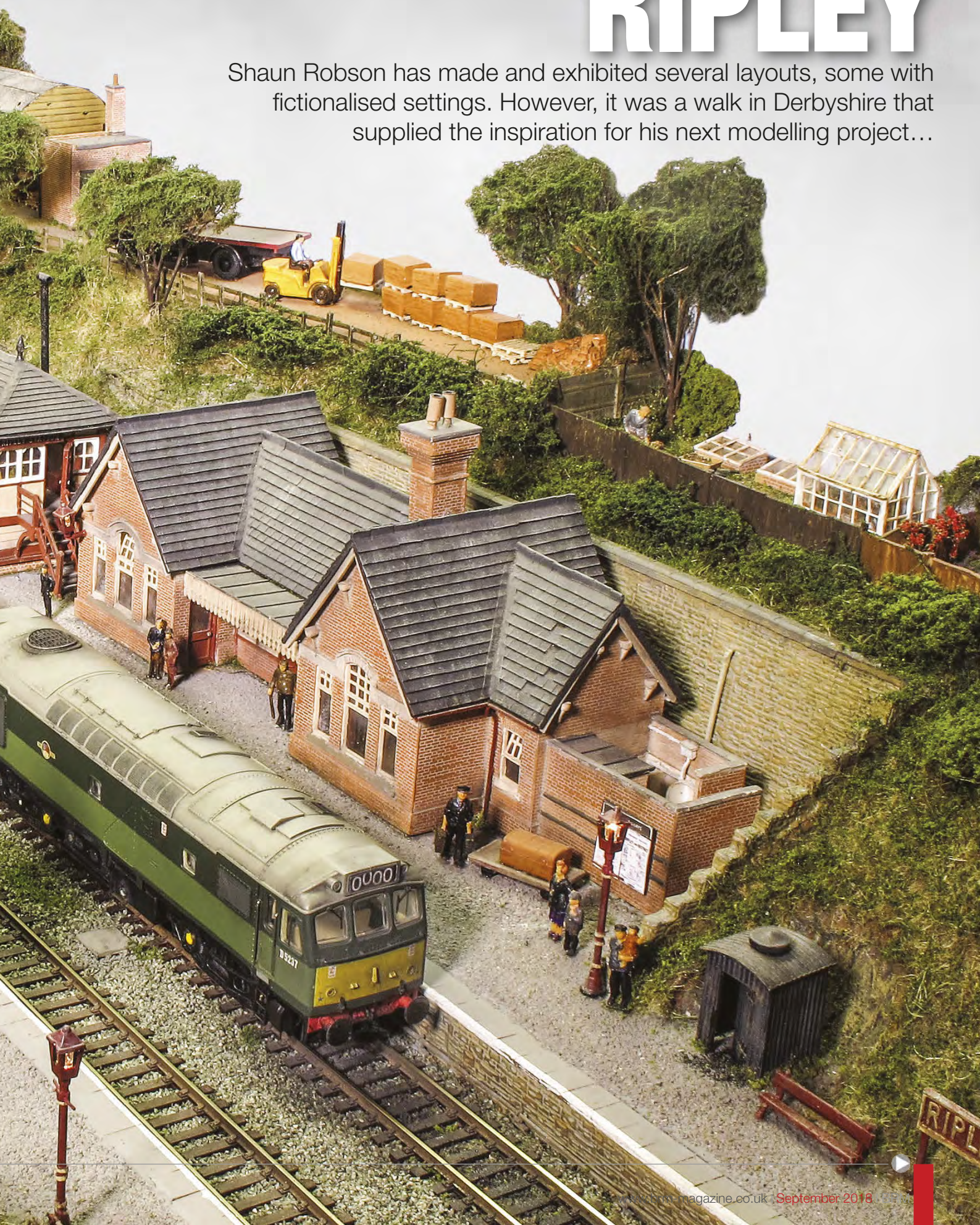
One side issue is that all points appear to change more easily and the solenoid of the SEEP motor has enough strength to hold the switch blades firmly in place, even though they're not of the self-latching type.

If operation becomes problematical I'll change the point motors to slow action self-latching type as and when necessary, but whilst they work satisfactorily I'll leave them as they are.

00
GAUGE

RIPLEY

Shaun Robson has made and exhibited several layouts, some with fictionalised settings. However, it was a walk in Derbyshire that supplied the inspiration for his next modelling project...



The Midland Railway's Ripley station was served by three branch lines, from Little Eaton, Langley Mill, and also from Butterley. It opened for passengers in 1889. The station was short lived for passenger use, as it closed in 1930. The branch to Butterley also closed in 1930, but the rest of the lines remained open for goods traffic and there were a few rail tours taking place, until complete closure in 1963.

This model is set in the 1960s era, and assumes that passenger and goods services had survived. Also the Butterley branch had remained in use, which gives extra operational interest in allowing through trains.

A track plan was made on lining paper and building positions marked out. The plan has been compressed for the scenic area to fit into 10 feet. I decided to make a start on the signal box and platform buildings first, because if I could not make the buildings there was not going to be a Ripley. They were completed a few months later and so baseboard construction began with a 2in x 1in frame with folding legs.

The trackwork was laid next, which is Peco code 100 with Electrofrog points. Point operation was via a mix of Seep and Peco motors, with a Gaugemaster CDU wired to push buttons on a track panel mounted inside the back of the low relief church. Operation of trains is analogue with cab control, using two hand-held Gaugemaster controllers.

The church on Nottingham Road still exists, but has different windows to the 1960s era that I was modelling. A picture from the library showed that the church had coloured glazing. I decided to use Quality Street wrappers behind the acetate to represent these. The buildings are all made using embossed Plastikard and window frames are made from Microstrip. The roof tiles have been made from strips of cereal box card.

The goods shed was the next building to be constructed and after several attempts to make the sliding doors operational, I finally got them to work by using a wire rod under the baseboard. I made further visits to Ripley Greenway for pictures and sketches of suitable buildings for the backscenes. Because the layout had been compressed I had to choose a few examples that stood out over the embankment. Clower's Builders Merchants yard was modelled using an aerial photograph supplied from Clower's. They also used to own the station booking



Class 20 with an oil tanks train passing under the Nottingham Road bridge, heading for the Butterley branch.



The Midland General B1 bus to Ripley, stops beside
Ripley station booking office on Nottingham Road.



LAYOUT FOCUS

office on Nottingham Road after British Railways sold it. They had the booking office demolished in the 1980s and this was the most difficult building for me to construct due to lack of photographs. I decided to make the front as the only pictured side I had, and the rest was made up. Several years later and, as the layout was just nearing completion, I was searching on eBay for old railway pictures, and managed to stumble across some unseen photographs of the booking office. A few days later they arrived and I altered the building sides and the roof was rebuilt, as per the prototype.

The Semaphore signals are all operational, via a wire and crank, to a lever behind the backscene. I have used several Ratio kits, mostly the LMS round post No. 476. All modified to suit what might have been used on the branchline if it had survived. Ground signals have also been installed, with scratch-built point detection. Wills point rodding has been used and leads up to the fully detailed type two Midland signal box. The working platform lamps are from Layouts4U. They have been painted and slightly modified to look a bit more like a Midland-style lamp. The up waiting room building also has a flickering fire LED installed into the fireplace.

The landscape is made from carved polystyrene covered with strips of PVA glued newspaper. A mix of Polyfilla and paint was used for the surface. This was covered with hanging basket liner glued on and left overnight before pulling off. The hairy mess was trimmed and then Woodland scenic scatters were applied with hairspray. The trees are made from a plant called Sedum – I have a plentiful supply, as it's growing in my garden. The stems are dried out and trees are formed by using masking tape to hold several stems together. Hanging basket filler was attached using hairspray and then scatter added.

The stock is ready-to-run and is mostly Bachmann or Hornby. Two Airfix LMS-type coaches are used on the push-pull train and the brake end has been modified to look like the driving end. It's not accurate, but it looks the part. I do not operate Ripley to a timetable, and the trains are just ran in turn from each traverser. Tension lock couplings are in use at the moment, but they will soon be upgraded to Kadees.

Ripley has attended six exhibitions so far – Midland Railex 2015, Wirksworth 2015, Ilkeston Woodside (Trowell) 2016, Crich Tramway 2016, Elizabethan (Kirkby) 2016 and Burton Railex 2017. Ripley is currently



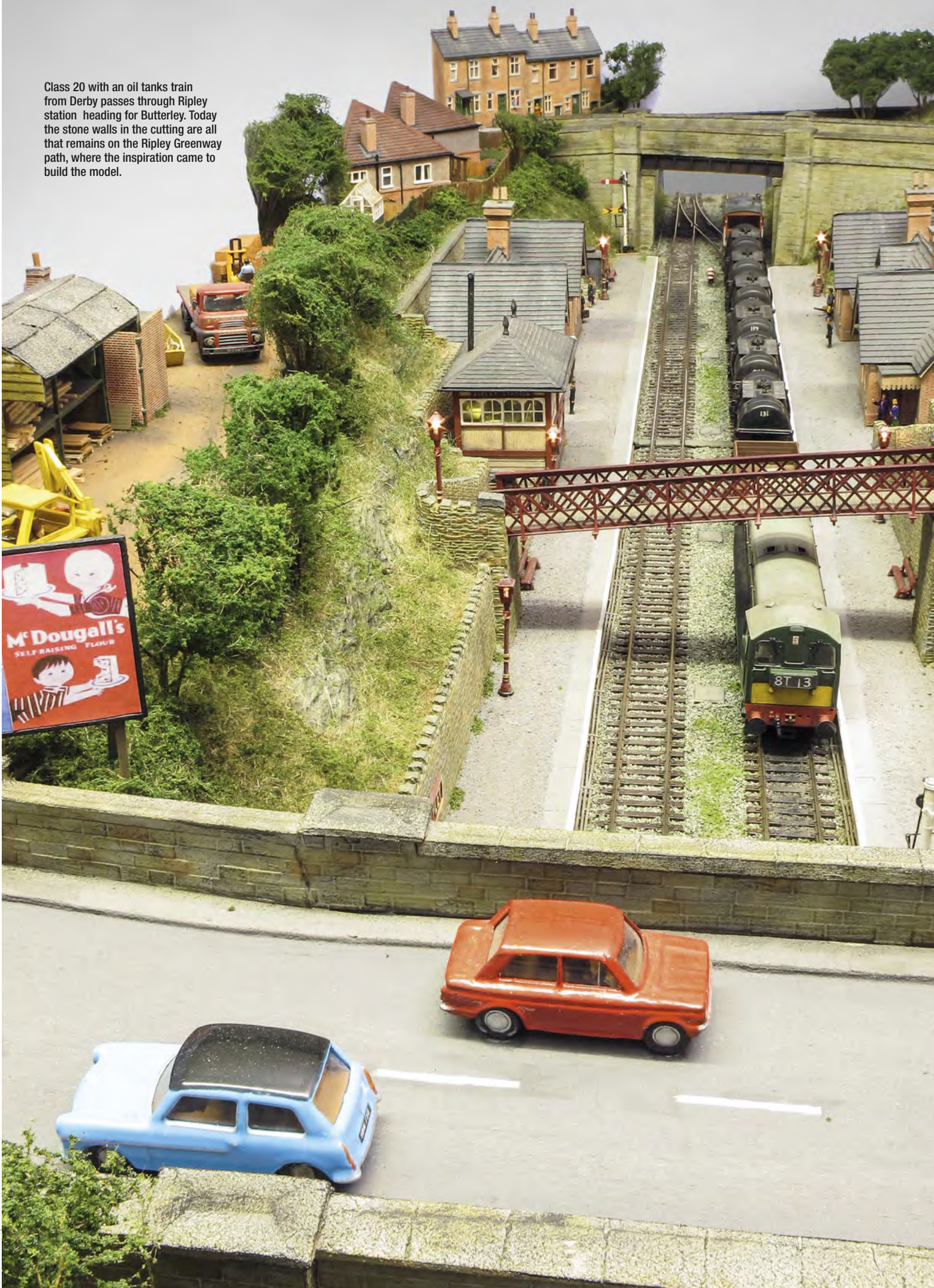
Class 108 DMU from Derby waits for the signal at Ripley.



Ivatt 2MT with the push-pull train passes Ripley goods yard, as it heads under the Outram street bridge for the Butterley branch.

the goods shed was the next building to be constructed and after several attempts to make the sliding doors operational, I finally got them to work by using a wire rod under the baseboard

Class 20 with an oil tanks train from Derby passes through Ripley station heading for Butterley. Today the stone walls in the cutting are all that remains on the Ripley Greenway path, where the inspiration came to build the model.



stored in my attic while I build my latest project 'Drabford', which is a 1980s blue era DCC terminus layout. In the near future I want to convert Ripley to DCC operation, and also change the era to late 1970s, early 1980s, so watch this space for further developments. ■

I decided to make a start on the signal box and platform buildings first, because if I could not make the buildings there was not going to be a Ripley



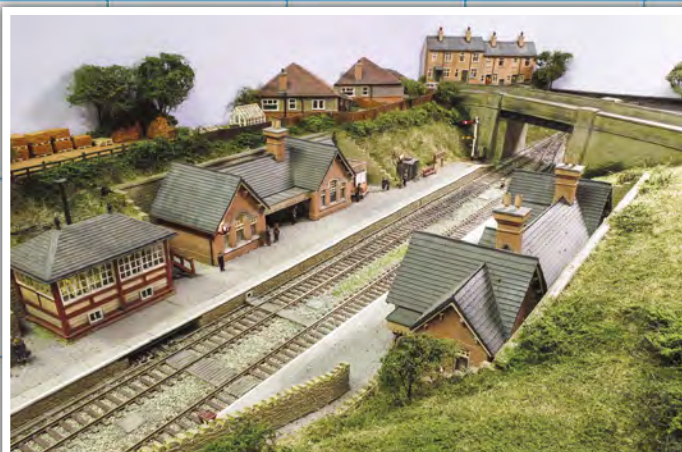
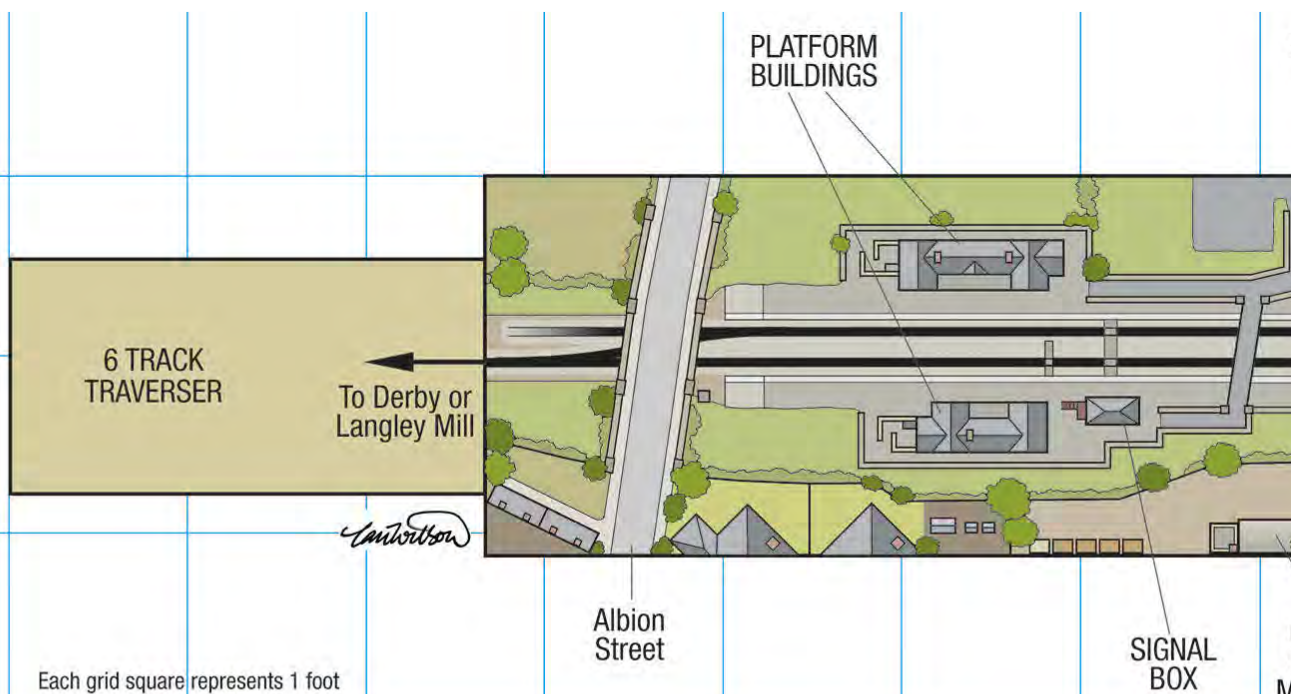
What we think...

As with a layout we previously featured in **BRM** of 'Heanor', Shaun really does capture the industrial urban environment of north-east Derbyshire. The L-shaped form also adds a different dimension to the scope of the layout and very much has the 'end of steam' feel, with a fading goods yard and a hemmed in station in the cutting. Shaun's buildings are great, particularly the impressive and foreboding chapel.

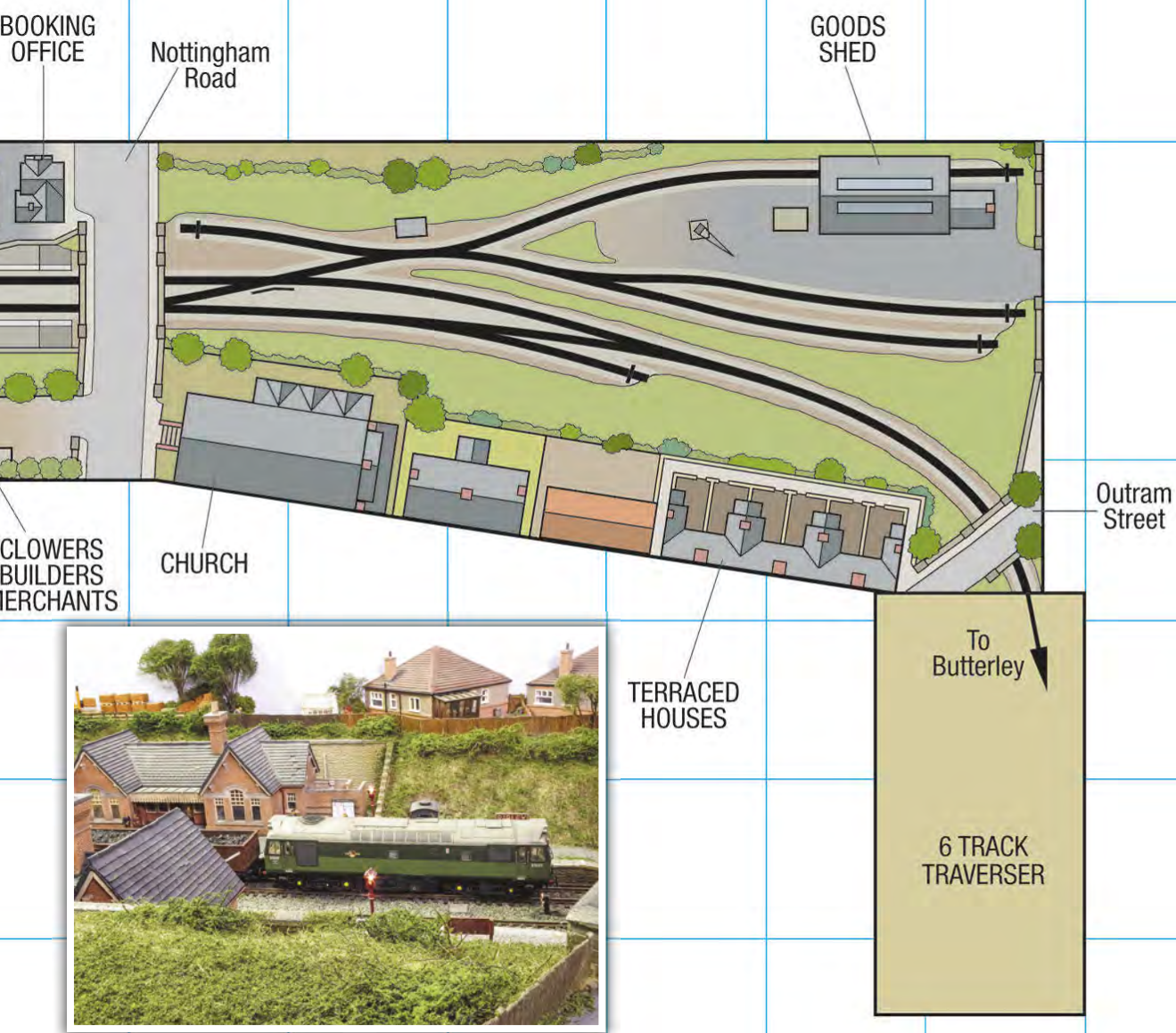
Andy York, RMWeb Editor

Trackplan

RIPLEY



Class 25/3 with coal train from Butterley passing Ripley goods yard, with Argyle Street terraced houses and spiritualist church in the background.





How to... REPAINT A HORNBY CLASS 31

Struggling to repaint your models? Michael Russell completes his modified Hornby Class 31 project, sharing his top tips and skills for best results when painting.

After my transformation of the Hornby Class 31 project in the July 2018 issue of BRM, the locomotive is now ready for painting and finishing. As with all stages of modelling, take your time to get the best results. It's important to have clean conditions when painting. If you haven't got a separate room to use for this, give your modelling space a good tidy and vacuum before starting. The model has metal and plastic parts, so needs priming.

I chose to model 31105 in Network Rail livery when it had been in traffic for a while. The yellow paint has faded in places and there are accumulations of exhaust and brake dust. To get the finish you want, just omit weathering stages that don't apply.

I think the model looks quite passable already, but there are many more improvements that could be made. A cab interior, working lights and sound all come to mind. There is plenty of space available

within the body of this model to make upgrading comparatively easy.

With the fantastic range of 'off the shelf' parts available there's no excuse for not producing that detailed, individual model you've always wanted. Why not have a go? ■



Split the model into body and chassis and paint them separately.

Skills acquired
Painting ✓ weathering ✓ glazing ✓

Shopping List

Humbrol White Primer Matt AD6034
Humbrol enamel: Trainer Yellow 24, Pale Stone 121, Light Grey 64, White 34, Black 33, Tank Grey 67, Chocolate 98, Brick Red 100, Metalcote Steel 27003, Leather 62
Humbrol Maskol, Enamel Thinners, Matt Cote, Gloss Cote, DecalFix, Clear
Fox transfers F4214/2, F4361, Railtec transfers n179, Shawplan Laserglaze EEFG3101.



Dust the model with a soft brush to remove debris left

from the modelling process, paying attention to corners and crevices such as grilles. Do this between painting stages as necessary assuming that the paint is dry.



Wash the model in a Soda Crystal solution, then rinse in clean water. You don't want to touch the model once it's clean so use a handle. I used two toilet roll inserts taped together. Don't leave the model in water - it might have an adverse effect on glue you've used. Leave to dry before continuing.



Once dry take a close look at the model to identify potential defects in the finish. If you find marks left from modelling you'll need to decide if you can live with them or if rectification could damage nearby detail. The top coat won't hide blemishes. If you decide to go ahead, use filler, then sand and respray the area with primer.



Once dry, I represented fading by 'over spraying' Trainer Yellow with a small amount of Humbrol 121 Pale Stone added. Use a piece of card as a mask to spray panels. Use online photographic reference for guidance



I sprayed three thin coats of Humbrol primer letting the model dry for 20 minutes between each. Spray at room temperature and ensure you've mixed the paint well beforehand by shaking it. The top coat is yellow, which could be affected by the undercoat, so I used white primer.



Spray the body sides with Humbrol Trainer Yellow 24. Don't worry about a bit of overspray on the roof.



Begin masking the roof by applying strips of quality modelling masking tape over the side windows



Locomotives aren't smooth streamlined shapes. Spraying from different angles on each pass ensures that all recesses are covered. Spray from a distance of 20cm and keep the can moving at all times.

Top tip

If you haven't got an airbrush you can still paint the model with a brush and achieve a good finish, although you'll need patience. Use a quality brush that's in good condition and apply several thin coats. I prefer to use enamels for brush work.



Continue the masking along the bodyside, then add a strip across the nose. You might need to add a blob of Humbrol Maskol in the corners to hide all the gaps.

You can use plain paper and cheaper DIY masking tape to mask the rest of the body. Masking doesn't need to look pretty because it has a transitory role.

PRACTICAL BRM



12»

Spray the roof with a suitable light grey – I used Humbrol 64. When the paint is dry, carefully remove the masking tape.



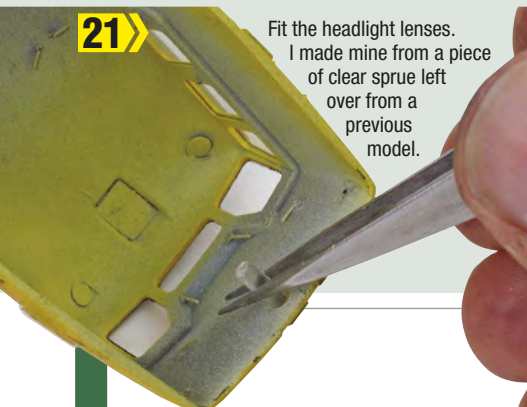
15»

Add a pin wash to the model to accentuate panel lines, grilles and steps. Add a dilute mix of Humbrol 67 Tank Grey with a small brush and let it flow into the recesses to achieve this.



18»

Press the windows out with your fingers – there are only two small tabs holding each in place. You will need to round the corners slightly with a fine file to remove traces of the tabs and to get a good fit.



21»

Fit the headlight lenses. I made mine from a piece of clear sprue left over from a previous model.



13»

Paint the handrails and door handles using Humbrol White 34. Take great care to keep the white off the yellow bodywork. Use slips of thin paper as temporary masks or you may find you achieve greater accuracy by using a cocktail stick to apply the paint rather than a brush.



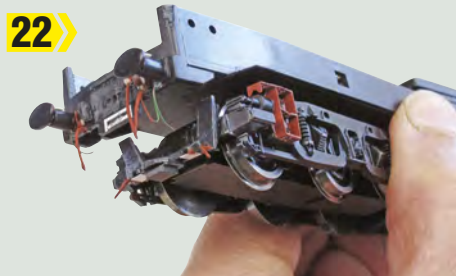
16»

Add the decals. There are two Network Rail logos, two numbers, 10 overhead warning flashes, two data panels, four lifting point and four blue star transfers to add. I used Humbrol DecalFix to help the decals stick and mould to the model surface.



19»

Once you are happy with the fitment of each window, draw around the edge using a black CD/DVD marker pen to depict the rubber window trim. You could also use black acrylic paint applied with a cocktail stick.



22»

The metal parts on the chassis need priming, but it isn't necessary to carry out a full application of paint. Just target the metal parts and apply the primer using a brush with well diluted paint.



14»

Spray the model with Humbrol Gloss Cote diluted with Humbrol Enamel Thinners. I used three coats to get a shiny finish.



17»

Add another layer of Humbrol varnish to the model to seal the transfers. Preferences differ here – I used Matt Cote, but you may like a gloss or satin finish. Ensure that you stir the varnish well.

20»



Install the glazing in place from the outside using Humbrol Clear. Note that the glazing has a slightly bevelled edge to aid fitment. Do the side windows first to gain experience and beware that the rectangular cab side windows are of two sizes.

23»

Using a brush, paint the wheels sides in Humbrol chocolate 98 and the other chassis parts in Humbrol black 33. The wheels can be rotated using a power source so that all parts can be reached.





24»

Paint the buffer beams brick red (Humbrol 100), the jumper sockets orange (Humbrol 24 + 100), the main reservoir pipes, step edges, one axle box cover yellow (Humbrol 24) and the buffer shanks silver (Humbrol 27003).



