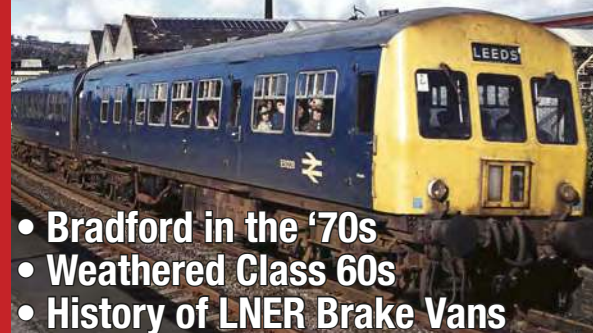


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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

We take off to the Eastern Region for a tour of Bawdsey - a compact, yet interesting and pristine layout. In the studio, Phil Parker explains paint choice for models, Michael Russell shares his techniques for painting backscenes and Howard Smith resprays a Heljan Class 60 during the last warm spell of 2018, before the onset of winter.



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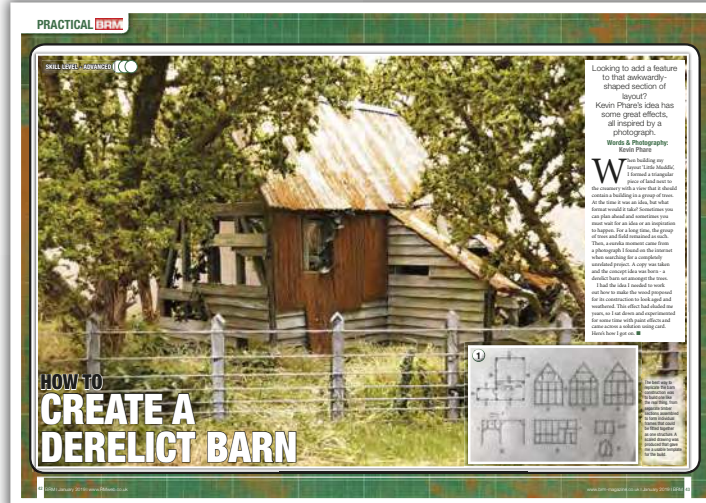
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PLAY



Ever wondered what comes of buying a second-hand layout? Bradford MRC did just that, but would it make the creation of a successful exhibition layout any easier?

As part of our 'effects issue', Kevin Phare shares his techniques for creating rotting wood and rusting metal on his latest project - a derelict barn ruin.

24

42



Big blue skies meet large LMS 'Pacifics' on Paul Scott's O gauge continuous loop layout which seeks to entertain visitors. Can an LMS modeller have enough dark red coaches?

Adding many dry stone walls to your layout might take longer than you think, so Michael Russell devised a special tool to speed up the process. Now you can too!

52

84

LAYOUTS

24 REEVY ROAD WEST (00)
Bradford MRC bought this unfinished layout as a project, though its completion proved challenging.

52 SCOUT GREEN CROSSING (O)
Paul Scott's journey into railway modelling is a familiar one, and he has arrived at an absolutely fabulous destination...

66 BAWDSEY (EM)
Paul Marshall-Potter admired a Chris Matthewman layout so much that he bought it. Here we learn about his stewardship and the light changes he has made.

PRACTICAL BRM

42 CREATE A DERELICT BARN
Kevin Phare's derelict barn was inspired by a photograph. It teaches us how to achieve some great modelling effects.

48 MODEL RUST
Following the success of his realistic 'Woodmores Scrapyard' diorama, Michael Russell reveals his secret techniques to achieve a convincing rust effect.

62 HOW TO PAINT YOUR MODELS
Phil Parker paints his latest model projects using accessible, adaptable and affordable techniques. Let's take a look.

76 CREATE A LIVERY OF CHOICE
Struggling to match the paint finish of an RTR factory? Howard Smith guides us through the stages of repainting a Heljan Class 60 locomotive.

82 WEATHERED CLASS 60s
Simon Bendall looks at this often distinctively weathered Class and the effects you could add to your RTR models.

84 MAKE A DRY STONE WALL
An inspired solution to creating a rural staple. Michael Russell picks up the wallpaper roller and explains how to create a dry stone wall effect.

NEWS, REVIEWS AND FEATURES

34 THE BRM CAKEBOX CHALLENGE
Our Cake Box Challenge has seen some incredible entries but there can only be one winner!

38 INBOX
The fantasy layouts from a contestant on Channel 5's 'Great Model Railway Challenge' TV show, plus your latest modelling projects.

91 GOODS INWARDS
Incoming! The latest scenic accessories, kits, items of rolling stock and control gear for your layout.



RTR paint finishes are difficult to match, but what if the livery you want isn't available? Howard Smith airbrushes Heljan's Class 60 into one such example.

76



With a career spanning a quarter of a century, Olivia's Trains' new RTR commissions from Heljan are highly regarded by Andy York. The only difficulty is choosing a variant.

94

94 REVIEW: OLIVIA'S TRAINS TEA AND VAA BOC WAGONS

Andy York finds these useful must-have tank wagons for the BR Blue freight-lover impressive and sings praise.

97 REVIEW: BACHMANN MK.1 TPO COACH

A staple vehicle for modellers looking to create a Travelling Post Office train, Simon Bendall takes a closer look.

98 REVIEW: HELJAN CLASS 25/3

Heljan's latest 'big diesel' is a refined version and improvement on its last iteration of the Sulzer Type 2, as Simon Bendall discovers.

102 REVIEW: DAPOL LNER 20T BRAKE VAN

An essential for most O gauge modellers, Dapol's latest item of rolling stock is reviewed by Tony Wright.

104 REVIEW: HORNBY 'TOAD' E BRAKE VAN

This latest model from Hornby is described as 'one of the finest items of RTR rolling stock in OO Gauge' by Tony Wright.

106 PROTOTYPE INSPIRATION: LNER BRAKE VANS

New arrivals from Dapol and Hornby this month are a call to action for Tony Wright as he explains their history.

108 REVIEW: DAPOL HAA MGR HOPPER WAGON

Our O gauge bonanza continues, as Simon Bendall examines this model of a British coal industry veteran.

110 REVIEW: HOBBYZONE MODULAR WORKBENCH ORGANISERS

Is your workbench a disorganised mess? Howard Smith takes a closer look at a system that promises tidiness.

162 TAIL LAMP: THE BEGINNINGS OF A COTTAGE INDUSTRY

Paul Rolley couldn't find the wagons he needed, so began making his own. And a burgeoning cottage industry was born...

This episode of BRMTV

- 'Bawdsey', as seen in this issue
- Top tips on choosing paint
- An artist's painting technique for models
- Practical advice on airbrushing outdoors



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Maybe Channel 5's 'Great Model Railway Challenge' has handed our hobby the greatest Christmas present ever; it's been fantastic to see the participants and Kathy Millatt as judge engaging with *RMweb.co.uk* readers about their experiences through the series. Exhibitions around the country are seeing more family and young visitors plus some retailers are seeing increased interest from those inspired to return to railway modelling. Whilst the models seen may not be to every individual's tastes in what they would like to see, it surely is a good thing that our interest has been treated so well by the series' producers.

We welcome those new visitors to the National Festival of Railway Modelling at Peterborough on 8/9 December where there is the chance to see the lead layout from our December issue, 'Bournemouth West'. The display of live steam and smoke from some of the locomotives is innovative.

Well done to all our readers who participated in the **BRM** Cakebox Challenge. The results are now in and the winner is announced on page 34. It has been great to see the challenge

Howard Smith

The season of goodwill will be an enjoyable break, though it's bound to be fresh outside. So, whilst mostly indoors, is it to be house renovations or will I succumb to a test-build of an un-released kit from a new manufacturer? I guess you'll find out in **BRM** soon... What will you be up to? Show us your projects and I'll hopefully meet you on the **BRM** stand during this show season.

Phil Parker

I'd like Santa to bring me an extra day every week so I can make a proper dent in the piles of kits built up over the years, or a big bucket of willpower so I can at least resist adding more to the collection. For everyone else, I hope you receive something that will inspire you to do a bit more modelling, be it a kit, some tools or even a magazine subscription (they make excellent presents!).

Andy York

Christmas is always a busy time on *RMweb* and there will certainly be a mix of the naughty and the nice; there's never a Silent Night and I'm sure there will be a Ding Dong Merrily on High somewhere. I hope you and yours have an enjoyable break at least!

Ruth Jamieson & Amie Carter

'Show season' is well-and-truly in full swing. By the time you're reading this Warley will have finished and The National Festival of Railway Modelling in Peterborough (December 8 & 9) will be just around the corner. Those of you attending the Peterborough Show have the chance to meet us both on the **BRM** stand so please come and say hello.

encouraging modellers to pick-up their tools and make some great scenes.

There's a wealth of practical content in this issue to help you acquire more effects skills this month with Kevin Phare's ruined barn, Michael Russell's rust effects and making stone walls. We have looked at how to bring you more news faster these days and recommend that you sign up to **BRM** Express, our free fortnightly email newsletter, which brings you up-to-date trade news and stories far quicker than we can on the printed page. See www.world-of-railways.co.uk/brm for more info.

Turn your eyes towards *RMweb.co.uk* around Christmas and New Year for the latest discussions on product announcements and the start of the British Model Railway Awards where you can vote for your favourite models of 2018.

We all wish you a Merry Christmas and a very Happy New Year. ■



RMWEB EDITOR | Andy York



BRM

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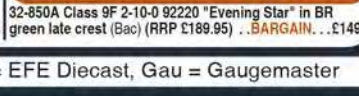
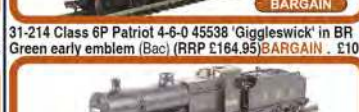
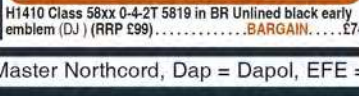
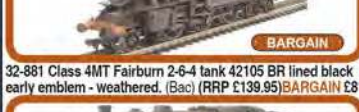
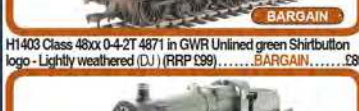
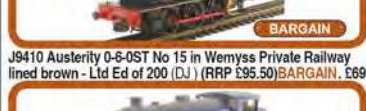
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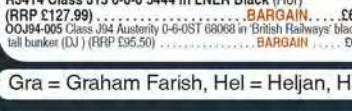
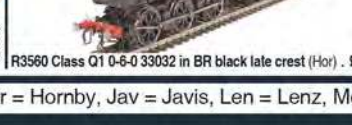
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OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) BARGAIN £84



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



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) (RRP £79.95) BARGAIN £55



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) BARGAIN £229



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) BARGAIN £229



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted (Hor) £239



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) (RRP £289.99) BARGAIN £246



O071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95) BARGAIN £96



O071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95) BARGAIN £99



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £99



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £99



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £109



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) £144



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) £144



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



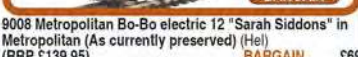
9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95) BARGAIN £64



9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/Metropolitan (1990s preserved condition) (Hel) (RRP £139.95) BARGAIN £64



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) (RRP £139.95) BARGAIN £69



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) (RRP £139.95) BARGAIN £69



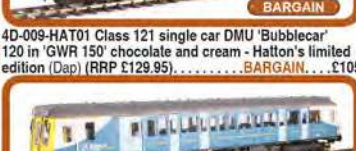
9005 Metropolitan Bo-Bo electric 19 in Metropolitan (Hel) (RRP £139.95) BARGAIN £64



32-290DS Class 101 2 car DMU in Network SouthEast passenger figures and DCC sound (Bac) (RRP £299.95) BARGAIN £220



40-009-HAT01 Class 121 single car DMU "Bubblecar" 120 in "GWR 150" chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN £105



40-009-HAT02 Class 121 single car DMU "Bubblecar" 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN £105



40-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN £105



40-009-HAT06 Class 121 single car DMU "Bubblecar" 960010 in Railtrack "coaching stock" maroon - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN £105



40-009-HAT03 Class 121 single car DMU "Bubblecar" 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN £105



40-009-001 Class 121 single car DMU "Bubblecar" W55020 in BR green speed whiskers (Dap) (RRP £145) BARGAIN £109



40-009-003 Class 121 single car DMU "Bubblecar" W55029 in BR blue & grey (Dap) (RRP £145) BARGAIN £109



40-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (Dap) (RRP £140.50) BARGAIN £109



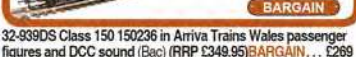
8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) BARGAIN £50



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) (RRP £349.95) BARGAIN £269



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) (RRP £349.95) BARGAIN £269



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) (RRP £349.95) BARGAIN £269

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

0151 733 3655



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



32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe. (Bac) (RRP £164.95) **BARGAIN**... £92

DEMUS



31-236A Class 205 'Thumper' 1121 in BR green small yellow panel - weathered (Bac) £203.96

EMUS



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor)..... £160



31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) (RRP £299.95) **BARGAIN**... £205



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac) (RRP £369.95) **BARGAIN**... £249



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) (RRP £179.99) **BARGAIN**... £132

Track Maintenance vehicles



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

Train sets - analogue



R1183 'Master of the Glens' Train Set Class P2 2-8-2 'Cook O' The North' in LNER green and three LNER teak coaches (Hor) (RRP £184.99)..... **BARGAIN**... £145
R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99)..... **BARGAIN**... £45



R1176 Class 373 'Eurostar' Train Set (Hor) (RRP £169.99) **BARGAIN**... £129



R1210 Santa's Express - Christmas starter train set (Hor) £47



R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) **BARGAIN**... £80

Train sets - digital



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99)..... **BARGAIN**... £250



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

Coaches



39-602 60' ex-SECR Birdcage brake third lavatory S35005 in BR crimson (Bac) (RRP £59.95)..... **BARGAIN**... £42



39-622 60' ex-SECR Birdcage brake third S34285 in BR crimson (Bac) (RRP £59.95)..... **BARGAIN**... £42



39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) (RRP £64.95)..... **BARGAIN**... £48



39-612 60' ex-SECR Birdcage composite S5468S in BR crimson (Bac) (RRP £59.95)..... **BARGAIN**... £42



39-576 Hawksworth A38 Auto-trailer W228W in BR maroon (Bac) (RRP £68.95)..... **BARGAIN**... £48



R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range (Hor)..... £64



39-032 Mk1 SK Second Corridor SC24859 in Sealink (Bac) (RRP £44.95)..... **BARGAIN**... £29



R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (RRP £32.99) **BARGAIN**... £14



R4709 Mk1 CK composite corridor W15061 in BR chocolate & cream (Hor) (RRP £32.99) **BARGAIN**... £14
39-271D Mk1 GUV general utility van M86223 BR Maroon (Bac) (RRP £44.95)..... **BARGAIN**... £29



39-273 Mk1 GUV General Utility Van S86724 in BR green (Bac) (RRP £44.95)..... **BARGAIN**... £30



R4708 Mk1 SK second corridor W24540 in BR chocolate & cream (Hor) (RRP £32.99)..... **BARGAIN**... £14



39-650 Mk2F 'Aircor' FO first open in BR blue and grey (Bac) £46.71
39-650DC Mk2F 'Aircor' FO first open in BR blue and grey - DCC fitted interior lighting (Bac)..... £67.96



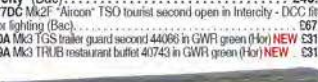
39-686 Mk2F 'Aircor' RFB restaurant first buffet in Intercity (Bac)..... £46.71



39-685 Mk2F 'Aircor' RFB restaurant first buffet in BR blue and grey - as preserved (Bac)..... £46.71



39-677 Mk2F 'Aircor' TSO tourist second open in Intercity (Bac)..... £46.71
39-677DC Mk2F 'Aircor' TSO tourist second open in Intercity - DCC fitted interior lighting (Bac)..... £67.96
R4780A Mk3 TGS trailer guard second 44066 in GWR green (Hor) **NEW** £31.50
R4779A Mk3 TRUB restaurant buffet 40743 in GWR green (Hor) **NEW** £31.50



R4781B Mk3 TSO trailer second open 42250 in GWR green (Hor)..... £31.50
OR763FO001B Mk3a FO first open in BR Blue & Grey M11042 (Ox) **NEW** £29



OR763FO001B Mk3a FO first open M11052 in BR blue and grey (Ox) **NEW** £29



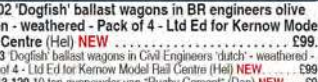
R4860 Pullman J Type 'Devon Belle' observation car No.13 in Pullman umber and cream (Hor) £60



K4102 'Dogfish' ballast wagons in BR engineers olive green - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) **NEW** £99.99
K4103 'Dogfish' ballast wagons in Civil Engineers 'dutch' - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) **NEW** £99.99
4F-013-120 10 ton gunpowder van 'Hugby Cement' (Dap) **NEW** £9.50
4F-013-121 10 ton gunpowder van 'Hugby Cement' - weathered (Dap) **NEW** £10.50
4F-016-033 12 ton banana van B881929 BR baude Fyffes logo (Dap) **NEW** £9.50
4F-016-034 12 ton banana van B881920 in BR baude Fyffes logo - weathered (Dap) **NEW** £10.50
39-300X 20 ton 'Toad' brake van 68642 in GWR grey - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £15.99



R4860 Pullman J Type 'Devon Belle' observation car No.13 in Pullman umber and cream (Hor) £60



K4102 'Dogfish' ballast wagons in BR engineers olive green - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) **NEW** £99.99
K4103 'Dogfish' ballast wagons in Civil Engineers 'dutch' - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) **NEW** £99.99
4F-013-120 10 ton gunpowder van 'Hugby Cement' (Dap) **NEW** £9.50
4F-013-121 10 ton gunpowder van 'Hugby Cement' - weathered (Dap) **NEW** £10.50
4F-016-033 12 ton banana van B881929 BR baude Fyffes logo (Dap) **NEW** £9.50
4F-016-034 12 ton banana van B881920 in BR baude Fyffes logo - weathered (Dap) **NEW** £10.50
39-300X 20 ton 'Toad' brake van 68642 in GWR grey - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £15.99



R4860 Pullman J Type 'Devon Belle' observation car No.13 in Pullman umber and cream (Hor) £60



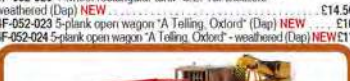
39-300Y 20 ton 'Toad' brake van W68366 in BR grey - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £15.99
39-537Y 20 ton CAR brake van B854687 in BR baude - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £24.95
39-300W 20 ton load brake van Z10 DW35377 in BR departmental green - 1 limited edition for Kernow Model Rail Centre (Bac) **NEW** £18.99
4F-034-031 21 ton mineral hopper 193270 in NE grey (Dap) **NEW** £10.50
4F-034-032 21 ton mineral hopper 193270 NE grey - weathered (Dap) **NEW** £11.51
39-825S 25 ton Queen Mary brake van LD56283 in BR baude Electrification blue - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £24.95
39-825Y 25 ton Queen Mary brake van LD56283 in BR baude Electrification blue - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £24.95



39-300Y 20 ton 'Toad' brake van W68366 in BR grey - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £15.99
39-537Y 20 ton CAR brake van B854687 in BR baude - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £24.95
39-300W 20 ton load brake van Z10 DW35377 in BR departmental green - 1 limited edition for Kernow Model Rail Centre (Bac) **NEW** £18.99
4F-034-031 21 ton mineral hopper 193270 in NE grey (Dap) **NEW** £10.50
4F-034-032 21 ton mineral hopper 193270 NE grey - weathered (Dap) **NEW** £11.51
39-825S 25 ton Queen Mary brake van LD56283 in BR baude Electrification blue - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £24.95
39-825Y 25 ton Queen Mary brake van LD56283 in BR baude Electrification blue - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** £24.95



4F-032-019 4-wheel rectangular tank 'S.E. Tar Distillers' (Dap) **NEW** £13.50
4F-032-020 4-wheel rectangular tank 'S.E. Tar Distillers' - weathered (Dap) **NEW** £14.50
4F-052-023 5-plank open wagon 'A Telling, Oxford' (Dap) **NEW** £10
4F-052-024 5-plank open wagon 'A Telling, Oxford' - weathered (Dap) **NEW** £11



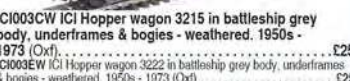
R6365 Breakdown Crane pack 20-ton brake van and 8-plank open wagon - Railroad Range (Hor) (RRP £32.99)..... **BARGAIN**... £14.50



4F-026-015 HIA aggregate limestone hopper 369018 in Freightliner green (Dap) (RRP £26.49) **BARGAIN**... £21
4F-026-016 HIA aggregate limestone hopper 369019 in Freightliner green (Dap) (RRP £26.49)..... **BARGAIN**... £21



IC1003CW ICI Hopper wagon 3215 in battleship grey body, underframes & bogies - weathered, 1950s - 1973 (Ox)..... £25
IC1003EW ICI Hopper wagon 3222 in battleship grey body, underframes & bogies - weathered, 1950s - 1973 (Ox)..... £25



R6850 KFA container wagon in Tiphook Rail 'Nichicon' and 'Marfret' containers (Hor) £31.50



R6833 LNER 20 ton 'Toad B' brake van 140422 in LNER baude (Hor) **NEW** £19.80
R6834 LNER 20 ton 'Toad B' brake van 140526 in LNER baude (Hor) **NEW** £19.80
R6834 LNER 20 ton 'Toad F' brake van E175712 in BR grey (Hor) £19.80



R6834 LNER 20 ton 'Toad E' brake van E1788614 in BR grey (Hor) **NEW** £19.80



37-095A Pack of 37-plank 'Coal trader' private owner wagons - weathered (Bac) (RRP £54.95) **BARGAIN**... £37
37-097 Pack of three 5 plank private owner wagons - weathered (Bac) (RRP £49.95)..... **BARGAIN**... £31



R6893 Pack of three engineers wagons - 'Rudd', 'Clam' and 'Tope' in departmental grey and yellow (Hor) **NEW** £49.50
4F-035-102 Prestito wagon A412041 ARC Amalgamated Roadstone yellow (Dap) **NEW** £10.50



SB005E SPA Open Wagon 460023 in EWS Livery - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £29.99
SB005F SPA Open Wagon 460050 in EWS Livery - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £29.99
SB005A SPA Open Wagon 460089 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £32.99
SB005B SPA Open Wagon 460123 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £32.99
SB005C SPA Open Wagon 460242 in EWS Livery - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £29.99



SB005E SPA Open Wagon 460023 in EWS Livery - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £29.99
SB005F SPA Open Wagon 460050 in EWS Livery - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £29.99
SB005A SPA Open Wagon 460089 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £32.99
SB005B SPA Open Wagon 460123 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £32.99
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SB005D SPA Open Wagon 460890 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £32.99



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SB005D SPA Open Wagon 460890 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** £32.99

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NEW



OR76WW006B Warwell Sherman Tank - weathered (Oxf) NEW £34
SB004A ZAA PIKE Open Wagon DC460019 in Civil Engineers 'Dutch' - Exclusive to Kernow Model Rail Centre (DJ) NEW £29.99

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SB004B ZAA PIKE Open Wagon DC460036 in Civil Engineers 'Dutch' - Exclusive to Kernow Model Rail Centre (DJ) NEW £29.99
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SB004D ZAA PIKE Open Wagon DC460049 in Civil Engineers 'Dutch' - Exclusive to Kernow Model Rail Centre (DJ) NEW £29.99
R6894 ZBA 'Rush' wagon DB972008 departmental grey and yellow (Hor) NEW £17.50
R6896 ZGV 'Toper' wagon DB970299 departmental grey and yellow (Hor) NEW £17.50
R6895 ZGV 'Clant' wagon DB973110 departmental grey and yellow (Hor) NEW £17.50
R6851 ZUA Sheik ballast truck van D993002 in EWS meron (Hor) NEW £21

Analogue controllers



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

Point motors

R8014 Mark 2 Point Motor (Hor) (RRP £9.99) BARGAIN £5

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor) (RRP £11.99) BARGAIN £6

Cables & Wires

PL-90 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of OO, HO & O gauge - Pack of 24 (Pec) £2.20
18KADEE NEM362 Kadec coupling - Medium (8.63mm) - Pack of four (Kad) £5

Buildings - railways

PO336 Settle and Carlisle style stone goods shed building - card kit (Met) NEW £20.40



44-0001 Two road brick engine shed (184 x 144 x 135mm) (Bac) (RRP £49.95) BARGAIN £23

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210



R636 Double track level crossing (Hor) (RRP £28.99) BARGAIN £14



R070 Electrically Operated Turntable (Hor) £64
R530 Overhead power pylons - pack of three (Hor) (RRP £12.99) BARGAIN £8
SL-1140 Rail-built buffer stops for Peco bullhead track - pack of two (Pec) NEW £3.20

Signals

R170 Distant junction signal (Hor) (RRP £16.99) BARGAIN £7
4L-002-001 Signal - Motorised, UMS home (OOSIGN3) (Dap) £25
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general



99660 Art Deco Bus Garage and bus (EFE) £72.21
44-0098 Gents Toilet and Staff Room (Bac) £39.96
PO285 Modern Industrial unit - card kit (Met) NEW £11.05

Man-made scenic structure - non-railway

CG219 Corn stacks - pack of five (Hor) NEW £7.50
CG218 Corn stacks - pack of two (Hor) NEW £5
PO540 Yard goods hoist - laser cut kit (Met) NEW £6

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) (RRP £39.99) BARGAIN £21



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

People - civil



36-407 1950s Train Crew x 6 (Bac) (RRP £9.95) BARGAIN £7.50

Track - Code 100 Settrack

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R607 2nd radius double curve track (6 make a circle) (Hor) £2.50
R607 Circle of 8 (Hor) £18



R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £2
R8072 Left Hand Standard Point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £3.70



R8073 Right Hand Standard Point (Hor) £9.50
ST-245 Settrack curved double radius left handed point insulfrog (Pec) £14.50
ST-244 Settrack curved double radius right handed point insulfrog (Pec) £14.50
ST-241 Settrack No 2 radius left handed point insulfrog (Pec) £9
ST-240 Settrack No 2 radius right handed point insulfrog (Pec) £9
ST-204 Settrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3



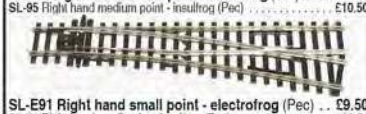
SL-E99 3 way medium radius point - electrofrog (Pec) £27
SL-99 3 way medium radius point - insulfrog (Pec) £27
SL-90 (Double slip - insulfrog (Pec) £33
SL-69 Left hand large point - insulfrog (Pec) £12



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-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

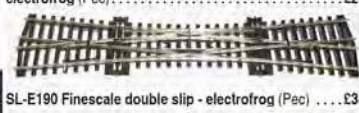
Track - Code 75 Finescale



SL-100F Pack of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £100
SL-100F Single (Pec) £4



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



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50
SL-U1188 Right hand large radius bullhead rail point - insulfrog (Pec) £26

Buses



UK6506 ADL Enviro400 MMC - "First Bristol" (Nor) £48
OM40821B Bristol Lodekka "Wills and Dorset" - Route 38A £33
"Bournemouth, Limited Stop" (Cor) NEW £33
OM40821A Bristol Lodekka "Wills and Dorset" - Route 38A "Salisbury Limited Stop" (Cor) NEW £33
76PAN008 Plaxton Panorama A. Timpson & Sons Ltd (Oxf) NEW £16
76SB002 Saro Bus - Maidstone and District (Oxf) £16



76SB003 Saro Bus London Greenline (Oxf) NEW £16
CC42418 The Beatles - Magical Mystery Tour Bus (Cor) NEW £21.50



OM46515A Wright Eclipse Gemini 2, Brighton & Hove, Brighton Pride, Route 21, Brighton (Cor) NEW £33
OM46515B Wright Eclipse Gemini 2, Brighton & Hove, Brighton Pride, Route 28, Tunbridge Wells (Cor) NEW £33

Cars

76MMC006 Morris Minor Convertible Maroon B/Tan (Oxf) NEW £4.50
76SR007 Sunbeam Rapier Multi Light Green Metallic/Embassy Black (Oxf) NEW £4.50

Military ground vehicles



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton) (Oxf) £12.50
76LRFC0003 Land Rover FC GS (Oxf) NEW £8.50

N Gauge

Steam locos



372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' in BR green late crest (Gra) (RRP £169.95) BARGAIN £114



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

Diesel locos



371-398 Class 66/7 66779 'Evening Star' in BR green GBRF branding (Gra) £114.71

HSTs



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) NEW £160.89



2D-019-008 Class 43 HST 4-car book set in GNER blue (Dap) £160.89



2D-019-009 Class 43 HST 4-car book set in GWR Green (Dap) NEW £160.89

DMUs



370-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Gra) (RRP £399.95) BARGAIN £330



371-629 GWR Railcar 20 in GWR chocolate & cream shirt button emblem (Gra) (RRP £94.95) BARGAIN £75

Coaches



2P-005-820 Mk3 TFO first open 41120 in East Coast silver (Dap) NEW £21.39



2P-005-821 Mk3 TFO first open 41150 in East Coast silver (Dap) NEW £21.39
2P-005-831 Mk3 TSO second open 42001 East Coast silver (Dap) NEW £21.39



2P-005-832 Mk3 TSO second open 42146 in East Coast silver (Dap) NEW £21.39
2P-005-833 Mk3 TSO second open 42150 East Coast silver (Dap) NEW £21.39
2P-005-830 Mk3 TSO second open 42215 East Coast silver (Dap) NEW £21.39
2P-005-335 Mk3 TSO second open 42239 in GWR green (Dap) NEW £21.39
2P-005-332 Mk3 TSO second open 42301 in GWR green (Dap) NEW £21.39
2P-005-336 Mk3 TSO second open 42301 in GWR green (Dap) NEW £21.39
2P-005-334 Mk3 TSO second open 42351 in GWR green (Dap) NEW £21.39

Wagons



2F-034-063 21 ton hopper 'Doncaster Coalite' (Dap) NEW £9.50
2F-034-064 21 ton hopper 'Doncaster Coalite' - weathered (Dap) NEW £10.50
2F-038-055 21 ton steel mineral wagon 'Blaenavon' (Dap) NEW £10.50
2F-038-056 21 ton steel mineral wagon 'Blaenavon' - weathered (Dap) NEW £11.50

Model railway spares

SL-310 Rail Joiners/Fishplates for N & OO8 gauge (24 per pack) (Pec) £2

Buildings - railways

42-0054 Depot Mess Room and Toilet (Gra) £25.46



42-0053 Servicing Point (Gra) £28.86
PN636 Settle and Carlisle style stone goods shed building - card kit (Met) NEW £14
42-086 Sheffield Park Booking Office (Gra) £42.46
42-089 Sheffield Park Station Canopy (Gra) £29.71
42-090 Sheffield Park Waiting Room Toilet (Gra) £46.71

Buildings - general

42-0056 Dutch Barn (Gra) £21.21
PN185 Modern Industrial unit - card kit (Met) NEW £8.50

Man-made scenic structure - non-railway

PN840 Yard goods hoist - laser cut kit (Met) NEW £4.50

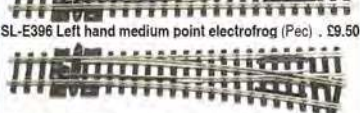
Track - Code 80 Settrack

ST-11 Double straight track (Pec) £1.60
ST-6 Settrack left hand point insulfrog (Pec) £8.50
ST-5 Settrack 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

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

Diesel locos



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-E390F Finescale double slip electrofrog (Pec) ... £38
 SL-E389F Finescale left hand large point electrofrog (Pec) ... £11
 SL-U396F Finescale left hand medium point unitfrog (Pec) ... £10
 SL-E392F Finescale left hand small point electrofrog (Pec) ... £9.50
 SL-U395F Finescale right hand medium point unitfrog (Pec) ... £10



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

Commercial vehicles

NFDE008 Ford 400C Van Southdown (Ox) NEW ... £4.50

OO9 Narrow Gauge

Steam locos



391-028 Baldwin Class 10-12-D 4-6-0T "Hummy" in Ashover Railway black - weathered (Bac) (RRP £154.95) BARGAIN ... £121



391-026 Baldwin Class 10-12-D 4-6-0T 590 in Welsh Highland Railway black (Bac) ... £123.21

Coaches

GR-530UG 4-wheel brake coach in freemance dark green (Pec) NEW ... £22
 GR-530UR 4-wheel brake coach in freemance indian red (Pec) NEW ... £22
 GR-500UG 4-wheel enclosed coach in freemance dark green (Pec) NEW ... £22
 GR-500UR 4-wheel enclosed coach in freemance indian red (Pec) NEW ... £22
 GR-520UG 4-wheel open sided coach in freemance dark green (Pec) NEW ... £22
 GR-520UR 4-wheel open sided coach in freemance indian red (Pec) NEW ... £22

Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec) ... £68

O Gauge (1:43 Scale)

Steam locos



7S-026-002 Class 3F 'Jinty' 0-6-0T 16554 in late LMS black (Dap) (RRP £225) BARGAIN ... £159



7S-026-005 Class 3F 'Jinty' 0-6-0T 47501 in BR black 'BRITISH RAILWAYS' lettering (Dap) (RRP £225) BARGAIN ... £168
 7S-007-008 Class 57xx 0-6-0T premier L92 in London Transport maroon (Dap) (RRP £242.50) BARGAIN ... £185



7S-007-004 Class 57xx 0-6-0T pannier L94 in London Transport maroon (Dap) (RRP £242.50) BARGAIN ... £173



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) ... £594.15



7S-010-008 Class A1X Terrier 0-6-0 5 'Portishead' in GWR Green (Dap) (RRP £225) BARGAIN ... £157



7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) (RRP £225) BARGAIN ... £157
 7D-008-011U Class 08 shunter in BR blue (without ladder) - unnumbered (Dap) (RRP £225) BARGAIN ... £156
 7D-008-009U Class 08 shunter in BR green late crest and wisp stripes - unnumbered (Dap) (RRP £225) BARGAIN ... £157



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN ... £450



2011 Class 20 in BR green full yellow ends 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) (RRP £599) BARGAIN ... £450



2558 Class 25/3 in BR blue - unnumbered (Hel) NEW ... £446.25
 2559 Class 25/3 in BR blue - weathered and unnumbered (Hel) NEW ... £446.25
 2557 Class 25/3 in BR blue pre-TOPS - unnumbered (Hel) NEW ... £446.25



2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) NEW ... £446.25
 2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) NEW ... £446.25



5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels (Hel) (RRP £599) BARGAIN ... £470



5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels (Hel) ... £509.15



8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel) (RRP £599) BARGAIN ... £425



7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream crest - DCC sound and light bar fitted (Dap) (RRP £375) BARGAIN ... £280



4953 Mk1 BG full brake in BR chocolate and cream (Hel) (RRP £325) BARGAIN ... £141
 4954 Mk1 BG full brake in BR green (Hel) (RRP £325) BARGAIN ... £149



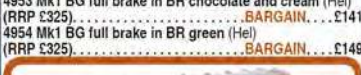
4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325) BARGAIN ... £147



4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325) BARGAIN ... £147



4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325) BARGAIN ... £147



4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325) BARGAIN ... £147



4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325) BARGAIN ... £147

Wagons



1051 100xx OAA in BR bauxite - late (Hel) (RRP £84.95) BARGAIN ... £35



1053 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) BARGAIN ... £35



7F-200-002 20-ton standard brake van B952182 in BR grey (Dap) ... £67.96



7F-200-006 20-ton standard brake van B952978 in BR bauxite (Dap) ... £67.96
 7F-200-004 20-ton standard brake van CAP B951234 BR bauxite (Dap) ... £67.96
 1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95) BARGAIN ... £39



1043 200xx VBA sliding door van in EWS (Hel) (RRP £84.95) BARGAIN ... £34



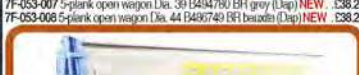
1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95) BARGAIN ... £35
 7F-053-007 5-plank open wagon Dia. 39 B494780 BR grey (Dap) NEW ... £38.25
 7F-053-008 5-plank open wagon Dia. 44 B490740 BR bauxite (Dap) NEW ... £38.25



5051 Bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (Hel) (RRP £189) BARGAIN ... £79
 5152 Bogie flat IWB Cargowagon 4047007 Corus Rail (Hel) (RRP £189) BARGAIN ... £74



H7-WW-704 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hel) ... £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) ... £8.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) ... £43
 ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) ... £6
 ST-U751 Setrack second radius Unifrog left hand point (Pec) ... £43



Track - Code 143 Flat Bottom Streamline

IL-715 Pack of concrete sleepers for Code 143 rail (Pec) NEW ... £9



VA09524 Ford Escort Mk1 Twincam - Blue Mink (Cor) NEW ... £24
 43AJG5003 Jaguar MKV Closed Dark Blue Tan (Ox) NEW ... £21



VA10111 Triumph Stag Mk2 - British Racing Green (Cor) NEW ... £24



43LAN188021 Land Rover Series 1 88" Hard Top Raf (Ox) NEW ... £11



Military ground vehicles



Military ground vehicles

G Scale

Steam locos



91404 Emily Steam loco (with moving eyes) (Thomas the Tank engine) (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 Quadripole 4 circuit power controller (Gau) ... £149

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) ... £16.50
 36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) ... £18.66
 36-557 Pack of 5 (Bac) (RRP £109.75) BARGAIN ... £90
 X9658 4-pin DCC decoder for Sandrails and Pickett locos (Hor) ... £12
 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

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) ... £86
 36-583 8-pin 3-function 0.75A decoder back EMF (Bac) (RRP £20.90) BARGAIN ... £12

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) ... £92
 R8249 Single (Hor) ... £16
 DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) ... £17
 DCR-8PIN-Direct Box of 5 (Hat) ... £77
 DCR-8PIN-Direct Box of 10 (Hat) ... £136
 R8115 TTS DCC Sound Decoder 8 pin plug - Merchant Navy 4-6-2 steam loco (Hor) ... £38
 R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) ... £36

Diesel Class 43 HST (MTU)

R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) ... £57

Digital control accessory decoders

DCC-ADS-SSX 8-way accessory decoder for solenoid point motors (DCC) ... £68

Digital controllers

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

524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) ... £154
 DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) ... £114

Digital control accessories

BPDC880 Pack of three DCC autotog polarity reversal switches - for electrofrog points (Gau) ... £13.50
 524-037 SEB 5 amp Power Booster DCC system for use Power Cab controller (NCE) ... £177

Point motors

DCP-CB12P Cobalt ip slow-action analogue point motor - pack of 12 (DCC) ... £169
 DCP-CB10P Cobalt ip slow-action digital point motor * 1 (DCC) ... £21

Digital control accessories

Digital controllers

Digital controllers

Digital controllers

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Digital controllers

ELLESMERE



Read about
Ellesmere in the
October 2016 issue
of BRM.
[www.brmm.ag/
Ellesmere](http://www.brmm.ag/Ellesmere)



With the pressing need to replace a tired old exhibition layout, and an affection for the Cambrian Railway informing his choices, Phil Greaves built this gorgeous tribute to the Western Region set in the 1960s. Phil Parker picks a few of the many modelling highlights so that you can get the look. ■

Get the Look

1 – Trees are Greenscenes (www.greenscenes.co.uk) 'Forest in a box' seafoam armatures sprayed with hair lacquer and sprinkled with flock for leaves.

2 – A classic conical GWR water tower built from a Ratio Models plastic kit.

3 – The footbridge is based on the Hornby R076 plastic kit, with replacement supports on the platform and extra detailing.

4 – An ex-Airfix GMR autotrailer in BR maroon. The model is still available from Hornby and we detailed one in the October 2018 issue of BRM.

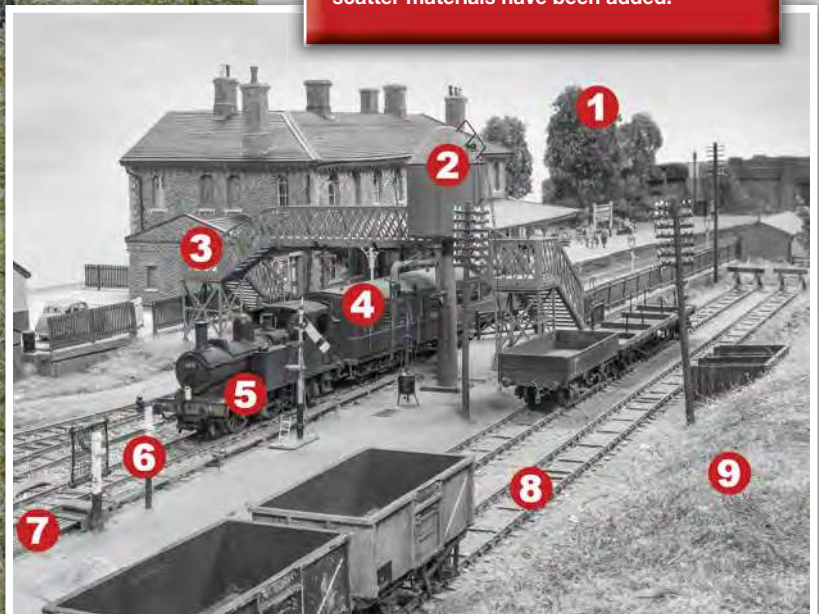
5 – The ex-GWR 14XX tank locomotive dates back to the Airfix GMR range of the 1980s, now in the Hornby range. This one has added detail from a Mainly Trains pack.