27»

Use hollow punches on some masking tape to make some windscreen wiper masks.



30»

Use a piece of card as a mask and spray black on the lower panels around the engine compartment. Then drag a dry brush of thinners over it to represent spilt oil.



25»

Paint the brake pipes on the bogies in Humbrol 34 white using a cocktail stick.



28»

Give the model a very light overall dusting of Humbrol 67, Tank Grey. Be careful not to overdo this.



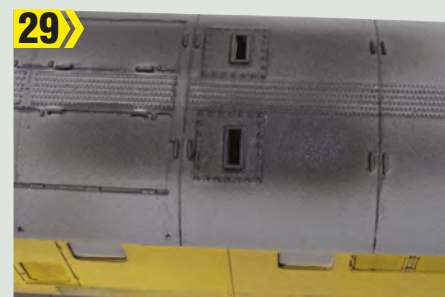
31»

Spray a rust colour (Humbrol Leather 62) on the front roof section to represent rust. You need to be subtle here.



26»

Fashion windscreen wipers from 0.3mm brass that has been chemically blackened. Drill a hole and glue in place with cyanoacrylate glue.



29»

Weather the model by adding soot to the roof, particularly around the exhausts and the fan.

there is plenty of space available within the body of this model to make upgrading comparatively easy



Reassemble the locomotive and spray a mist of Humbrol 98 Chocolate colour along the bogies to represent brake dust. Job done.

PAINTING BY NUMBERS...

All of the products on this page can be purchased from www.airbrushes.com
Click here to buy

Struggling to choose between brushes, paints and airbrush equipment? Professional airbrush artist, Lisa Munro is here to assist with useful guidance.

1



Brush, airbrush or spray can? How do you make a decision?

For modelling you'll need all three. Paint brushes are a great starting point for modellers and are still the best tool for many weathering techniques. Spray cans are good when you first get started, especially for applying base coats to large areas, but they're hard to control and you can't regulate the pressure easily. The airbrush allows you to lay down colours gently with a lot less overspray. You can achieve ultra-fine detail and apply base layers more evenly.

2

What's your guide to surface preparation before you paint?

Plastic models are usually covered in a releasing agent to help them slide from the mould when they're made. They also have a small amount of oil from your skin and hands. These both affect the painted finish, causing the paint to chip or flake away. Wash the model with a degreaser (soap) in lukewarm water to remove oils. Rinse well before letting it dry. Use a tack cloth to remove potential dust or lint from the surface of models.

3



Do you need to use a primer?

You don't have to prime your models but using one has its advantages. A primer coat provides a consistent base for the paints that follow, assisting the adhesion of paints to the model. If your model comprises different colours of plastic, metal, or resin, a coat of primer will provide a uniform base. For colours that typically present coverage issues (such as white, yellow or red), primer also helps reduce the number of coats needed. Priming the model has the additional advantage of revealing construction flaws, gaps or seams before any finishing coats are applied.

5

Synthetic or sable brushes? What applications would you use these for?

Sable brushes are made from the tail hairs of the Kolinsky (a species of weasel rather than a Sable), so some people may be reluctant to purchase them. The reason Sable brushes are so popular is that they form a natural point. They are normally the most expensive, but are famous for their softness and ability to hold paint. Synthetic brushes are catching up fast and they can last longer than Sable. Top-end synthetic brushes are now on a par with natural ones, giving much more choice to modellers.

4

What are your must have tools to ensure a good paint finish?

Besides a good quality airbrush and compressor set up and the right paint brushes, paints and powders for the job, there are lots of tools that help towards achieving a good paint finish.

Having a tidy work space, ready to go with all the right equipment is an important start. A turntable is useful because you can paint/spray all sides without touching the drying surface. Having something to mix paint in such as glass jars (that aren't affected by solvents) or plastic pots for acrylics are very handy. Disposable pipettes are useful for transferring fluids and the right thinners for the paints you're using. I also find good ventilation is very important when using spray cans or airbrushing and a simple hobby spray booth will draw paint vapours and particles through a filter and expel them outdoors. If you don't have one, a respirator/face mask is the next best thing.

6

Why so many compressors? How do you choose?

With so many different applications for airbrushing it's no wonder so many compressors exist. Different styles of compressors are needed for various applications. Some modellers require small units that are portable and don't take up much room, whilst others prefer larger, more powerful compressors that operate at higher pressures. A tank reservoir isn't essential but it offers a smoother, more controllable airflow and reduces the amount of moisture that the airbrush is outputting. A moisture filter is also advisable. It helps to know what PSI (working pressure) you require - generally we tend to work between 15-20 PSI and a small lightweight compressor is adequate for the job. For larger models that take longer to spray or require airbrushes with larger nozzles (in particular when spraying large base coats) a higher PSI might be required. Consider a compressor with an auto shut-off. This automatically turns the compressor on when you press your airbrush trigger, providing instant air at the pressure you have set it, and turns the compressor off when the airbrush isn't in use. As well as being useful, this reduces the running time resulting in less motor wear, less heat-related moisture build up and is inherently quieter in homes, studios or public environments. Having a pressure gauge and pressure regulator on your compressor is useful.



7

Acrylics or enamels - what's your preference and why?

Acrylics and enamels perform in different ways and are good for different applications. Enamels need to be used in well ventilated areas, so many modellers who don't have a lot of well-ventilated space to model prefer using acrylics. I airbrush at home so prefer acrylics for this reason, plus they dry faster.

9

What is Lifecolor Tensocrom and how can it be used?

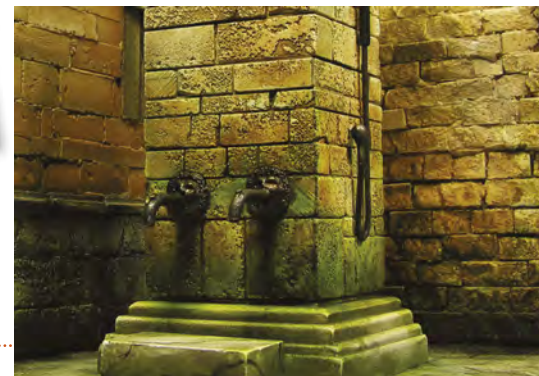
Tensocrom is a weathering system of paints and washes that have less pigment than regular paints. It enables you to change colours and add subtle filters and weathering changes to your models without completely changing them. LifeColor has two special Tensocrom sets containing a special medium, which can be used to glaze over any brand of colour to shade, dirty or age the model, enhance its details or make it chromatically uneven.



8

What techniques can be used for better weathering?

All models are usually built to be displayed in an 'as new' condition. Surface textures, highlights, shading, burnishing and peeling paint surfaces and chipped finishes are techniques that can be used for a more realistic finish. My advice is to take your time and add weathering details gradually. Work on building up layers of grime and dirt gradually. There are lots of paint sets and products to help create these subtle weathering effects.



10

Finally, how do you mask your models?

Masking is important when blocking paint from areas where you don't want it to go, especially when airbrushing because of the overspray. It's also effective when used for camouflage and lettering. Masking film (in particular Ultra Mask) sticks well to the surface but is very low tack and can be removed without disturbing underlying paint. It has maximum stretch for irregular-shaped surfaces.



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MARSH CHIPPING

Following his 'Elmfield' layout last issue, David Westwood's childhood memories continue, as we tour another of his evocative exhibition creations, built to recall life in the Cotswolds during a period of railway evolution.

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Factfile

Layout name: Marsh Chipping
Scale/gauge: N
Size: 11ft x 2ft 6in
Era/region: Early 1960s, Western Region
Location: Cotswolds
Layout type: Roundy-Roundy
Power/control: DC Analogue
Words: Dave Westwood
Photography: Tony Wright

LAYOUT FOCUS

Childhood memories

'Marsh Chipping' is of course, fictitious, but growing up on the edge of the 'Black Country' as I did, day trips to the Cotswolds were a regular event. The honey coloured stone buildings in villages with clear streams running through them and the sheer Englishness of it all left an indelible impression. All very romantic I know but it also helped that most of the places still had, at that time, (late 50s/early 60s) their railway connections. Visits to Moreton-in-Marsh, Chipping Campden, Chipping Norton and Bourton-on-the-water would always include a visit to the station while my mother and sister went around the shops. It was only some years later I realised that this wasn't because of my enthusiasm for all things railway-related, but my father having 'forty winks' while parked in the car park. In any case, I was only too happy to spend an hour or so soaking up the atmosphere and occasionally, certainly on some of the quieter branches, seeing the odd train. All of these memories have stayed with me over the years and when the opportunity finally presented itself with access to the spare room I had the chance to try to recreate my memories. 'Marsh Chipping' is that attempt.

Fusion of two

When I was planning the layout, I decided not to model anywhere too specific, but to give a flavour of the Cotswolds area. In the end I settled on a variation of the track plan of Chipping Campden with the goods shed and overbridges borrowed from Moreton-in-Marsh. I also decided to include a branch to add to the variety of train movements.

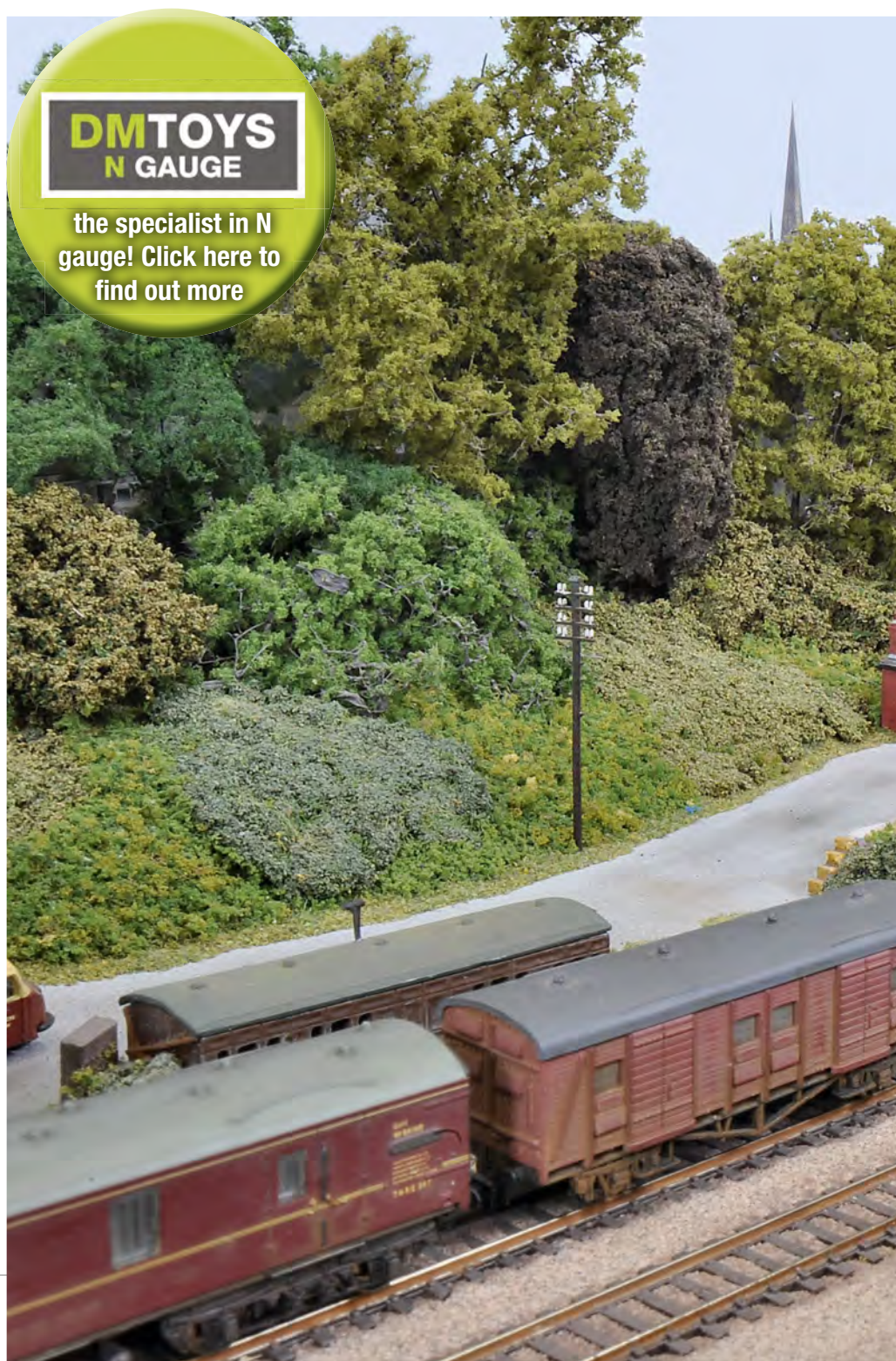
The layout is made up of two baseboards 4ft x 2ft 6ins with two more boards 1ft 6in x 2ft 6in attached by hinges at each end. These fold up and the two halves are bolted together to form a box for transportation. The baseboards are made from 50mm expanded insulation foam with a softwood frame and topped with wood fibre insulation board which makes for a light but very sturdy construction. This has stood up to the rigours of eight years of exhibitions so far with no problems. When erected, the main boards are held together by 8mm bolts and sit on adjustable metal trestles. The ends have their own separate legs, also with built-in height adjusters.

Entertainment is key

It's important to remember that the visitors attending exhibitions aren't necessarily all



An overall view of Marsh Chipping, looking towards Worcester.



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railway enthusiasts, so I always include small cameo scenes in an attempt to bring a little humour and life into what some might see as watching the trains go by.

On 'Marsh Chipping' there is a painter working on the station fencing being distracted by a young lady in a short skirt, a runaway horse nearly causing an accident, a goat eating the flowers in someone's front garden and a family out walking their dog for example. It is very pleasing when these are noticed and commented on. One of the other things always mentioned at exhibitions are the Cotswold stone buildings. A lady actually

spent several minutes at one exhibition deciding which one she would like to live in. They are from S D Mouldings and I first saw them some years ago on Andy Calvert's 'Nether Stowey' layout and was immediately taken with them. I built a whole village with them on a previous layout, but unfortunately as far as I know, are no longer being produced, although they can occasionally be found online.

The station building is a resin casting from Timecast Models, as are the huts. The platform bases and overbridges are from the excellent Scalescenes range of downloadable

and print-at-home kits. The goods shed is a scratch-built version of the original one at Moreton-in-Marsh. It is constructed of card from cereal boxes with individually-glued thin styrene strips to represent the wooden cladding on the sides of the building. [pull quote] The amount of greenery is regularly commented on (there are over 100) but as I am always telling people, you can't have enough [/pull quote]

Joy of landscaping

The part of building a layout that gives me the most pleasure is creating the scenery.

continues on page 58.

Hall class 6910 Gossington Hall heads north with an express parcels.



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Castle class 5070 Sir Daniel Gooch leaves Marsh Chipping on a Wolverhampton to Oxford semi-fast. The leading vehicle is a bogie sausage van which would have been added at Dudley. This service in reality only ran as far as Worcester but using a bit of modellers license, I decided to extend its journey.



Bubble Car (class 121) W55021 disturbs the peaceful afternoon approaching the bay from the branch.

Control and Stock

Operation is standard DC with three controllers - one for the Up line, one for the Down and one for the branch. The latter can be switched to control either Up or Down lines using a simple cab control system.

The majority of the locomotives and rolling stock are from the usual suppliers and have been weathered and detailed where necessary, but special mention must go to Hugh Griffiths, a fellow Syston MRS member, who has built several of the locomotives in regular use on 'Marsh Chipping'. The 28XX 2-8-0, 72XX 2-8-2T, 42XX 2-8-0T and a 73XX 2-6-0 are all examples of his expertise and their quality is superb. He is one of my regular operators and sometimes brings along what he calls his "funnies" for a bit of a run. When at exhibitions it's quite possible you might see, amongst other things a GT3, 10100 'The Fell', 18000 Brown Boveri gas turbine, 58100, 'Big Bertha' the Lickey banker and the never built, Riddles designed 2-8-2, which eventually became the 9F. They're not prototypical, but they're fun and always cause comment - in some cases, complete bewilderment.



LAYOUT FOCUS

The landscape is formed from blocks of polystyrene shaped with a hot wire cutter and fixed down with No More Nails adhesive. This is then covered with filler which has been coloured with dark brown wood dye which means that knocks or scrapes don't show as white marks and any missed areas of scatter look like bare earth. Scenic materials are mainly from Woodland Scenics, Javis and Heki. Trees are created mostly from Woodland Scenics fine leaf foliage but include some made with wire armatures and a few ready-mades which have had a repaint and additional foliage added. The scrubby undergrowth and hedges are a base of lichen with a combination of fine and coarse scatters fixed in place with spray on glue and sealed with hairspray. The amount of greenery is regularly commented on (there are over 100 trees) but as I am always telling people, you can't have enough trees.

Track and points are Peco code 55 on the viewing side and code 80 in the fiddle yard. Viewing side points are operated by wire in tube connected to mini slider switches which also change frog polarity. Fiddle yard points are electrically-operated via a diode matrix



One of Hugh Griffiths' "funnies", 58100 (Big Bertha), the Lickey banker. This was scratchbuilt on a German 0-10-0 chassis.



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Prairie 6135 and "B" set depart on a local stopping train.



it's important to remember that the visitors attending exhibitions aren't necessarily all railway enthusiasts, so I always include small cameo scenes

for route setting. Ballast is genuine granite, washed to remove dust and fixed with 50:50 PVA/water mix. Rails are painted with rust colour and ballast finished with a wash of sleeper grime. Weathering powders are then used to highlight various areas, where locomotives would stand, for example.

upon Tyne. If you see us at an exhibition, please come and have a chat, because talking to fellow modellers, or 'would be' modellers is always a pleasure. We're very approachable and always ready to discuss all things railway, answer questions and hear your ideas. ■

Team effort

I couldn't finish this without thanking all those who've helped operate 'Marsh Chipping' at exhibitions. John Malpus, who got me started in the first place, Mike Collins, for introducing me to a diode matrix and other things electronic, Hugh Griffiths, for his exquisite locomotives, Eric Beech and Chris Leach, for stepping into the breach at the last minute and Gary Tabener, whose first exhibition meant driving to Newcastle

Five facts you didn't know about 'Marsh Chipping':

- Winner of the Andy Calvert award for best N gauge layout at Warley 2012
- It took 18 months to build
- Was first exhibited in November, 2009
- Dave Westwood's first exhibition layout
- The layout has 18 sheep, six cows, five pigs, three dogs, three horses, two cats and a goat.

Another example of Hughs' work which can be seen from time to time on Marsh Chipping, Metro Vickers Gas Turbine 18100, scratchbuilt on a Farish class 47 chassis.



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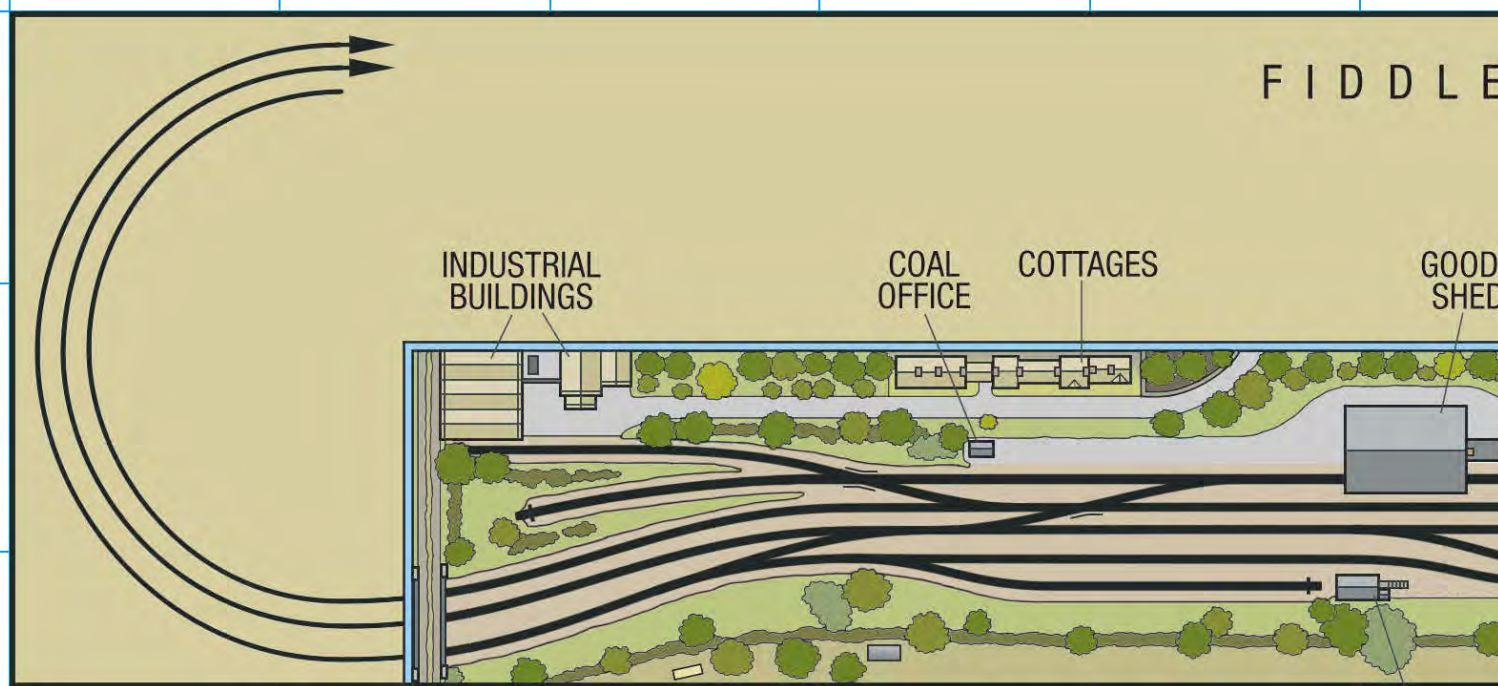
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Pannier 5759 positions a syphon ready for loading with milk churns as part of shunting the daily pick-up goods.

Trackplan

MARSH CHIPPING



Each grid square represents 1 foot

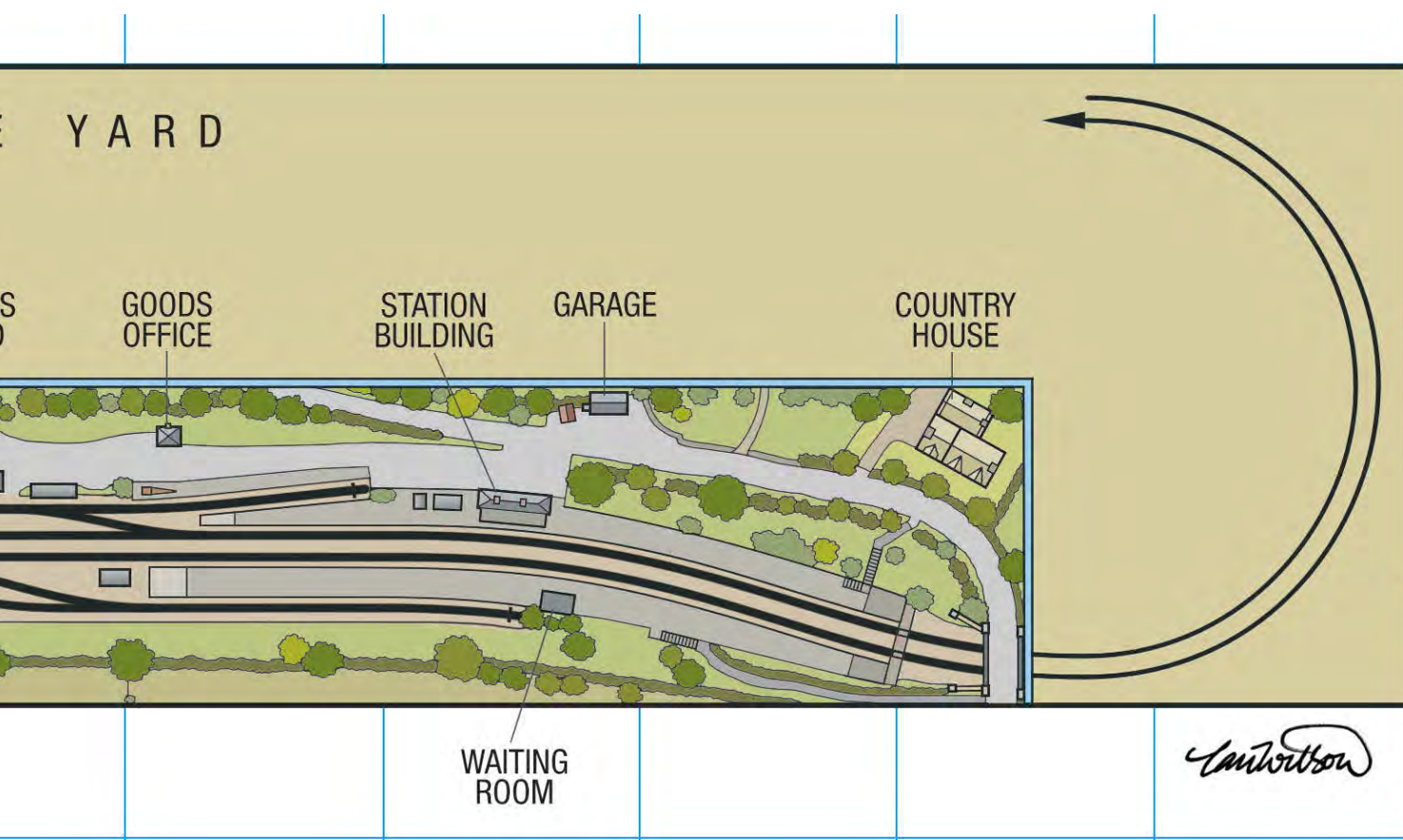


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Class 2884 2-8-0 3832 emerges from under the road bridge with a mixed goods but the painter seems more interested in the young lady on the bench than the passing train.

“Imagine it’s a Friday afternoon in June 1962. You are returning to Worcester after spending a week attending a course in London. It was quite intensive and involved working late into the evening and you are feeling weary. The sun is warm through the carriage window making you drowsy, and somewhere north of Oxford you nod off. The train suddenly slows down causing you to open your eyes and become aware of passing through a station whose name board says ‘Marsh Chipping’. You drift off back to sleep thinking “that’s strange, I don’t remember that on the way going”.





A GUIDE TO MAKING HOLES

Railway modellers always need to make holes in things, Phil Parker looks at tools and techniques that can help

It's a simple truth that layouts require holes – whether that's for anchoring scenic items, for wiring track or installing point motors. But how big do they need to be, what shape, and what are the procedures for making them properly in a wide range of materials? Seasoned hole-maker Phil Parker has all the answers, and a few pro tips besides... ■

1»



If you want a hole, you need a drill bit. Simple? Maybe. These are your basic HSS (High Speed Steel) bits available in a vast array of sizes from DIY sheds to specialist engineering suppliers. They can be used in all the materials we use for modelling, including plastic, wood and brass. The point will normally be 118 degrees, but examine this carefully – if it's broken, the bit is scrap.

2»



Modellers need a selection of tiny bits, and these are easily available in graduated plastic boxes. Be warned, not all packs are created equal. The cheapest versions can contain lots of bits with badly cut points. I've bought boxes for a fiver where half the tiny bits were unusable. Spending a bit more usually guarantees a full set of useful ones. Eventually, you will break several of the bits, so put the leftovers in a small mixed box for times when a hole roughly big enough will do.

3»



How big a hole to you need? If it's for a bolt to go through, a small dial calliper or hole gauge is useful to measure over the threads. The calliper is also handy when you have a pot of random bits and need to check how big one of them is.

6»

Waving an electric screwdriver around isn't a precision operation. When drilling holes that need to be in the right place and perpendicular to an edge, a pillar drill is required. Many people might have acquired a Minidrill or Dremel tool, and these can be adapted to become pillar drills with the correct stand. As well as improving accuracy, holding a drill like this reduces the chances of breaking smaller bits.

4»



Your household electric drill is great for baseboard building, but a bit cumbersome for using smaller bits. I'd avoid using it for anything below 3mm size holes without the hammer action on. I've seen this done and, trust me, the results in wood weren't pretty!

5»



An electric screwdriver fitted with a chuck works very well. Unlike your average DIY drill, the speed is low enough to be controllable for small bits down to 1mm. It's a lot smaller too but offers plenty of torque.





Don't try to hold anything in a pillar drill with your hands. Even if the safety aspect doesn't matter to you, parts moving around while being drilled will ruin the accuracy of the work. A machine vice is a useful tool in the workshop even when you aren't drilling. Most are metal, but even a cheap plastic version can be handy.



For really small bits, the correct tool is a pin vice. Available in several sizes, these hold the drill bit in a set of jaws and the vice is twisted between your fingers. Try to have as little of the bit sticking out of the nose as possible, as this will reduce the chance of breakage. Do not put a pin vice into the chuck of another drill, as I did once – you'll break the bit.



When using a pin vice you apply pressure with the palm of your hand, which quickly causes blisters. For small vices, sticking a cotton bud in the end cushions skin. For larger ones, cut the end off a cheap jeweller's screwdriver and insert this in the end. If all else fails, put a bit of sticking plaster on your palm before drilling.



One tool I find little use for now is the traditional hand drill. Keeping the bit from flexing as you turn the handle is almost impossible.



If your hole isn't big enough, most people's first choice to fix things is a round file. This is fine if the shape of the hole isn't important, but the chances of filing it out perfectly circular are remote.



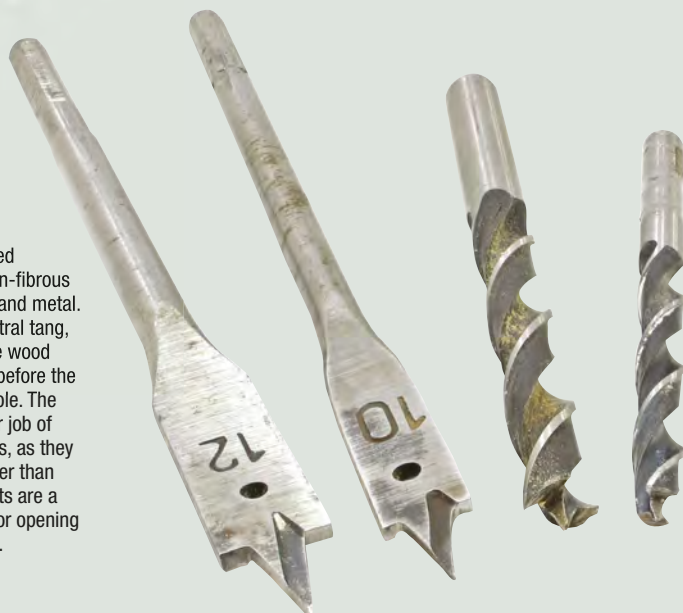
Round holes in plastic and metal can be opened out and kept round by using a tapered reamer. Using one of these tools is simple – insert it in the hole and rotate whilst pushing it in gently. Keep checking as you work, as these things can eat up material very quickly.



A more subtle way of opening a hole is to use a broach. Like a reamer, these are twisted and worked into a hole to enlarge it, but as the taper is very gentle the action is more controllable. Kit builders use these to open up axle bearings to ensure friction-free running or for holes in etched parts that are too small.

14

Drilling wood can be treated slightly differently from non-fibrous materials, such as plastic and metal. These drill bits have a central tang, which quickly digs into the wood and holds the bit in place before the main part opens out the hole. The smaller bits make a neater job of any hole than HSS versions, as they cut through the fibres rather than pulling them out. Spade bits are a cruder tool, but are ideal for opening out medium to large holes.



PRACTICAL BRM

15»



If you want a big hole in a wooden baseboard, a hole saw is the tool for the job. The pilot drill in the centre holds the tool in place until the saw part cuts into the wood. You'll need a power drill to use this tool and practice because the tool can kick while cutting.

16»



Holes in wood often look a bit ragged around the edges, so finish them off with a countersink bit. These are available to use in a power drill or by hand. They can also be used to remove burrs from the edges of holes in metal or plastic.

17»



You can't drill large holes in thin plastic sheet, but you can cut using a compass cutter. Either buy a proper tool or, for more modest holes, an ordinary pair of compasses fitted with points in both arms works fine. Rotate the tool many times rather than trying to go through in one go.

18»



Thin metal and plastic can have holes punched in them, often more easily than they can be drilled. This is a leather punch or you can buy individual punches that are whacked in with a hammer. The disks produced can be very useful, as shown here where I'm using them to represent bolt heads.

19»



20»



The worst thing that can happen when you start to drill a hole is the bit wandering around the surface of the material and not digging in. Making a small dent with a point of a scribe is usually enough to stop this happening. If a larger mark is required, a centre punch can be used, but for our thin materials, it's overkill and can even end up distorting metal.

Top tip

One safety precaution you should always remember when using power tools is wearing a pair of goggles or safety glasses. Even if you normally sport a pair of spectacles, like me, these aren't proof against broken bits of metal flying around.

Another trick to stop drill bit wander is to place a piece of masking tape over the spot and starting the drill on this. Commence slowly, as the moving bit can chew up the tape.

Selling your model railways?

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How to build a... A BRACE OF 'V2s'

Gresley's mixed-traffic 'V2' is an essential for East Coast Main Line modellers. Tony Wright built this different pair from kits, adapting his methods of construction to suit each media.

The elegant, Gresley-designed, mixed traffic 2-6-2 has always been popular with railway enthusiasts. 'The locomotives that won the war', is one epithet given to them.

Certainly, during the hostilities when most of them were brand new, they hauled prodigious loads on the East Coast Main Line (ECML). With 184 built in total, later in BR days, they could be seen over the whole range of the ex-LNER system on those routes which were RA9, ranging from the main line between Kings Cross and Aberdeen, through to Glasgow and Central Scotland, over the 'Waverley' route to Carlisle, along the ex-GC main line as far as Manchester (prior to the Woodhead electrification from Sheffield), along the GE/GNR joint through March and Lincoln and beyond and along the GWR joint line through the Chilterns.

Before embarking on these projects, I consulted the RCTS Locomotives of the LNER series, Yeadon's Register of LNER Locomotives, Irwell Press' book of the V2s and as many pictorial volumes as I could find, alongside the Isinglass drawing.

In 4mm scale we've had kits from Jamieson, Bristol Models, Nu-Cast, Pro-Scale, Crownline/PDK and Martin Finney to name but a few.

The latest V2 kit offering has been a 'cottage industry' effort by Graeme King, and consists of a complete resin body for the locomotive, designed to fit on a Comet or older Bachmann chassis. Graeme gave me one of these to try, and it was this incentive which also persuaded me to dig through the dust of my unmade kits' box. I pulled out a faded brown box with an even more faded yellow label proclaiming the contents to be a Jamieson V2, produced by EAMES of Reading. The body kit was in one box and the chassis in another, the latter carrying the even-more-faded price tag of 47s/11d. Younger readers might like to know that's just under £2.50!

Jamieson kits have been unavailable for some time, but they can still be bought at shows and the soldering techniques used are all still relevant.

I'm not a fan of resin in locomotive construction, but I'm delighted with the end result of the Graeme King kit. ■

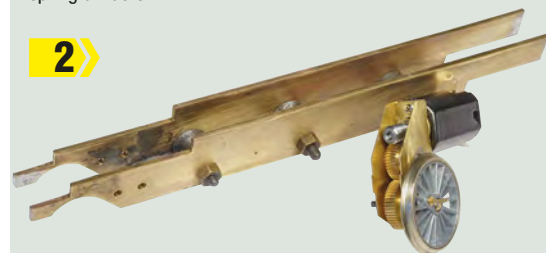
Jamieson V2

1



Jamieson frames are stamped out from 1/16in brass strip, need no bearings and have no facility for fitting brakes and so forth. Using the wheels as a guide, I plotted the positions for the brake cross shafts using spring dividers.

2



I soldered the frames using a jig. Comet has a similar device, and there are the various sophisticated alternatives from the likes of Hobby Holidays or Eileen's Emporium. The motor/gearbox is from Comet.

3»



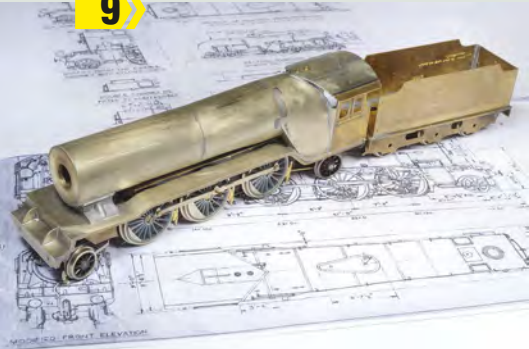
Frames are soldered and pick-up pads are installed. Even using 145-degree solder, a 50W temperature-controlled Antex is required. In the days of tinman's solder, I used a 75W iron.

6»



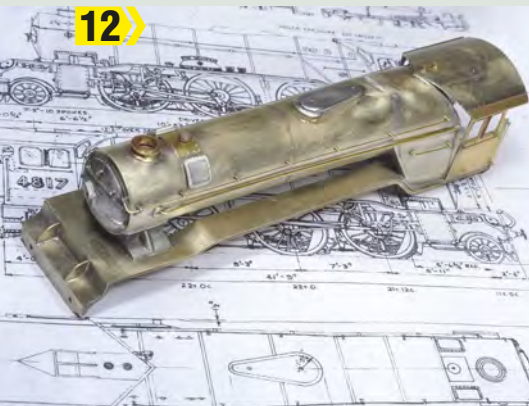
Valances are soldered to the footplate, the front framing erected, bufferbeam and dragbeam soldered on and the saddle secured (with low-melt solder). The smokebox/boiler/firebox comes in three sections and are carefully soldered together, checking the fit at every stage.

9»



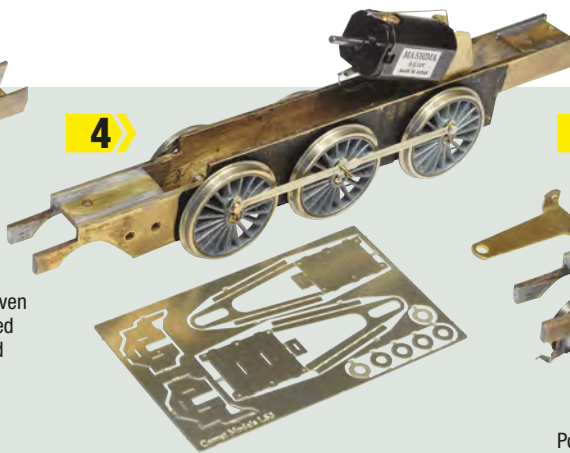
Right from the start I'd decided that this V2 would have a much better tender than the basic Jamieson offering, which is stamped out, has no beading, no steps and would require hours of work to complete. My substitute was from DMR.

12»



Handrails and vacuum ejector all soldered securely in place. The Jamieson chimney was too tall, so I soldered on a Markits replacement. The dome and superheater header covers are also replacements, cast metal items from DMR. Jamieson's were a bit rough.

4»



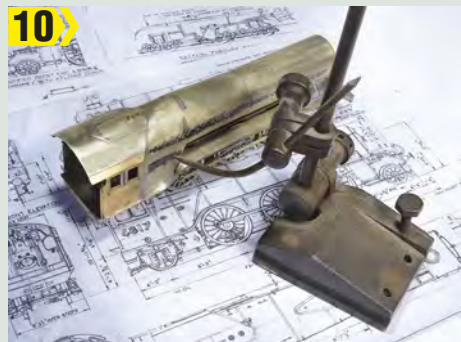
Rods on and gearbox installed. Because every Comet 'box I've made appears to run sweeter in reverse, I turned this one round and drove off the rear axle. The coupling rods are from a Nu-Cast fret; Jamieson's are just bits of rail. The Comet front pony and Jamieson one rear await fitting.

7»



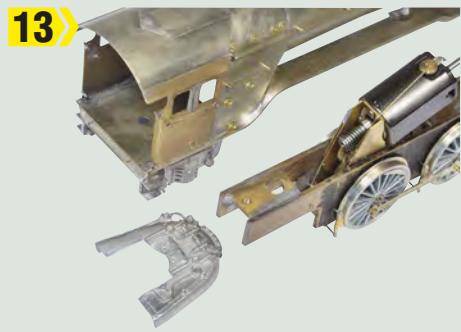
With the boiler soldered in place and the spectacle plate fixed, attention turns to the cabsides. Those from Jamieson are stamped, so I'm substituting them from a Crownline V2. How I ended up with lots of spares such as this, I don't know.

10»



Because no indication is given for the position of handrail pillars, these had to be plotted in some manner. The height is plotted using this ancient marking gauge, running the locomotive on its chassis past so it makes a line through the felt-tip applied to the boiler sides.

13»



Because of Jamieson's peculiar method of fixing the rear end with the footplate beneath the chassis, a slot had to be cut out of the firebox backplate. This item came from SE Finecast from the A3/A4, Jamieson not providing such niceties.

5»



Pony trucks are in place and the balance weights (off the Nu-Cast) fret are superglued in position. I used old Romford 24mm drivers (not quite as old as the kit, they're pre-tapped for crankpins, having rummaged through my spares' box. Brake blocks are spare Comet items.

8»



The cab is secured and the roof soldered securely to protect the flimsy cabsides. This is my normal practice because it's all too easy to bend the tops of the cabsides through careless handling. No doubt as to what it's going to be, especially with that distinctive 'V'-fronted cab.

11»



The relative positions for the handrails are plotted with dividers, the dimensions taken directly from the drawing. The trick is to make a 'cross', then a dimple with a scriber, drill a pilot hole with a pin chuck, then repeat the procedure.

14»



The body complete, scrubbed and ready for painting. I've yet to decide whether this will be LNER apple green (as a guest on 'Grantham') or BR green for 'Little Bytham'. Sandbox fillers were from my spares box.

PRACTICAL BRM

15»



The DMR tender in a mid-state of construction. This really is a splendid kit, and can be made in a variety of ways. For the first V2s in LNER condition, the low frontplate is appropriate, and for my BR locomotive, if I choose it, (No. 60820) it's also correct.

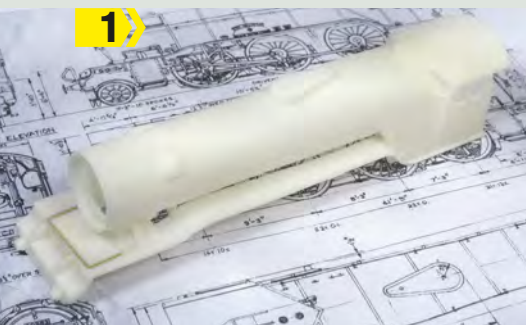
17»



The complete DMR tender. I never bother making self-trimming bunkers. In my opinion, it's a waste of time, especially if the tender is to be fully-coaled when finished. Here, I've just substituted a piece of flat brass.

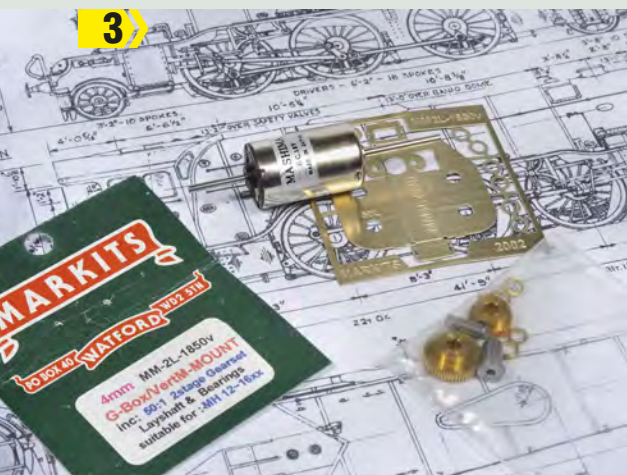
GRAEME KING V2

1»



This is what one gets from Graeme, in the form of this 'Milky Bar' resin body. Because of previous 'sagging' issues with the cured resin, Graeme has fitted brass inserts to prevent this happening. Basic cleaning was necessary at this stage, there being a little flash.

3»



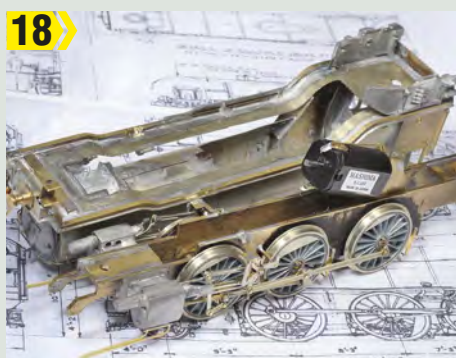
I chose a Markits gearbox and Mashima can motor. These 'boxes' are very accurate and can be made up into sweet-running units, but care must be taken during their assembly.

16»



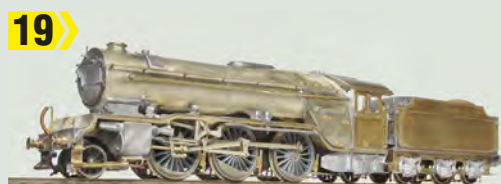
Prior to fitting detail, I give my locomotives the most thorough of tests in layout conditions. Thus, here's the part-finished model under load on my layout, checking for clearance problems, odd short circuits and tractive effort.

18»



Cylinders and motion came from a mixture of Comet and Nu-Cast components. Jamieson provided a basic fret (which was a Godsend in the 1960s/70s) but more modern components have taken over in the intervening years. The body was subsequently packed with ballast.

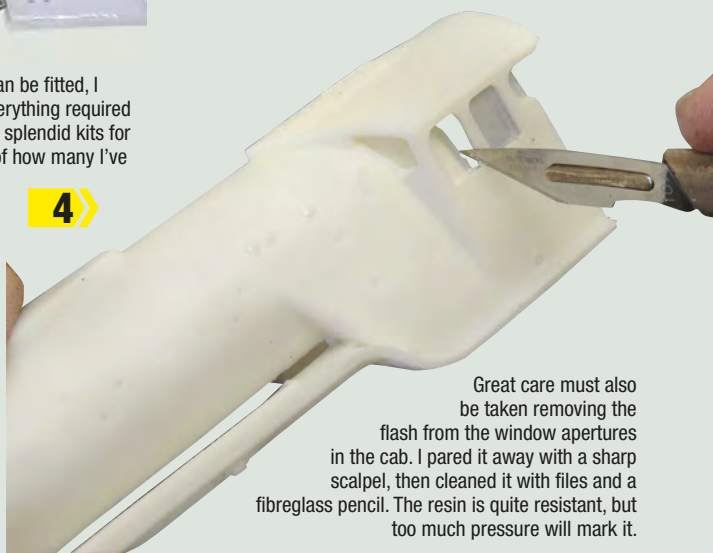
19»



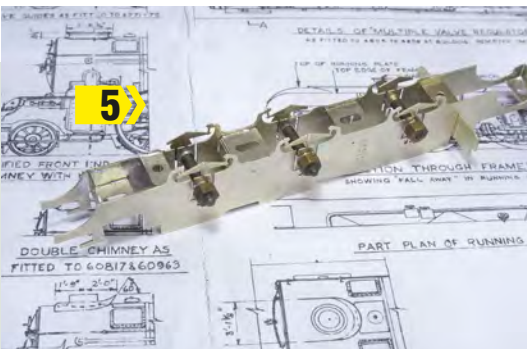
Complete and ready for the paintshop. Sheet-metal locomotives have a crispness which can't be captured by other mediums. I hope it can stand scrutiny with more recent offerings, especially after the cast dart is replaced.

“railway modelling, to me, is all about having a go yourself and this Graeme King-originated project is ideal for the 'novice' builder.”

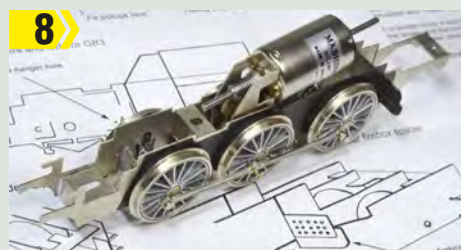
4»



Great care must also be taken removing the flash from the window apertures in the cab. I pared it away with a sharp scalpel, then cleaned it with files and a fibreglass pencil. The resin is quite resistant, but too much pressure will mark it.



I used the axles of my Jamieson jig to erect the Comet frames. As can be seen, the side which accommodates the pick-ups has had part of the spring detail removed. This is invisible once the wheels are on.



Because the Markits gearbox ran sweetly in both directions, I drove off the centre axle. This is mechanically more advantageous than driving off an outer axle and there's plenty of space inside to accommodate the big motor.



Dimples/witness marks were provided on the resin body, so there was no need to mark the positions for handrails. I just drilled through with a pin chuck and small bit. The dome and superheater header covers are cast with the body, as are the buffer shanks.



I always build cylinders/valve gear assemblies in two separate halves, splitting the cylinder stretcher and motion support bracket. That way, both sides can be checked independently for tight spots and it's easier to remove should it be subsequently necessary.



All but complete. I lined the model with Modelmaster BR lining and used HMRS transfers for the numerals. Ian Wilson's Pacific numberplates were used for the smokebox plate and the cab was glazed with thin 'Plastiglaze' and Kristal Klear. Final painting and weathering await.



The Comet frames fitted like a glove. This is no surprise because these were designed as Bachmann substitutes and the Graeme King body is designed around a Bachmann chassis. The rear firebox and footplate support is a nice touch.



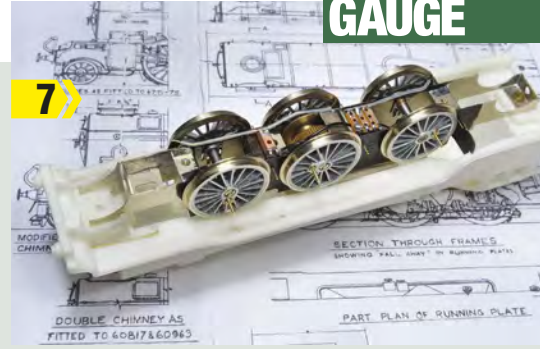
A Bachmann tender is recommended, and I had a spare one from a previous K3 conversion. It's flared, so restricts the options for a V2 but, as will be seen, it suited the one I'd chosen to model.



I fitted the resin smokebox door, making up a dart in the process. I also substituted all-brass buffers and a Markits brass chimney to replace the resin one supplied. Sandbox fillers were from my spares. I then dusted-over a coat of car acrylic red primer, followed by two coats of satin black.



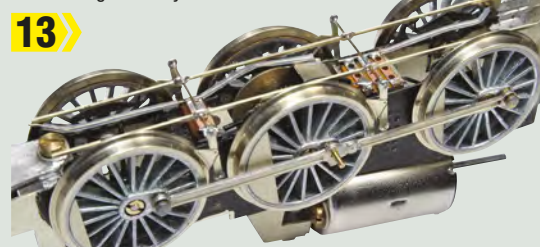
Because the resin body is lighter than even the nickel silver one, every available space was packed with ballast weights. In this situation, DCC users need to look to the tender to provide space for the decoder.



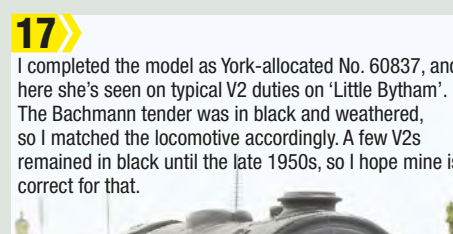
Wheels and pick-ups in place. Once more I turned to my store of older 24mm Romford drivers. They're not to RP25 profile but they're true-round, robust and easy to quarter.



The basic chassis with rear frames, Cartazzi axleboxes, brake rigging and ponies installed. This was thoroughly tested at this stage to ensure there were no tight spots or interference. The Isinglass drawing was a constant aid for ensuring accuracy.



Like most of my chassis, this one is live to one side and care had to be taken to ensure the pick-ups didn't foul the brake rigging or touch the frames. Thin-bore PVC tubing was used to prevent short circuits.



I completed the model as York-allocated No. 60837, and here she's seen on typical V2 duties on 'Little Bytham'. The Bachmann tender was in black and weathered, so I matched the locomotive accordingly. A few V2s remained in black until the late 1950s, so I hope mine is correct for that.



WORKBENCH ESSENTIALS

Building things is rewarding, but you need the right gear to get the best results.

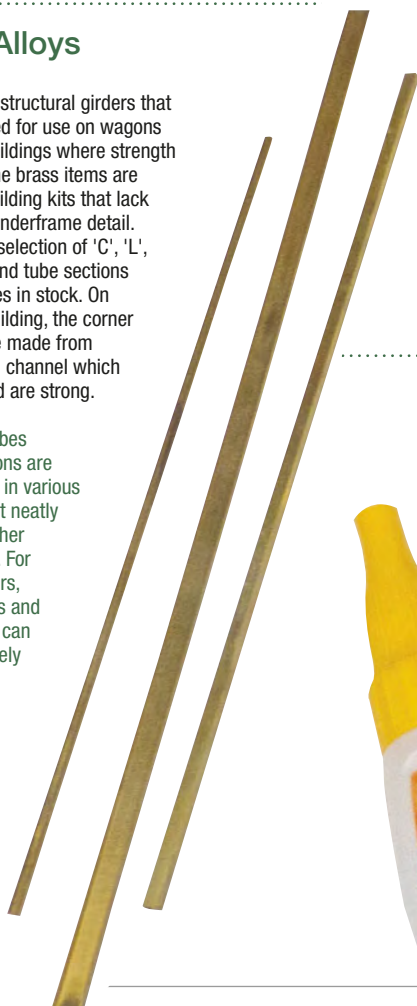
Howard Smith shares his workbench essentials from Expo Tools used in the making of his O gauge model of Penmaenmawr station.



Albion Alloys

A selection of structural girders that can be adapted for use on wagons as loads or buildings where strength is required. The brass items are ideal when building kits that lack structural or underframe detail. I've usually a selection of 'C', 'L', box channel and tube sections of varying sizes in stock. On this station building, the corner supports were made from sections of 'C' channel which when soldered are strong.

Tip: Hollow tubes and box sections are manufactured in various sizes, which fit neatly inside each other in increments. For scratch builders, wagon chassis and buffer shanks can be made entirely from brass.



HSS Drills

Looking to progress beyond your first card or plastic kit? You'll need a set of High Speed Steel drills. Buy a few because they're easily lost, whilst smaller ones break or lose their edge over time. A pin vice is a useful tool too and gives greater control when drilling through more delicate parts.

Tip: Don't force, but let the drill do its work to avoid breakages and blunt tips. Masking placed over the surface can reduce slippages, particularly on curved brass sections like boilers. I used this pin vice to carefully drill the intricate detail on the canopy supports.



Tweezers

Not a substitute for pliers. For use with small and lightweight parts, only when pliers are too bulky. Pliers hold parts with a greater clamping force, avoiding small parts from being lost into 'the ether'. Use tweezers for hard to reach places with more delicate parts such as when glazing, assembling valvegear or adjusting locomotive pickups.

Tip: Curved tweezers are useful for reaching behind or into confined spaces, like cab interiors. Reverse tweezers default to their closed position, making them ideal for holding items being painted. A selection of tweezers within reach on your workbench won't go amiss.



Superglue

The universal workbench adhesive for bonding two non-similar materials. Not to be used as a substitute for solder on brass kits or to solvent adhesive on plastic parts because these provide a stronger bond.

Tip: Superglue works best on porous surfaces. For best results on smooth brass or plastic, lightly sand the surface to a rough matt finish, allowing the glue to obtain a better grip. Apply sparingly and look out for spray bottles of superglue accelerant to speed the drying process if required.