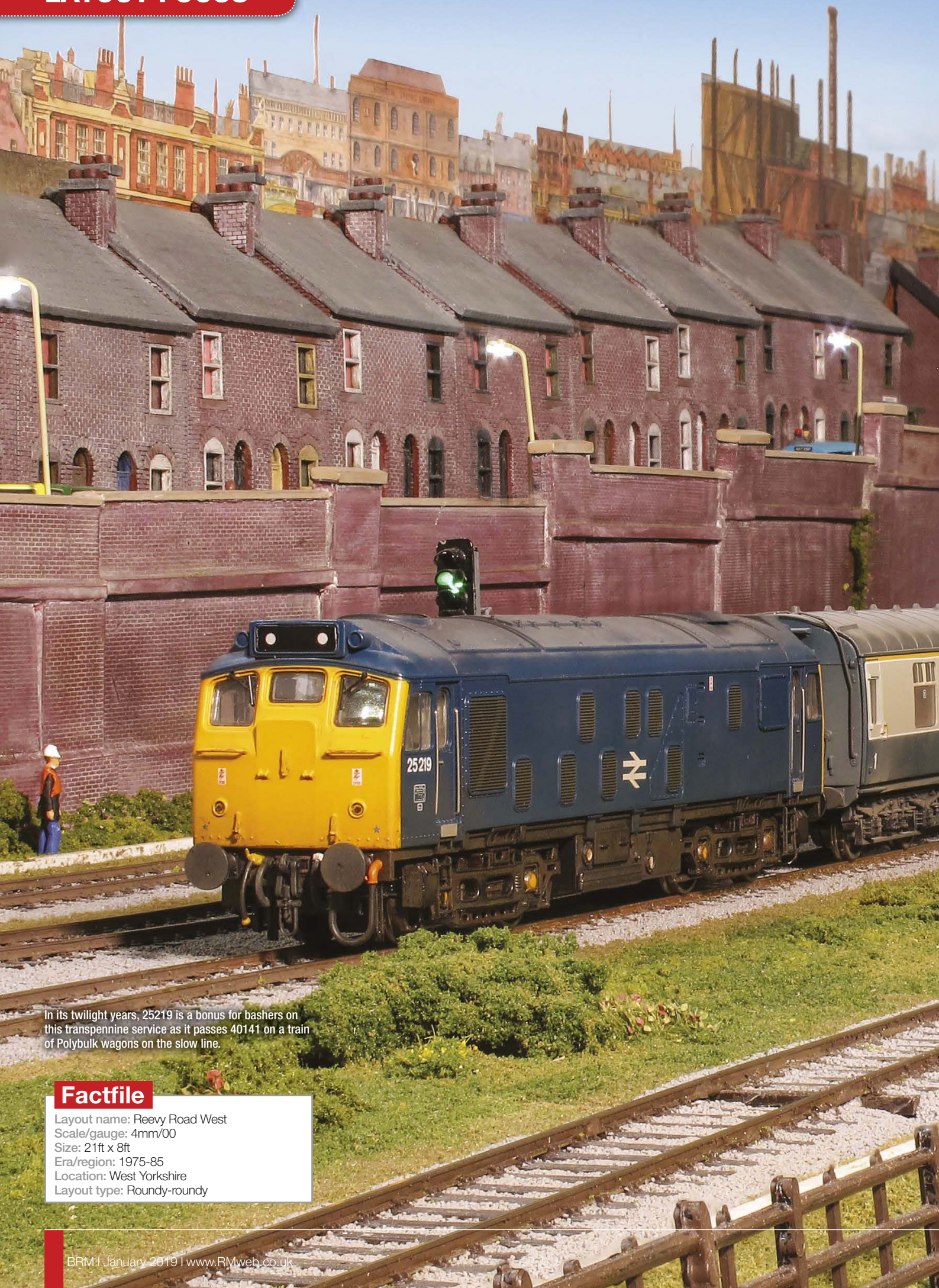
6 – Token exchange apparatus from a Mainly Trains kit, now in the Wizard Models (www.wizardmodels.ltd) range. Signalmen would hang the token on the post for drivers to collect. The net reduced the need for accuracy when returning it while moving.

7 – Point rodding is from a Wills kit. Phil admits it's over scale, but looks nice although he'd be tempted to try the 3D printed version from ModelU or DCCconcepts in future.

8 – Plain track uses SMP plastic point bases now available from Marcway (www.marcway.net) and copper-clad sleepers for the scratch-built pointwork.

9 – Scenery is expanded polystyrene covered with teased-out hanging basket liner to which scatter materials have been added.





In its twilight years, 25219 is a bonus for bashers on this transpennine service as it passes 40141 on a train of Polybulk wagons on the slow line.

Factfile

Layout name: Reevy Road West
Scale/gauge: 4mm/00
Size: 21ft x 8ft
Era/region: 1975-85
Location: West Yorkshire
Layout type: Roundy-roundy

REEVY ROAD WEST

Bradford MRC bought an unfinished layout with an easy project in mind, although it soon turned into anything but. Lessons learned, they're finally happy with the results...

Words: Bradford MRC **Photography:** Andy York



LOVE THE BR BLUE ERA?

If the answer is 'yes' you'll love **TRACTION** magazine which celebrates classic diesel and electric locomotives.

Find out more at www.traction-magazine.co.uk

The club had wanted to build a DCC layout for a while, when this layout appeared for sale at a show. The idea was to get a layout up-and-running as quickly as possible, so it was acquired in a very basic form and comprising only the front section, no fiddle yard and unfinished scenery. The name 'Reevy Road West' is just a local road name in Bradford, which is near the club rooms. The layout is run in the 'Corporate blue diesel era' (1975 – 1985), but the occasional steam special may be seen.

Construction

The three scenic boards are all 5ft long and are mainly constructed of MDF, which makes them heavier than usual. A new fiddle yard has had to be constructed. We use 9mm ply with 3in x 1in framing. We made legs for all the boards using 2in x 1in, so all boards can stand as tables. This makes the layout easier to put together, although it does also mean that we have a lot of legs.

The layout stands about 5ft high, which is good for eye-level viewing, just to watch trains going through the countryside, although it will probably get criticised by show visitors who cannot see it. To make it more presentable we covered the corners with display boards so the fiddle siding cannot be seen easily, with curtains also covering around the corners. A nice lighting bar covers the whole layout and makes an impressive display.

The backscene is 2ft deep, which prevents viewing over the top for the public, and for the operators. As such, we have a couple of old milk crates that we can stand on if we need to look over.

Scenery and Track

The scenery is made-up of polystyrene blocks covered with lightweight Polyfilla painted a dark brown and given a number of coatings of Woodland Scenics flock. The numerous trees are from the Model Tree Shop. The scenic section track is Peco code 75 with code 100 used for the fiddle sidings. Peco adapters are used to convert the 100 to 75 as the track comes onto the scenic section.

The original ballasting was very badly applied, covered all tracks and looked terrible – oversized ballast was used too. This has all been very painstakingly removed and redone using Woodland Scenics fine grey laid in the time-honoured way of carefully spreading with fingers and fixing using a fine paint brush of diluted



The 1980s were a great time for the transpennine traveller with Deltics coming off East Coast mainline duties to find secondary, but very popular, roles on North East to North West services.



LIKE WHAT YOU SEE?
Read about Bradford
MRC's 'Titheridge
Junction' in **BRM** October
2018. See [brmm.ag/
october2018](http://brmm.ag/october2018) for more



Celebrity Class 40, 40106, the last remaining BR green diesel whistles a cement train from Hope through Reevy Road against the thrum of a Deltic-powered transpennine service.

KEY DETAILS

MIXED TRAFFIC

Reevy Road West is largely fictional, although it gets its name from a street near to the Bradford MRC clubhouse. We're quite sure it's not as lively thereabouts as the layout suggests, with military vehicles in transit, 21 ton coal wagons, 'CovHops' and others interesting rolling through, but a nod to the poetic license exercised – especially if it keeps the crowds entertained at exhibitions!



Above: 24041 cautiously leads its train of 21T hopper wagons out from beneath the loading chute in the siding and over some suspect trackwork.

PVA with a dash of washing up liquid. The result is a big improvement over the original.

Buildings and backscene

The buildings in the town are laser-cut wood painted and detailed. The industrial buildings have been scratch-built using cardboard and Plastikard. The backscene is

a painted a sky colour, which is enhanced using a printed townscape montage cut from various Townscene sheets.

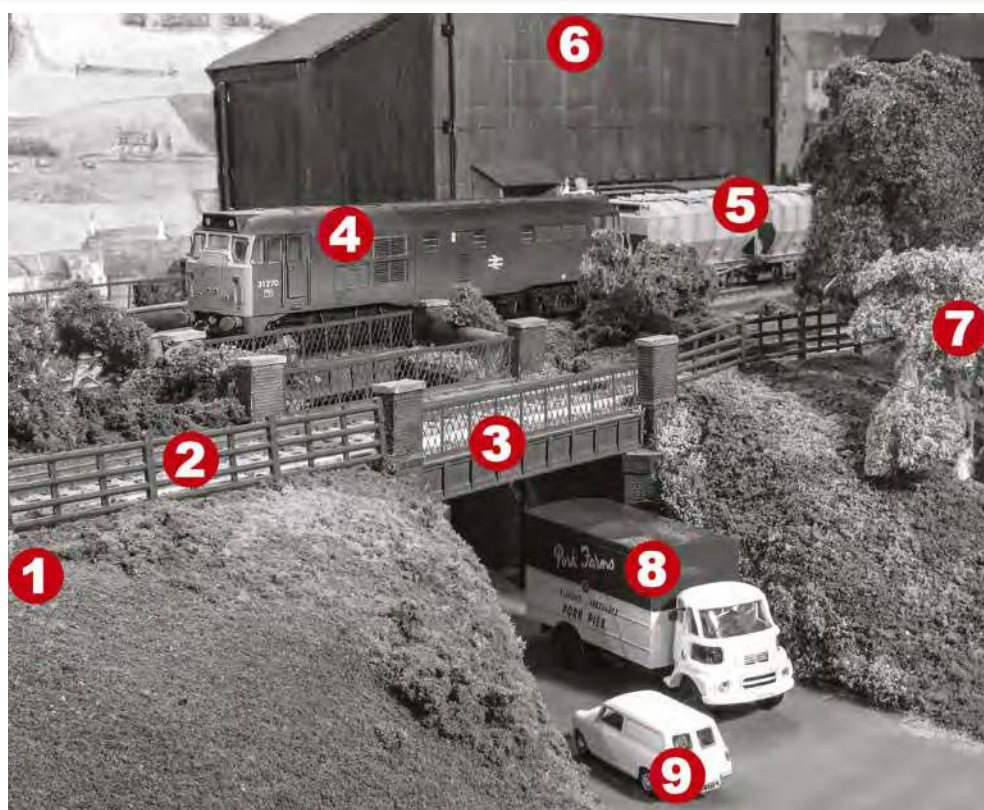
Electrics and control

After many years of traditional analogue controls, this is the club's first venture with a DCC layout. This has entailed a

complete re-cabling of the layout with a DCC bus divided into four districts for added reliability. The system chosen uses NCE power pro 5amp controllers with 5amp boosters. NCE was selected as many members were already familiar with NCE Power Cab controllers which are compatible with the Pro system. Peco point motors are



Tinsley shed's 31270 heads a train of ice blue COVHOP wagons from East Anglia as a Class 25 infrastructure train approaches from the other direction.



GET THE LOOK

1 – Lightweight Polyfiller base, painted and then covered with various grades of scatter from the Woodland Scenics range.

2 – Ratio Four-bar lineside fencing. (Catalogue number 424)

3 – Bachmann Scenecraft OO/HO Gauge Railway Road Over Bridge (Catalogue number 44-152)

4 – Hornby Class 31 (Catalogue number R2413)

5 – TMC weathered Bachmann Blue Sugar Covhop Wagons (Catalogue number 38-500Z)

6 – Laser-cut wood buildings covered with embossed Plastikard sheet.

7 – Trees from the Model Tree Shop.

8 – Base Toys Leyland FG van.

9 – Corgi Collectables Mini van.

controlled using DCC Concepts hardware. Complex route setting of multiple points is possible by incorporating macros in the NCE controllers. The signals are mainly from Absolute Aspects, with one from CR Signals. The signals are automated using infra-red sensors between the rails from Block Signalling Ltd and are reset using a simple timer. Street lamps illuminate the town.

The points for the fiddle yard and front are operated by push buttons utilising the DCC System. Macros are programmed into the system and NCE mini panels provide automated route planning. There are two control panels, one for each direction and four operating positions, two to allow front operation and two on the rear. The layout is split into four districts, two on the front scenic section and two for the fiddle yard in each direction. So if a fault appears, only one district will stop and not the whole layout.

Stock

The fiddle sidings have five roads each way, which allows us up to 20 trains. The locomotives and stock are from Bachmann, Hornby, Heljan and Dapol. All are DCC sound-fitted, with manufacturers' sound and sound chips from Legomanbiffo and Digitrains. All the locomotives have detailed buffer beams and are lightly weathered, often with extra detail, and are re-numbered where there is a duplicate. Tail lamps and pipes are also fitted on the last wagons and coaches. All the stock has been detailed and weathered by Pauline McKenna, which means they all look similar in appearance, and which also makes the overall appearance of the trains look better. No locomotive goes on the layout straight out of the box. We try to run it Eastern Region (West Yorkshire, as the buses on the layout are local ones), but the odd Western and Class 26 can make an appearance too.

Conclusion

Owning and operating Reevy Road has not been without difficulties. What should have been a quick project turned out to involve over two years of frustration. It took a lot more work than we expected, but in the end, it has been a huge learning curve for all concerned. We certainly learned not to buy an unfinished layout again, but we hope you will agree that it's been worth the effort. ■

What we think...

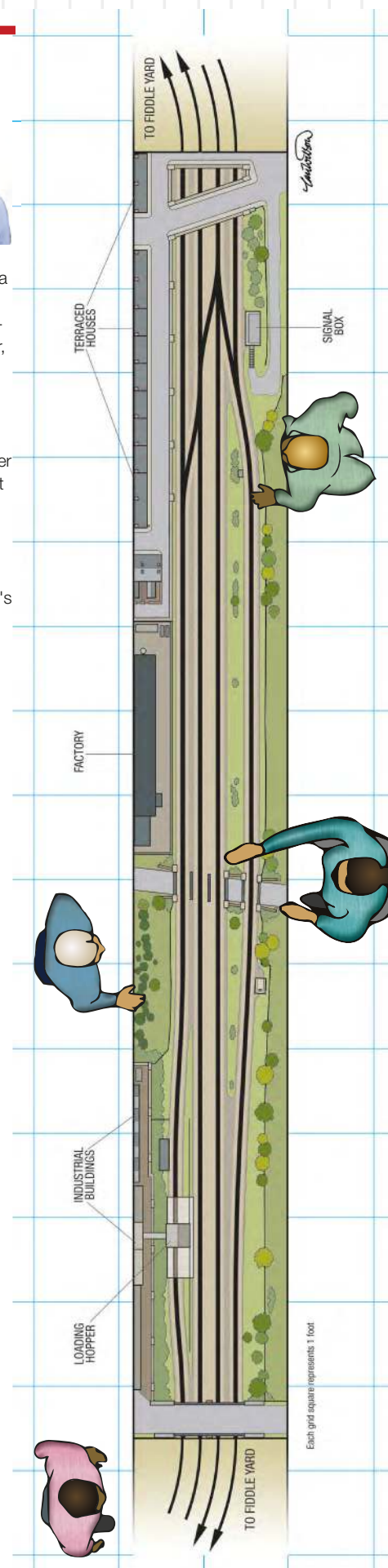


I'm not old enough to have witnessed the BR blue era, only seeing its tail end from a young age. Reevy Road West is perhaps a rose-tinted and clean-looking take on the era, however, which was generally dirty with a monotonous use of colour on rolling stock. The layout is nicely presented in its surrounding fascia, though I'd have to weather the track. Buying a layout project can be a good way of getting started if you lack the time or modelling confidence. If you're thinking of selling instead, read Phil Parker's article in last month's issue for top advice.

Howard Smith,
Multi-Media Editor

REEVY ROAD WEST

Trackplan



BRADFORD AREA WHEN BLUE WAS KING

Having spent many years living in the Bradford region in the 1960s and 1970s, Stephen Rabone, Editor of Traction magazine, has vivid memories of the area's railways.

The 1970s and 1980s weren't exactly glamorous years for the railway in the Bradford area, with steadily reducing freight traffic and the rundown of long distance passenger services. Due to the local geography and the legacy of the pre-grouping railway network, Bradford found itself effectively at the end of two branch lines. The former Midland Railway station at Forster Square was on an off-shoot of the Leeds to Carlisle main line and had through trains to London St. Pancras and the West Country until the late 1960s. Exchange station, built by the Great Northern and Lancashire & Yorkshire Railways, served destinations towards Lancashire and London King's Cross.

By the 1970s, Forster Square had been reduced to catering for parcels trains and a few local DMU services, whilst the grandiose Exchange station had been demolished and rebuilt as a small modern terminus. Today Bradford's railways have been considerably improved with frequent electric services from Forster Square, whilst Exchange station is now known as Bradford Interchange. Both stations have through services to London King's Cross. The photographs, all taken in the 1970s and 1980s, give a flavour of the run down, but still interesting, nature of the railways at that time. ■



ABOVE: In 1958 Hammerton Street diesel depot, which was located just outside Bradford Exchange station, was converted from the old Great Northern Railway steam shed to maintain DMUs and diesel shunters. In this view, 03371 is stabled outside the depot on the August 11, 1978 in the company of a Class 104 and a 'Calder Valley' Class 110 DMU. The depot closed in 1984. **DAVE HIGSON**

BELOW: By the 1980s there was not a great deal of freight traffic running into Bradford itself but, just a few miles outside the city, there was still the sight of heavy freight trains on the Leeds to Carlisle main line. In this photograph, taken at Keighley on the 14th August 1980, 46044 heads north with a Tinsley to Carlisle freight. It is this type of traffic that is replicated on the Reevy Road West layout Tucked away behind the '46' is 20188 which, it is believed, was on its way to Glasgow Works for repairs. **STEPHEN RABONE**



RIGHT: A typical West Yorkshire DMU working sees Class 101, with power car No. E51229, leaving Keighley on a local train to Leeds in October 1976. One of the oddities of operations in the Bradford area was that DMUs on the Skipton to Leeds line would perform a complex wrong road reversing move at Shipley in order to serve the station, where there was a triangular junction with platforms only on two sides of the triangle. **JOHN FORD**

BELOW: A summer Saturday train for Paignton prepares to leave Bradford Exchange (now Bradford Interchange) behind 31232. The '31' would take the Bradford coaches to Leeds where they would be attached to the main part of the train. On the adjacent platform, a Class 110, power car No. 51836, forms another holiday train, this time to Scarborough. **STEPHEN RABONE**



BELOW: For many years from the 1960s onwards Bradford Forster Square became a major parcels station, principally to serve the heavy mail order traffic from the firms of Grattan and Empire Stores. Every evening a succession of long parcels trains would head off to destinations across Britain. In this image, 31255 and 31236 are approaching Shipley from Bradford Forster Square on the evening of June 26, 1979. Until the 1960s the section of line between Shipley and Bradford had four tracks to cater for the mix of passenger and freight workings. **GAVIN MORRISON**



BELOW: 40024 and an unidentified Class 08 shunter stand in the Valley goods yard at Bradford Forster Square on the 15th April 1981. The vehicles in the parcels train are a mixture of former Southern Railway vans and BR Southern Region allocated CCTs, so it is almost certainly the stock of the mail order parcels train that ran to Redhill. In the yard are two wagons that had used the train ferry to reach Britain from the Continent. **MARK WATSON**



Stephen Rabone is Editor of Traction magazine which celebrates classic diesel and electric locomotives. The Jan-Feb 2019 issue (issue 292) is on-sale now. www.traction-magazine.co.uk




Cakebox Challenge

The **BRM** Cakebox Challenge has seen some incredible entries but there can only be one winner! Phil Parker reveals who has won the coveted prize...

A year ago we launched the **BRM** Cakebox Challenge. The rules were simple enough: entrants must build a diorama that can fit in a standard 8-inch square cardboard cake box – the sort available from shops that sell cookery items. You don't display the model in the box (unless you want to) it's simply a guide to the maximum size, a bit like the cages you find at airports to show how large your suitcase can be. And, the diorama can be any scale, any era, any prototype, in fact anything you like. The only condition is that it must include at least two railway related items. These could be anything you like, from locomotives to a tail lamp.

We had 39 enter the competition with judging taking place on RMweb.co.uk. The standard of all the models was very high, making the task of picking the winner all the more difficult! Most of the entries were in 4mm scale, as you might expect, with no single theme or prototype dominating. The imagination shown was superb.

We would like to say a huge thank-you to Humbrol for sponsoring the competition and most importantly thanks to everyone who took part. You are all brilliant and can be proud of your efforts.

So, it's time to announce the winner who receives £75 worth of Humbrol products and the pride of being crowned the inaugural **BRM** Cakebox Challenge Winner. ■

Winner

Long Walk Home

Builder: Kevin Phare

'At the end of a busy day Duncan Bisskitts, a well-known local GWR guard, leaves Encombe Town station and heads off on his normal route home, dreaming of a long soak in the tin bath while supping some hot steaming cocoa before bed.'

Based on a piece of 12mm MDF, scenery involves static grass, sagebrush armatures with seamoss sprigs for the trees, horsehair

for the hedges with blended turf for leaves. Using plumber's hemp for the cornfield is an old, but very effective technique. Painted Tremendous earth powder is used for the lane.

An old goods van body has been modified with door removed to look suitably dilapidated. Duncan is a Modelu figure ignored by whitemetal sheep from Dart castings.

There's not a scrap of railway track in the scene but everyone felt that it had atmosphere in spades. We might be looking at a tiny scene that fits in a cake box, but it's great modelling.



Highly Commended Models

Canal side

Builder: Paul Wright

Living in the East Midlands and being surrounded by canals provided inspiration for Paul. Although not based on any particular prototype or place, he has included all the main elements found in a larger model and thus has all the atmosphere you could wish for.

Both the warehouse and bridge are downloadable Scalescenes kits, although the mill has been modified to fit the space.

Water is created by painting the base a dark brown, then placing a piece of acetate on top to form the reflection. Simple, but effective. The same can be said for the use of a bridge and half a boat to imply there is more scene 'off stage'.