Shopping List

Antex XS 25 Watt Soldering Iron (77740) £34.00
 Gorilla Superglue with Brush and Nozzle 25ml (44350) £6.99
 2mm Glass Fibre Scratch Brush with refill (70520) £9.95
 Razor Saw Set (73544) £9.95
 LNF-1 Warding File Set (74426) £39.45
 8pc High Quality Tweezer Set in Wallet (79031) £9.95
 Mini Tweezer Pliers (75605) £5.95
 4in Micro Pliers Side Cutter (75536) £6.95

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Razor saw

Provides a neater and thinner cut than a mini-hacksaw. For slicing through plastic or brass and even track where necessary. Ideal for RTR conversions where body cutting is required or for creating new track sections on existing laid track where a hacksaw would leave too wide a gap. I used it on this project for cutting through brass angle sections neatly and keeping cuts square.

Tip: Works best on the 'pull stroke' to start cutting because the aggressive blades have a tendency to jump before biting into the material to be cut, particularly metal. Sand or gently file freshly-cut track because these edges will cut track rubbers and fingers easily.

Soldering iron

Antex 25W, my 'all-rounder'. I've access to a Weller 75W if heat soak is a problem, but for most OO kits, such an iron isn't required. Can be used with a multitude of tips, but for most tasks, a 4.7mm bit is my 'go to' option and the one that remains on the iron most of the time. It'll serve you well for years and the building of many kits before requiring a replacement heater element. These are inexpensive.

Tip: If you're looking to get started with soldering, this is the 'must have' iron. Forget temperature-controlled or resistance soldering – those'll come at a later stage when you're ready, used alongside one of these.

Burnishing brushes

Also known as fibreglass or scratch pens, these compact tools are a fast and safe way to clean alloy metals without creating deep scratches. Ideal for removing thin layers of solder around handrails and delicate objects or smoothing the surface of plastic components after filing.

Tip: Fibres can easily get stuck in fingers, or worse, eyes. Keeping your head away from your work or wearing latex gloves will reduce the likelihood of this happening. Vacuuming your workbench after working is a good idea.



Pliers

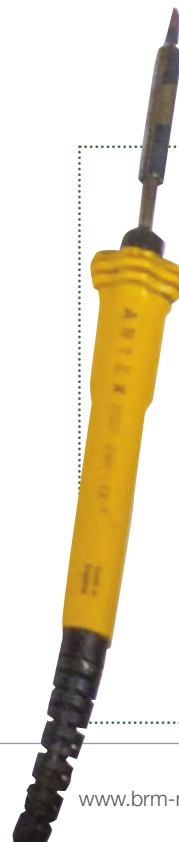
Flat, curved, snipe-nose, smooth and grip pliers are used often when building in brass or scratch building. Between my workbench and garage rollcab toolbox I've a few dozen and they never break and so are a worthwhile investment, being used for many other tasks around the house.

Tip: If you're looking to bend wire handrails, invest in a set of round nose pliers. Available elsewhere is a set of brass-jaw pliers for when assembling brass. The softer material doesn't scratch components when folding or bending, handy when folding the scratch-built dustbin.

Needle files

An absolute must for modellers and I've usually a few dozen in various states of wear on my workbench. Ensure you've a good selection of square, round, flat and triangular cross-section files. Good quality files last longer, with round files that are just that, not oval.

Tip: I don't throw blunt files away because the pointed tips of some can be good for scraping into corners, applying small blobs of superglue or holding down two small pieces of metal when soldering. Files with more cuts are less aggressive, their names range from 'Bastard' to 'Second cut' and 'Smooth'.



LAYOUT FOCUS

The Hunslet 0-6-0 waits with a rake of four wheel coaches for the Kerr Stuart to finish it's shunting manoeuvres.



AWNGATE

Michael Campbell's anagrammatical creation is of pure fiction, nonetheless, it was heavily influenced by the Wantage tramway.

The idea for Awngate came after the kids arrived, which meant no more model railway room and a significant reduction in my free time. I found a space in an alcove between the chimney breast and the wall of our dining room, above a bureau and beneath bookshelves measuring just 42in by 13in and of limited height.

Despite the small area, I wanted a track plan that was interesting to operate with a realistic scenic setting. Having a few tram locomotives I decided to look at tramways for inspiration, and realised Wantage was ideal – a cramped terminus in an urban location, with several sidings and a distinctive tramway atmosphere. My layout is freelance – the Wantage Tramway was standard gauge whereas 'Awngate' is narrow gauge – but I borrowed a lot of ideas from Wantage for the track plan and scenery and even rearranged the name.

Construction

Being located in the dining room meant the layout needed a tidy appearance; I chose an enclosed diorama-style presentation, which works well. Baseboard construction uses a mixture of ply and MDF with softwood cross-members under the deck, the rear and end panels forming the backscene. A lighting pelmet fitted over the front of the layout contains a pair of 30W tungsten strips. The track plan allows shunting to be carried out without the fiddle yard, but it can be added for more serious operation.

The Peco 009 track was carefully laid to be smooth and flat for good running, with the rail sides painted brown, and ballasted with N gauge granite chippings. I applied a wash of well thinned dark brown acrylic to tone it down and blend with the sleepers.

There are seven electrical sections, which is probably overkill on a layout where one locomotive is in operation at a time, but it allows interesting shunting moves. Points are controlled by SEEP motors with built-in switches for electrical switching of the live frog, something I find near-essential in 009 because point blade contact can't be relied upon long-term. A schematic switch panel with colour-coded track sections is set into the front fascia, making operation simple with a hand-held controller.

Urban influence

Wantage station building faced the street like a shop and trains terminated under a wood and corrugated iron canopy behind it, with a goods shed alongside. 'Awngate' has

Factfile

Layout name: Awngate
Scale/gauge: 4mm: 1ft/009
Size: 3ft 6in x 13in plus 2ft 9in rotating traverser
Era/region: Various
Location: Oxfordshire (fictitious)
Layout type: Narrow gauge industrial terminus
Power/control: DC
Words: Michael Campbell
Photography: Phil Parker

LAYOUT FOCUS

a similar style building, constructed from Plastikard, with Wills and Slaters sheets and Plastruct sections, though sadly I didn't have space for the road frontage.

The urban surroundings make use of Metcalfe Models card kits, forming the factory complex and the house backs. These saved a lot of time and can be modified easily to fit the site. The factory received much butchering to achieve a pleasing composition with a mix of angles and roof lines. The factory yard was set in cobbles from Wills sheets and a gate added in the wall to indicate a private siding.

A plain sky backscene was fixed to the rear and ends of the layout, and curved around the corners to avoid shadows. Buildings were added cut from Townscene sheets. There's not a lot of space for scenery, but some variation in ground level is essential for realism. I use expanded polystyrene carved to shape, covered in newspaper and plaster filler, the top layer mixed with brown paint and a little sand. Greenery was made from a mixture of materials, initially scatter for the grass, but later I obtained a cheap static grass applicator and added various shades and lengths for variety. Surfaces such as the platform and goods yard used sand from a nearby beach - sieved with an old tea strainer - scattered over a layer of PVA forming a thick and even layer. These were then painted with washes of acrylic to represent gravel and ash. Heaps of coal were made from real crushed coal because nothing looks better.

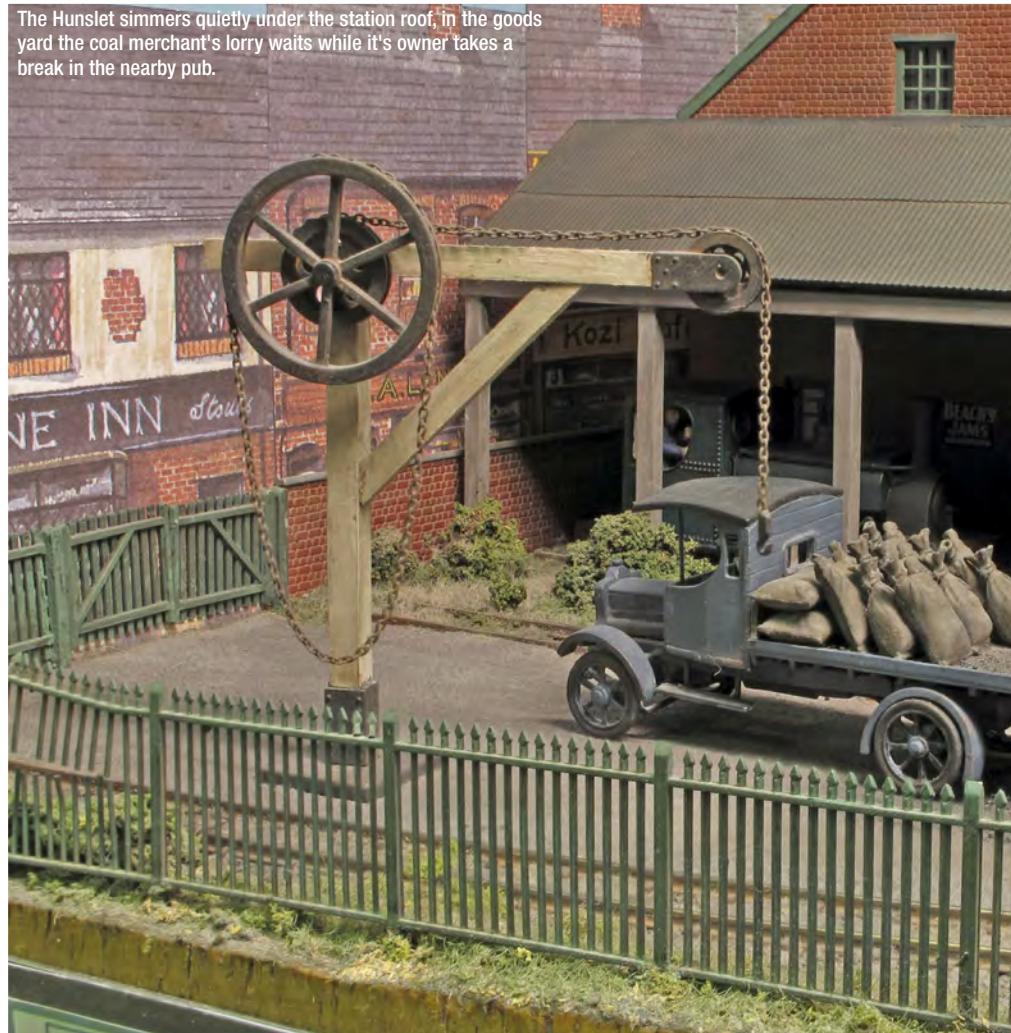
Detailing the layout is great fun but I've tried not to overdo it, this line wouldn't be carrying lots of passengers, so only a few people stand around chatting on the platform, along with a chap painting the fence. The factory workers are on a tea break while packing cases await loading, so there's little activity on the layout. Most figures are from Monty's Models.

Operation

009 has had a reputation for poor running. The use of four- and six-wheel chassis and low speeds are challenging, but I've often had people comment on how smooth and slow my locomotives run without needing the dreaded 'poke'. The secret is graphite, from a pencil or more usually an artist's graphite stick, which is applied to the rails until it forms a thin film on the rail head and the wheels of locomotives and stock. It helps conductivity and I never clean track or wheels, just adding more graphite every



The factory diesel draws a couple of wagons through the yard and into the building. The Hunslet diesel is a little modern for this layout, it uses a CWR 3D print on a Kato chassis, and I fitted working headlights.



The Hunslet simmers quietly under the station roof, in the goods yard the coal merchant's lorry waits while its owner takes a break in the nearby pub.



A view over the fence sees the goods yard being shunted by a Kerr Stuart Skylark class locomotive, fitted with tram skirts. The skirts hide the cheap and reliable Kato four-wheel chassis.



few months. As a bonus, the rails look more realistic – I've been asked if I used steel rail.

I use Microtrains N-gauge buckeye couplings, which allow auto uncoupling with a delayed action. They require magnets with the field across the track. I used the magnets from cupboard catches set in pairs under the sleepers, although some have had additional magnets added under the baseboard to get enough strength. Usually they work well, but occasionally a stick is needed to help uncoupling.

Although built as a home layout, 'Awngate' has attended a number of exhibitions. I made a pair of trestles and beams to support the layout and operate from the front of the fiddle yard. The small fiddle yard uses cassettes made from plastic plumbing conduit and this works really well at home but I found it fiddly for exhibitions. Eventually I built a larger fiddle yard with a traverser that slides out to rotate with tracks energised by microswitches. It allows a faster turnaround with no handling of stock at exhibitions.

'Awngate' has not only proved to be an interesting layout to build and operate, it's shown a layout can reside in the living area of the house, where it is a great talking point. I've also managed to achieve a good standard of running and build up a varied collection of stock. I've made a start on a new layout to replace it, and you won't be surprised to hear that it's 009 too. ■

To the trains...

Most of the locomotives and rolling stock are based on prototypes that ran in some part of the British Isles, from larger 2ft gauge to smaller 3ft gauge examples. Loading gauges varied between lines, so these don't look out of place together. I've added conventional steam locomotives because many tramways conveniently forgot the need for tram-skirts when the authorities weren't looking.

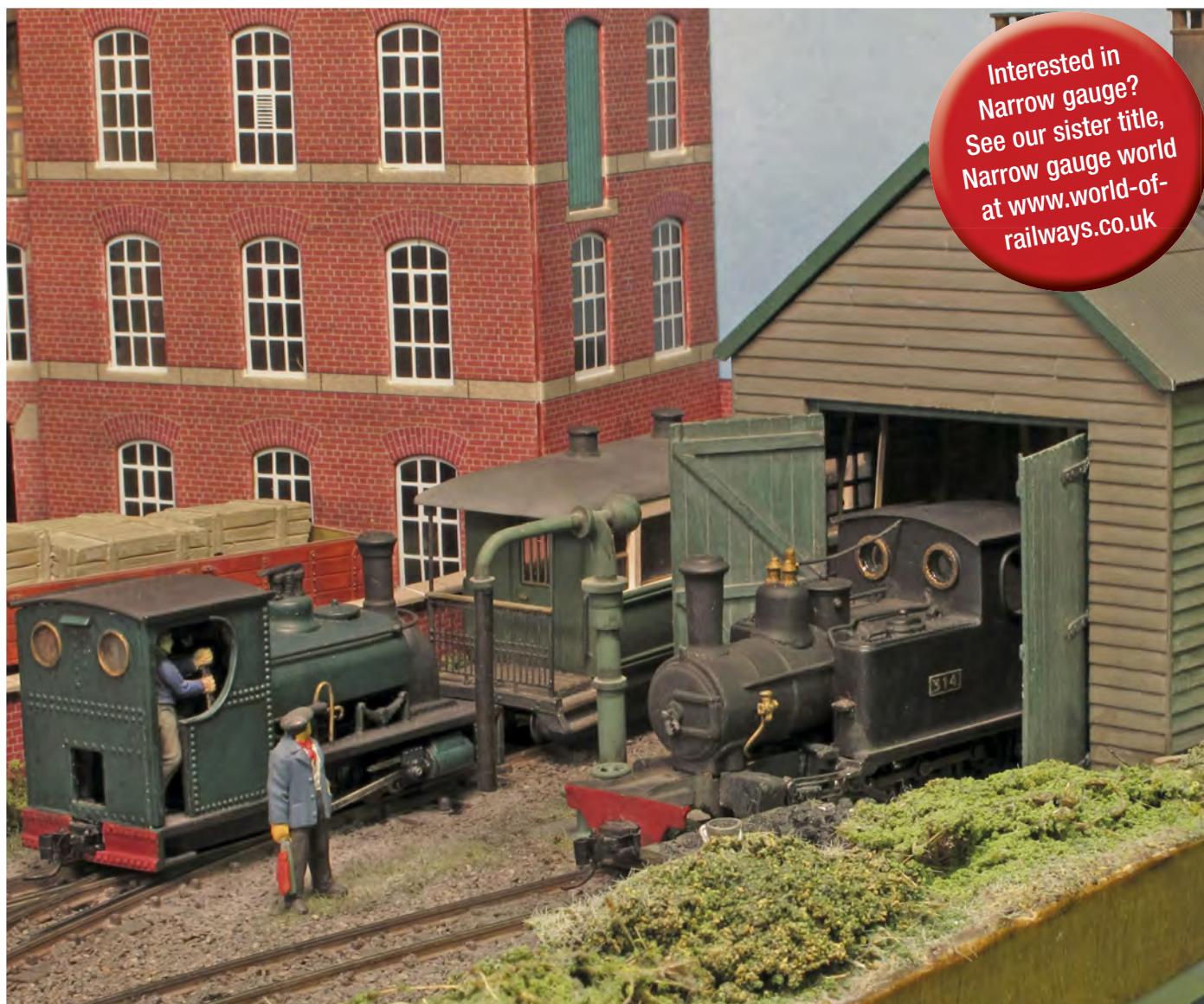
Until recent times and apart from a few HO scale models, there's been no ready-to-run available for 009. I've some locomotives built by Paul Windle, a couple of which are tram locomotives. One of the challenges of 009 is finding suitable and reliable steam-outline chassis, but modelling tramway locomotives means the cheap and reliable Kato 103, Bachmann six-wheel diesel, and the slow running Halling motor bogie can be used, the lack of motion being hidden by tramway skirts. The Minitrains range of RTR locomotives introduced in the last few years have a continental bias but provide sweet running chassis that don't look under-scale.

I use epoxy glue to assemble these kits, ensuring a good surface with filler and Halfords etch primer, and add details such as handrails from wire. I've built a Kerr Stuart Skylark 0-4-2 onto a four-wheel Kato chassis and made tramway skirts from plastic, which finish short of the rear wheelset giving it the impression of being the pony truck, while my large Hunslet 0-4-0 was shortened by 4mm to fit the excellent outside-framed Minitrains chassis, both these kits are by Five79, previously Chivers.

Modern developments have changed the nature of 009 kits. Worsley Works provide a range of scratch-aid etched-brass kits. I have used one for the Baguely Drewry railcar on a Kato chassis and the Atkinson Walker vertical boiler locomotive on a Halling chassis. They need lots of details adding but are worth the extra effort. 3D printing has extended the choice of locomotives available but select with care because layering can be difficult to hide in this small scale. I've found Narrow Planet and CWR products to be excellent quality, kits from the former include etched parts to create well detailed models with a good finish without difficult work and use good quality chassis.

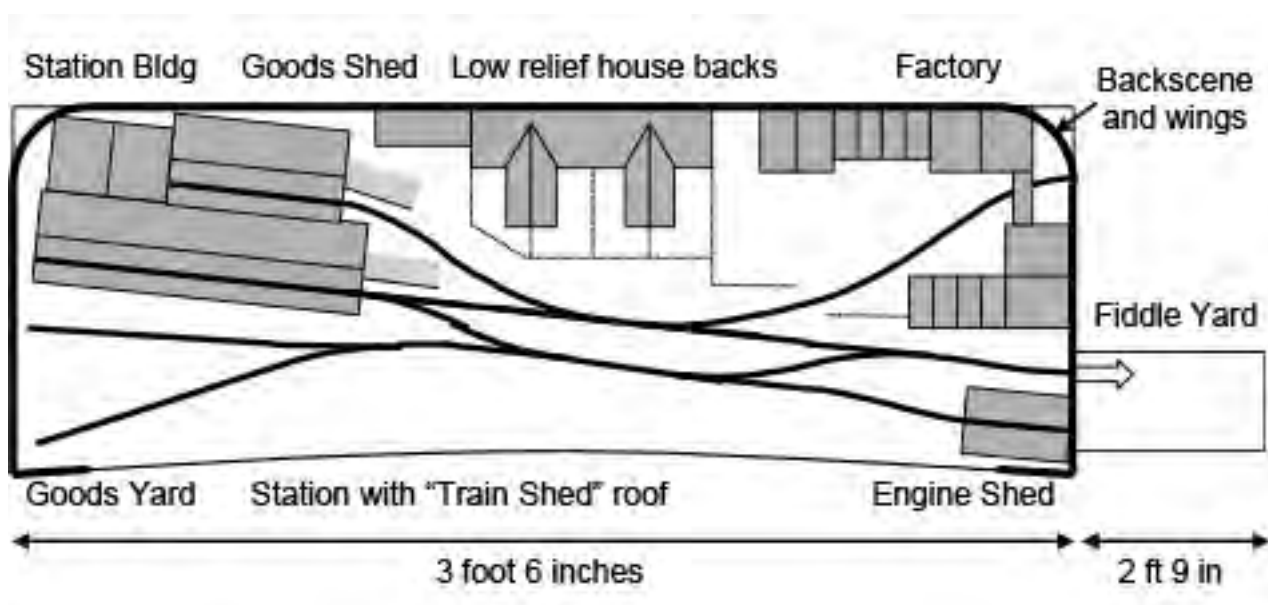
Coaches and wagons are mainly from plastic kits, an excellent choice of which is available from Dundas models, Meridian (now through Narrow Planet), Ninelines, and the 009 society. I have built a pair of Welshpool-style coaches from old Eggerbahn models, modified with increased height, altered balconies and detail - one was even given a brake conversion.





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Narrow gauge?
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Narrow gauge world
at www.world-of-railways.co.uk

A pair of Hunslets; an 0-4-0 saddle tank squeezes past the factory with a passenger train, while an ex War-Department 4-6-0 is prepared outside the engine shed.





Tea break time in the factory yard. The figures are mostly from Monty's models. note the effective use of Metcalfe kits to set the scene.



The locomotive shed has a well-equipped workshop. I used the Wills kit, and I might have had rather too much fun with the detailing... a shame it is rarely noticed.

Meet the modeller...



I've been modelling in 009 since I discovered it in my early teens – that's almost 30 years now, although I have modelled in OO and O14 over the years as well. I was inspired by books about the Talylyn and other narrow gauge railways, and the models of PD Hancock, that I'd found in the library, and ever since I've been interested in small and quirky lines. It is perhaps just as well given the lack of space for larger models, in fact I've built a number of micro layouts including several for the challenges at the annual EXPO-NG exhibition. By that standard Awngate can be considered a large layout!



Bachmann's 2-6-0 'Crab' and Midland 0-6-0 Class 3F are still good locomotives and can be made to run smoothly across irregular trackwork with the addition of a few extra pickups.

How to...

FIT PICKUPS TO OLDER MODELS

Michael Russell's advice will transform your erratic-running locomotives into purring kittens. In his third part, he talks us through the process of improving pickups.

Shopping List

Slaters 1mm phosphor bronze strip
SMP copper clad sleepers
Direct Train Spares two wire pre-wired plug and socket
Alan Gibson 0.7mm straight brass wire
Hobby Holidays red and black thin electrical wire
Eileen's Emporium silicone grease

Locomotive models that should never stall are those with tenders because there are plenty of wheels from which to collect current. However, not all tenders are fitted with pickups. It isn't a difficult job because many of the newer models have decoders fitted in the tenders and the connections to the locomotive are already in place. I'll demonstrate the fitting of tender pickups to a Bachmann 'Crab' and a Bachmann Class 3F. The former has the decoder in the locomotive and the latter in the tender. You'll find it a simple matter to adapt the installation to other models.

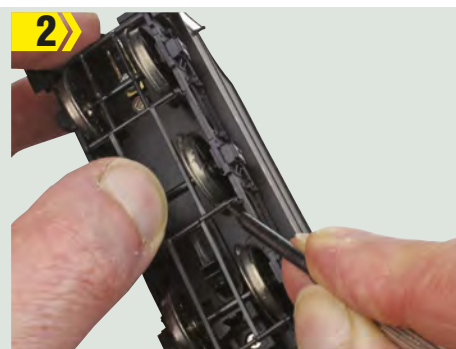
I've tried to keep the installation as simple as possible – you don't even need to use glue. You may wish to upgrade a single locomotive first to get the hang of it, but thereafter it makes sense to do several together. It's a worthy upgrade, it works for both DC and DCC and the expense is minimal. In the next instalment I'll share how you can tackle a locomotive when all the other methods expounded in this series haven't proved effective or can't be used. ■



If your model has a tender connection, unplug this first and put the locomotive to one side.



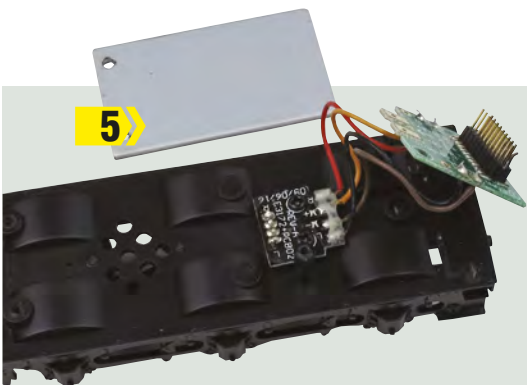
The 3F tender requires you to undo two screws and pivot the body off. Check the documentation for other models.



The Fowler tender on the Bachmann 'Crab' is opened by undoing two screws. First remove the brake rigging and rear wheel. Bend the plastic fittings to one side whilst you lift each item away.

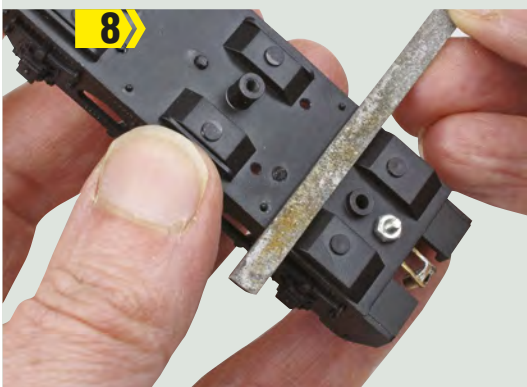


On the 3F, I temporarily removed the brake equipment at the front of the tender to avoid damage.



5»

Unscrew the weight and store. On the 3F undo the three screws and remove both circuit boards.



8»

Use a file to clear any burrs around the holes from the other side.



11»

Refit the wheels and measure the length of 1mm strip to reach the centre of the wheel, allowing room to solder the other end to the CCS. My wipers are 16mm long for both models but make them slightly oversize and cut them down later.



14»

Make the first bend using a CCS as a guide as this end will be soldered.



6»

Take a 2mm drill and make a hole beneath a wheel for the wipers to fit. Line the drill against the rear of the wheel tyres as shown.



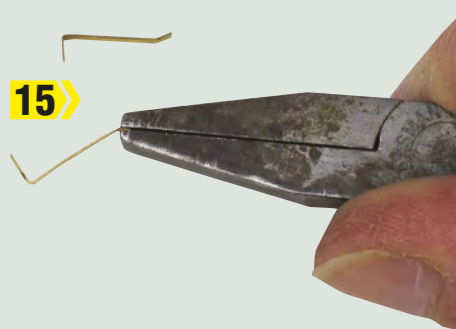
9»

Use a square file to open up the holes. Temporarily remove the wheels before you do this. Ensure that your wiper material clears the holes with plenty of room to spare. I used 1mm phosphor bronze strip from Slaters.



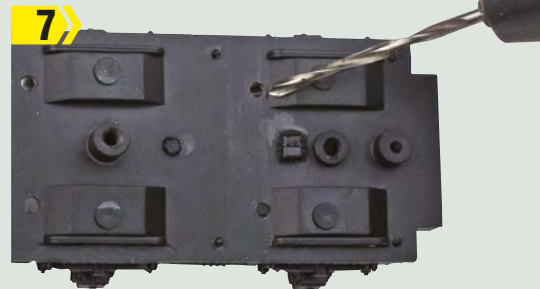
12»

On the 3F tender, I had to remove one of the legs that holds the circuit board in place to allow room for the CCS.



15»

At the opposite end, add a bend as close to the end as possible.



7»

Repeat for all the wheels. Keep the holes as close to the centre of the tender as possible for the outer wheelsets.



10»

Measure and cut four pieces of SMP copper clad sleepers (CCS) from Marcway to line up between the wiper holes.