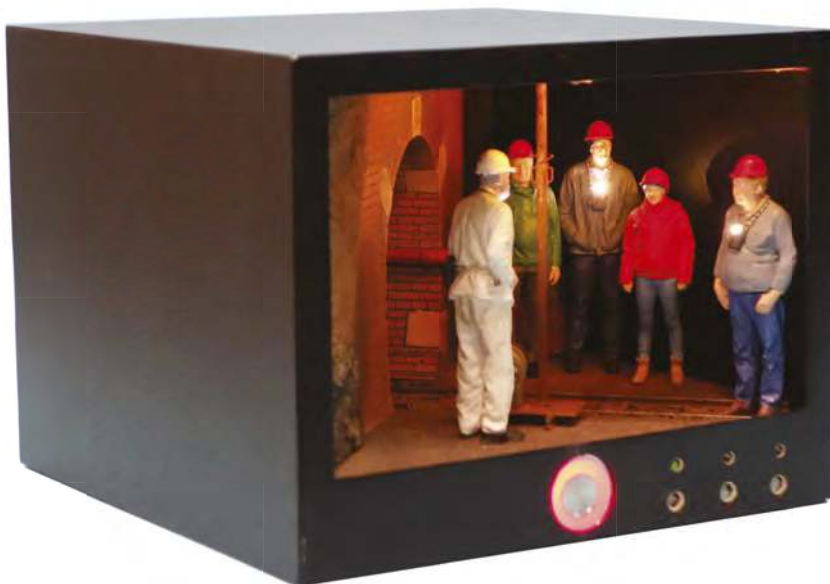
Cornish foundry

Builder: Pat James

Like many entrants, Pat used the challenge to expand his repertoire of modelling techniques and explore further possibilities for his main layout, a Cornish foundry located on a harbour.

Influenced by the Doxford ship yards in Sunderland, the main feature is one of the four crane tanks built by Robert Stephenson & Hawthorn. The model is from a Backwoods Miniatures kit, altered from standard gauge to fit on 009 track.

Pat admits he leans toward a style of modelling that is heavy on the weathering so armed only with the contents of his 'bits box' he just needed to get the dilapidation of the surroundings right and the rest fell into place.



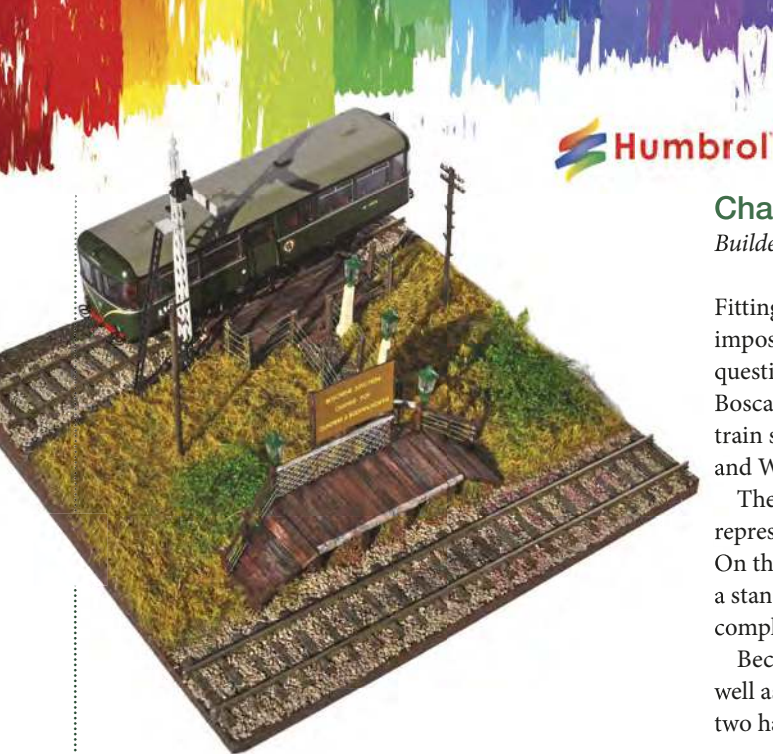
Klosterstollen

Builder: Helmut Schmidt

Working in G scale, 1:22.5, the model shows visitors on a tour of the 'Klosterstollen', a former coal mine located in Barsinghausen, Germany.

Helmut can actually be seen in his model. As a volunteer visitor guide for some years at the mine, his 3D printed miniature can be heard talking to the viewers via sound module in three different languages. Movement is provided by a compressed air winch dragging the mining car along, in reality, a servo does the work.

As well as being an unusual scale, this is the only entrant that produced a scene in a box that the viewer looks in to. Perhaps something modellers might want to consider in future.



Change here for . . .

Builder: Paul Kirkup

Fitting an entire station into a cakebox, especially in 4mm scale, is pretty much impossible, so you would have thought two would be completely out of the question. That is unless you model the pair of halts built in the early 1960s at Boscarne Junction in Cornwall, to facilitate passenger interchange between train services run by the Southern Region from Bodmin North to Padstow, and Western Region services from Pastow/Wadebridge to Bodmin Road.

The Padstow line was operated by a railbus with retractable steps, represented by a Heljan model, and rail-level platform was built from sleepers. On the WR Bodmin General line, conventional DMU's were the norm, so a standard height platform was provided. A path connected the two halts, complete with fencing, oil lamps and signs.

Because the prototype is so small, Paul has been able to model it to scale, as well as including more railway items than anyone else including two tracks, two halts, two telegraph poles, a signal and a train!

Jam Sponge Works

Builder: Kieran Clancy

Kieran describes his model as a small slice of late 20th century industry, probably located somewhere in the wilds of Derbyshire. To make the scene look more interesting, neither the track, nor the building are parallel to the board edge. While this makes construction of the roof harder, the results are worth it.

In such a small space, there is a lot of modelling. The factory buildings were scratch built using Wills plastic sheets and elements from the free warehouse kit from Scalescenes. The storage tanks were made from a pair of old Tri-ang tankers and plastic rod for the pipework, other scratch built elements include the Armco barrier made from corrugated plastic sheet, strip and beam. All are blended together with a masterful approach to colour.



Water and London Electricity

Builder: Joel Middleton

In a small scene, there is time to scratch built everything, and that's what Joel has done in his homage to the Metropolitan line and the Grand Union Canal.

Searching for a prototype, the location jumped out at him and the biggest surprise was that when his mother saw the model, it turned out that this was the route she used to walk from school to swimming!

Another modeller to include himself in the scene, the boat was built while he was at university and has finally found a suitable home.



**SEE ALL
ENTRIES ON-LINE**

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Before



After



Modelling Essentials

Humbrol Acrylic Rail Paints, Weathering Powders and Washes are the perfecting combination for restoring and re-liverying locomotives and rolling stock. The range of Humbrol Acrylic Rail Colours has been specifically developed to suit the many variations of locomotive on the UK rail network allowing you to restore or add general day-to-day wear and tear effects to your prized models. When applied, Weathering Powders produce the perfect weathered effect and are ideally suited for dry brushing and re-touching while Washes are perfect for adding effects such as grime, dust and rust effects to those areas exposed to the elements.

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RC417 AB2417 Coach Roof Off-White	RC422 AB2422 Intercity Grey	RC404 AB2404 Garter Blue	
RC421 AB2421 Virgin Red	RC403 AB2403 Crimson Lake	RC408 AB2408 Apple Green	

Weathering Powder

AV0002 White	AV0003 Sand	AV0004 Smoke
AV0005 Chrome Oxide Green	AV0007 Dark Earth	

Washes

AV0201 Black	AV0202 White	AV0203 Dark Green	AV0204 Dark Grey
AV0205 Dark Brown	AV0206 Blue Grey	AV0207 Sand	AV0208 Dust
AV0209 Oil Stain	AV0210 Rust		

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BRM TV

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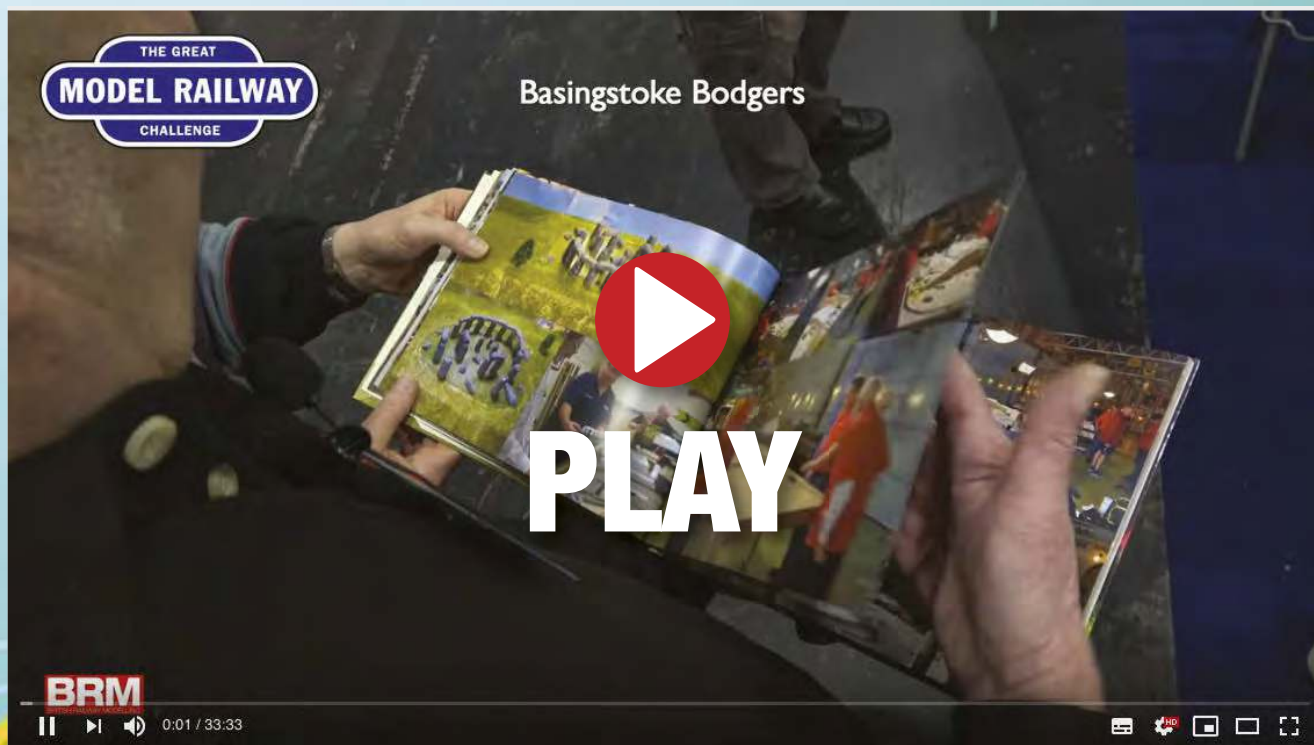
Phil and Andy explore the Great Model Railway Challenge layouts at Warley Show.



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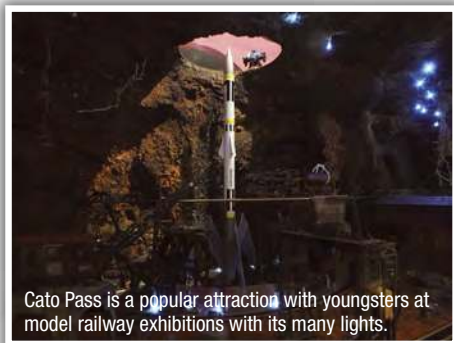
INBOX

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LAURIE CALVERT'S FANTASY WORLDS

Team Leader of 'The Steampunks' Great Model Railway Challenge speaks...

Those of you who have been watching Channel 5's The Great Model Railway Challenge will most likely remember 'The Steampunks' – a team led by Laurie Calvert whose imagination seems boundless. He says "We just wanted to model something sci-fi as this is what I've been noticed for. How far we got on the show didn't really matter much, we just wanted to inspire people to make layouts with dinosaurs and spacecraft" But what else does Laurie do? Does he even make regular models? Let's find out....



Cato Pass is a popular attraction with youngsters at model railway exhibitions with its many lights.

His science-fiction '**Cato Pass**' has been displayed at exhibitions since November 2015. Since then he has completed more than 40 shows with more than 150 invitations. He feels the model is attracting a new breed of modeller into the hobby. He explains, "There's nothing wrong with the traditional approach, but for the hobby to grow we need fresh blood and ideas, don't we?"

Find Laurie's layout builds by searching for 'Calvertfilm' on YouTube.

Laurie's first layout was also his largest.



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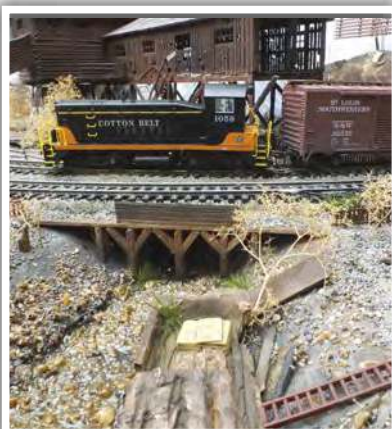
Laurie's team speaking with James Richardson during filming for the Great Model Railway Challenge.

'**Calverton**' made in 2013 is a 10ftx4ft model that is traditional, though it has a ghost and a UFO. The layout has two loops with a station, engine sheds, tunnels and miniature versions of Laurie's family. Read more about it in the March 2015 issue of **BRM**.



Inspired by the railways in WW1, Laurie's layout 'Aftermath' relies on a backscene for no-man's land.

'**Aftermath**' is set in WW1 in Dieppe, France. The layout is based ten miles from the front, so Laurie could use standard gauge locomotives, rather than narrow gauge. He modified cheap shunters to keep costs low. The layout has two DC SS2A shuttle controllers which provide automatic operation of the layout. The overall cost of this 4x1ft layout was £300. His Grandfather is modelled on the layout, and 'Aftermath' is soon to find a new home at Stow Maries WW1 museum in Essex.



A different model for Laurie is his H0 '**Dunmovin Mine**', set around an abandoned Gold Mine somewhere in America. This layout is automated as two American diesels shuttle up and down the 6x2ft scenery. The model has lights and is built to portray a sense of atmosphere. Laurie says he wanted it to look run down because it makes it look interesting. The idea came from seeing the building kits as second-hand items.

Want an English Scrapyard? '**Piddlewick Yard**' is Laurie's version. After seeing 'Columbia Wharf' at Chelmsford Model Railway Club, Laurie was inspired by his friend Brian to make something similar, albeit on a smaller scale. This model used to be joined as a loop to 'Dunmovin Mine' but the two were dramatically cut in half by Laurie who developed each further. The layout is automated, but the inner tracks can be driven manually for fun.



'Terror Street' is another quick-build layout by Laurie. A Metcalfe Brewery kit dominates the scene.

His Victorian model 'Terror Street' was based on a TV show that featured a train crash. So as not to upset people at shows, nobody is injured, but the Fire Brigade is on hand with the Police, so it celebrates the rescue services. The layout is dark, moody with its smoke effects and spooky characters abound such as Jack the Ripper, Sweeney Todd, and Sherlock Holmes. Every now and again the Tripods from War of the Worlds make an appearance, along with Nautilus. On the face of it this normal layout can be a bit too wacky.

Watch these layouts and more of Laurie's creations in the digital edition of **BRM**

'Langton's Retreat' brmm.ag/Langtons
'Tumby Woodside' brmm.ag/Tumby
'Clash at North Ridge' brmm.ag/Clash
'Little Snoring' brmm.ag/Little
'Dinkley Bottom' brmm.ag/Dinkley
'Aftermath' brmm.ag/Aftermath
'Calverton' brmm.ag/Calverton
'Piddlewick Yard' brmm.ag/Piddlewick
'Terror Street' brmm.ag/Terror

Watch Laurie's view on The Great Model Railway Challenge

Visit www.brm.ag/GMRCLaurie

READERS REACT



Hello Howard,

Thank you for printing my thought on home-made transfers. I have researched further and now know that white text isn't possible from a standard home inkjet printer. I've now used the idea of a grey background with white letters and white paint on the wagon where letters are required with success.

The attached photo is my first attempt using a 4mm scale Midland Region brake van re-lettered with a transfer, then weathered and sprayed with matt varnish. Not perfect but with more practice... The YMR 'Ynys Mon Rheilffordd' or Isle of Anglesey Railway is the layout I'm planning for next year. Hope this is of interest.

PS: **BRM** just gets better and better.

George Willetts

Reader Derek Pickstock replies: The production of white lettering was a dilemma until I discovered Crafty Papers, they produce a plain white decal sheet. To make the decal I photograph the wagon, coach, building. Move the pictures to my photo editor, select the colour where the decal has to be placed into my colour palette. You'll need to waste a sheet or two to get the size right, even printing onto plain paper doesn't get a perfect match due to the thickness of the decal sheet it travels slower than plain print.



Reader Paul Hockie replies: Last year I started to put together a rake of ICI turquoise tank wagons offering a little more variety than the RTR offerings. White ICI roundels, stars and numbers are available from the usual sources but not the content labels like Ammonia or Nitric Acid and the safety warnings such as 'Shunt with Care'. I discovered with inkjet and laser printers that white is the absence of any colour and is only achieved by not printing when using white paper. Printing of light colours also needs to be on white paper to retain the screen colour. White transfer paper can be used to print BR grey wagon boxes with white lettering on a black background, but I've found that cutting out anything other than a square or a large circle requires greater accuracy than I possess to avoid a white edge or a butchered transfer.

The only other solution to printing white at home is a white ink/toner inkjet/laser printer, of which, not many are on the market. These use a white ink cartridge. White ink has larger pigments than regular black and CMY and will block the nozzles of an 'off-the-shelf' model. Epson has released a white ink printer but this costs over £1000.

I tried local printers and asked Fox, Modelmasters and Cambridge Custom Transfers if they could produce custom transfers, but they use screen printing with prohibitive set-up costs. In the end I found www.rothcoandfrost.com who specialise in Guitar Body Decals. They charged £12 for four A6 sheets which compares with around £8 for an off-the-shelf transfer, but you can cram as much into the space as you like. They work from a pdf but can, for an extra charge, produce custom artwork.



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COAL DRENCH



Love the magazine, always something new & the DVDs are superb. I've recently made a stab at modelling something I've never seen in print or on any layout. While researching and planning my locomotive yard I found a huge amount of information about site equipment and infrastructure. The one item that I couldn't find any detail about was a coal drench. These were used to spray water onto wagon loads of coal to reduce coal dust thrown up when the wagons' contents were tipped into coaling tower receivers or ships holds.

With only a few partial photographs to go on I came up with a design similar to a road barrier such those used on military bases. The two barriers are a little wider than a coal wagon with parallel bars the length of a wagon between them. I've placed the bars so there is one centrally over the length of the wagon and one placed on either side of it. These would have been metal tubes with water introduced at the pivoted end, feeding through all the pipes and pouring it into the wagon when the framework was lowered. I'm sure one of your team could make better job of the model, I just thought it worth a mention as it's not something I've seen modelled.

Peter David



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TWO LAYOUTS FROM AN IDEA

I've always been intrigued by small layouts and when I saw Owen's Bridge in the October 2014 edition of **BRM** I was determined to have a go myself. I wondered if it would be possible to build a similar layout with two distinct scenes, thus hiding the very limited circular track plan. I based this layout on a Welsh narrow-gauge line. The first scene was at the coast where a wooden viaduct, based on one at the Vale of Rheidol Railway, carried the line over the river, away from the fish quay and toward the mountain, where the second scene showed a station based on Dolgoch on the Tallylyn railway.

With the two-scene layout counted as a success I wondered if a three-scene model was possible in the same sort of space. Eventually I came up with a layout based on a South American sugar plantation after the revolution. One side depicts the abandoned and looted sugar factory and the other shows the poverty-stricken workers in the fields. The end shows the site of the martyrdom of the priest who stood up to the dictator. All the buildings were based on images of Surinam, which I found on the computer.

The layouts are framed with cheap A3 picture frames and the base boards are from sheets of foam board. These are made into girders, which not only makes them quite sturdy, but also allows scenery below the level of the track.

Dave Treby



Overhead view of the layout



Costaguana 1932



0-4-0T Betty hauls the ancient carriages over the viaduct on to the fish quay.

THOMAS AND FRIENDS MEETS WW2

Once again, thank you for your support at our Scarborough Show. In light of this, I thought I'd share a few pictures with you of my latest N Gauge Layout which will be getting its first outing.

Initially created as a Thomas and Friends layout complete with sounds and the ability for visitors to control each train individually and sound the whistles, it can be reconfigured to other offerings.

All modellers have constraints on space, so I decided to keep the track and offer four removable scenic areas enabling me to create a WW2 scene. For instance, the church can be replaced with an anti-aircraft battery, the larger area will become an airfield, you get the idea. Perhaps this is something you'd like to share with other modellers in the magazine.

Capable of both DCC and DC analogue control at the flick of a switch, the construction is on three boards with fixed multiway connectors (no trailing leads) board are of 25mm Kingspan/Cellotex type foam board and the track beds and scenic modules are made using Woodland Scenics Terrain foam products. This gives a lightweight yet very robust construction, given some of us are not as strong as we were weight saving is becoming more important.

Iain Hale





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SKILL LEVEL - ADVANCED



HOW TO CREATE A DERELICT BARN



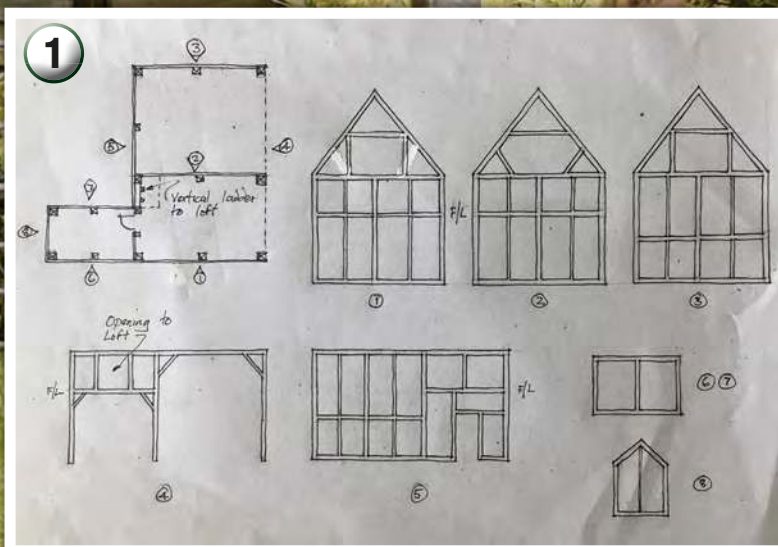
Looking to add a feature to that awkwardly-shaped section of layout?

Kevin Phare's idea has some great effects, all inspired by a photograph.

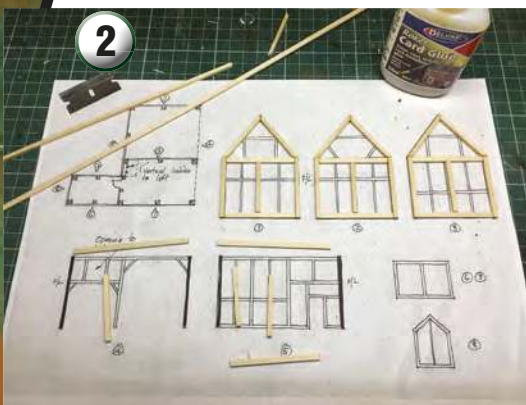
Words & Photography:
Kevin Phare

When building my layout 'Little Muddle', I formed a triangular piece of land next to the creamery with a view that it should contain a building in a group of trees. At the time it was an idea, but what format would it take? Sometimes you can plan ahead and sometimes you must wait for an idea or an inspiration to happen. For a long time, the group of trees and field remained as such. Then, a eureka moment came from a photograph I found on the internet when searching for a completely unrelated project. A copy was taken and the concept idea was born - a derelict barn set amongst the trees.

I had the idea I needed to work out how to make the wood proposed for its construction to look aged and weathered. This effect had eluded me years, so I sat down and experimented for some time with paint effects and came across a solution using card. Here's how I got on. ■



The best way to replicate the barn construction was to build one like the real thing, from separate timber sections assembled to form individual frames that could be fitted together as one structure. A scaled drawing was produced that gave me a usable template for the build.



Using Roket Card Glue, which I found stuck balsawood very quickly and effectively, the sections were glued together forming individual sides. The blacked out vertical posts weren't fitted - this was to remind me not to add them!



With the sides assembled, I painted the framework before adding the cladding, roofing or rear extension. This gave me good access for the paint brush. I first applied a coat of Lifecolor Weathered Black, then Cold White and finally Roof Dirt to tone it down. With the main structure painted and sealed with matt varnish the detailing work could commence.



Balsawood leaves a grainy effect when painted. With the sides constructed and left to glue overnight I now had the basis of the barn framework built.



I hadn't built the same rear extension because an idea was forming about making it in a ruined state. Many of my models evolve as work proceeds and ideas 'pop' into my brain. It's quite pleasing when the design work comes together giving the results envisaged



TOP TIP

Create a weathered wood effect

Using old business cards made from good quality card, apply the following paint layers, ensuring that the previous coat has dried to prevent reactivating the paint.

- 1st coat - paint Lifecolor Weathered Black
- 2nd coat - wash of Lifecolor Cold White
- 3rd coat - dry brush Lifecolor Cold White
- 4th coat - wash of Lifecolor Roof Dirt

Washes are a 50/50 mix with water. Ensure the brush strokes for the first three coats are in one direction down the card with a slight waviness to them. The final wash of Roof Dirt was applied in a sweeping motion across the card.



Looking at the real photograph, I noticed that the loft floor appeared to have collapsed, so I decided I'd try to model mine in a similar condition. I decided the best approach was to use pre-painted card and balsawood because gaining access inside the barn would be very difficult when painting.



The floor boards were made from card with the painting technique following the previously mentioned Lifecolor Weathered Black, Cold White and finally Roof Dirt technique. A forth coat using a thicker, darker wash of Roof Dirt was used.



I started some of the timber boarding to the front and interior of the building before the rear extension was added. This allowed me to safely lay the building on the workbench when building. Roket glue from Deluxe Materials was used and applied sparsely with a cocktail stick whilst trying to keep the glue out of sight.



The roof sheeting is my preferred vacuum-formed plastic, manufactured in A4-size sheets with 15 panels. I like it because it's easy to cut, glue and mould to shape



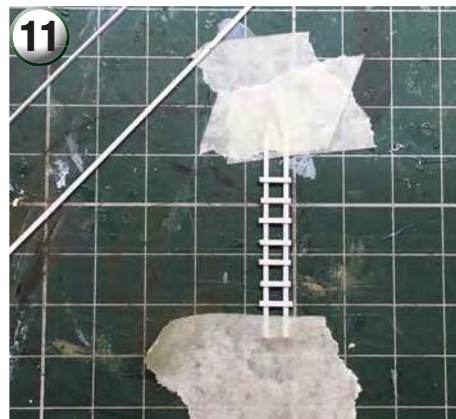
To form the broken floor beams, I snapped the balsawood between my fingers and let it splinter. Leaving the interior unpainted wood exposed like this creates the appearance of a newer break where wood hasn't weathered much.



At this point I should mention one of the issues that frequently bugs me with card models - the exposed cut edges. It's easy to conceal with a grey felt-tipped pen



The roof was painted a Vallejo Mid Grey with Black Grey applied as a wash down the corrugations. Additional washes were used to build up the effect.



A cut out section of the loft floor was modelled to provide access, so it needed a vertical ladder. I built this from plastic strip, holding parts together with masking tape before painting and fitting it to the rear of the barn.



Having decided that the rear extension would be in a state of semi-collapse, the sides were constructed and added to the main framework. I realised it would be fragile, so to provide stability a mock section of ground was made from card and detailed with grass flock, giving a firm base. One side wall was built correctly, the other had pieces cut ready but installed on the model in a part state of collapse. The rear wall was built by snapping sections of balsawood and adding other sections until I got the effect I was looking for.

TOP TIP

When you scratch-build, you aren't building a kit that comes with a set of staged instructions. Try to plan the build stages of your structure as much as possible to save problems and hassle later on.



Timber boarding was added by cutting painted business cards into strips, then cutting to the required length before fixing. All exposed edges were coloured with a felt-tipped pen.



To further enhance the appearance of the wood, coarse sandpaper was pressed with force into the surface to roughen it. To finalise the roof, Deluxe Materials Rust effect paint was applied to the previously painted sections and left for a day to cure, in a few places additional coats were added to increase effects.



The upper part of the rear wall was clad in metal sheeting to make it look different. An individual sheet was fitted to look like it had slipped. Three separate pieces were cut for the rear extension that I twisted, distorted and distressed to look like they had been affected by the collapse of the walls.



The ridge capping was folded copy paper cut to the correct lengths, painted Mid Grey and glued into place. Patches of beige and brown were dry brushed to look like areas of rust. A light dry-brushing of Roof Dirt was applied in isolated areas to increase the visual effect of rust.

KEVIN'S TOP TIPS FOR VISUAL EFFECTS:

- Although Deluxe Materials Scenic Rust dries in 24 hours, you'll find the rust process carries on for days until it is fully cured. The rust effects shown didn't develop until a week after application, with the colour and effect changing in the process.
- To further enhance the model, thinned Vallejo Olive Green was applied in areas prone to accumulate damp to represent moss and mould.

This view across the fields showing the trees and vegetation linking with the building. I added strands of ivy to the interior to enhance the effect of neglect.



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HOW TO MODEL RUST

SKILL LEVEL - BEGINNER



Following the success of his realistic 'Woodmores Scrapyard' diorama, Michael Russell reveals his secret techniques to achieve a convincing rust effect.

Words & Photography: Michael Russell

See
Michael Russell's
Woodmores
scrapyard diorama
in the December
2017 issue
of **BRM**.



Oxidation is the enemy of many things, both living and non-living. In our world it's most noticeable in the form of rust.

Locomotives and trains operate outdoors where conditions are perfect for the effects of rust to take hold. So, somewhere on

your layout, you will have the opportunity to model this common form feature on man-made items of steel using weathering techniques.

There are many ways to portray rust, so I'll show you several methods to add it to your arsenal. You'll get a more realistic finish if the

rust, just like the real thing, exists as a layer beneath any paintwork. So wherever possible, and certainly where a model has a significant level of rust, it is good to paint the model a rust colour first before adding your livery of choice above. Don't forget to always use matt paint when depicting rust - let's get started. ■



Nothing quite competes with the potential number of rust effects possible per square centimetre than a scrapyard diorama. Michael's Woodmore's Scrapyard diorama captures the variety of dark and bright hues. Why not add one to your layout?



1



If you have a model that has metal components, or you plan to use an acrylic paint as the first layer, you'll need to use a primer. The red oxide finish is the obvious one to choose where rust is involved.



2



Alternatively, if the model is plastic and you're using enamel paint, spray or paint a uniform base coat of a suitable rust colour.



3

Choose three rust colours. Lifecolor has a set called 'Dust and Rust' or try Humbrol acrylic colours 63, 113 and 186. You can use enamel or acrylic, but ensure that all three colours are of the same paint type.



4

Decant a small amount of each colour into separate containers and dilute 50% with a suitable thinner.



5

Paint the surface with the relevant thinners and then quickly dab each of the three colours into the mix in a random fashion, letting them merge together.



6

The result is a mix of colours that looks quite realistic. I've used this technique on my scrapyard locomotives and on buildings for general weathering effects.



7

Using your three rust colours, start with the darkest and flick this at the surface using a toothbrush and a blunt tool such as a lolly stick.



8

Now move to the next darkest tone and flick this at the surface. You may like to practice on a piece of scrap paper beforehand so you can judge the amount of paint to use and the droplet sizes produced.



9

Finish with the lightest colour. I prefer to use acrylic paint for this technique because the paint dries fast and waiting between colour changes isn't a requirement.



10

Let's use this low-mac wagon with a wooden deck for demonstration purposes to add rust effects. It has a black undercoat and the weathering powders used are Iron Oxide, Rust and Sand from the Humbrol range. Ensure that you only apply weathering powders to a matt surface, otherwise adhesion is likely to be poor.





Apply weathering powders with a brush with bristles that have some resistance in them - a hog's hair brush works well. If you don't have one, cut down the bristles of another brush. Use cheap or old brushes for this because it will ruin brushes.



Let's forget that the wagon should be planked and test our effects. Apply the iron oxide colour first, working it across the wagon in a random fashion with the brush.



Dust off any excess with a large soft brush over a small sheet of paper and use this to return the spare powder to the jar.



Now switch to the rust powder and work this into places not covered by the Iron Oxide.



Now add the sand colour powder concentrating on areas that haven't been covered. Blend it all in with a large soft brush. Experiment with the other colours in the range and you'll find that some interesting effects can be achieved as you can see below.

CONCLUSION

Rust isn't difficult to portray and the most important thing is not to employ just one colour. Use a range and blend them in to get subtle changes in tone. You don't need to buy expensive equipment and the effects can be achieved quickly and without too much effort.



Freshly oxidised areas of steel adopt a brighter rust hue than older and longer exposed areas of steel. Think about which colours you'll need on your model before you start.



The long haul from Tebay up to the summit at Shap frequently needed extra locomotives as bankers or double-heading. In this instance a long express benefits from a 4-4-0 2P ahead of the 5XP rated Jubilee.

Factfile

Layout name: Scout Green Crossing
Scale/gauge: 7mm/O Gauge
Size: 18ft x 16ft 6in
Era/region: 1940s/LMS
Location: Westmorland
Layout type: Continuous loop

SCOUT GREEN CROSSING

Paul Scott's journey into railway modelling is a familiar one, but began in O gauge and has arrived at a fabulous destination...

Words: Paul Scott Photography: Andy York

I have been interested in trains and model railways since a very young age. My first model railway was Hornby tinplate followed by Hornby Dublo, followed by other more realistic 4mm railway models after I started reading model railway magazines around the age of 12.

During this time I had a glimpse of the future. My Grandfather knew a gentleman who was a senior official with British Railways and a model railway enthusiast. He arranged for me to see his layout which was situated on the upper floor of his large country house. I imagined it would be 4mm, but no, it turned out to be O Gauge. He demonstrated Great Western locomotives pulling full length passenger trains and loose

coupled goods trains being shunted. The size, mass, noise and spectacle of this scale totally eclipsed the 4mm models I was used to seeing. To say I was impressed would be an understatement and I decided to myself, there and then, that this was the sort of model railway I would aim for.

Of course as a 12 year old schoolboy in 1960 I was in no position to embark upon a project in O Gauge, but many years later I bought a wagon kit and made a start. The wagon kit was followed by a locomotive kit, followed by another and some coaches. My interest in Great Western declined in favour of the nearer to home Midland Railway. This in time developed into an interest in the LMS and I decided to concentrate on

the 1940s from the Second World War up to nationalisation in 1948. For several years I spent my limited spare time building up a model collection which spent its time in a glass case. I just enjoyed building models and had no plans to build a layout.

The Project and Planning

In time things changed – the children left home, I had more spare time and our house had a double garage that could take a running track for my models. This garage dictated its size, 18' x 16'6". This idea developed into a running track with a scenic front side. It could be based on an actual location and provide the opportunity to model items other than engines and



Jubilee 'Glorious' heads an Up train of vans down Shap incline over the simple crossing at Scout Green, a simple scene with so much detail which breathes authenticity.

carriages, such as track, buildings and signals.

The running track was now a layout so it would need storage loops on the other side to hold the trains that would pass through the scenic side. It was realised that in O gauge the limited amount of space available would dictate that only the simplest of double track layouts could be attempted. Eventually Scout Green Level Crossing was decided upon. It had a signal box, signals, level crossing gates, a simple track layout (one in each direction), scenic potential and you could run all the big LMS passenger engines through the scene.

I obtained large scale maps of the area from the Cumbria Record Office. They showed the gentle curve of the line right through the Scout Green area. One thing was obvious, to scale this curve down to O Gauge and build a reasonable model of the site you would need at least 60 feet. As I only had 18 feet the site would have to be seriously compressed and the curve made much tighter. At this point I realised it was not going to be possible to build a scale model of Scout Green Crossing, and the best I could hope to achieve was to create an impression of the place.

In this case why not include some other features that would make the model more interesting? It was decided to include a crossover, something which did not exist at Scout Green as far as I know. This would give the opportunity to build some points and provide some additional operating potential other than trains just passing through. The addition of a crossover meant that the big LNWR co-acting arm signal would need to move back up the line to provide protection. It was also decided to put a Lancaster and Carlisle-style elliptical arch stone over-bridge at the north end of the layout. This would serve to vanish the tracks and provide another modelling opportunity. As my model was to be set in the 1940s I would model the cottage and the old style crossing gates but not the LNWR down line starter signal. I decided to stick with the LMS design signal just in front of the signal box. This seemed a more logical arrangement.

Time to model...

Having made all these decisions I just had to get it built. But there were a few things I did not realise. How long it would take – I thought a couple of years, but it took five. How much it would cost – over £3k. How much space it would take up dismantled

and how long it would take to put it up and take it down. As the garage normally housed our cars, the idea was that the layout would only be up in the garage during the warmer months and for the rest of the year it would live in a vacant bedroom.

As I was reliant upon my wife to help me carry ten baseboards up and down stairs it can be imagined that this was not a popular activity, particularly as we are not getting any younger. As a member of the Sheffield O Gauge Group, I was invited to bring the layout along to a few local exhibitions. Fellow members lent stock so we had enough trains to fill all eight storage loops. Something else I had not realised – to transport the layout you need a medium size

van, and to put it up, connect everything, put upwards of 150 items on the rails and couple them all up takes the author and a few helpers three to four hours.

Rolling Stock

If you are modelling the West Coast Mainline you are going to need a lot of engines and rolling stock to even begin to represent the trains that go or went past. So far I have a reasonable representation of the trains that could have been seen in the 1940s, a total of around 160 items in all. They have been built and collected over a period of 40 years, so this spreads the work and cost. The engines consist of kits built by myself and others from the usual

Stanier's one-off Turbomotive No. 6202 heads north off-scene beneath the bridge sporting its turbine housings in the place of outside cylinders. Its increased efficiency would undoubtedly find favour with the fireman going up Shap.



KEY DETAILS



DRY STONE WALLS

The dry stone walls are made from DAS Modelling Clay. A simple mould allowed a six to eight inch length of wall without capping stones to be produced. It was about 15% oversize to allow for shrinkage. After filling it, then removing the slug, the sides were carved with an old screwdriver point. A week it dries and distorts to a curve. Break it up into four pieces and stick in position on your layout in bits. The short lengths enable you to follow the contours, form curves and produce irregular look so typical of an old stone wall. The capping stones were chosen from a bag of garden grit, stuck in place with a builders glue. When it has all dried, the wall is painted matt black, then dry brushed. To see a different method, turn to page 84.



suppliers, Slaters, Gladiator, DJH etc. Most of the coaches are Sidelines kits built by myself and others, with a few items from other sources. The wagons are from the usual kits, many from the Gauge O Guild, E&T and various other sources. I still have a list of locomotives to acquire. Can an LMS modeller ever have enough dark red coaches? Not in my case!

Boards, Scenery & Buildings

As it is of necessity portable, it was realised at an early stage that there was a compromise to be made on the size of the baseboards. They need to be freestanding and strong enough to be handled, and not too large or too heavy to be lifted by the average middle-aged human. It was decided to divide the layout into ten boards, which made the biggest just under five feet in length. The comparative lightness was achieved by building them on the open system using birch plywood on the 'Monocoque' principle.

The scenery is chicken wire filled in with newspaper soaked in wallpaper paste and covered with Polyfilla. This was painted a brown earth colour and the vegetation was a mixture of scenic materials to represent lineside grass and the rough grazing vegetation of the Scout Green area.

The cottage and bridge have a 5mm MDF carcass covered with DAS, which is carved dry to produce the stonework, and the signal box and platelayers hut are made from Plastikard. The roof slates on all buildings are made from cartridge paper overlapped in strips.

Trackwork and Ballast

Track for the train storage loops at the back of the layout is Peco plain track with Marcway and hand-built points. As this area is offstage there is no ballast.

Something more realistic was required for the scenic side of the layout, so it was decided that it would be hand-built with chaired bullhead rail and ballasted with limestone.

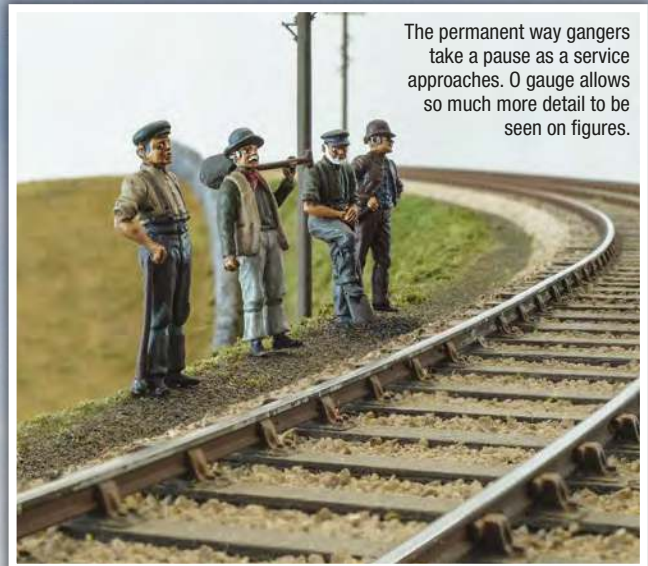
I have not been impressed by ballasting systems that involve pouring it on after the track is laid. The result often looks untidy and the running is very noisy. Also, if scale thickness sleepers are used the amount of ballast required to get it level with the sleeper tops makes baseboards very heavy, which I was keen to avoid.