13»

Make enough wipers, six in this case for each tender, to fit all wheels. Bend to the shape shown over the next few steps.

Top tip

Work on two tenders simultaneously, because it's faster than completing one at a time.

PRACTICAL BRM

16»

Using a pair of needle pliers, add a third bend to form the final shape.

19»



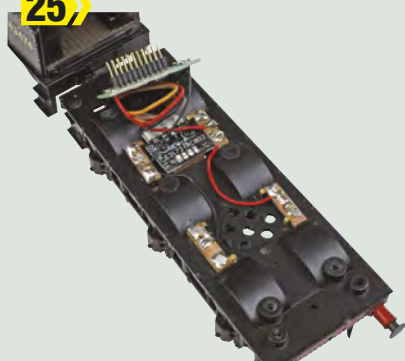
Now solder a short piece of 7mm wire through each hole and push each piece of CCS into place. It should hold itself in position. Repeat until all pieces of CCS have been added to the tender.

22»



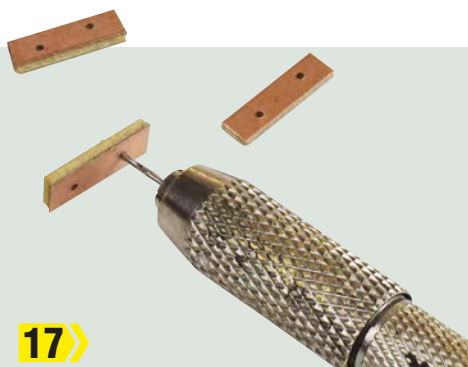
Remove the CCS and solder the wiper into position.

25»



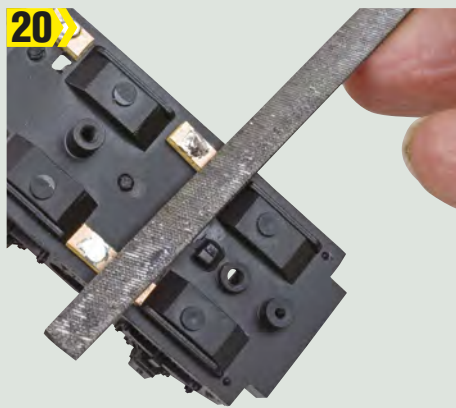
For the 3F, refit the lower circuit board to the chassis and solder wires to connect the CCS together. There is a predrilled place for the wires to fit into the upper circuit board, but note that they are on the opposite side to what you would expect. Fix the upper circuit board using a glue spot or a sticky pad and reassemble the tender.

17»



Using a 7mm drill, make two holes in each piece of CCS about 3mm in from either end.

20»



Hold any tender weights back in place and check for fouling by the new fittings. You'll probably need to file some material off. Wipe filings away with a hog's hair brush.

23»



Refit the CCS into position and check for alignment with the wheel. You will need to remove the wheel and bend the wiper using pliers. Aim to get full contact with the back of the wheel for the full range of movement of the wheelset within the frames.

26»



The 'Crab' tender requires a locomotive to tender connection to be fitted and I used a prewired unit from Direct Train Spares. Drill two 1mm holes between the two front wheelsets, push the wires through and glue the male connector in position with an epoxy resin.

18»



Hold each piece of CCS in place next to the wiper holes and drill through the holes into the tender chassis.

21»



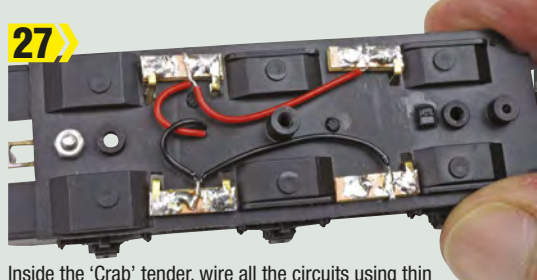
Hold each wiper in place, ensure it is centred on the hole and then mark the place on the CCS with a pencil. Do one CCS at a time to ensure you don't get them mixed up because spacing will vary slightly.

24»

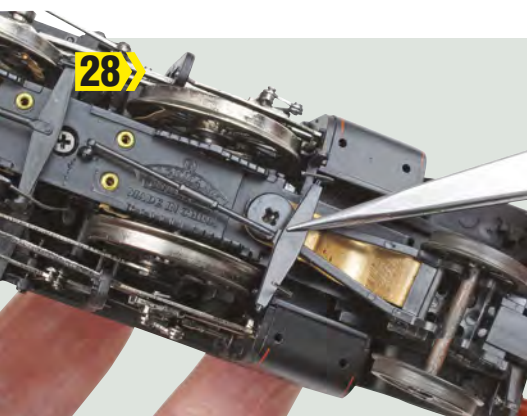


Whilst the wheels are out, clean the tread and the back of the tyre where the wiper will rub. The wipers will add extra drag, so add a dab of silicone grease to each axle end to counter this.

27»



Inside the 'Crab' tender, wire all the circuits using thin electrical wire and solder the connection leads. I like to stick to convention and use red wire for the right hand wheels. When soldering the wires to the CCS, don't keep the iron in place too long or you'll melt the tender chassis. If in doubt, pop them out whilst you complete this operation.



28>

To fit the connector to the 'Crab', the locomotive must be disassembled. Start by removing the brake rigging which is a snap fitting.



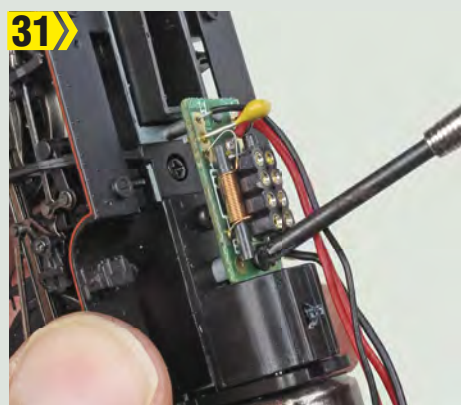
29>

Undo the screw and remove the front pony truck, then the front and rear body screws.



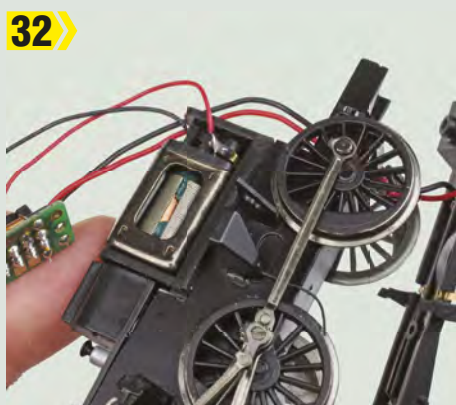
30>

Unclip the two tabs holding on the cab and lift the body away. Lift off the running plate being careful not to bend it – mine was a tight fit.



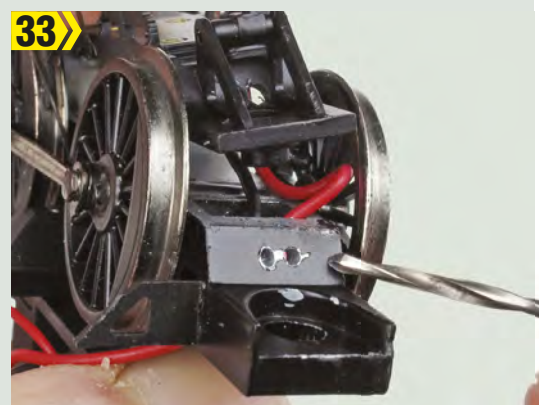
31>

Undo the screw holding the decoder circuit board in position.



32>

Undo the two screws holding the baseplate in position and lift it away. This can't be done unless the decoder circuit board is free. Note where the wires are soldered to the baseplate pickups and the colours used.



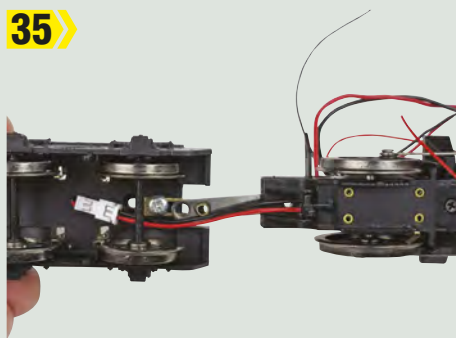
33>

Drill two 1mm holes in the end of the chassis and in a corresponding place in the baseplate so that wires can be threaded through. Be careful not to get any filings in the locomotive motor or mechanism.



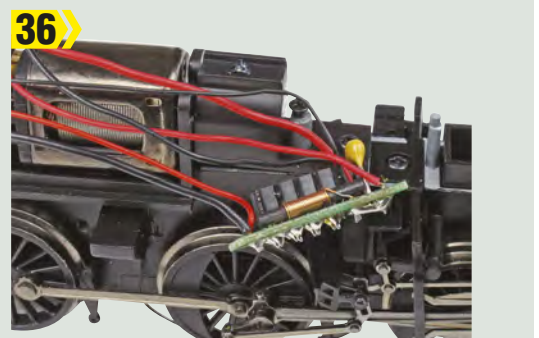
34>

Replace the baseplate and thread the wires through from the other end of the female connector. You may need to extend the wires because they need to reach the decoder circuit board.



35>

Attach the tender and work out how much wire you need to reach the decoder circuit board. Trim and prepare the ends by twisting and tinning.



36>

Follow the wires up from the baseplate and solder the new wires from the tender into the same position on the decoder circuit board. On this locomotive, the right-hand side was wired in black and the left red, which makes the connections at the circuit board look incongruous.



37>

Add the tender and attach using the new electrical connector. Using a resistance setting on your test meter, ensure that you get a circuit between tender and locomotive wheels and that you don't have any shorts, then reassemble the locomotive and tender.

The red wire fitted to the prewired connector can be hidden by the application of a little black enamel paint.



38>

SHOW PREVIEW



The biggest free model railway event of the south returns to Arundel, West Sussex on September 1 and 2. Stuart Jordan of Gaugemaster provides us with a show preview, we'll be there – will you?

The first weekend in September sees the return of the biggest free model railway show in the south of England – the Gaugemaster Model Railway Open Weekend. We hold this event every two years at our headquarters near Arundel in West Sussex, erecting marquees around our main building to hold the exhibits.

This year we have 20 beautifully-crafted layouts attending in 009, Z, N, HO, OO and O scale, depicting railways from around the world - real and imagined. The layouts on display are as diverse as a Spanish 1960s HO/HOe dual-gauge railway (Ferrocarril San Maria Gandia), to a 1930s British industrial gas works and a multi-period, multi-location modular layout from the East Surrey N Gauge Group. There's something of interest for most railway modellers.

We're also hosting some of our partners in the model railway industry. Deluxe Materials will be joining us to answer all your questions on its vast range of modelling materials, DCCconcepts are on

hand to give advice on its range of products and Train-Tech will also be here to show off its range of electronic items. Maybe you'll see some unreleased items? Minitrains too will be showing off its latest Narrow Gauge products.

Expert Advice

Attendees will have a good chance to quiz our technical team on anything you would like to know about the Gaugemaster range of controllers and accessories. Ex-GM staffer Nick Duxfield will be showing off his scenic wizardry too. We'll all be hoping for fantastic weather, because the Chichester Model Engineers are to provide train rides to young (and not-so-young) visitors.

There is so much going on with the layouts and demonstrations, but don't forget to visit our store for reduced price items and show-only special offers – be prepared to be tempted by a bargain, or just pick up essentials from the wide range of brands that we stock from around the world.



Visit the Gaugemaster show for product information, useful technical advice and expert modelling pointers.

Personal Perspective

Experiencing our Open Weekend is one of the highlights of working at Gaugemaster. Although it's hard work for staff and keeps us busy when the doors open, it's a great way for colleagues (especially those that aren't in the hobby) to meet and interact with railway modellers face-to-face.

It can also be an eye-opener for some of my colleagues who may not have seen a layout up close before, allowing them to see the great skill and time that goes into creating a detailed layout and to talk with the creator about how they've achieved it. We encourage visitors and staff to ask the layout builders as many questions as possible about their displays.

So, there you have it – many reasons to make the trip down to Gaugemaster later this summer for our Model Railway Open Weekend. We'll have free on-site parking, or why not come by train? We're next to Ford railway station, with direct trains from London Victoria, Brighton and Portsmouth Harbour.



Continental models are among the 20 hand-picked layouts at the show.



The Gaugemaster event boasts layouts large and small, both real and imagined.



The Gaugemaster show extends into marquees that are built around the famous model shop.



Essential Info

- **WHAT?** Gaugemaster Model Railway Open Weekend
- **WHERE?** Gaugemaster House, Ford Road, Arundel West Sussex BN18 0BN
- **WHEN?** September 1 and 2, (Saturday 9:00 - 17:30, Sunday 10:00 - 16:00)
- **HOW MUCH?** Free entry and free parking

W www.gaugemaster.com/openweekend

OXFORD RAIL SHOWCASE

Oxford Rail held an open day to showcase some of its upcoming models recently at Frizinghall Models & Railways in Baildon, near Bradford. On show were livery samples of its soon-to-be-released K85 (N7) locomotives, private-owner five-plank mineral wagons and Mk 3a coaches in ScotRail livery. An early pre-production sample of its forthcoming World War Two Gladiator railgun.

The three ScotRail coaches included the first version of its new Mk 3a CO coach - catalogue numbers 763CO001 (running number 11907), 763FO005 (11005) and 763TO005 (12015). These are due for imminent release. The trio of three new 0-6-2 locomotives will appear first in original K85 guise sporting GER livery (76N7001), as a reclassified N7 in LNER black (76N7002) and as a later N7 in early BR black (76N7003). All three will be available fitted for DCC sound.

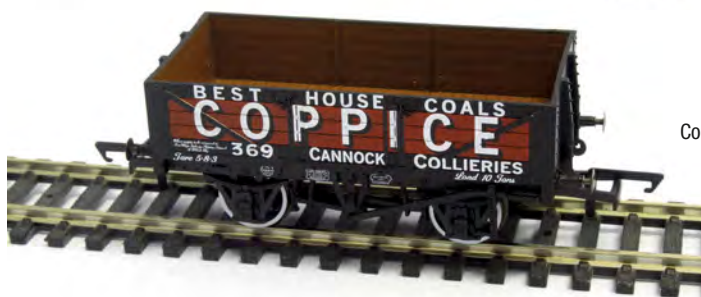
Advised as arriving in the next couple of months are the first five versions of Oxford Rail's new five-plank mineral wagon. All in private-owner liveries, the additions will be branded as 'T Bowler' (76MW5001), 'Busbys' (76MW5002), 'Coppice' (76MW5003), 'Wm Barnard' (76MW5004) and 'ICI (Lime) Ltd.' (76MW5005).

Due for release towards the end of the year is its Gladiator railgun and an early pre-production sample was on show. The truly impressive model will be available on its own (76BOOM02), paired with a new version of its Dean Goods (76BOOM01) in suitable wartime livery. The pack will be available with a DCC version of the locomotive (76BOOM01XS).

W www.oxfordrail.com



76N7003
BR (Early) N7 0-6-2 No E9621
OO Gauge
RRP: £109.95
DUE: Q3 2018



76MW5003
Coppice - Cannock Chase No. 369
5 Plank Mineral Wagon
OO Gauge
RRP: £10.95
DUE: Q3 2018



76BOOM02
(part of 76BOOM01 set)
Gladiator WWII Railgun
OO Gauge
RRP: £49.95
DUE: Q4 2018



763FO005, 763TO005 and 763CO001
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OO Gauge
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Peter Osborne Backscenes offers a new way of economically creating an authentic and individual backscene for your model railway. A bespoke option which uses photo-stitched and mainly rural scenes printed on a paper of your choice (matt, satin or gloss) to your specified size. These are priced at £15.00 per linear metre.

Its Town and City sheets are pre-printed selections of building facades and alleyways enabling a bespoke urban backscene to be built by manually cutting images and placing them on the backscene. Prices are A3: £4.99 (4mm scale), A4: £2.99 (3mm scale), A5: £1.99 (2mm scale).

See the website for more products, including downloadable facades, alleyways and urban rooftop scenes.

W www.peterosbornebackscenes.co.uk

H&A MODELS EXPANDS STOCK

Northamptonshire specialist kit supplier, H&A Models has expanded its range to include Peco wagon kits, loads and accessories in N gauge. Seuthe Smoke generators, Ratio carriage and wagon kits in OO gauge, Peco Wonderful Wagon kits in OO and O gauge now join collections from Dundas Models, Parkside Models, Red Panda, Cambrian Model Rail, Ian Kirk and many more on its website.

W www.hamodels.net

KERNOW'S NEW COMMISSIONS

Kernow Model Rail Centre proclaimed its latest exclusive this month in the shape of PRA China Clay wagons in OO Gauge. The models are to be produced by the same factory that made its Bulleid Diesels, the third and last batch of which was delivered this month – see page 102.

Fourteen PRAs were introduced in 1983 by Standard Wagon at Heywood. They had underframes recovered from APCM PVV vans and had an open box body built on them at Reddish in mid-1982 with TOPS code SRW. Numbered RLS6303 – 6316, the wagons worked from Pontsmill in Cornwall to Scotland for Wiggins Teape, going out of use in the early 1990s.

Eight models are being produced, four finished in the as-converted livery and four with the later black underframes. Each of the running numbers will be finished to match prototype markings, each priced at £39.99, with a £5 per wagon saving with the bulk pack of four wagons. Models are expected later this year.

In other news, the model shop has commissioned Bachmann to produce exclusive OO gauge models of 47 537 *Sir*

Gwynedd / County of Gwynedd in BR large logo livery with a heavily weathered finish. The finish is expected to be similar to that achieved with its model of 47 706 which gained praise from its customers.

The model is expected in the 1st quarter of 2019 as DCC Ready for £169.99 (31-662Z) or DCC sound-fitted (31-662ZDS) for £259.99 with sound by Bachmann

W www.kernowmodelrailcentre.com



Above, the PRA China Clay wagons in OO Gauge, with underframe livery variations. Below, both sides of its heavily-weathered and peeling paint depiction of 47537 in BR large logo livery.



ACCURASCALE TO RELEASE HOPPER WAGON IN 'O'

Accurascale has announced its entry into the O gauge British outline model railway market with the planned release of an RTR 24.5 Ton HOP24 / HUO hopper wagon. A total of 5,263 of these wagons were built by British Railways from 1954 for transporting coal and coke throughout Britain until their withdrawal in the mid-1980s.

Accurascale's first model for the British market was the HOP24 / HUO in OO gauge but it received calls from O gauge modellers for a scale-equivalent model. The manufacturer has responded to this request by designing an O gauge model based on drawings and measurements taken last October.

The model is of the 3121 (1958), 3221 (1959), 3314 (1960), 3374 (1961), 3426 (1962) and 3437 (1962) pattern. CAD work has started from scratch and is now complete. Some 104 separate parts will feature, including compensated axles and die-cast chassis.

Four wagons are to be produced in pre-1973 condition suitable for 1958 to 1973 operation, and four TOPS variants for 1973

to 1986-era based layouts.

Wagons are to be priced at £49.95, with 'bundle deals' of any four pre-TOPS or TOPS variants together for £180, or all eight running numbers for £350. Delivery is expected later this year. Visit its website to register your interest and pre-order.

W www.accurascale.co.uk



CAD images of the models have been released showing a wealth of chassis detail, instanter couplings, spring and hanger detail.



NEW BATCH OF 'OO' HYMEKS COMING SOON

Heljan is to produce a new batch of its Class 35 Hymek diesel-hydraulics in OO gauge. The final touches are being put into a new batch models representing BR green as-built D7015 (3526), BR green D7088 with small yellow warning panels (3527), BR early blue D7004 with small yellow warning panels (3528), BR standard blue 7001 with all yellow ends (3529) and BR yellow/grey 35017 *Williton* with preservation repaint (3530).

As one of Heljan's most popular models, the Hymek is always in demand and four of the five new models span the BR career of the class, from the early-1960s through to 1975. All feature different identities to previous production runs, including a special 'what might have

been' livery applied by the Diesel Traction Group to D7017 in the early-1990s. The preserved Type 3 was outshopped in the-then current BR engineers sector grey/yellow livery, complete with TOPS numbers and the name *Williton*, after its base at the West Somerset Railway.

All models are DCC Ready with an eight-pin decoder interface, all-wheel drive and pick-up, working marker lights and illuminated headcodes. A pack of optional detailing parts is also supplied, including three-piece miniature snowploughs. Models are expected later this year with an RRP of £129.95 each. Pre-order at your stockist.

W www.heljan.dk



EXPO EM AUTUMN SHOW

The Autumnal flagship event of the EM Gauge Society will take place this year on September 8/9 at Partington Sports Village, Manchester. Eleven finescale layouts and guest layout 'Tollesbury Quay' are to appear alongside 20 traders, demonstrators and society stands. See its website for full details.

W www.emgs.org

WAGONS SUPPORT BOAT REPAIR

Wagons in support of the Medway Queen paddle steamer have been commissioned for 2018 in N and OO gauges to raise money for its restoration. N gauge wagons, available in fictitious dark red and dark blue liveries commissioned from Dapol and priced at £11.75 per wagon join OO gauge seven-plank wagons to the same design, available in green or grey liveries at £12.75 each. Models are available and can be purchased from Gillingham Pier where the boat is based or via post from 2 Drury Close, Hook, Wootton Bassett SN4 8EL with £3.30 postage.

W www.medwayqueen.co.uk

BACHMANN MODELS DUE SOON

Bachmann's Class 70 in N gauge and Class 158 in OO are expected has issued a progress update on two of its forthcoming projects. The latest engineering prototypes of its highly-awaited OO gauge Class 158 'Super-Sprinter' and Graham Farish N Scale Class 70/8 have been shown, proof that the models are progressing.

W www.bachmann.co.uk





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PREVIEW - TINGS

This hobby is awash with acronyms, but one always suggests an unmissable event on the railway modelling calendar – ‘TINGS’. If those five letters aren’t ringing any bells, they stand for The International N Gauge Show. With five clubs in attendance, over 40 specialist suppliers, each offering a dizzying array of stock, scenery and technical accessories, and layouts representing the very best in N, there’s enough here to keep you busy for the entire weekend. It would be unfair to designate the highlights among the 30+ layouts on show, but here are a few that have caught our eyes on this year’s schedule:

Book tickets at
www.ngaugeshow.co.uk

Burshaw North Western

Roll back the years to the early days of the 1970s, in Dave Forshaw’s fictitious northern layout. Transition era models are his normal preference, as seen in his ‘Nine Mills’, which we featured in the Spring 2018 edition of BRM. However, here he recalls the trainspotting days of his youth, with plentiful BR diesels and electrics in operation, an extensive catenary and a well-modelled townsite to admire. It’s cracking stuff.



Here’s the full list of layouts on display at the event:

Annston (Modern Image)
Appalachian Coal Road (American)
Atlantic Road (Modern Image)
Bachmann layout
Ballykeale (Modern Image)
Bear Creek (Canadian Diesel)
Bescut & Walshed (British Steam/Diesel)
Burshaw North Western (Modern Image)
Dapol layout
Depot de Camion (Modern Image)
Early N Gauge display
Fellows & Minchin Freight Depot (Modern Image)
Forrestone (Modern Image)
Hatch End (Modern Image)
Langston Bridge (British Steam)
Lonestar Display
Magna Park (British Steam)
Melton Mowbray (North) - (British Steam/Diesel)
Middle Elmtun - (British Steam/Diesel)
Midland Park Way (Modern Image)
Moorside Valley Railway - (British Steam/Diesel)
New Dalby –Research Division – (Modern Image)
Salverton (Modern Image)
St Elizabeth Street (Modern Image)
Swansea Yard and Seaport (Modern Image)
Titheridge Junction (Modern Image)
Two Seasons (British Steam)
Wenlock (British Steam)
Westbrook (Modern Image)
Wharston Hall (Modern Image)
Wickwar (British Steam)
N-Club International / With DB- and ÖBB-mainlines to narrow-gauge „Fichtelbergbahn“

The International N Gauge Show takes place on September 8-9 at the Warwickshire Event Centre, Fosse Way, CV31 1XN. Entry costs £10 for adults booking in advance, or £10.50 on the door, £9.00 adv/£9.50 full for senior citizens and £4.50 adv/£5.00 full for 5-14 year olds - under-fives enter for free. Doors open at 10.00 on both days, closing at 17:00 on Saturday and 16:00 on Sunday. There’s free parking for over 2000 vehicles on-site and a shuttle bus on Saturday running from Leamington Spa Railway Station, at just £3 each way. There’s further information on the TINGS website www.ngaugeshow.co.uk, where you’ll find travel information and the ability to book tickets.



Wickwar

Already planned for a future edition of BRM, here’s your chance to preview this delightfully bucolic layout beforehand. The layout itself is based on a small station between Bristol and Gloucester, which should tell you all you need to know about the rolling scenery. Elsewhere, 1950s stock prevails, moving cars and buses ply the roads and MERG kits underpin much of the operations. Small wonder that Wickwar has already scooped many Best In Show awards.



Melton Mowbray (North)

Another star of a previous issue (September 2017), John Spence and Steve Weston's layout is certainly not restricted by its diminutive scale. Its 22 feet length allows much space to model the buildings, scenery and railway infrastructure of their home town, but we particularly admired the station building and the little touches that place the model firmly in the 1960s. The gents are firm believers in keeping show visitors entertained too, so trains should be running throughout the event.



Connecting the UK with the continent: The Tcefs 845 ferry wagons were designed by DB in 1964 to connect mainland Europe with the British Islands. To achieve this the wagons had a smaller loading gauge, additional braking system and multilingual lettering. On their way to the UK the wagons passed through Germany, Belgium, Netherlands and France, and often entered England through the port of Harwich, to where they were also returned when empty.

MODELLBAHN UNION HO: TCEFS 845 DB FERRY WAGON



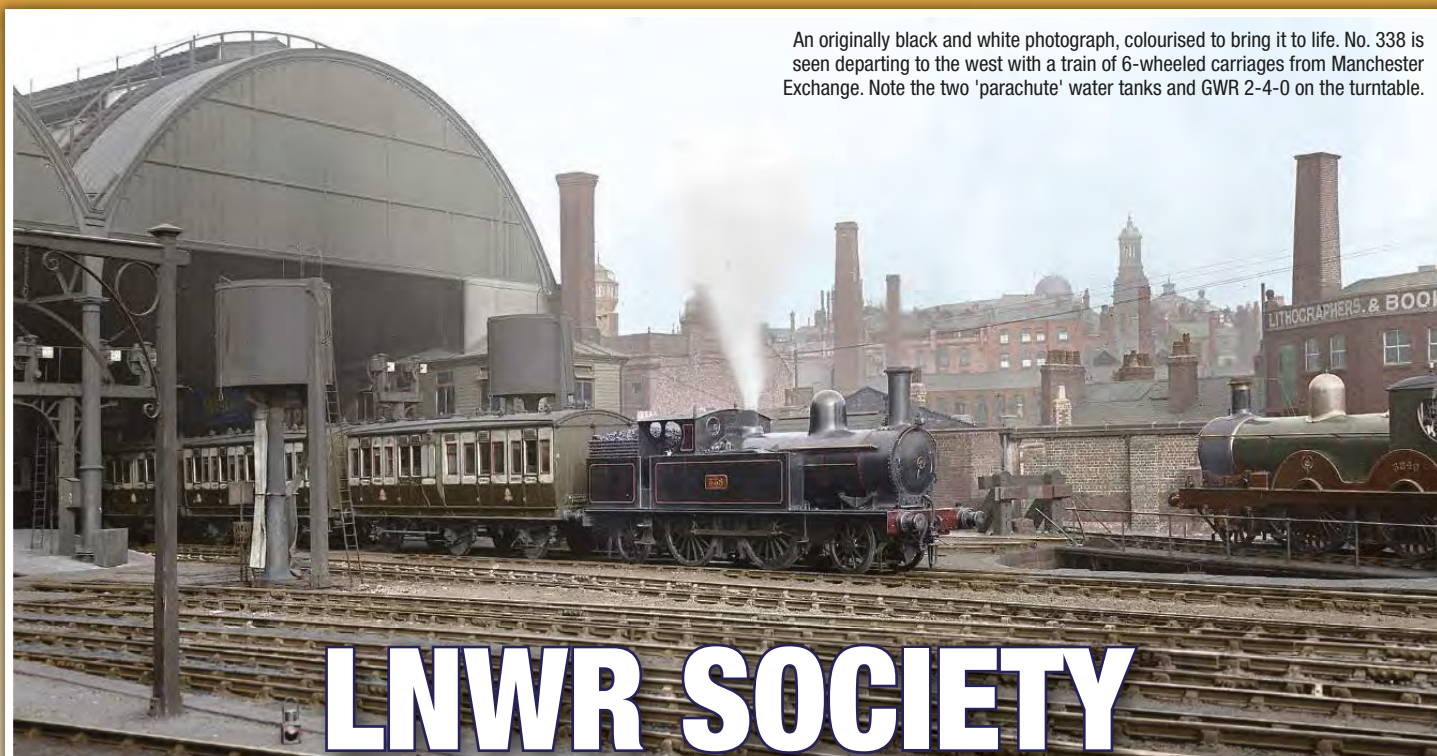
The Modellbahn Union HO model of the Tcefs 845 is equipped with movable doors, prototypical fine lettering and printing, numerous factory attached detail parts, etched walkways, NEM coupler pockets and short coupling mechanism. The wagon is available with different running numbers and paint schemes differing in lettering, colour and all details necessary to match the original. All versions are released as limited editions.