I came up with the following system: the track panels are built on a jig in scale 60' lengths with just one rail in place. Code 125

"I always tell people that planning and building a layout is where I find the most fun in model railways"

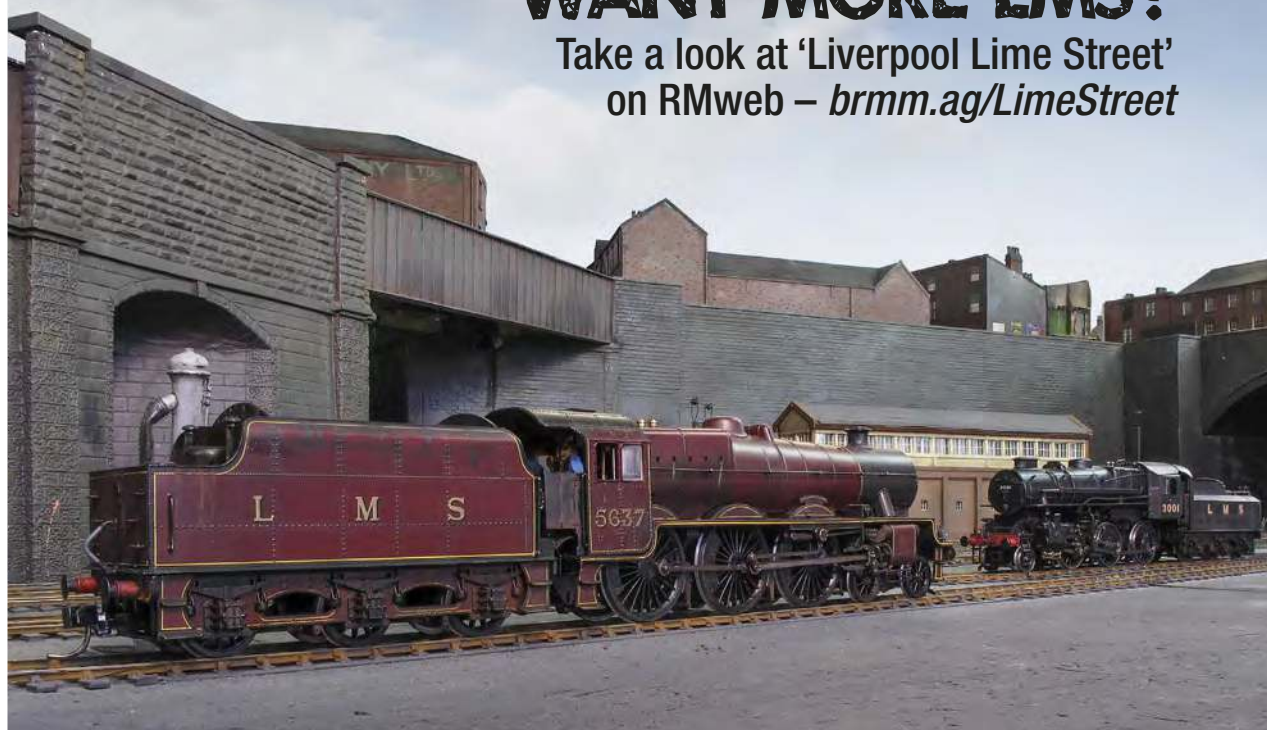


A glorious sight evokes pre-war memories of the LMS's 114mph speed record as 6220 'Coronation' coasts down the incline with the Up 'Coronation Scot' sporting its Caledonian Blue livery.



WANT MORE LMS?

Take a look at 'Liverpool Lime Street' on RMweb – brmm.ag/LimeStreet



rail is used with C&L chairs, but the sleepers are 1.5mm plywood. With thin sleepers you do not need much ballast to get it level with the sleeper tops. Cork sheet of 6mm is glued down to the baseboard in the track areas, but left wider than the finished track area.

The track panels are then laid in position and, as there is only one rail, it can be bent to the required radius. It is screwed down every six or seven sleepers with ½" no. 2 screws. The second rail is then added and when all track and points are finished and in position the cork is trimmed back and the edge chamfered to represent the ballast shoulder. Then the whole lot is sprayed a suitable track colour. When this has dried hard you can take out the screws, lift and take the track apart and it will keep its shape.

LMS Princess Coronation 4-6-2 No. 6232 *Duchess of Montrose* shows what it was built for - heavy trains on challenging gradients. Surely the fireman on this run is one of the hardest workers on the railway? The model, as with all of Paul's, is beautifully painted and subtly weathered.

“Can an LMS modeller ever have enough dark red coaches? Not in my case!”





Each locomotive footplate is fitted with a crew suitably painted and posed.



**CREATE
DRY STONE
WALLS**

See page 84

Finally, you spread undiluted PVA over the whole track bed area, put your track back locating it with the screws and pour on your ballast, put weights on top and leave it 24 hours to dry. Come back and remove weights, vacuum the excess ballast, remove screws, fill and paint in the screw holes.

A couple of important points to note. The final stage is time critical, you need to work fast so you can get the ballast on before the glue goes off, so only attempt a limited amount. I would suggest a maximum of four track panels. You will need to keep point tie

bar areas dry with a strip of masking tape when you spread the glue. Remove this to make a dry patch before you position a point or the tie bar will end up glued solid.

If you get it right the result is a track that looks really neat, has the correct ballast shoulder, is not particularly noisy in operation and all this is achieved using only a modest amount of ballast.

Finally spray everything over with a matt varnish. This will take away any shine and help fix the ballast in position.

Although it has taken much longer and

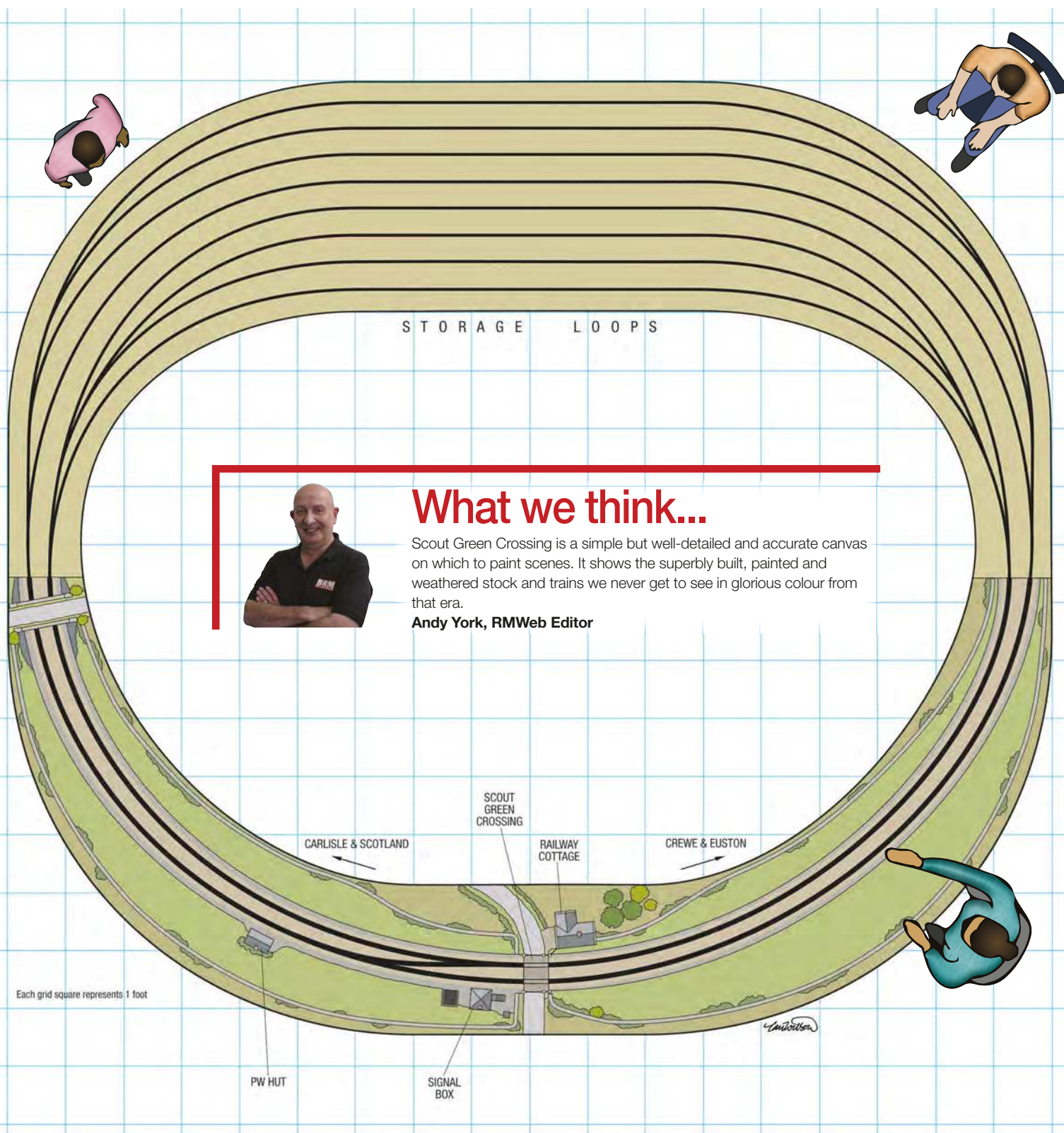
cost much more than I ever imagined, Scout Green Crossing has been an enjoyable and rewarding project. But, now there is another problem we have moved house and the double garage is no longer available so the only opportunities I have to put it up and run trains are at exhibitions. However every cloud has a silver lining the new house has a big loft. It will not take this Scout Green layout, but it will take something else – as I always tell people planning and building a layout is where I find the most fun in model railways. ■

Set against a moorland photograph the scene of an 8F slowly and purposefully moving its heavy train of loaded vans up Shap incline takes us to a scene we would surely love to see today.



Trackplan

SCOUT GREEN CROSSING



What we think...

Scout Green Crossing is a simple but well-detailed and accurate canvas on which to paint scenes. It shows the superbly built, painted and weathered stock and trains we never get to see in glorious colour from that era.

Andy York, RMWeb Editor



See how this wagon was built. Download the October 2018 issue of BRM today from www.pocketmags.com/BRM



HOW TO...

This Slater's Conflat wagon kit was an easy build in the October 2018 issue of BRM, but is greatly improved with a more realistic, weathered effect.

PAINT YOUR MODELS

Words & Photography: Phil Parker

Phil Parker paints his latest model projects using accessible and adaptable techniques.

Everything you see on a model railway (and a real one for that matter) has been painted. Let's face it, painting is a skill all modellers need to acquire. The days of self-colour plastic kits claiming 'no need for paint' are largely behind us, mainly because most modellers realised that the prototype rarely looked like it was made of self-coloured plastic and demanded something more realistic.

My examples make use of a couple of old BRM projects. Firstly, we have a simple

garden shed. This one is brass, although the principles are the same for plastic and resin versions. Scenic items are the perfect place to learn your craft because they rarely need to be perfect. In fact, if they are perfectly painted, you'll need to mess them up a bit for realism.

The second is an O gauge conflat wagon. A complicated and detailed vehicle, it's the sort of model people will tend to think you'll need an airbrush for. It's true that this is a useful tool, but I managed without one and could do so again. Spray cans and

weathering powders will give acceptable results on a budget.

All this is going to require a selection of paint. I've used Humbrol enamels. Only one modelling-specific colour is used here - Railmatch Bauxite. Even then someone is going to tell me that the LMS version isn't quite the same as the BR colour. Paint isn't the only tool, though. Metal can be chemically blackened and I find talcum powder is very useful. Finally, Games Workshop shading inks work just as well on a model railway wagon! ■

PROJECT 1 4mm:1ft scale Garden Shed

1



My first subject is a 4mm:1ft scale etched brass shed built from a Roxey kit, as shown in **BRM** September 2018. You can't go wrong really, because the paint on real sheds is hardly perfect most of the time.

2



The first stage is to coat it with primer. If you're handling the model you'll need an etching primer, but for a scenic item, any spray can of car primer will do. Use several thin coats, then let it dry.

3



Holding this model is easier with a lolly stick shoved into a blob of Blu-Tack. Cheap and easy!

4



Start painting under the eaves and difficult to reach areas. That way, you'll see stray paint and can deal with it quickly. Finish with flat areas that are the most visible.

5



Leave the model to dry, then mix a little of the base colour with something to lighten it. I'm using yellow in this green but white also works. Dry brush everywhere to emphasise the details. This is a subtle effect, but helps bring the model alive. You may want to wash some thinned brown paint over it after it has dried to really show the lines between the planks.

6



I treat the roof with a coat of grey paint, then dust it with talcum powder once the paint has dried to a tacky state. As well as adding colour, it gives a bit of texture that you'd expect from roofing felt.



The shed now painted is added to the scene - an attractive addition to any garden. Now it needs some model tools...

EXPERT TIP: WHY IS MY BRUSH STIFF?



Many paintbrushes are supplied with gum-filled bristles to protect them in transit. A quick wash with warm, soapy water cleans this out and restores the flexibility you'd expect. Every time you clean the brush, re-form the point with damp fingers and then place the protective tube back on.

PROJECT 2 7mm:1ft scale Conflat wagon



Built from a Slater's wagon kit with a Skytrex resin container for the October 2018 issue of **BRM**, painting this is more of a challenge because of the different materials the model is constructed from. It's much more detailed than a shed too.



Only the chassis is sprayed because it's easier to paint this way than poking around all the complicated underframe parts with a brush. A thin coating of oil on the wheels stops paint sticking. I'll still need to clean up later, but it will need nothing more than a quick wipe.



Smaller metal parts are primed by hand, and Humbrol Acrylic No.1. It is easy to use, doesn't smell and the brushes can be cleaned with water. It's very handy to treat brass handrails and small details when you don't want to mask a model, nor repaint it completely.



The more you disassemble a model, the easier its painting becomes. Sensible modellers will paint as they build, but sometimes you just want to make sure everything goes together. Mind you, sensible modellers wouldn't have stuck the container down, so it can't be removed.



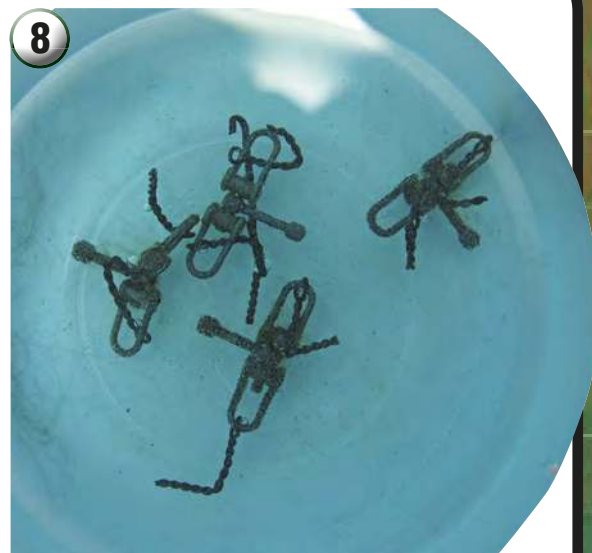
With most of the body covered with masking tape and paper packing, the underframe is given a blast of matt black car aerosol. The paint sticks quite well to metal without priming, though a very light coat of etching primer isn't a bad idea if the model will be heavily used. Several thin coats are better than a thick one. Work from lots of different angles to ensure all the nooks and crannies are painted.



Everything above the solebar is hand-painted using Humbrol 147 for the container, 64 for the roof and 187 for the wooden floor. Railmatch 612 bauxite does the job for the body. All these have a matt finish, so where the transfers are to be applied, I spray some acrylic gloss varnish. It's a simple job using an airbrush or spray can. I never have much success hand-painting varnish.



Transfers are cut and soaked in water until they become loose from the backing paper. They are slid into place on the model. The gloss varnish should avoid 'silvering', which is the effect when tiny amounts of air are trapped underneath a transfer. Once fully dry, everything receives a spray of matt varnish.



The brass turnbuckles are coloured with a 'Metal Black' chemical. They all bathe in this for 30 seconds, followed by a wash in clean water. This stains the metal to a brown/black colour, which withstands handling and retains the crisp details.



To simulate the brown dirt that gathers around some details, I give the model a wash with a Games Workshop shading ink – 'Agrax Earthshade'. Let this gather around the details, then wipe downward with cotton buds, cloths and fingers to simulate rain washing the dirt away.



Finally, a light dusting of dirt from the airbrush. Very thinned Humbrol 187 around the underframe, 33 with a dash of 67 on the roof and 173 all over. This brings all the different effects together. The model is placed on a box to make it easier to spray from underneath. If you don't have an airbrush, weathering powders would work as well.

WHAT WE USED:



Humbrol™

CLICK HERE TO BUY IT NOW

Shed

Halfords
Grey aerosol primer

Humbrol enamels
67 – Tank Grey
81 – Pale Yellow
159 – Khaki Drab

Talcum powder

Conflat Wagon

Humbrol Acrylic
1 – Grey primer

Main colours
Humbrol enamels
64 – Light Grey
147 – Light Grey
187 – Dark Matt Stone

Varnish

Humbrol Clear gloss
Humbrol Matt varnish
aerosol

Railmatch enamel
612 – LMS Bauxite
Halfords
Matt Black aerosol

Metal Black
Carrs Metal Black

Weathering

Humbrol enamels
33 – Matt black
67 – Tank Grey
173 – Track colour
187 – Dark Matt Stone

Citadel (Games Workshop)
Agrax Earthshade



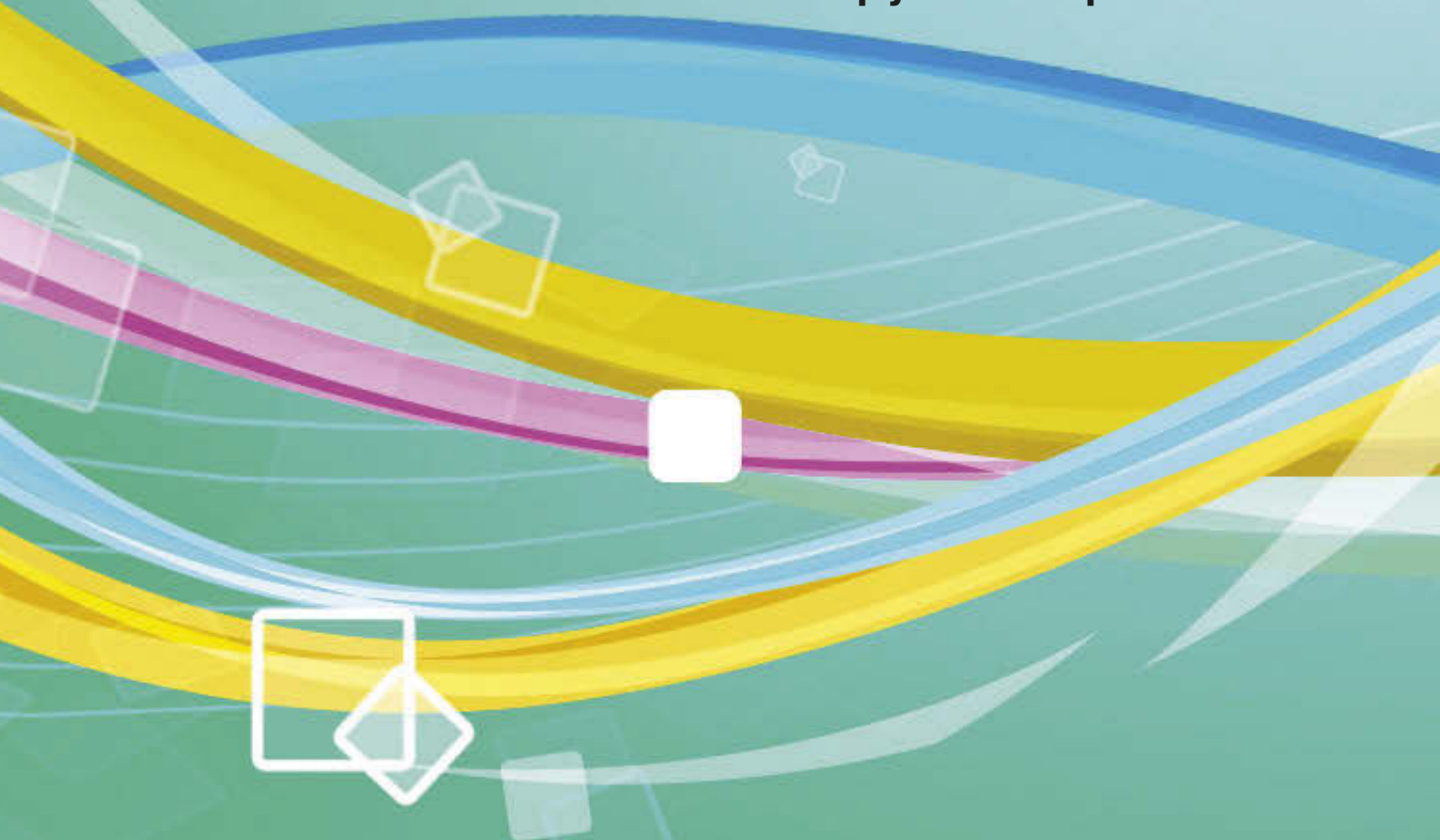
BRMTV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

HELPFUL HANDS

Do you struggle to hold models when painting? Phil Parker demonstrates a selection of useful tools to keep your hands paint-free.