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 our HO selection at www.modellbahnunion.com - our N selection at www.dm-toys.de



An originally black and white photograph, colourised to bring it to life. No. 338 is seen departing to the west with a train of 6-wheeled carriages from Manchester Exchange. Note the two 'parachute' water tanks and GWR 2-4-0 on the turntable.

LNWR SOCIETY MODELLING COMPETITION

The LNWR Society is to hold an annual modelling competition, promoting interest in the accurate representation of the Company and its predecessors. Here's how you can get involved...

Anounced on July 21, at the SVR museum's open day event at Kidderminster, the LNWR Society's Competition will run until January 5, 2019. The Society is being supported by BRM, Bachmann Europe PLC, and London Northwestern Railway accepting any scale or gauge. Entries may be scratch-built, kit-built, RTR, or combinations of these.

Entries will be judged by a panel of expert modellers, independently of the Society, and awards will be made by Trustees of the Society to the entry in each of the following categories which shows excellence in representing the LNWR:

1. Motive power, including locomotives, rail motors and motor trains

Entries must be models of items which originated with the LNWR or its predecessors, but do not have to be modelled in LNWR condition or period and could portray items up to and including the preservation period.

2. Rolling stock (coaches and wagons)

A substantial part of an entry must be a model of an item or items which originated with the LNWR or its predecessors but does not have to be modelled in LNWR condition or period.

3. Infrastructure and equipment, including buildings and structures, signalling, trackwork and horse-drawn vehicles.

In the case of a layout, a significant proportion of the layout should be recognisably LNWR in origin.

There will also be two best overall awards, one to be awarded by LNWR Society members and another to be awarded by BRM / RMweb readers, and one prize awarded by the LNWR Society President to the best newcomer. Prizes include:

- A year's subscription to the LNWR Society (or payment of the subscription if a current member)
- Two train packs and two locomotives from Bachmann
- Two return tickets between any two points on the London Northwestern Railway network
- A selection of LNWR Society publications
- An etched brass coach kit from Stevenson Carriages
- LNWR print from the railway artist Gerald Broom

Competition participants are invited to post up to 12 photographs of their entry on RMweb in the dedicated section which will form the basis for judging. All participants will receive a 'colourised' LNWR screen saver. Photographs of the winning entries will be displayed on the LNWR Society stand at exhibitions. Winners will be announced on the LNWR Society stand at the Stafford Railway Circle Exhibition on February 2 and 3, 2019. Good luck!

Enter now,
visit www.brmmag.co.uk/LNWRComp

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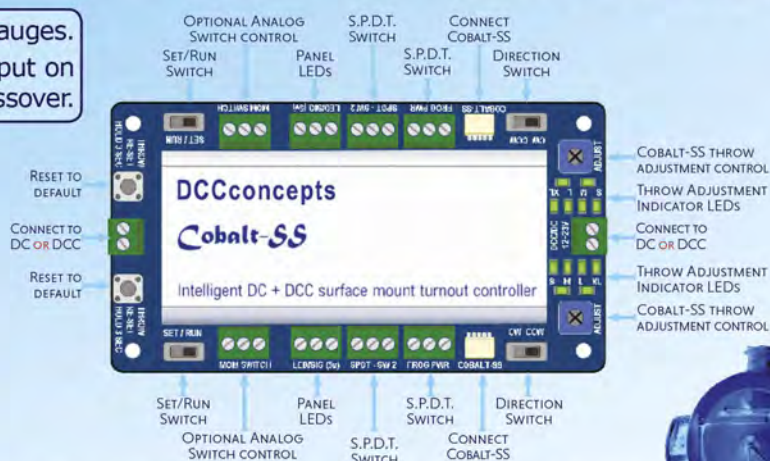
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Enthusiasts of the Class 37 can rejoice this month, with a number of new model arrivals from Bachmann/Graham Farish. The Graham Farish Class 37 carries Railfreight Distribution livery and DRS livery (pictured) for the first time. Both models feature directional lighting, nose aerial and accessory packs to add your desired detail. For the Railfreight Distribution livery, applied to a split-headcode variant to depict 37068 *Grainflow*, see 371-470. Arriving soon in OO is 37099 *Merl Evans* in Colas Rail livery, named in honour of the former Bachmann design engineer.

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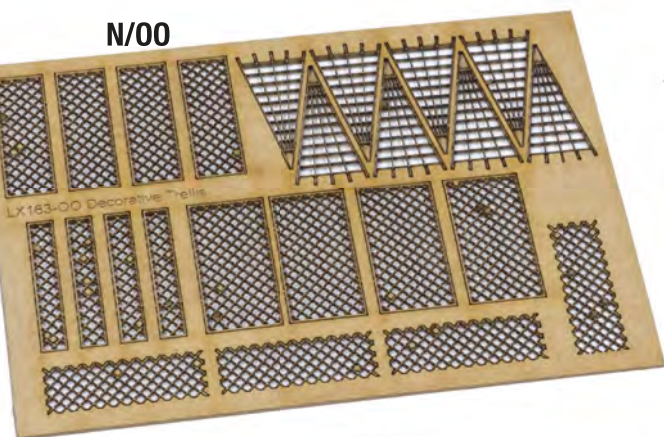
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Two new scenic additions for N and 00 gauge modellers this month from ScaleModelScenery in the shape of a traditional memorial or a market cross for your village or town scene and garden trellises. The latter, laser-cut from wood, should be ideal for customising card kit dwellings, their gardens or adding to your own scratch-built creations. The Market Cross creates an instant village centre feel, hence is ideal for that small triangle area of green you've always wanted.

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W www.scalemodels scenery.co.uk

BORG-RAIL TWO-PART ETCHED SEMAPHORE SIGNAL POST

0

Supplied as a two-part etch to be folded and soldered, this hollow tapered square signal post from Borg Rail is to be the first of a new range from the manufacturer. Ideal for the provision of wiring for working signal lamps and compatible with the new range of signal finials from ModelU. Available as 20ft and 30ft variants. Etches can be folded at no extra cost. 00 and N gauge variants to follow.

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W www.borg-rail.com



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E www.allcomponentsltd.co.uk

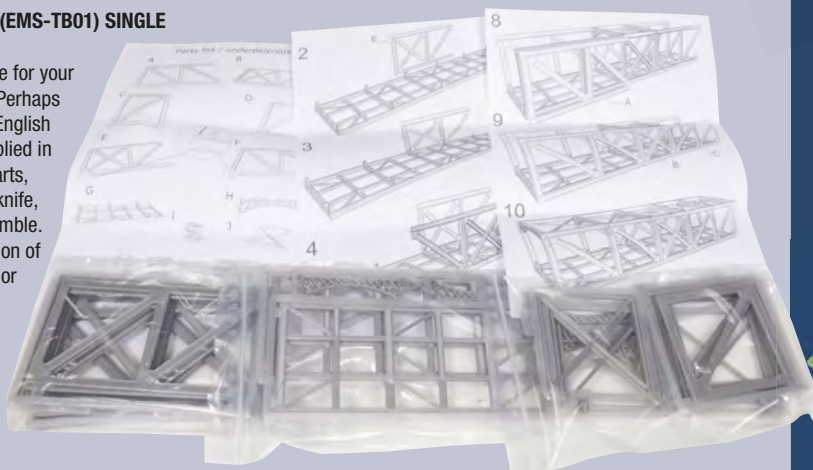


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W www.gaugemaster.com



PROTOTYPE INSPIRATION

No. 60930, in very grubby (though typical) BR lined green heads a mixed (equally typical) Up express past Eaton Wood, just south of Retford in the late-'50s. Its numberplate has the correct style of font. Flush-sided tenders were the most typical behind V2s. RAIL-ONLINE

THE V2 2-6-2s

Having built a pair of V2 kits in this issue, it seemed appropriate that Tony Wright should supply a class history, too. It duly makes for interesting reading.

Regarded by many to be Sir Nigel Gresley's finest design (among a very long list), these large 2-6-2s were the most numerous examples of the LNER's 'big locomotive' policy, eventually totalling 184 units. Opinions differ as to whether the design was either an enlarged K3 or a smaller version of the A3. Certainly, the V2 has much more in common with the Gresley non-streamlined 'Pacific', with its elegant taper boiler and trailing truck underneath the cab. The latter enabled much smoother riding than the 'lively' characteristics of running displayed by the big 2-6-0s.

The first of the V2s appeared in the summer of 1936, coincidentally with the LNER's inauguration of a fast freight service called the 'Green Arrow', the locomotive taking the same name as well. A further four were built at Doncaster by the end of the year, seeing work all over the LNER main lines. Indeed, such was the classes' heavy axle loading (the locomotives are four tons heavier than a GWR 'King') that it was restricted to RA9 routes only. Thereafter, apart from a further batch of ten built at the plant in 1939/40, all the rest were built at Darlington,

the final one built in the summer of 1944.

Prior to WW2, the locomotives carried the apple green LNER fully-lined livery, but from the start of hostilities plain black was applied, eventually with just 'NE' on the tenders. Post-1948, when they were the property of British Railways, L&NWR-style lined black was applied, originally with 'British Railways' in full on the tender. This lettering was replaced with the first BR 'lion and wheel'. Finally, from 1957 onwards, lined Brunswick green was applied with a more-dignified BR emblem. It's in this guise that they are remembered by the majority of enthusiasts. In BR days the class was numbered 60800-60983. The original LNER numbering (starting with 4771) became haphazard.

Claimed by some to be the 'locomotives which won the War' (though a similar case could be made for the LMS Stanier Class Fives), during the hostilities these mighty giants were a 'God-send'. They were called on to haul prodigious loads (often in excess of 20 fully-loaded carriages) with a minimum of maintenance and with poor quality coal in the bunker. Granted, many of them were brand new, but they were mercilessly thrashed, and just kept on coming back for more.

As mentioned, because of their weight they were restricted to the main lines of the LNER and its BR regional successors. Their higher tractive effort figure than the larger-wheeled 'Pacifics' made them ideal for getting heavy loads started and running on the more serpentine and hilly lines, particularly in Scotland, especially over the Waverley route, the Edinburgh-Aberdeen road and the ex-Caley main line between Glasgow and Aberdeen. They were well-liked, too, on the ex-GC main line between Marylebone and the West Riding, and on the Joint line through March, as well, of course, on the ECML. They would have been perfect for the ex-GE main line from Liverpool Street to Norwich, had their high axle-loading not been prohibited on that rather lightly-built route. They could be seen on just about every duty on the main lines, especially fast freight tasks and secondary expresses, for which their mixed traffic status was perfect. Strangely, the last survivor, 60836, ended up working just two carriages on the short Alnmouth-Alnwick branch in 1966, running half the time tender-first.

For such a large class, such was the soundness of the design over its life that

very few major modifications were made. After a few derailments post-War, alterations were made to the leading pony truck, but the locomotives usually rode magnificently. Self-cleaning smokebox screens affected steaming and there were attempts made by Swindon to improve steaming via the blastpipe arrangements. Later in BR days 'Royal Scot'-style double chimneys were fitted to two examples, with no improvement. It was only after the fitting of the full Kylchap double chimney arrangements to six ER-allocated V2s that the classes' full potential was realised, as they stood in as standby pilots for the new (and failing) diesels, especially at Peterborough where the turntable was too short to accommodate a 'Pacific'. Sadly, it was too late, but that didn't prevent one inspector suggesting that 'We don't want diesels, we want Kylchap V2s!'

The original cylinder blocks were cast in one piece, necessitating expensive replacement if only one of the three cylinders had worn out. To prevent this, where necessary, BR cast each cylinder separately, resulting in prominent outside steampipes appearing from the smokebox sides on locomotives thus treated. No. 60813 was unique in being fitted with a single stovepipe chimney and curious semi-circular smoke deflector behind it. With electrification, and the threat of overhead wire electrocution for enginemen, on some examples the top lamp bracket was lowered on the smokebox door, resulting in the crossrail being split and the front numberplate moved to the top hingestrap. Electric warning flashes were fitted to the class from 1961. There should have been a further four V2s built, but Edward Thompson had these built

as 'Pacifics', using the same boiler and firebox. These became A2/1s, originally fitted with the same six-wheeled Group Standard tender as the V2s. These proved to be inadequate, and the class eventually got the larger eight-wheeled 'Pacific' tenders. All the V2s ran with GS six-wheeled tenders, with detail differences among them.

Happily, in Green Arrow, we have one V2 preserved. For a time it ran on enthusiasts' specials, but running days would now seem to be over because its cylinders are badly worn. It exists for all to see at York or Shildon from time to time – one of the finest big locomotive types ever to run in these islands. ■

Bursting out of the north portal of Stoke Summit, No. 60956 heads a fully-fitted freight in the late-'50s. Note the presence of separate cylinders, AWS fitted (bang plate behind coupling) and the incorrect '6' and '9' on the front numberplate. RAIL-ONLINE



HELJAN CHURCHWARD 47XX 2-8-0



For me, Churchward's 47xx locomotives had a style and heft that seems to belie their age. A small class of nine with only the final eight matching the boiler type modelled by Heljan built in 1922/3 may seem a niche choice, but the subject matter has often featured prominently in modellers' wishlists – probably because of their distinctive appearance, their large form and perhaps because there is a project to recreate one of the class by the Great Western Society.

With limited 'red' route availability due to their weight, the class was predominantly used on major routes of the Great Western, such as London to Plymouth and Wolverhampton, working heavy vacuum brake fitted fast freight workings of up to 80 wagons. A tractive effort of over 30,000 pounds was good for lengthy trains of vans and fast milk services often working overnight, hence the nickname of 'Night Owls'. With spare daytime and weekend capacity as a result of this, it's little wonder that traffic departments took advantage of their capabilities to work summer and relief passenger services, especially in the 1950s.

The model captures the presence very well indeed, weighing in at an impressive 589g and delivering a performance at least equalling what it would have been called upon to achieve on the railway. I extended the test oval to hang twenty Mk 1 coaches behind the model and it still had no problems in pulling away.

The green paint finish has good density and tone. It is a little flatter in finish than some manufacturers, but isn't displeasing way and actually looks rather good for a freight engine. The definition of markings is very good too and the handrails around the model are quite fine, so be careful where you pick the model up.

With any locomotive or model, one is drawn to

The 47xx, dating from an initial build in 1919 and the rest of the class from 1922, is regarded as 'Churchward's last masterpiece', as he retired from the Great Western in 1922. Heljan's model captures the presence well and features a 4,000 gallon tender, which the class used from 1934 onwards.

look at the identity, by number or name, and this is an area where the model disappoints on a small but crucial point; the cabside numberplate although having a raised beading and nicely rendered, as opposed to models where the brass plates are just printed, is too small. On British Railways liveried models with a smokebox numberplate this attribute also applies to the smokebox plate. Both would definitely benefit from replacement etches for the modeller to improve the appearance.

The shape and fitting of the smokebox stays to the front plate of the model detract a little too, with bends to the stays at each end rather than into securing fittings. There was a slight upward bend to the lower front plate. This has been noted on other examples and, as some of the detail fitting to the model is a little fragile (the smokebox door lamp iron is flattened in the review sample), I would suggest this is an opportunity to buy in a model shop rather than by mail order in order to reduce the potential for any small bits coming away in transit.

Heljan's motion and fittings are commendably fine, with a move away from bulky hexagonal nuts toward something more prototypical. Some have said that the rivet detail to the model, particularly on the front edge of the smokebox and tender, looks a little over-pronounced. Comparing this to photographs of the real thing doesn't yield much evidence to that perspective, and I found the definition of the rivet detail to be excellent – maybe it just looks a little crisper?

The boiler is packed with metal weight and houses the small three-pole can motor that has a conventional brass flywheel at the front end and a drive gear, which includes a conical-shaped brass weight on the worm drive, at the rear. As previously mentioned, the haulage

FACT FILE

MANUFACTURER
HELJAN
MODEL 4761 – 4705 IN
GREAT WESTERN GREEN
PRICE RRP £199.95
WORDS and
PHOTOGRAPHS
Andy York



The full length of the model's boiler is packed with weight, giving a good mass and balance over the four driving axles with electrical pickup from the driving and tender wheels.



The raised numberplate with moulded surround is part of the cabside, so removal is awkward. The numerals are undersized, so maybe a sensible compromise for the modeller is to replace the printed numbers with something more towards scale.

capacity is amongst the best I have seen for a ready-to-run steam locomotive. It is delivered smoothly and quietly, and it performed well on second radius curves and short pointwork.

The accessory pack includes brake gear, vacuum pipes, a footplate to tender fallplate and spare whistle fittings. It's quite straightforward to access the tender to fit a 21-pin decoder into the socket. Unplug the two tool boxes and the water filler hatch and undo the three screws and the tender body comes away very easily.

Although I have commented on a few aspects which could be better, I really like this model. There is a quality feel to it and, with a little effort from the modeller, this could be turned into an accurate and very capable performer on a layout. ■

datafile

i BASICS

Manufacturer: Heljan A/S

Catalogue Refs:

4761 – 4705 in Great Western green

RRP: £199.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 3 to 5

Company/Operator: GWR and BR(W)

Weight: 589g

Body: Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: Tension lock

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: 3 Pole

DCC Provision: 21-pin DCC socket

Pick-ups: Wiper contact to rear of wheel faces

Lighting (exterior): n/a

Flywheel: Brass flywheel and weighted worm drive

Traction tyres: n/a

🔧 SERVICING

Body Removal: Tender body removed by three screws to access decoder socket

Lubrication: See accompanying instructions

Packaging: Acrylic support within cardboard outer

Spares/warranty: Heljan A/S

KERNOW BRITISH RAILWAYS BULLEID 1 Co-Co 1 DIESEL 10203



Back in BRM January 2018, Ben Jones gave a resounding thumbs-up to the first models of the Bulleid Diesel from Kernow Model Rail Centre in the early guise of 10201 and 10202. The first two class members were constructed at Ashford works whilst the later 10203 was made at Brighton works in 1953/4. Importantly for the railway, 10203 featured an uprated engine delivering 2,000hp, meaning it was a viable performer as a single locomotive where its predecessors were often paired for heavier workings.

Visible detail differences included different bodyside grille sizes and position and a changed exhaust arrangement to the roof with two wide exhaust ports spanning its width. The early pair originally had gangway doors to the locomotive ends, which were later plated over, but 10203 had a flush surface to the cab front from new. Our review sample is supplied in green livery with crests, applied to the locomotive in the mid-1950s to replace the original black and silver livery.

The most striking feature of this livery when unboxing is the primrose yellow roof, quite correct for a newly-painted locomotive. In service this quickly defaulted to a dirty grey, as it did on the LMS twins when they received the same livery treatment.

Initially allocated to Nine Elms and working Waterloo to Exeter services, 10203 moved to the London Midland region around the time of its livery change, becoming a regular locomotive on Euston to Bletchley services, but it did travel the length of the West Coast mainline, recorded at Glasgow Central.

The model is superb; a simple and straightforward chassis design which delivers a very capable performance with silky smoothness. Weighing in at 625g with its powerful twin-flywheeled 5-pole motor converting its movement via cardan shafts to the bogie towers, the model had no problem in moving

fifteen Mk1 coaches on the test tracks. Electrical pickup is on all six driving axles and gave no hesitation at a crawl over short-radius pointwork. The model has a 21-pin decoder and contains a pre-fitted speaker. Kernow can also supply a DCC sound-fitted model for £309.99, which features a Legomanbiffo ESU sound decoder.

The accessory bag includes closed headcode discs, which means that with the fitted open discs any permutation of closed and open discs can be modelled. The pack also includes dummy bogie weights and vacuum pipes.

The decoration standard is superb, with good colour and density, excellent lining and clarity in the numbers and crests. I can't fault the model in any respect, so Chris Trerise is to be commended for delivering such an excellent quality product through his hard work with the factory in China.

The model has virtually sold out on pre-orders, but if you act quickly you may still be able to get one directly from Kernow. ■



datafile

i BASICS

Manufacturer: Kernow

Catalogue Refs:

K2703 BR Black livery with early emblem

K2703DS BR Black livery with early emblem DCC Sound

K2704 BR Green livery with late crest

K2704DS BR Green livery with late crest DCC Sound

RRP: £179.99 (£309.99 DCC sound-fitted)

Gauge/scale: OO/1:76 **Era:** 1954 - 1963

Company/Operator: British Railways SR/LM Regions

Weight: 625g

Body: injection-moulded plastic **Chassis:** die-cast metal

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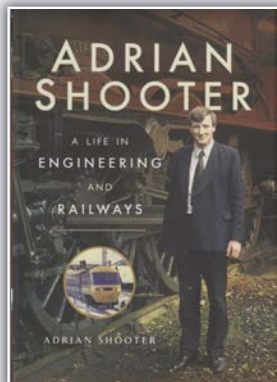
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A Life in Engineering and Railways **Adrian Shooter**

In a useful, and rather more cheerful counterpoint to 'Holding the Line' (below), Adrian Shooter might be described as one of the unsung heroes in the efforts to

keep the railways running while politicians did their worst. An inquisitive child, he joined British Railways in 1970 as an engineering management recruit, and his career thereafter is a story worth retelling. Among his many achievements, he helped to launch the HST on the East Coast Mainline, he ran BR's parcel service 'Red Star' and he led the management buyout of Chiltern Railways – itself one of the more successful train operating companies. In compiling such tales, Shooter also reveals much of what went on behind closed doors, with names named and punches frequently unpulled. Colour photography keeps things moving nicely in this entertaining and informative book.

Price £25

www.pen-and-sword.co.uk

The Pretenders **Lawson Little**

Internal combustion locomotives sporting a steam engine shaped body aren't a widely written about subject. There's always been something "wrong" about them, which has caused enthusiasts to shun these locomotives.

For many pleasure railways, though, they are an essential part of the fleet. While the public love to see and ride behind a steam loco, operating one is more difficult and costly than a diesel or petrol-powered machine.

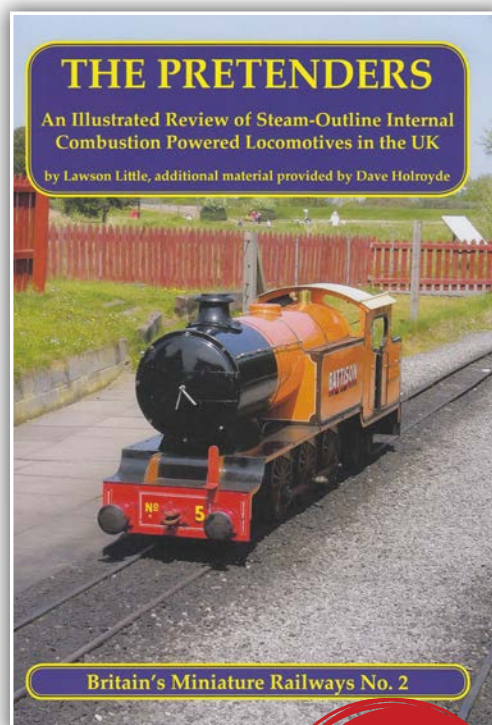
The book starts by looking at a few specific locomotives and then, after covering CP Huntington, the book moves on to manufacturers with firms such as Severn Lamb and Alan Keef. We then return to a single machine, before ending with an appendix rounding up the numerous other examples found in the UK

The text includes a wealth of information to help enthusiasts track down examples of each loco.

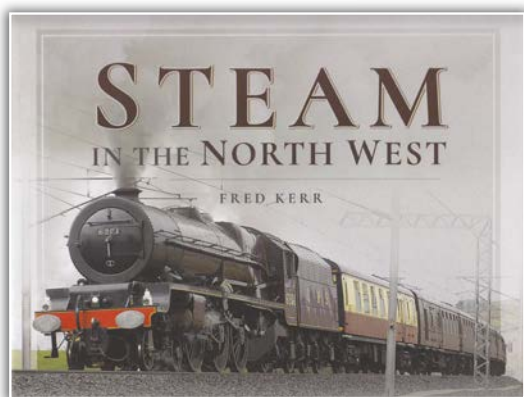
Well illustrated with colour photos throughout.

Price £9.95

www.mainlineandmaritime.co.uk



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Steam in the North West **Fred Kerr**

In terms of books that deliver on the promise of their titles, Fred Kerr's coffee table tome certainly doesn't disappoint. Herewith a glorious collection of images, showing many of the most cherished locomotives in preservation and full steam. Crisp colour photographs are in order throughout, many also highlighting the dramatic scenery of the region. That itself provided a challenge for locative crews, of course, with the gradients of Shap and Ais Gill to conquer. The descriptive text, meanwhile, is relatively perfunctory, but we suspect readers will appreciate the glorious imagery first and foremost.

Price £25

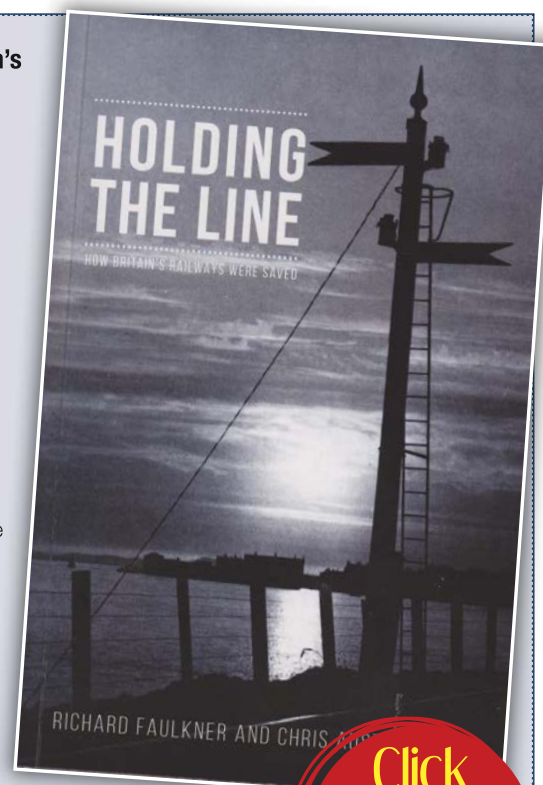
www.pen-and-sword.co.uk

Holding The Line - How Britain's Railways Were Saved **Richard Faulkner and Chris Austin**

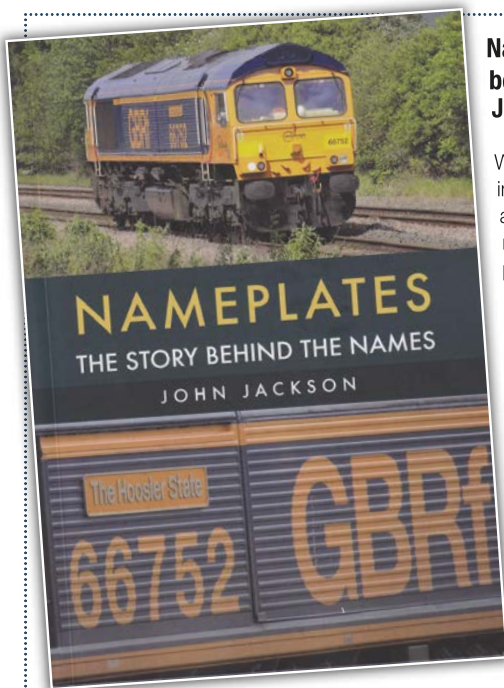
If Dr Beeching's plans caused irreparable damage to the nation's railway infrastructure, things really could have been a whole lot worse. This 2012 book, in paperback for the first time, tells not only this story, but also covers the endeavours of subsequent bureaucrats to hobble the network, and the associated efforts to keep them at bay. Thus, the mistakes made in the past have paved the way for the present state of affairs. Doubtless bigger and more miserable books could be written about that. Meanwhile the UK's railway franchises now deliver more passenger miles than they ever did at their peak, and on a much reduced railway network. A minor miracle, all things considered, but not one we should feel comfortable about. Otherwise, this weighty book is a worthy but earnest affair, with little in the way of imagery and over 80 pages of appendices.