EXCLUSIVE

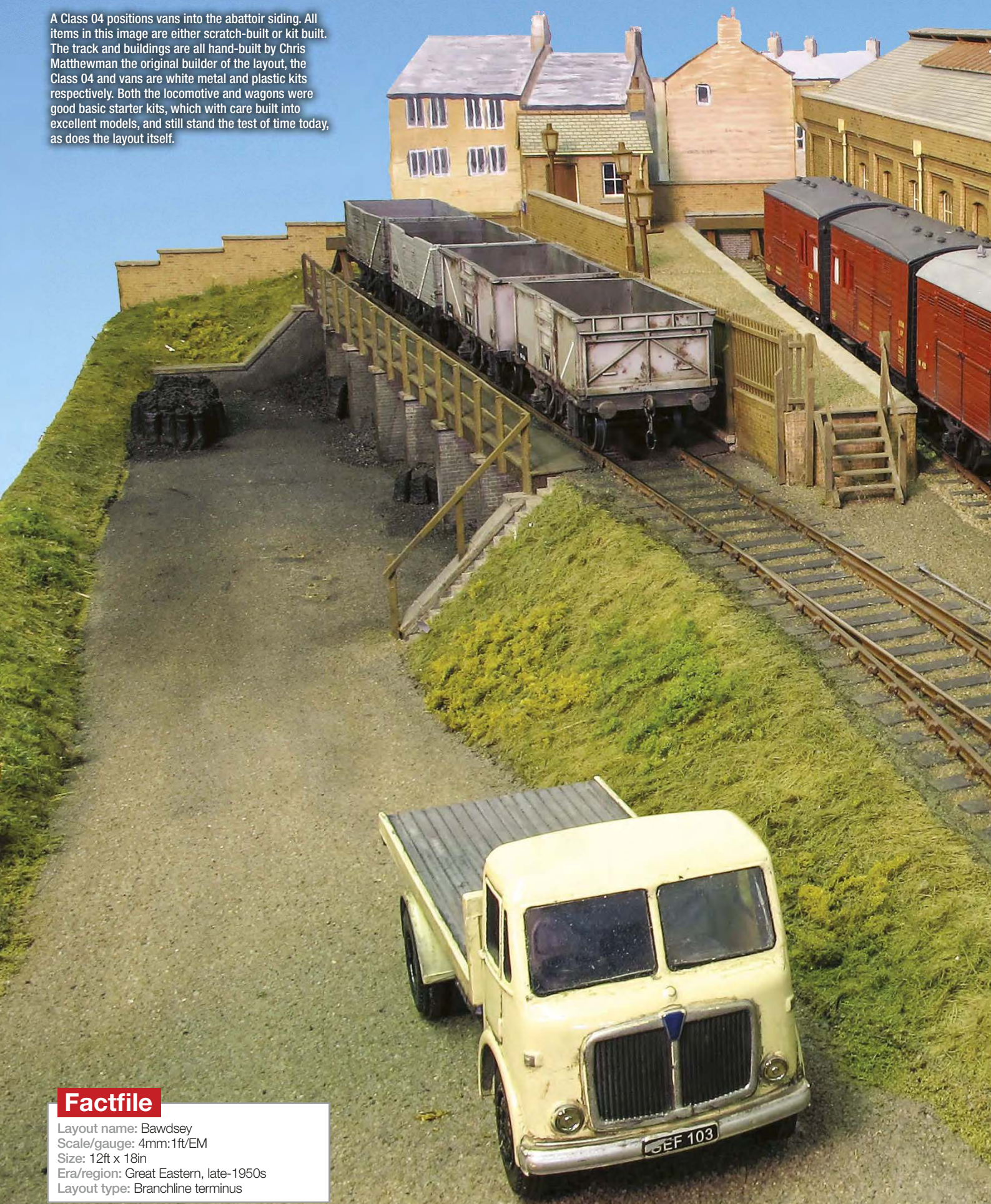
WATCH THE VIDEO HERE

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



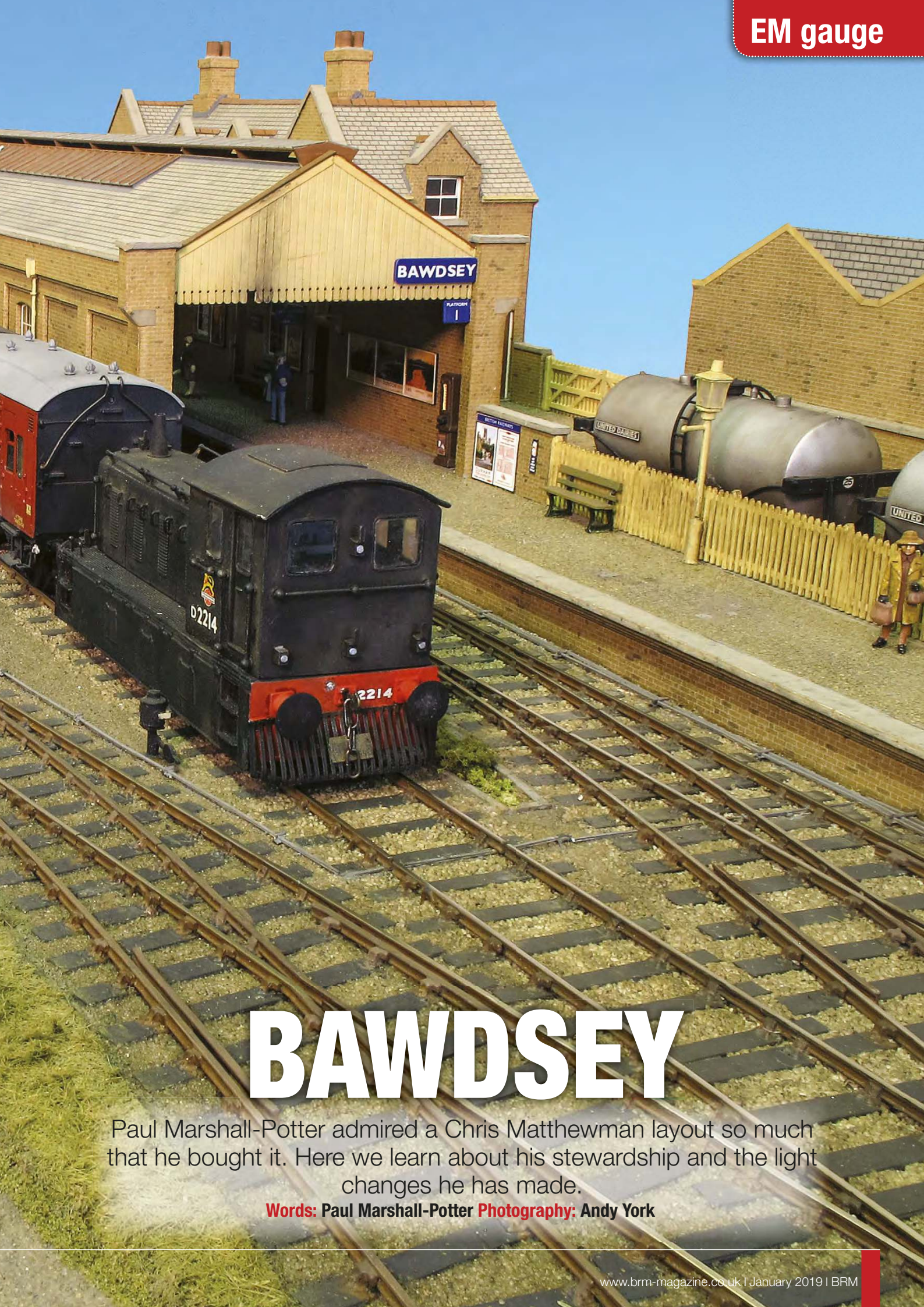
LAYOUT FOCUS

A Class 04 positions vans into the abattoir siding. All items in this image are either scratch-built or kit built. The track and buildings are all hand-built by Chris Matthewman the original builder of the layout, the Class 04 and vans are white metal and plastic kits respectively. Both the locomotive and wagons were good basic starter kits, which with care built into excellent models, and still stand the test of time today, as does the layout itself.



Factfile

Layout name: Bawdsey
Scale/gauge: 4mm:1ft/EM
Size: 12ft x 18in
Era/region: Great Eastern, late-1950s
Layout type: Branchline terminus



BAWDSEY

Paul Marshall-Potter admired a Chris Matthewman layout so much that he bought it. Here we learn about his stewardship and the light changes he has made.

Words: Paul Marshall-Potter **Photography:** Andy York

Buying a second-hand layout can be difficult. If you're wondering why the article starts with that sentence, it's because this layout has been pre-loved. Bawdsey is an EM gauge layout built by the late Chris Matthewman, and I bought it from the family after he had sadly passed away. It was originally named 'Strove', and was set in the 1930s.

I'd seen the layout when Chris was exhibiting it, and it ticked all the boxes for me immediately. I've always liked East Anglian branch lines. Reinforced by many of Iain Rice's books over the years, the layout has a regional design element that places it firmly in East Suffolk. Chris took Aldeburgh as his starting point and based the layout on that station. The station building, engine shed, and goods shed are all based upon the real Aldeburgh station, as is the overall track plan. The build quality of the whole layout is exceptional, the track is hand-built using K&S components, and the buildings are card construction, covered with Superquick brickpapers.

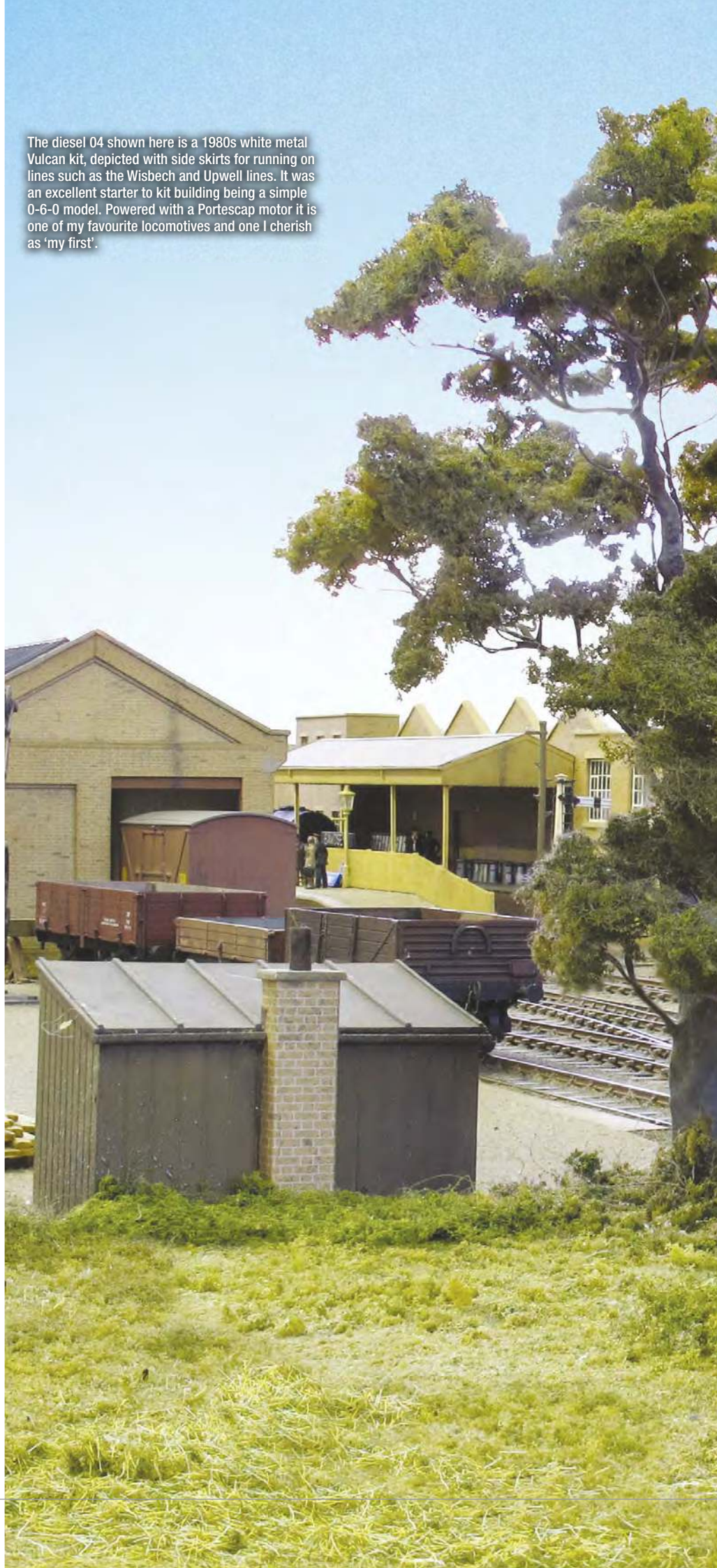
'Strove' hadn't been used for two or three years when I bought it. It was set up so I could view it working and check its condition prior to purchase. When the photographs for this article were taken the layout had also been stored for two years, although it still worked as expected. The layout had been looked after, so there was no damage and no colour fading it.

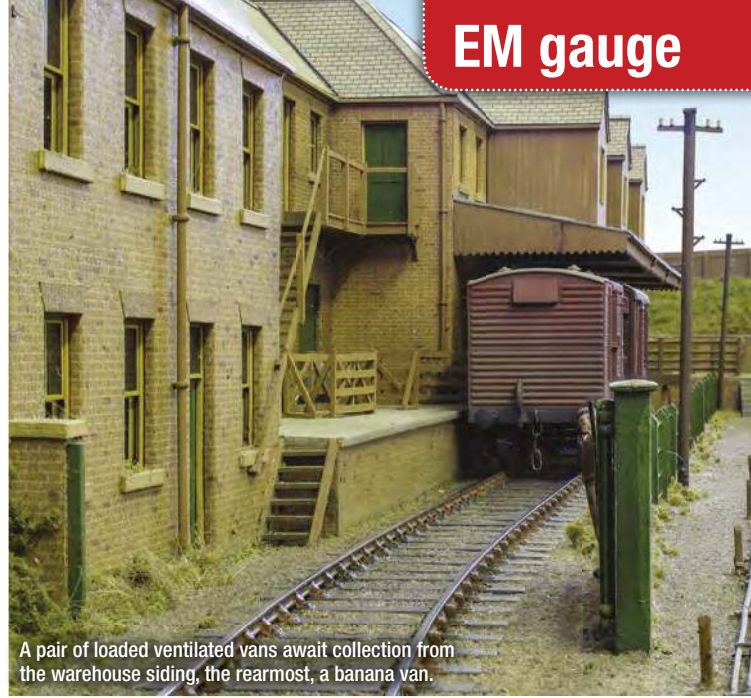
The layout had been built with old equipment – H&M solenoid point motors, for example, and very much in a typical 1960/70s style. This meant that I couldn't go to model shop and expect to get a replacement component. If you're buying a layout these are key considerations – the most important is how reliable it'll be and the ability to fix any problems that may occur. Chris' reputation as a builder whose layouts were of good quality made the purchasing choice relatively easy.

If you are buying or are going to look after a layout these sorts of issues must be thought about. A previous owner may not want anything to do with their layout once they've handed it over, and it'd be extremely frustrating to have an unserviceable layout. If you have limited experience in the hobby its worth seeing if you can get someone to tag along with you to give a second opinion. Consider other issues such as transporting it and storage if the layout isn't going to be a permanent layout.

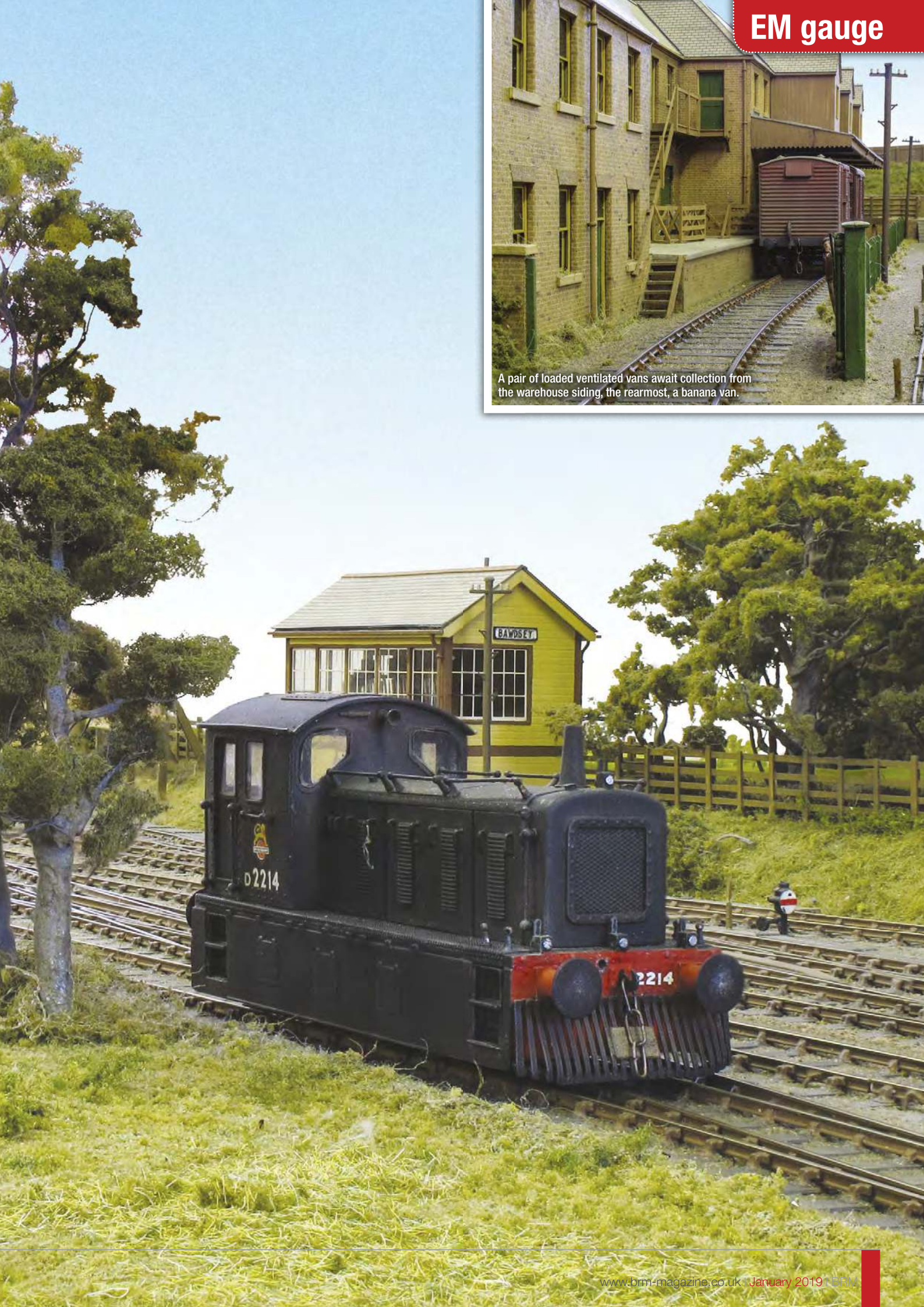
The design of the layout allows it to pack into a storage box roughly 4ft long and 2ft

The diesel 04 shown here is a 1980s white metal Vulcan kit, depicted with side skirts for running on lines such as the Wisbech and Upwell lines. It was an excellent starter to kit building being a simple 0-6-0 model. Powered with a Portescap motor it is one of my favourite locomotives and one I cherish as 'my first'.





A pair of loaded ventilated vans await collection from the warehouse siding, the rearmost, a banana van.



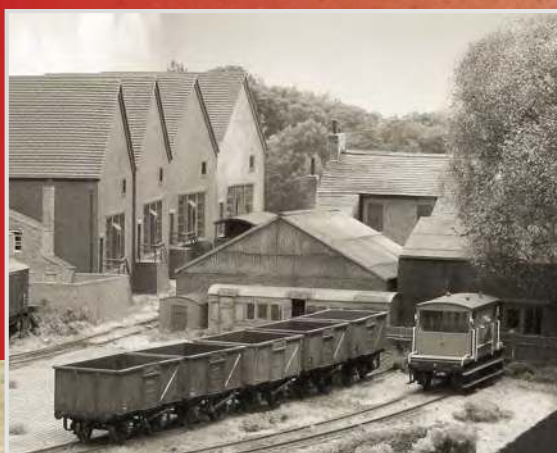
high. The legs are designed to pack tidily together, so the layout can be transported in a Ford Focus-sized car with room to spare. This also made the layout easy to store at home when not in use, which was another buying consideration. Reliability has been excellent to date, although I've had two point blades fail and one point throw arm from the motor to the microswitch. This last fault meant that I had to re-make the component, bending cutting and forming aluminium tube, coming back to the point that you need to be certain you can repair or adapt pieces if the need arises. I was unable to purchase the layout's powerpack, so I was fortunate that a good friend John McRea was very

helpful in building me a transformer box to contemporary standards. Without this assistance I'd not have been able to buy the layout.

Setting the scene

My interest in terms of era is the 1950s into the 1960s, just prior to the Beeching report and subsequent cuts. Having an aviation background, I looked at the area Great Eastern lines through Norfolk and to south of Ipswich. During the war Orford Ness and Bawdsey, (south of Ipswich), were very secretive areas, both having played

major parts in the development of Radar. I imagined that the original railway served Bawdsey and that the Quay, with its 'ferry' to the Felixstowe side of the River Deben, had in the past grown to a size that a Branch line to Bawdsey and the Quay could have been built.



MORE LAYOUTS!

See Paul Marshall Potter's 'Albion Yard' in the April 2018 edition and 'Shelfie' in the July issue. Find them both at www.pocketmags.com/brm. 'Shelfie 2' debuts at 'Define' on January 12. See www.definemodellers.wordpress.com for details.

I set the layout in the period where the old traditions and working practices of grouping and pre-grouping companies are being absorbed into post 1948 British Railways. By this time the decline in traffic

A Class 105 DMU arrives at Bawdsey. This type was seen in the era and region, I've been careful selecting items that enhance and enforce the era and location as far as practical. The model is by Bachmann with a Branchlines EM wheel conversion set. This would be a very quick and easy conversion to get someone started in this gauge.



The loading dock is a useful feature to introduce interesting traffic. Here we see a Class 15 shunting horse boxes, which were still a reasonably common occurrence in the late 1950s and early 1960s. The locomotive is a Heljan model which has been changed to EM gauge with Alan Gibson wheels and super detailed with Shawplan glazing.

and modernisation changes would have signaled a grim outlook for the railway, and I wanted to show the railway just prior to those changes taking hold.

Changes made

The layout came with LNER 1930s era signage, vehicles and figures. Relatively little changed in the 1940s, in terms of the infrastructure, so for the 1950s I've depicted the change to Eastern Region blue and removed the older looking figures and equipment, such as horse drawn vehicles. On the platform one of the porters has just dropped off the running in board and two BR totems to complete the signage change. The signal box is in early LNER colours, although by the 50s it should have been cream or white main panels with the framework in either green or black. I looked at changing this, but decided that it would be too difficult to effectively mask the layout, windows and panels to get a suitable finish. I did carefully remove the original signal box name plates and replaced them with nameplates for Bawdsey.