Price £9.95

www.crecy.co.uk



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Nameplates - The Story behind the Names John Jackson

We are in danger of slipping deep into specialist interest territory, with a book dedicated to locomotive nameplates and with page after page of colour photographs thereof. Happily, this being a product of the Amberley publishing empire, this is a light, colourful and interesting read. You'll surely be aware of the photo + caption formula by now, here construed to reveal the backstory behind nameplates both familiar and less so. 'Driver Jack Mills', for instance, commemorates the poor chap injured during the heinous Great Train Robbery. 'Thunderbird', meanwhile, was one among 16 Class 37s to be named after the popular TV series. Its original title 'Parker'

was ditched in favour of this more generic moniker (pity). And so it goes for the 100 or so nameplates covered. Okay, so this is not going to occupy anyone for very long, but a good one to enjoy in small portions.

Price £14.99

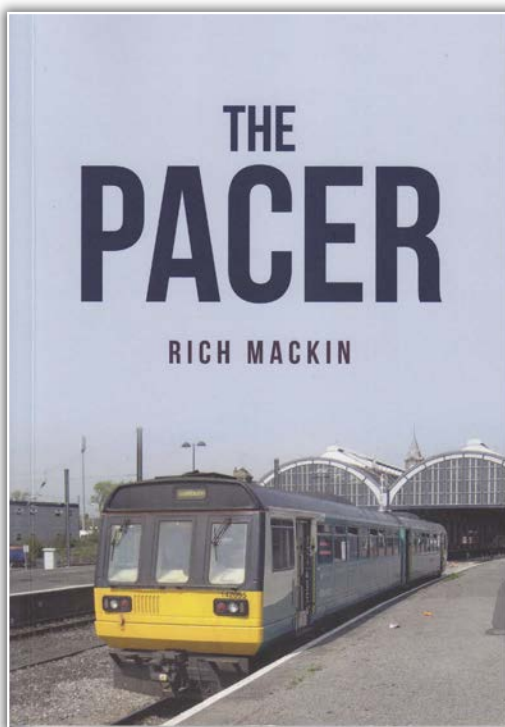
www.amberley-books.com

The Pacer Rick Mackin

Ah, the humble Class 141-144 'Pacer'; underappreciated and somewhat unlovely stalwart of a great many regional lines. Built from British Leyland bus body parts, and very much looking and sounding like it, their days of service are now coming to an end, doubtless hastened by their relative inaccessibility for wheelchair users. Here, then, is a last look at them, in many of their guises. It's proper trainspotter material in the main, some of whom can be seen in shot, with colour pics and captions to pore over from start to finish. Not one of Amberley's best, but a pictorial reference for fans.

Price £14.99

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Metropolitan Railway & METRO-LAND



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London has always seemed to be bursting at the seams, but in 1863, as its population threatened to exceed the city's boundaries and with wealth on the increase, the world's first metro line was opened – the Metropolitan Railway. The next 70 years saw the railway extend outwards into Hertfordshire, Middlesex and Buckinghamshire, enabling workers to reside in rural suburbs while commuting to the city on fast trains. Irene Hawkes' book charts the history of the railway from its earliest days through to 1933, when, as the 'Metropolitan Line', it became part of London Transport. The book itself is a treasure trove, with illustrations, photographs, maps, diagrams and assorted ephemera, spanning the history of the line. The chapters covering the development of land and housing are of particular interest in these days of sky high prices in the capital – a three bed detached in Rickmansworth for less than a grand, indeed! It's a shame that more space was not dedicated to John Betjeman's lauded film 'Metro-land' of 1973, but this is a minor oversight in what is grand volume otherwise.

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EVENTS

EXHIBITIONS

SEPTEMBER 1 - 2

Medway Model Railway Show Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600 **Prices:** Adults £5.00 Children £2.00 Family (2+2) £12.00 **T:** 07821 254232

SEPTEMBER 2

Bressingham Steam Museum Model Railway Show Low Road, Diss, Norfolk IP22 2AA **Opening Times:** Sunday 1030 - 1700 **Prices:** £6.50 **T:** 01379 686900

SEPTEMBER 8 - 9

International N Gauge Show Warwickshire Event Centre Leamington Spa, Warwickshire CV31 1XN **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600 **Prices:** Adult Online £10.00 Full £10.50 Senior Online £9.00 Full £9.50 Child Online (5-14) £4.50 Full £5.00 **T:** 01926 614101

Expo EM Autumn 2018 Partington Sports Village, Chapel Lane, Partington, Manchester, Cheshire M31 4ES **Opening Times:** Saturday 1030 - 1730 Sunday 1000 - 1630 **Prices:** 2-Day visitor ticket : £8.00 MGS Member : £7.00 **W:** www.emgs.org

The Railway Enthusiasts' Club Model Railway Exhibition Leisure Centre, Kingfield Road, Woking, Surrey GU22 9BA **Opening Times:** Saturday 1030 - 1730 Sunday 1000 - 1700 **Prices:** £8.00 Child £3.00 (One child free with an adult) **T:** 01252 542574

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 November issue is September 11th

 Suitable for disabled visitors.

SEPTEMBER 29 - 30

Boston Model Railway Society Model Railway Exhibition Stickney Village Hall - PE22 8BG **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600 **Prices:** Adult £3.00 Family £7.00 Child £1.00 **T:** 07958 137122 **E:** djcurrie@live.com

OCTOBER 6 - 7

Fareham Railx Fareham Leisure Centre, Park Lane, Fareham, Hants PO16 7JU **Opening Times:** Saturday 1030 - 1730 Sunday 1000 - 1730 **Prices:** £7.00 Accompanied Children under 16 Free

OTHERS

AUGUST 19

Amberley Museum & Heritage Centre Petrol Locos Day New Barn Road, Amberley, Nr Arundel W Sussex BN18 9LT **Prices:** Adult £14.00 Children £8.00 Under 4's visit Free **T:** 01798 831370

SEPTEMBER 1 - 2

2018 Llanfair Garden Railway Show Llanfair Caerninon Leisure Centre SY21 0HW **Opening Times:** Saturday 1000 - 1630 Sunday 1000 - 1600 **Prices:** £7.00 Under 16 Free **T:** 07796 863249

TRAIN & TOY FAIRS

SEPTEMBER 2

Jim Corr Toy & Train Fair - Chester-le-Street Lord Lawson Academy, Birtley Lane, Birtley, Chester le Street. DH3 2LP **Opening Times:** Sunday 1000 - 1500 **Prices:** Early Ent £5.00 Adult £3.00 OAP/Child £2.00 **T:** 07504 035955

SEPTEMBER 13

Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER **Opening Times:** Thursday 1900 - 2100 **Prices:** £1.00 **T:** 07866 641215

SEPTEMBER 16

Ray Heard Train & Toy Fair - Newton Abbot Racecourse Newton Road, Kingsteignton Newton Abbot, Devon TQ12 3AF **Opening Times:** Sunday 1000 - 1530 **Prices:** £2.00 **T:** 01823 480097

SEPTEMBER 23

Toy & Train Fair - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY **Opening Times:** Sunday 1030 - 1400 **Prices:** £1.50 **T:** 01270 652773 Tony Oakes

SEPTEMBER 26

Joe Lock Toy & Train Fair - Hertford Richard Hale School, Hale Road, Hertford SG13 8EN **Opening Times:** Wed 1900 - 2100 **Prices:** £1.00 **T:** 07866 641215

SEPTEMBER 29

Toy & Train Fair - Worcester Perdiswell Leisure Centre, Bilford Road, Worcester WR3 8DX **Opening Times:** Sunday 1030 - 1400 **Prices:** £2.00 **T:** 01270 652773 Tony Oakes

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Prices: Early Ent £5.00 Adult £3.00 OAP/Child £2.00 **T:** 07504 035955

SEPTEMBER 30

Barry Stockton Train & Toy Collectors Fairs - Wirral Hulme Hall, Port Sunlight, Wirral Merseyside CH62 5DH
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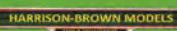
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Squires will be exhibiting at the following shows in 2018 –

Diary updated as bookings are confirmed.

- Aug 25 - BOURNVILLE** Model Railway Exhibition, The Hollymoor Centre, 8 Manor Park Grove, Northfield, Birmingham, **B31 5ER**. 10.00am to 4.30pm
- Sept 1/2 - TELFORD GUILDEX 2018**, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.
- Coming to Telford? - Why not try Sunday? - the show is less busy, - see more of the layouts AND a lot easier to get to our stand!!! :-)**
- Sept 8/9 - SWINDON**, Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon **SN2 2EY**, Sat/Sun 10 - 5, Tel: 01793 466646, Email enquiries: steammuseum@swindon.gov.uk.
- Coming to Steam at Swindon? - Why not try Sunday?? - the show is less busy, see more of the layouts AND a lot easier to get to our stand!!! :-)**
- Sept 15/16 - AYR**, Model Railway Exhibition, The Citadel Leisure Centre, Ayr **KA7 1JB** *Modern Venue with easy access & FREE car parking *Sat 10-5/Sun 10-4
- Sept 22 - Bury St. Edmunds** Model Railway Club Annual Exh, Thurston Sixth, Beyton Campus, Drinkstone Rd, Beyton, Bury St Edmunds, Suffolk **IP30 9AQ**. Sat 10 - 5
- Sept 22/23 - HALIFAX** Model Rail Exhibition, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.
- Sept 29/30 - WORTHING** Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex **BN13 1LA** Sat 10-5, Sun 10-4
- Oct 6/7 - SHILDON**, M/Rail Exh Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5pm. *Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry
- Oct 6/7 - FOLKESTONE**, Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent **CT20 2DZ** Saturday 10-5.30, Sunday 10-5
- Oct 6/7 - FAREHAM**, Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire **PO16 7JU** Sat 10-5.30, Sun 10-4.3
- Oct 13/14 - ALDERSHOT** Farnham MRC 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30.
- Oct 20 - CHICHESTER** M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. **PO19 8AE**. 10-5.
- Oct 20/21 - UCKFIELD** Model Railway Exhibition, Uckfield Civic Centre, Uckfield. **TN22 1AE** Sat/Sun 10 - 5.
- Oct 27/28 - ABERDEEN** Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, **AB21 7DW** Sat 10-5/Sun 10-4.
- Oct 27/28 - LEEDS** The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, **LS17 8GS** Sat 10-5, Sun 10-4.30. **Plenty of Free Parking**
- Oct 27/28 - STOCKPORT** Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10 - 5, Sun 10-4. **Enlarged Show**
- Nov 3 - HIGH WYCOMBE - WYCRAIL 18** Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks **HP12 4UD**. Saturday 10-5.
- Nov 3/4 - SPALDING** Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, **PE12 6ET**, Saturday 10 - 5pm, / Sunday 9.30am - 4.30pm.
- Nov 3/4 - ANGEMERING** W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**, Sat 10-5 Sun 10-4 *Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!**
- Nov 10 - IPSWICH** Model Railway Exhibition, Rushmere Hall Primary School, Lanark Road, Ipswich, Suffolk **IP4 3EJ**, Saturday 10 - 5pm.
- Nov 10/11 - TELFORD IPMS SCALE MODEL WORLD** The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10-6, Sun 10-4 FREE Entry for IPMS Members.
- Nov 16-18 - WAKEFIELD** 57th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Fri 5.30-9. Sat 10-5.30. Sun 10-4.30
- Nov 17 - PORTSMOUTH** South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants **PO3 5XT**. 10-5 *Plenty of Free Parking*
- Nov 17/18 - WORKINGTON** Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10 - 5, Sun 10 - 4. **5th Year at this NEW VENUE**
- Nov 24/25 - BIRMINGHAM** Warley National Model Railway Exhibition, Hall 5, NEC Birmingham **B40 1NT**. Sat 9.15 - 6pm, Sunday 9.15 - 5pm. www.warley-mrc.org.uk

EXHIBITIONS & SHOWS IN 2019

- Jan 12/13 - BOGNOR REGIS** Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10 - 5, Sun 10 - 4.30 **Plenty of Free Parking**
- Jan 19/20 - CALNE** MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. **SN11 0SP** Free parking. Sat/Sun 10-5 - **Enlarged Show for 2019**
- Jan 20 GUILDFORD** - Astolat M/Railway Exh, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**. Sunday 10-5. www.astolatmrc.co.uk

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Hartburn (EM) – BR (NER) 1970's

Kinmudy (EM) – 1968 BR Scottish Region (RM June 2012)

Rolleston-on-Dove (EM) – Late 1940s BR Midlands

Three Score Vale (EM) – 1960s BR steam South Wales

Waterloo Street (P4) – 1970s BR Scottish Region

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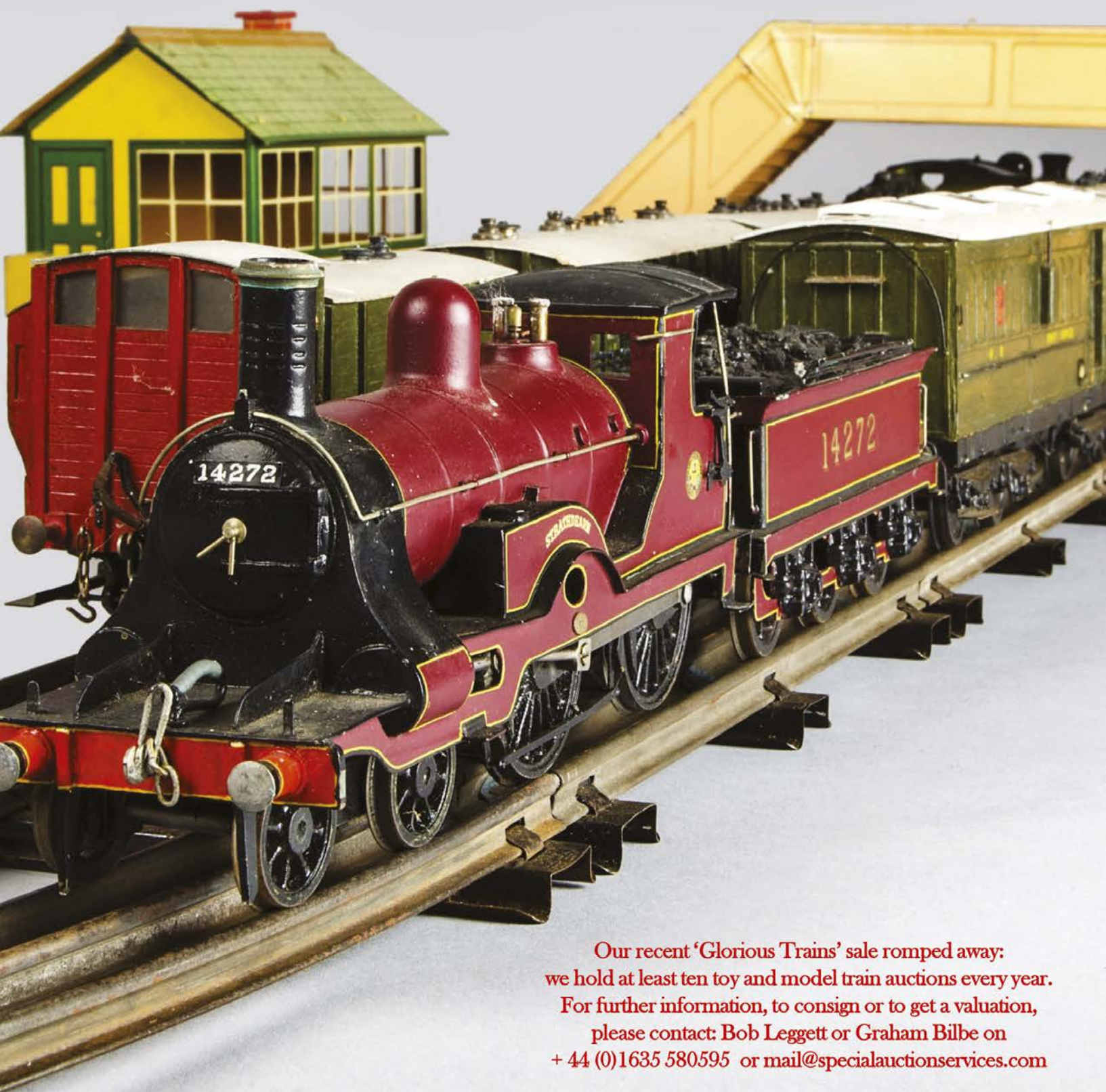
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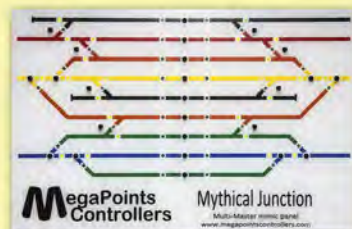
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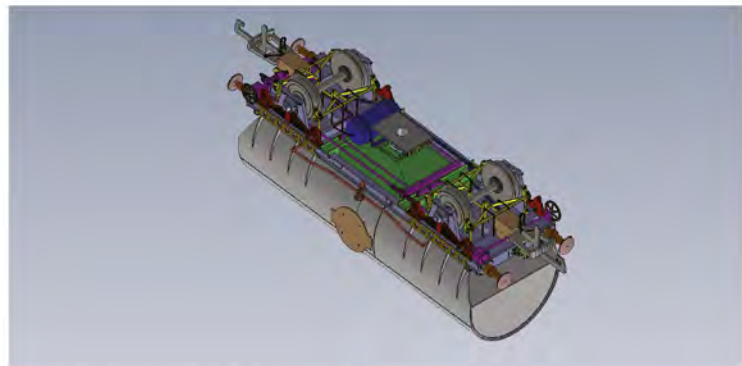
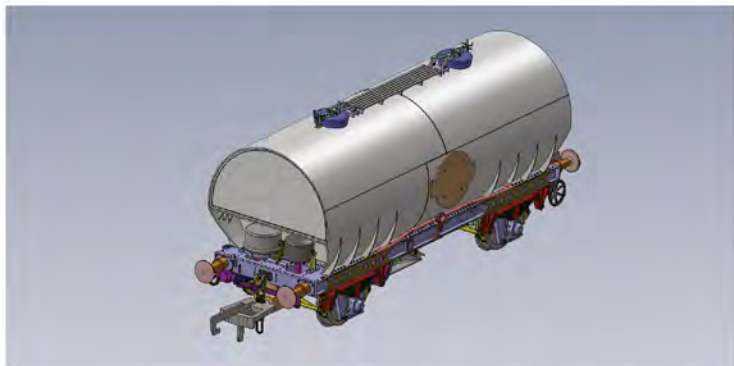
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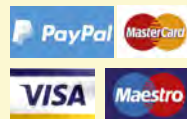
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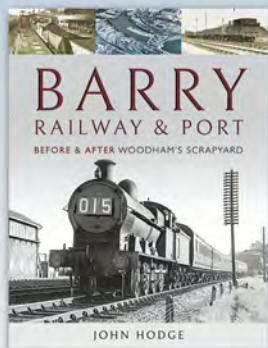
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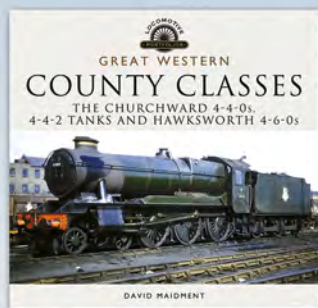
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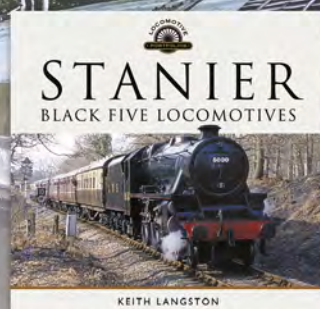
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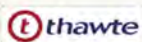
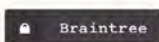
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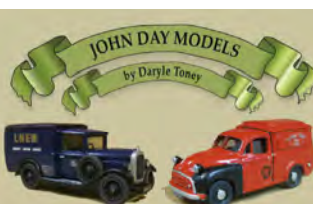
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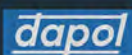
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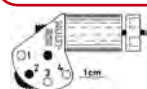
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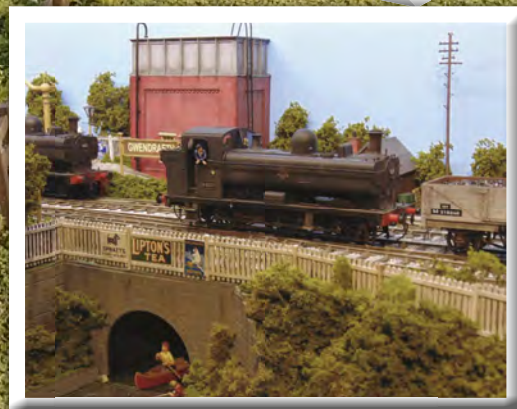
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of information, special offers, manufacturer deals and the opportunity to talk to experts and other customers about their favourite tried and tested products and techniques. They also get a chance to try something new that they have previously only seen in a magazine or boxed on a shelf. There's a relaxed atmosphere and you can call in for an hour or stay all day. The emphasis is on learning about the products and encouraging you to try something new whilst enjoying a complimentary cup of tea! Manufacturers who send a representative to our events can talk directly to their customers, obtain feedback and have a visual presence in the marketplace. We're lucky to have created friendly, social events, that attract new and old customers from all over. We utilise all advertising opportunities, finding that word of mouth, Facebook and advertising in the railway press puts our events on the map. Future Events include a narrow-gauge day, N gauge workshop and a visit from local

club 32A who are to display their layouts. We're also planning a card kit workshop, supported by Advent Modellers, who will offer tips on building and detailing Metcalfe, Superquick and Barleycorn kits. We're passionate about model railway and customer service, and are always looking for new ways to connect with customers and offer an off-the-shelf retail experience, whilst offering competitive prices, a relaxed well-presented shop floor and a dedicated planning space. It's something special that they can't get online ■

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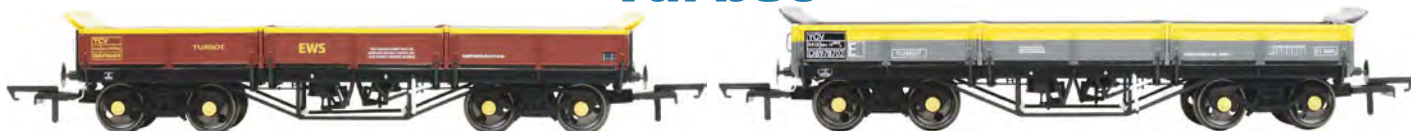
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7F-200-002 - BR 20T Brake Van B952182 Grey
7F-200-003 - BR 20T Brake Van B953095 Bauxite
7F-200-004 - BR 20T Brake Van B951224 Bauxite CAP
7F-200-005 - BR 20T Brake Van B952042 Grey
7F-200-006 - BR 20T Brake Van B952978 Bauxite
7F-200-007 - BR 20T Brake Van Unnumbered Grey
7F-200-008 - BR 20T Brake Van Unnumbered Bauxite

4F-013-039 - Gunpowder Van - Spillers 177
4F-013-040 - Gunpowder Van - Spillers 177 Weathered
4F-016-027 - Banana Van - Geest B882128
4F-016-028 - Banana Van - Geest B882128 Weathered
4F-090-009 - 9 Plank - NE Loco Coal 30990
4F-090-010 - 9 Plank - NE Loco Coal 30990 Weathered

2F-038-053 - 20T Steel Mineral - Bolsover 6395
2F-038-054 - 20T Steel Mineral - Bolsover 6395 Weathered

Product Scale Key

O Gauge

OO Gauge

N Gauge

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
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
BR Mk1 Carflat	hattons.co.uk/BRCarflat	from £31.41	Jan 2017							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
LSWR Class B4 0-4-0T	hattons.co.uk/b4	from £93.50	Apr 2014							
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
Class 66	hattons.co.uk/66	from £150	May 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/c107	£111	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype.
TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 30/07/18.

Introducing

Pendon Museum in 3D



The GWR breakdown train, with 0-6-0T number 856 in charge, seems to be in no hurry as it heads west, returning to Swindon from a breakdown job further back down the line.

Technical: 28mm f/8 0.3sec 17 images/stack 25mm baseline ISO 200

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Acorn Bridge

An express goods train from Wolverhampton to the south via Basingstoke is hurrying along the 'Up' Oxford line. The engine is a GWR 43xx class Mogul, number 6379 and will be changed for a Southern engine at the GWR engine shed at Basingstoke. On the MSWJR a GWR 4-4-0 loco number 1123 is hauling a local stopping passenger train as it traverses the bridge over the GWR main line in a southerly direction.

Technical: 120mm f/11 1/5sec 21 images/stack 38mm baseline ISO 400





Dartmoor Viaduct

A GWR 43xx class Mogul, number 8350, is in charge of an excursion train as it makes its way over the viaduct towards Porthkerrick, taking passengers to the coast.

Technical: 21mm f/8 0.3sec 21 images/stack 20mm baseline ISO 200



Fishing from the bridge

An idyllic scene that captures a lazy sunlit summer day in rural England in the 1930s, with children playing and fishing for minnows in a chalk stream at West Hendred. This model, which can be viewed beyond the Carpenter's Arms and railway level crossing in the Vale Scene, perfectly captures the scene and mood and is derived from an original photograph and careful measurement of the stone bridge.

Technical: 250mm f/16 0.6sec 126 images/stack 60mm baseline ISO 400





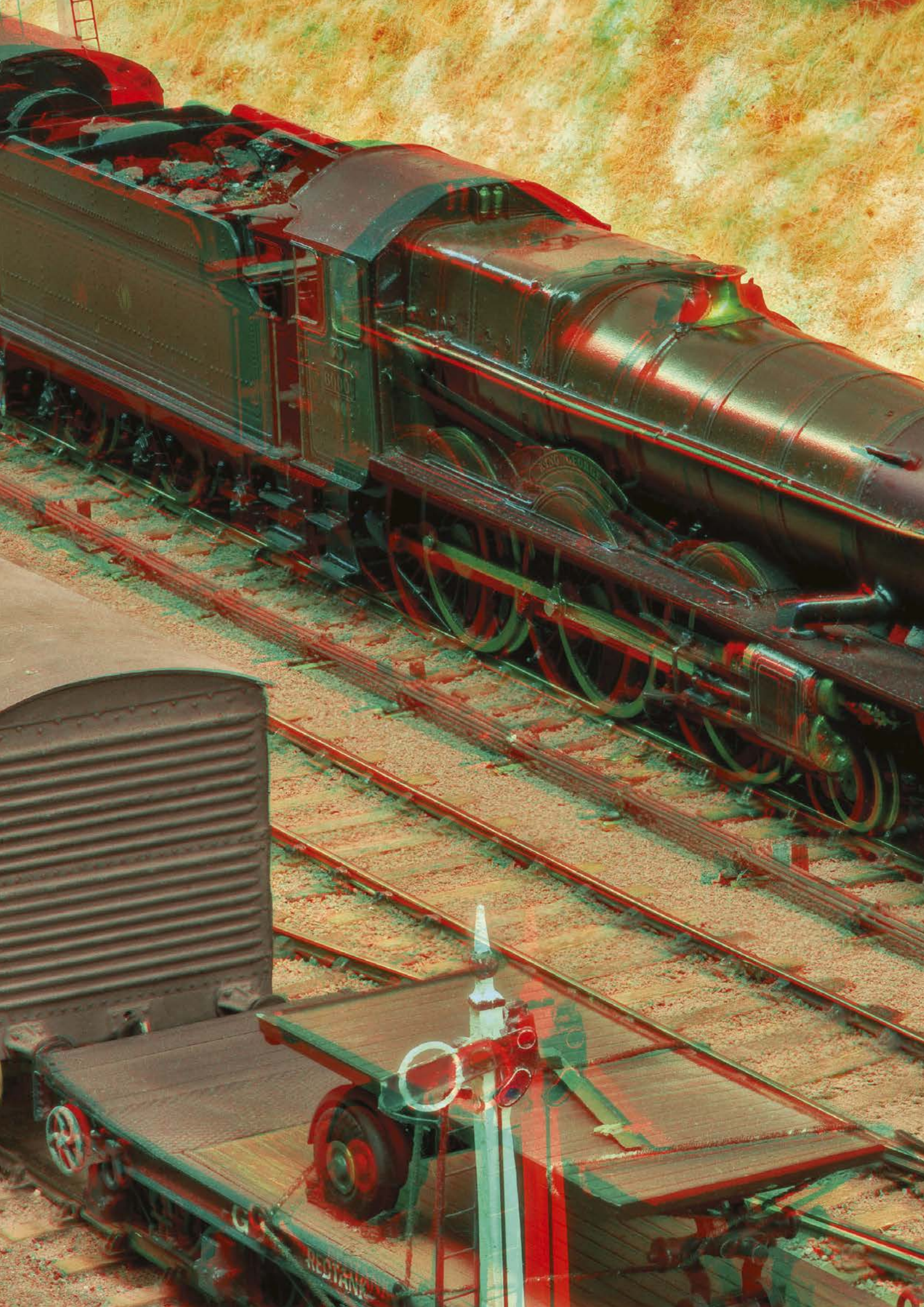
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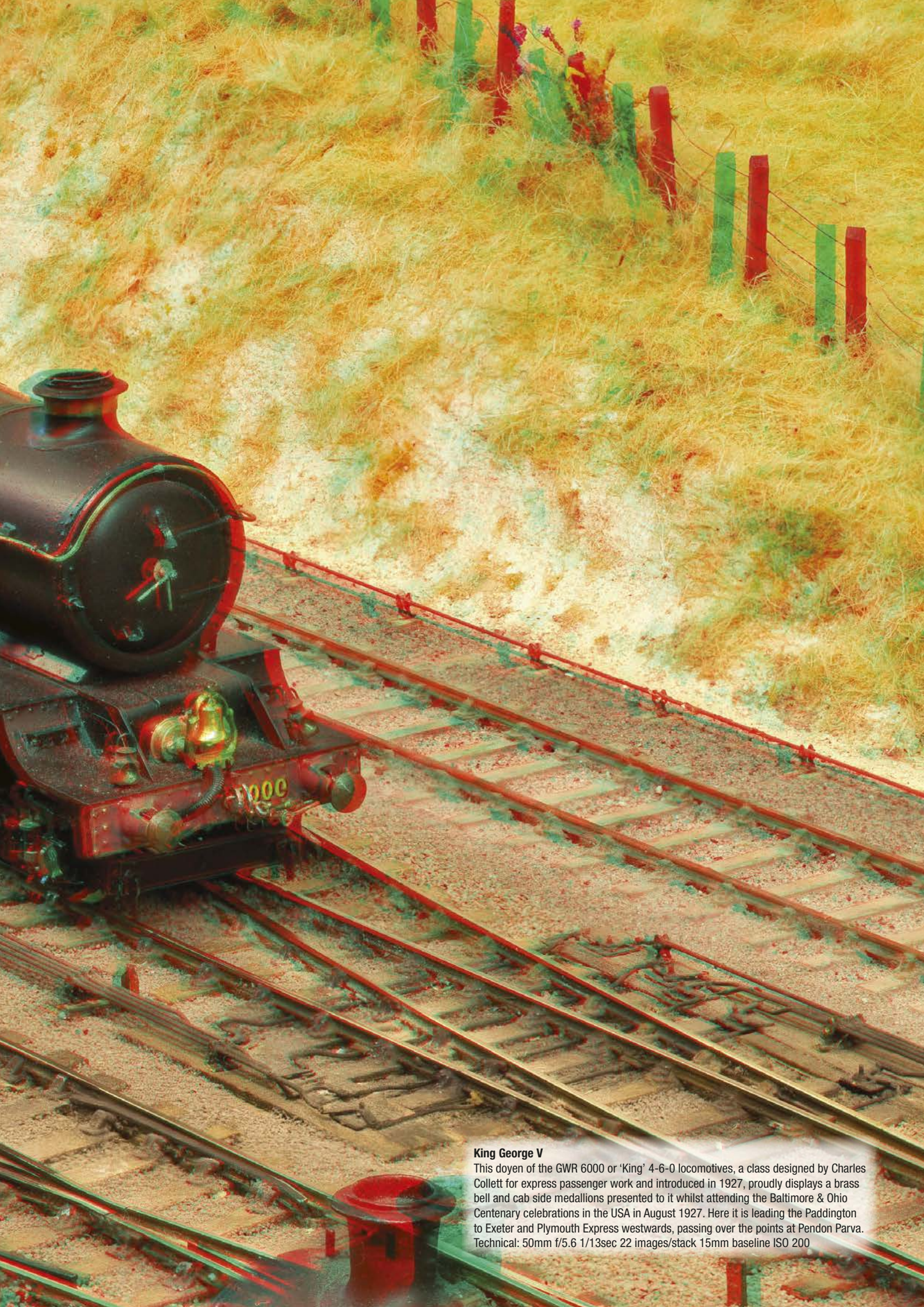
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COAL
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AND
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J. Reynolds – Coal Merchant and Haulier

No settlement would be complete without a coal merchant and here in Pendon Parva, conveniently situated beside the station, is 'J Reynolds, Coal Merchant and Haulier' and from whom you may also hire a car or a carriage. Here we catch him taking a break from the arduous business of cleaning a carriage. Technical: 300mm f/16 0.3sec 25 images/stack 45mm baseline ISO 200





King George V

This doyen of the GWR 6000 or 'King' 4-6-0 locomotives, a class designed by Charles Collett for express passenger work and introduced in 1927, proudly displays a brass bell and cab side medallions presented to it whilst attending the Baltimore & Ohio Centenary celebrations in the USA in August 1927. Here it is leading the Paddington to Exeter and Plymouth Express westwards, passing over the points at Pendon Parva. Technical: 50mm f/5.6 1/13sec 22 images/stack 15mm baseline ISO 200

Old Meets New

As horse transport began to give way to motor vehicles a new opportunity presented itself to go-ahead blacksmiths and others who turned their hands to catering for the motorist. Here we have Saxel's Garage, where the wheel and axle of a lady's carriage are receiving attention and a gentleman waits for the garage owner to leave the Austin Seven he is servicing and fill up his Bullnose Morris car with BP petrol. The original Saxel's Garage was family owned and located at Standlake in Oxfordshire - the corrugated iron workshop was built c.1928. Technical: 210mm f/11 1/4sec 26 images/stack 25mm baseline ISO 200



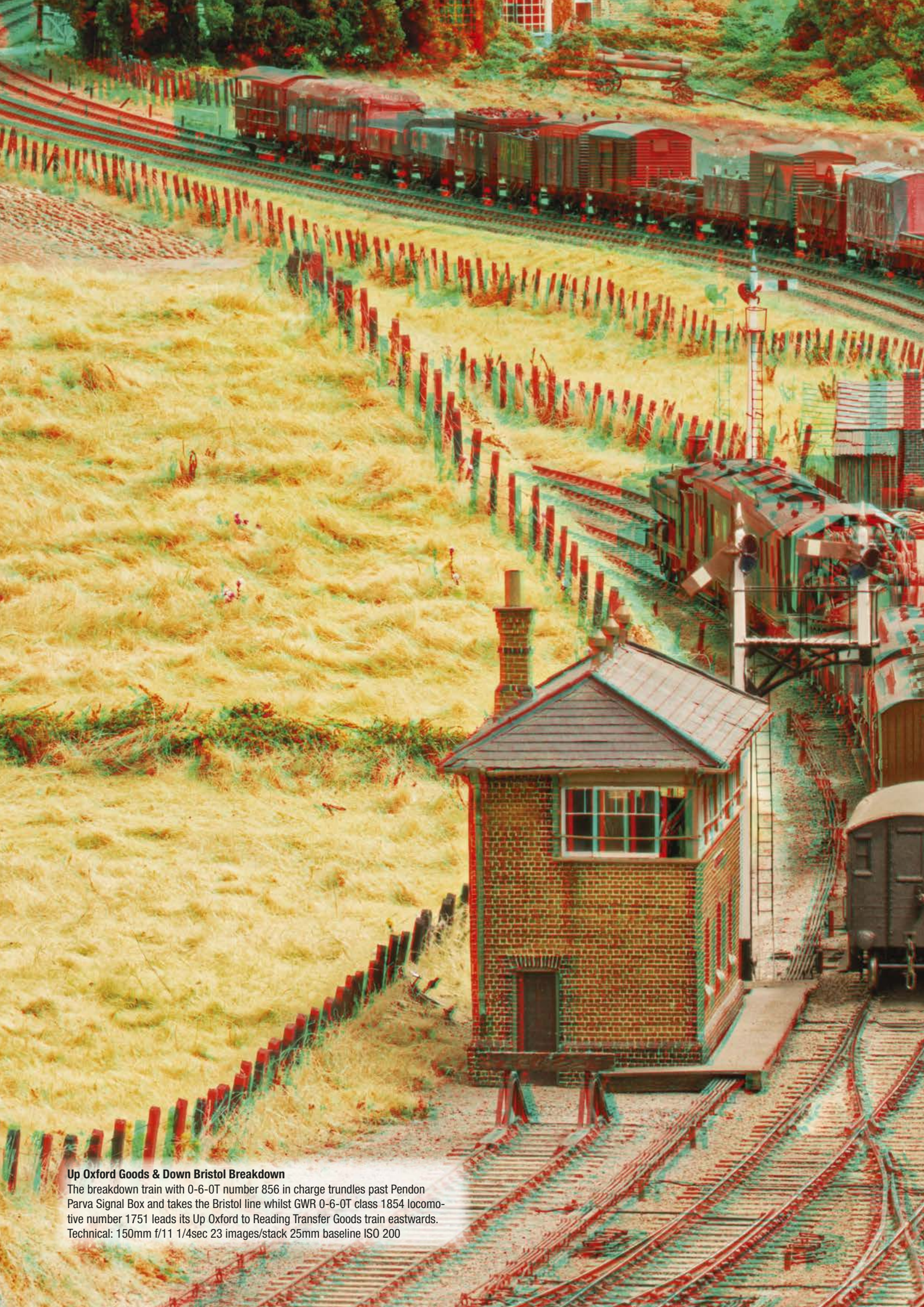


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Up Oxford Goods & Down Bristol Breakdown

The breakdown train with 0-6-0T number 856 in charge trundles past Pendon Parva Signal Box and takes the Bristol line whilst GWR 0-6-0T class 1854 locomotive number 1751 leads its Up Oxford to Reading Transfer Goods train eastwards.

Technical: 150mm f/11 1/4sec 23 images/stack 25mm baseline ISO 200







Pen Tor Road Branch Line

The auto train engine, a GWR 0-4-2T 4800 class, number 4837, simmers quietly as it waits for passengers from a stopping train on the main line platform, which is just out of the picture to the right. The train entering the down platform is the workmen's train about to pick up some of the staff who work in the dockyard at Porthkerrick. The engine is a GWR 633 class 0-6-0T, number 638; it was built in 1872. Technical: 18mm f/8 0.5sec 31 images/stack 25mm baseline ISO 200



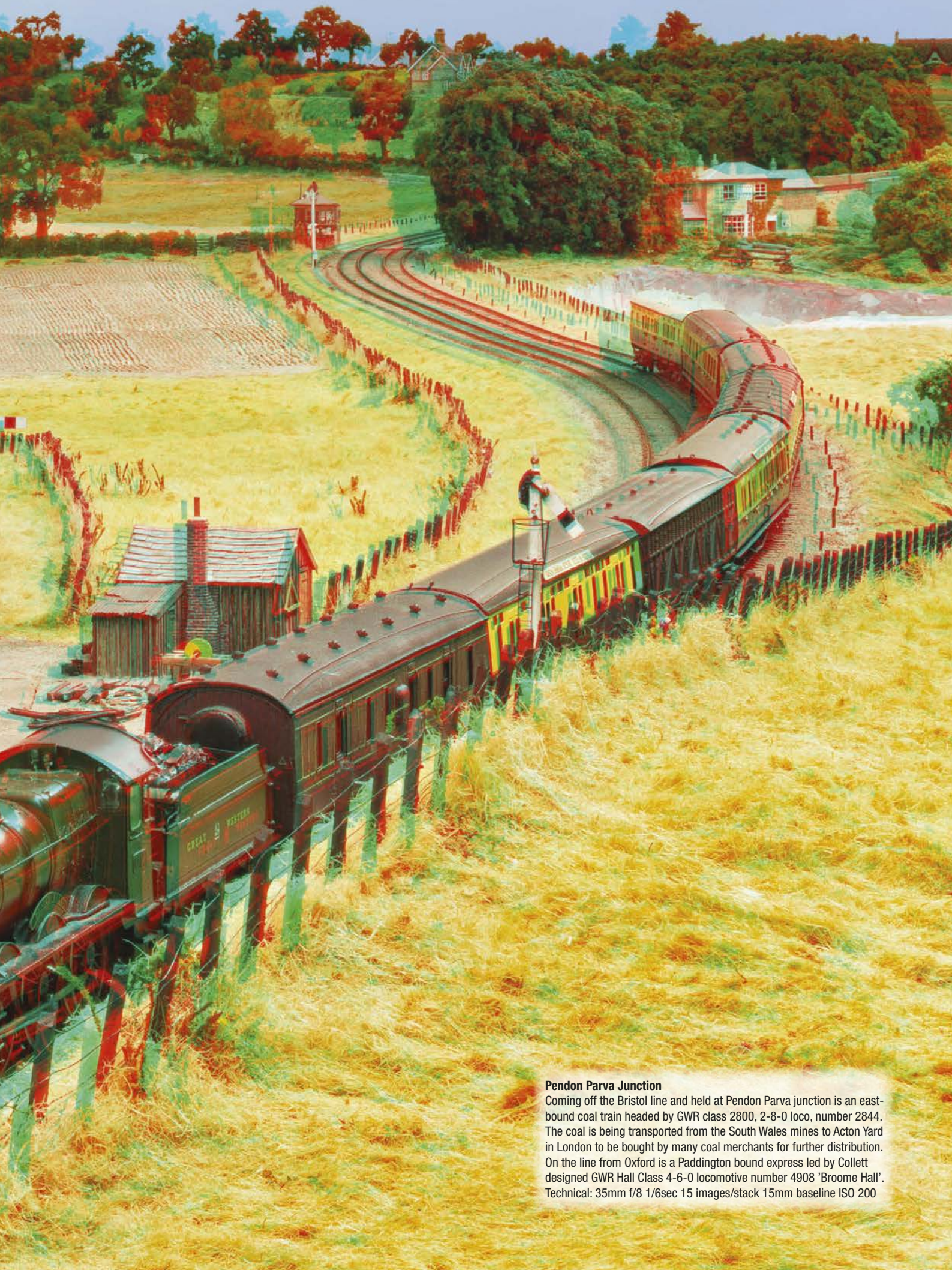
Pen Tor Mainline Station

In charge of the Up Cornish Riviera is GWR 6000 or King class 4-6-0 locomotive 'King Henry VIII', number 6013, as it speeds through Pen Tor Road station on its way to Paddington via Bristol. Coming into the station on the down line is GWR Duke class 4-4-0 'Mounts Bay' number 3273 with an all stations stopping train from Exeter to Plymouth. The main line station building comes from Ivybridge and the footbridge, from Saltash, has glazed sides to protect passengers from the strong sea winds.

Technical: 18mm f/5.6 0.4sec 20 images/stack 5mm baseline ISO 200







Pendon Parva Junction

Coming off the Bristol line and held at Pendon Parva junction is an east-bound coal train headed by GWR class 2800, 2-8-0 loco, number 2844. The coal is being transported from the South Wales mines to Acton Yard in London to be bought by many coal merchants for further distribution. On the line from Oxford is a Paddington bound express led by Collett designed GWR Hall Class 4-6-0 locomotive number 4908 'Broome Hall'.
Technical: 35mm f/8 1/6sec 15 images/stack 15mm baseline ISO 200





The Chimney Sweep

Coal or wood burning open fires were the normal method for heating houses in the Pendon period (1930s) and the chimneys, often made narrow to create a better draught and aid combustion, became encrusted with ash, soot and creosote. This was a fire hazard, particularly in wood framed and thatched buildings. The chimney sweep was a necessary tradesman and regularly employed by most householders; here he is going about his work. Householders often kept the soot to mix with compost for their gardens.

Technical: 150mm f/11 0.6sec 31 images/stack 10mm baseline ISO 200

Pendon Museum is in Oxfordshire and houses some of the finest scale model dioramas anywhere. It's a source of inspiration for many modellers. You will find details of the museum including opening times at www.pendonmuseum.com

All the photographs in this supplement were taken and processed by a Pendon volunteer, Paul Ellis. They may not be reproduced without permission.



The Doctor Calls at Godfrey's

'Godfreys' is a row of timber-framed cottages on The Causeway at Stevenston in Oxfordshire and were at one time part of a farm owned by the Godfrey family. Next door are Priory Cottages, which featured in a previous BRM 'Pendon in 3D' supplement. The doctor is making a house call at Godfreys, using his modest open top car - an Austin Seven 'Chummy'. The car's headlights are on top of the scuttle, showing it was made before 1927 when the lights began to be installed on the front wings. The car was first registered in Canterbury, Kent, with the number plate 'JG 7749'.

Technical: 150mm f/11 0.5sec 29 images/stack 15mm baseline ISO 200



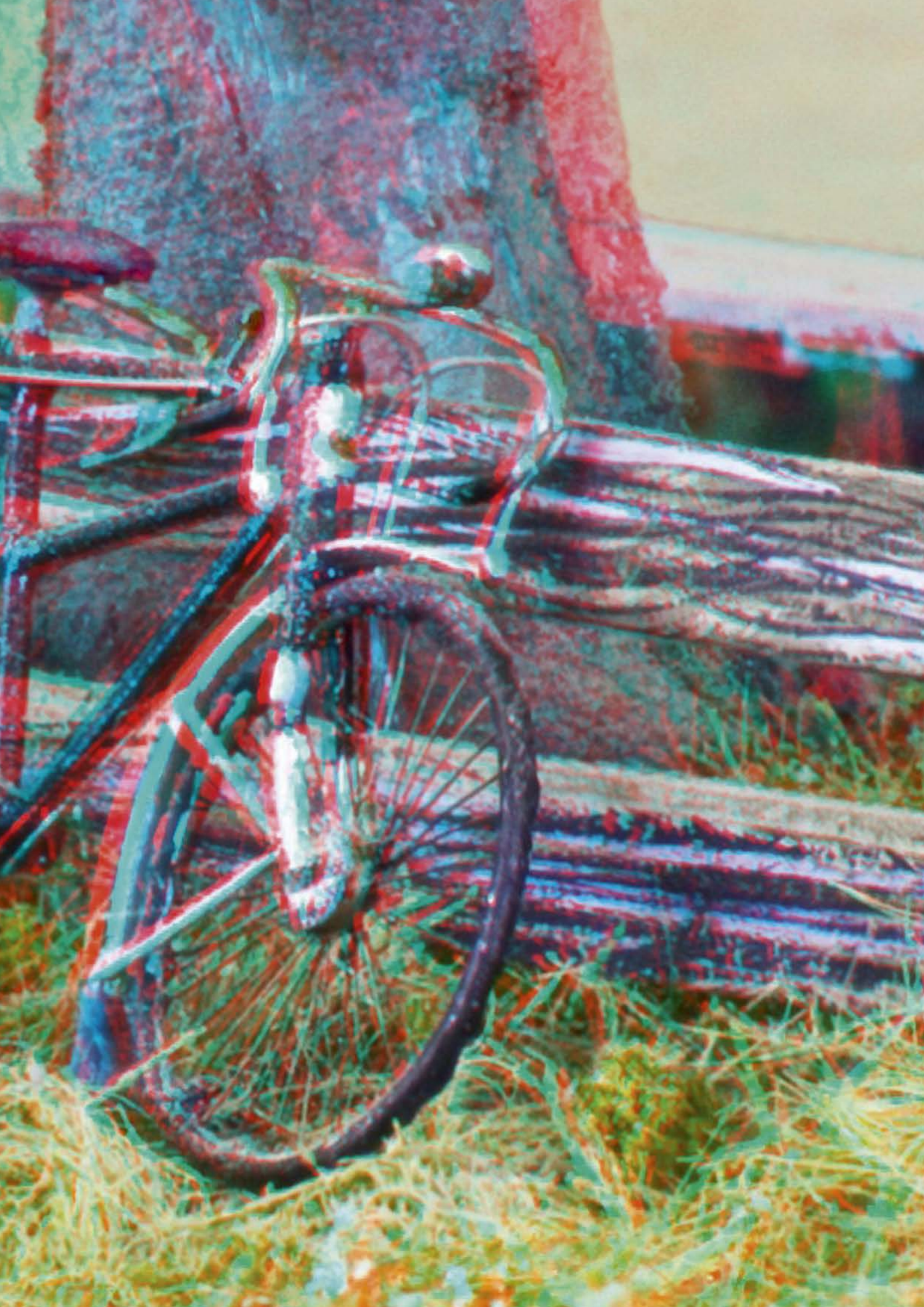




The Tandem Bicycle

Parked outside the Harrow Inn on a pleasant summer's day is a tandem cycle - perfect transport for a couple of people who want a quiet drink. The machine is an outstanding example of fine-scale modelling at only 12mm in height.

Technical: 85mm f/16 0.3sec 20 images/stack 20mm baseline ISO 400

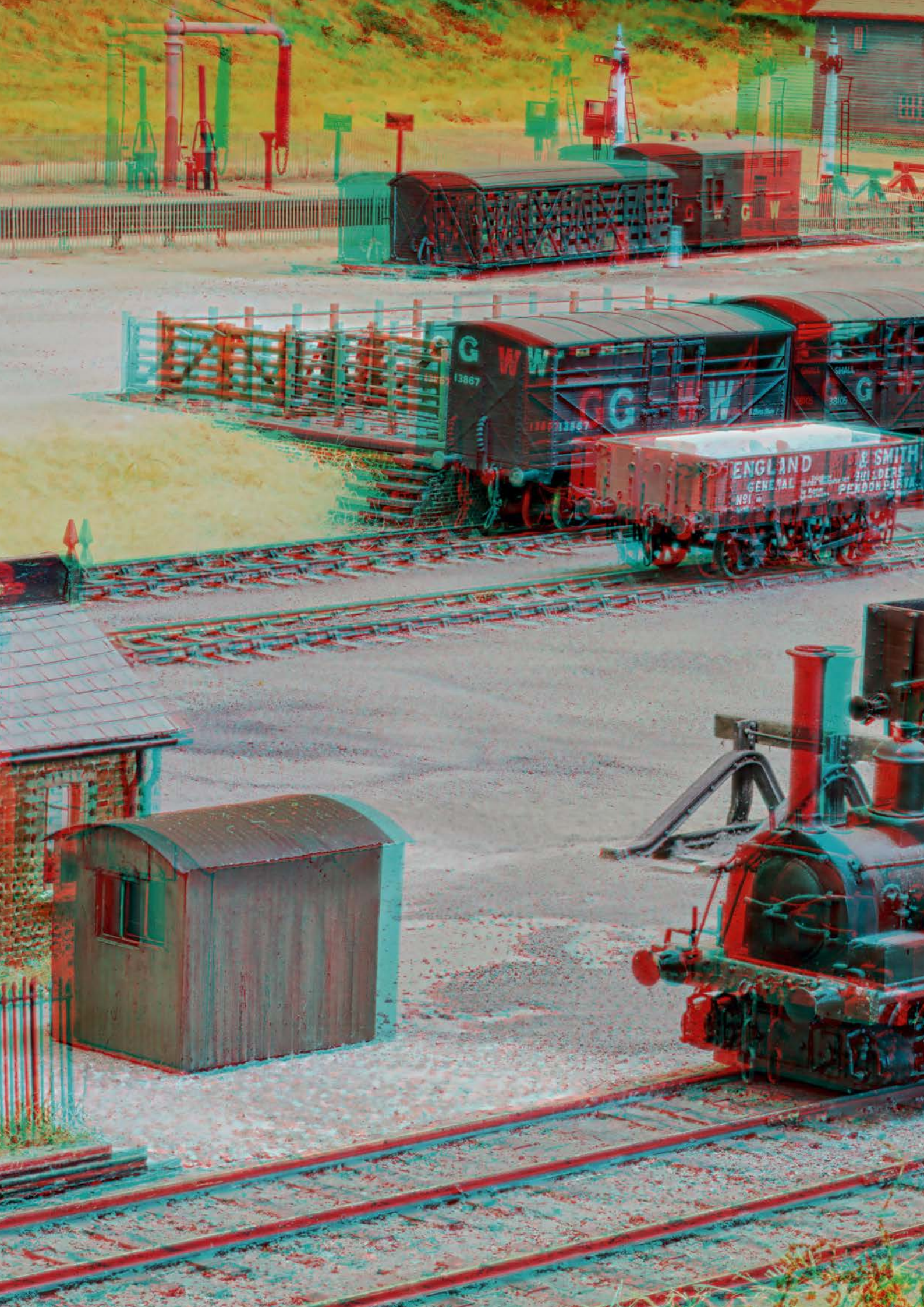




The Waggon and Horses Public House

Three men and a dog rest outside the Waggon and Horses public house in Pendon Parva. This was Pendon founder Roye England's first model and was a copy of the old 'Calley Arms' in the middle of the village of Wanborough, Wiltshire. The building still remains as a cottage although the thatch has long gone and the roof is now tiled. Technical: 30mm f/8 1/4sec 36 images/stack 35mm baseline ISO 200







Wantage Tramway

Tramways were sometimes built to serve local towns and take passengers and goods to connect with nearby GWR main line services. The Wantage Tramway connected that town with Wantage Road station on the main line from Paddington to the west by running along the main Oxford road for the two miles of its length. Locomotive No.5 was built in 1857 and bought by The Wantage Tramway company in 1878 and remained there until the Tramway's closure in 1946. Here is No.5 carrying out its duties at Pendon Parva goods yard. The real locomotive can still be seen at the Didcot Railway Museum.

Technical: 50mm f/5.6 1/10sec 23 images/stack 10mm baseline ISO 200

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