Stock

I have been very fortunate with the rolling stock for the layout. The coach and wagon stock I already had in OO gauge. They were converted to EM gauge by either replacing wheel sets or re-gauging the existing sets. I'd previously worked in EM gauge, so there were no challenges there and the motive power comprises two Class 24s (Bachmann), two Class 15s (Heljan), one Class 08 (Hornby) and a Vulcan Models whitmetal 04 kit. The Bachmann Class 24s have had quite a bit of work done to them. They were used as a prototype to develop the Shawplan laser-cut glazing for that model, (as was the Hornby Class 08), they also have had roof panels changed and new exhausts fitted, as the Bachmann roof is a compromise from Class 24 and class 25 details. The Heljan Class 15, like the Class 24, is particularly appropriate for an Ipswich area branch line. All these needed were the wheels changing, as the rest of the locomotive is excellent. Passenger operations are primarily Cravens Class 105 DMUs and a Derby lightweight unit.

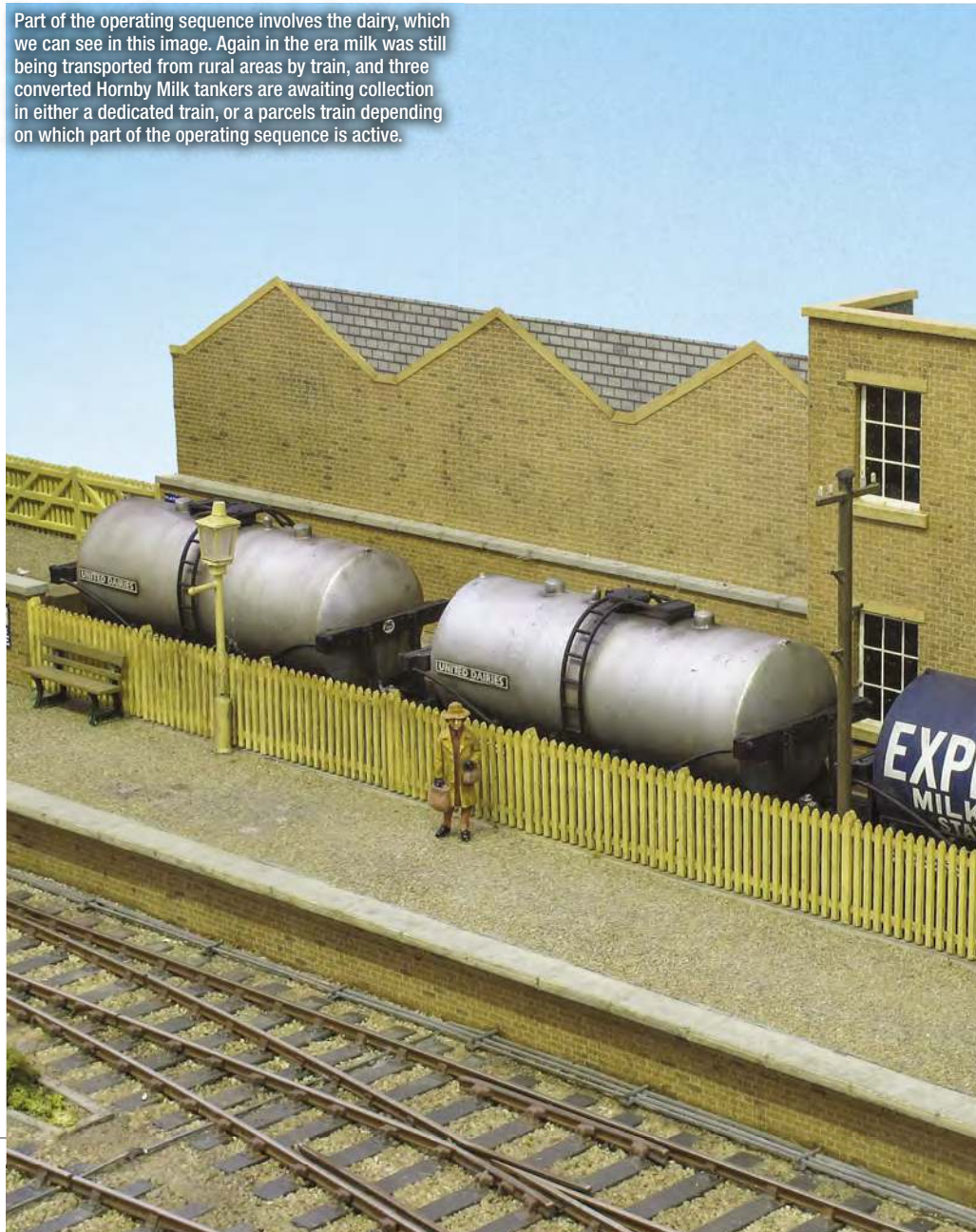
Operation

The locomotives and rolling stock give the layout an immediate regional flavour of late-1950s early-1960s East Anglia. I adapted the original operating sequence for the layout, where each part of the track plan is used at least once in the sequence. It rotates through approximately twenty moves and

The goods shed is a prime example of Chris's attention to detail and scratch building skill in the use of card and brickpaper. The edges are sharp, with all the bricks aligned round corners and across features such as the lintels. The building has been bedded in to the surface and gives a real look of a permanent structure. The signage reflects one of the few changes I made, adding Eastern Region British Rail signs help establish the era with no other 'aging' items present.



Part of the operating sequence involves the dairy, which we can see in this image. Again in the era milk was still being transported from rural areas by train, and three converted Hornby Milk tankers are awaiting collection in either a dedicated train, or a parcels train depending on which part of the operating sequence is active.



returns the stock to original positions at the end. Some moves were now unrealistic; the influx of diesels in real life meant that local trains were now DMU-operated, rather than coach stock, and the sequence was adapted to reflect this prototypical efficiency improvement.

A happy ending

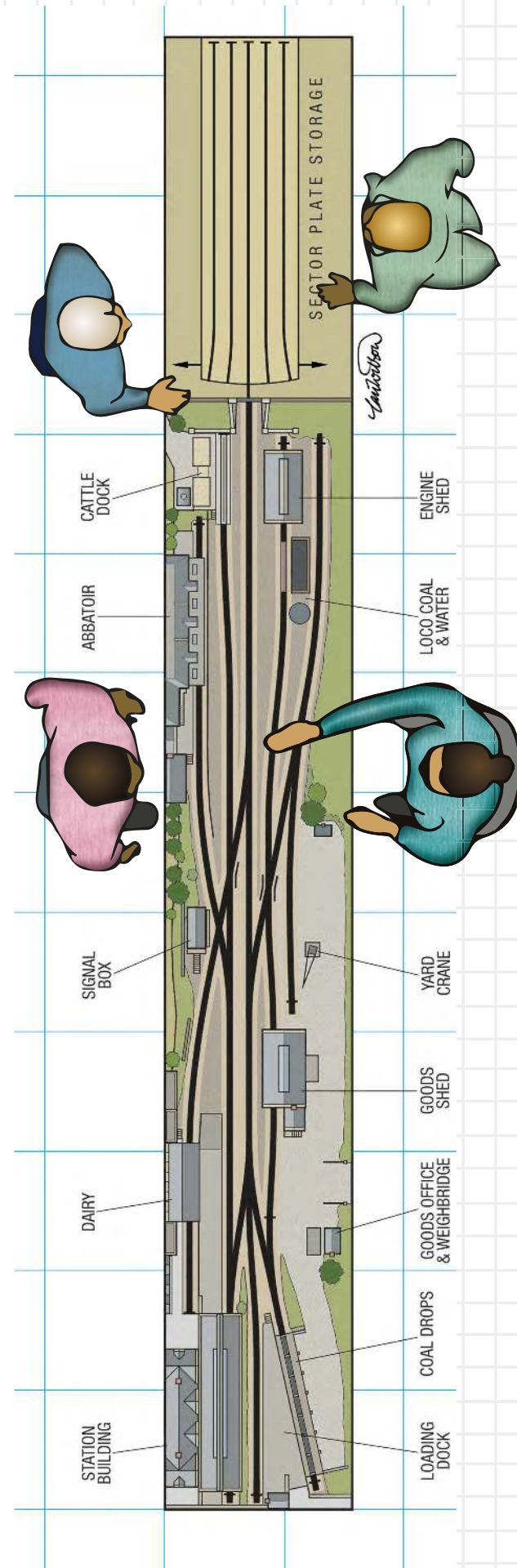
As I write this the story of the layout has almost come full circle. The layout has just been sold to two of Chris' original exhibition operating team. They've performed a similar exercise as me, in that they viewed and ran the layout, and checked it was as they remembered it. They are aware of the possible challenges of owning an older layout, and they have the experience to maintain it and, more importantly, look after it. There's the possibility of it attending some exhibitions again too, which is a fitting end to this piece!

Turn over to read what Andy York thinks of Bawdsey. ■



Trackplan

BAWDSEY



What we think...

An all-too-common occurrence when a layout is sold to a new owner is that the recipient's initial enthusiasm dissipates to the extent that the model disappears into storage. Or, at best it turns into an unaltered canvas on which the new recipient makes subtle changes on which the recipient paints a picture which is somewhat incongruous with the original intention.

Paul's custodianship of the layout is very different! The model has been suitably protected and maintained so that it remains in the same high standard as when originally completed. If anything, the layout changed with a back-story, into a plausible 'might have been' time and place, translating the style and architecture of Aldeburgh into a nearby location. Establishing a time and place then gives a coherence and purpose to the stock and workings employed.

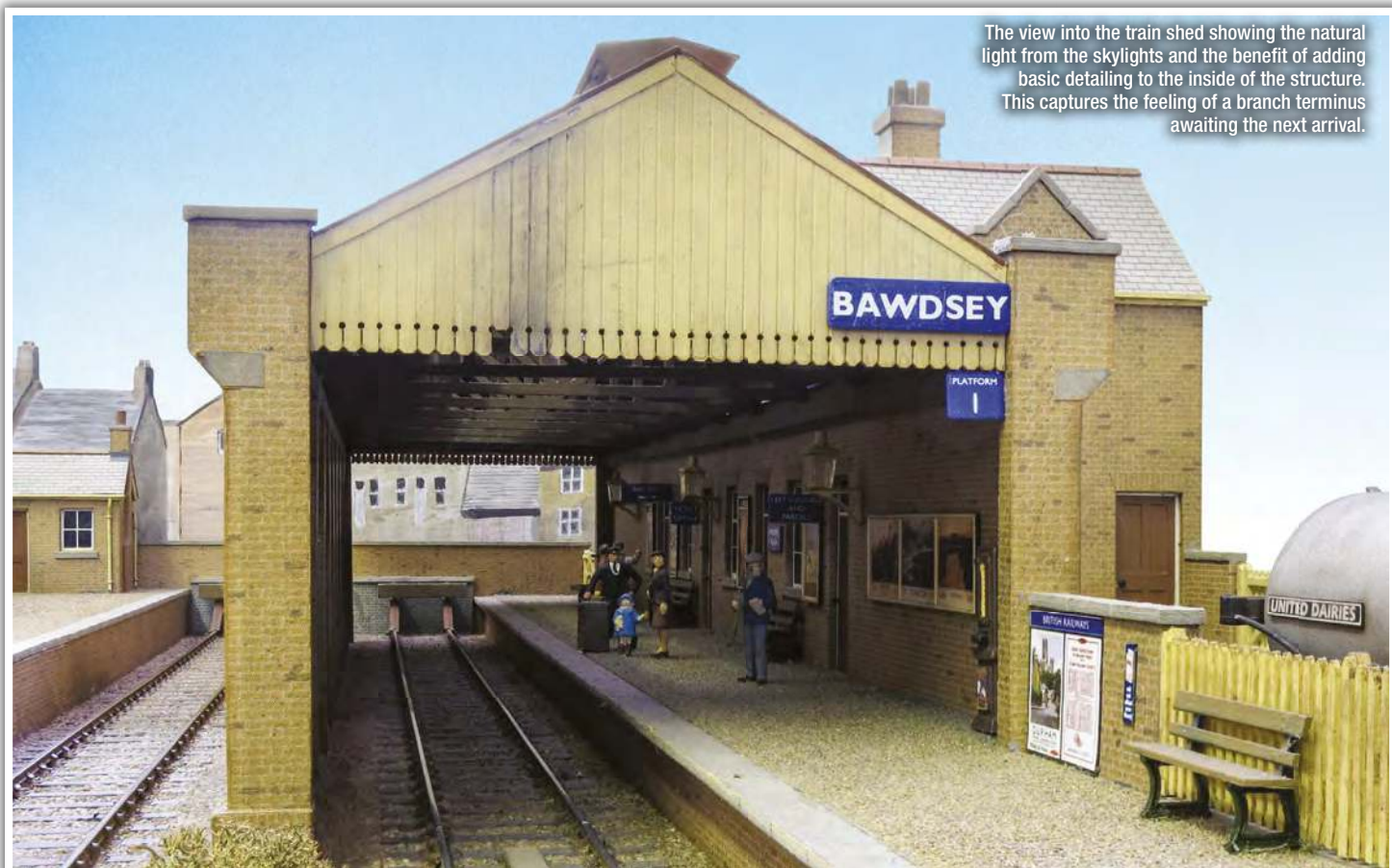
Growing up in an era when Superquick papers were a staple modelling diet, it is pleasing to see the standard to which Chris employed a basic product in making incredibly neatly finished structures. And in a way that plausibly captures the original buildings, especially the station building with its covered roof train shed over the platform.



Similarly, the goods shed and engine shed are lovely recreations of those at Aldeburgh whilst further expansion of surrounding industries provide the opportunity for operational interest with the dairy depot and the warehouses which have the feel of smaller maltings buildings found around Suffolk. Slightly more unusual for that area, but nonetheless a positive interest in the model is the coal drop area which gives some variation of height within the area modelled.

As Paul has explained, the model is now returning a little closer to its origins and it is wonderful that it moves onwards, just as good as it ever was, back into capable and interested hands and I am sure that all will be pleased that it has had such a good custodian.

Andy York



The view into the train shed showing the natural light from the skylights and the benefit of adding basic detailing to the inside of the structure. This captures the feeling of a branch terminus awaiting the next arrival.

5 THINGS TO CONSIDER WHEN BUYING A 2ND HAND LAYOUT

1. Make sure you view it working so you can check its condition.
2. Check its reliability and how easy it will be to fix any problems. Many layouts were built using old equipment, making it hard to get replacements.
3. A lot of owners won't want anything to do with the layout once sold so it's vital you consider whether the layout will be serviceable and how capable you are of carrying out any repairs.
4. It's good to get a second opinion. Take a fellow modeller with you when viewing the layout.
5. How are you going to transport the layout? And, when you get it home do you have space to store it or for it to be a permanent layout?



A Class 24 arrives with a hunt special. The train is formed of a Gresley Brake Third which the horse grooms and hunt staff would have travelled in with horseboxes behind. Hunt specials were quite common trains allowing various Hunts to travel to different areas of the country. The class 24 is a Bachmann model with Ultrascene EM wheel sets and Shawplan roof grills and laser-cut windows. As the era depicted has very early diesel traction, the locomotive stock has light weathering, as they would have been quite new into service and well cared for.

HOW TO CREATE A LIVERY OF CHOICE

SKILL LEVEL - Expert



Heljan's Class 60 is a suitable candidate for customisation, as Howard Smith extols the benefits of respraying your models to unlock the potential for new liveries.

Repainting your cherished models properly, regardless of scale, is a time-consuming process. Therefore, there has to be a reason for painting or repainting a model. Perhaps it's something you've built which has never seen paint and requires a good finish, or an RTR model which isn't available in the livery you want? If the livery you require is available RTR, but you have the wrong livery on your model, it's easier to buy it and sell yours than respray it and attempt to match the high-standard of most modern factory finishes. You'll save yourself the time and expense too.

Take this project as an example – Heljan's O gauge Class 60 locomotive. Available in EWS maroon/gold, Loadhaul orange/black or Railfreight two-tone grey, it'll need repainting if you're tempted by a different livery. And, let's face it, why not have a livery that's different? The Class 60s have seen plenty of them. A repaint is required, but let's try to match the quality of an RTR finish.

I enjoyed the clement weather outdoors this Autumn which worked in my favour until the clocks changed, the cooler air arrived and it was dark earlier. Luckily, the bulk of the project was completed and I could complete the final details in the office on my desk, much to the bewilderment of my work colleagues. So, an enjoyable 30 hours spent on this project later, here's how you can do the same. ■



In November 2007, Mainline blue liveried 60044 with EWS graphic vinyl overlay awaits its next duty in the locomotive holding sidings at Didcot. Note the exhaust dirt on the roof.



1 Preparing for paint



A standard Heljan Class 60 model in Loadhaul orange/black livery. A fine model, though the livery is irrelevant because it will be removed before painting.

2



The bodyshell is removed via four long screws to the underside of the model which makes access very easy. Remove all fine bodyshell detail components, from glazing to handrails, silencer and windscreen wipers, then apply paint stripper. Test on an inconspicuous area first, and if results are satisfactory, leave overnight.



Representing 60044, I'm pleased with the way this model has turned out. The application of its orange cantrail stripe and exhaust debris are subjects for another article, both of which prevent its air horns and windscreen wipers from being returned. Keep reading BRM so you don't miss these.



The chassis is left aside, for now. A Loksound v4.0 DCC sound decoder installed centre-most can be seen – an easy fit as the model was designed around it. None of the paint on the chassis requires stripping, only weathering.



Stubborn areas of paint may require further attention such as on and underneath these grilles. A fine toothbrush is good for getting into these areas, but be careful not to bend the etches. See more on this month's episode of BRM TV.



Paint is also reluctant to part company from around door handles and areas of low-relief. The point of a rounded needle file is useful for removing paint from these areas. Applying too much pressure will scratch the plastic, so work it around gently.



For larger surface areas I used a sanding stick to remove paint to the clean matt finish you see here.

Keeping your workspace dust-free is important when planning to spray, so cleanliness is important. Wear latex gloves to avoid depositing grease on your model.



The bodyshell is sprayed with Mr. Hobby Primer, and sanded a day later with a 1000 grit sanding stick to remove fine texture and create a smooth flat surface. You can watch how I did this with this episode of BRM TV.



Masking is a necessary yet time-consuming process when painting a model. Unless using a vinyl overlay or transfers, the more complicated the livery the more masking tape and time will be required. I prefer Tamiya's range of low-tack tape for razor-sharp edges, using wider low-tack decorators' tape for larger surface areas.



Observing photographs and forward planning is key to calculate which areas require masking. If I paint the front yellow warning panel over the darker blue, it will require a thick layer of paint, leaving an unsightly ridge around its edges. I prefer to keep paint at the same height and avoid over-painting of areas.

Airbrushing Techniques



I'm airbrushing the model with my Iwata CM-C using Railmatch enamel paints. It's poor practise to spray enamels over acrylics and vice-versa. All paints are thinned when airbrushing using enamel thinners to a 50:50 ratio, this one is 209 Regional dark blue, with a small amount of white paint to create a faded look.



Airbrushing requires patience. Colour is built up slowly to prevent flooding and several passes will be required before the correct hue is obtained and the undercoat is hidden. Leave to air dry for five minutes between coats to avoid a single thick coat of paint that'll take far longer to harden.



The masking tape is carefully removed by pulling it in a parallel fashion to the body to avoid lifting paint. The next day, the blue areas are masked to allow the ends to be sprayed Railmatch 202 Warning panel yellow. Before the painted edge hardens the tape is removed.

13



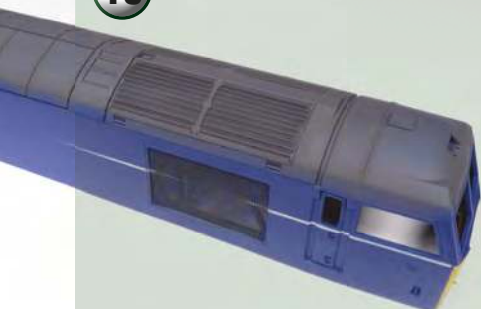
The light clusters and ends are moulded in black plastic, but the lenses must be left translucent and their surrounding pods should be grey. Humbrol Maskol is carefully brushed over the lenses, the ends sprayed grey primer and left to dry. The next day, the pods and lenses are carefully masked with Humbrol Maskol and the ends are airbrushed yellow to build up coats.

16



The second line of tape is measured at regular intervals for the first and this determines the line width. Look down the length of the bodyside to check for potential fluff or small debris that might have worked its way underneath the tape. I'm masking the roof area too.

19



Railmatch 403 Roof Dirt is carefully airbrushed into panel gaps and around grilles with the airbrush nozzle turned down to a narrow spray pattern for greater accuracy.

14



I've chosen to model 60044. The locomotive was painted in Mainline blue livery in 1996, though lost its Mainline branding to an EWS vinyl overlay which it carried until it too was removed and it was later resprayed into DB Schenker red. Masking tape is laid along the bodyside to create the stripe and the tape is pushed into door recesses and mould lines using the blunt edge of a scalpel.

17



Low-tack decorators masking tape masks the larger areas down the bodyside. The roof is sprayed Railmatch 320 diesel roof grey and the stripe is sprayed an off-white.

20



Humbrol Maskol is carefully rubbed off with my fingers and a little help from a scalpel, with care not to scratch or damage the lenses. The light clusters required a little force to fit into the ends of the model, even after removing the traces of glue from the inside of the bodyside. I've superglued their corners into place.

15



Ensuring the edge is level and straight is made easier by checking with a rule. The low tack tape can be removed and repositioned easily if you notice undulations. Refer to photographs to calculate the correct width and height of the line.

18



Before the tape is removed, Regional dark blue (209) is applied on areas where the line has been worn away as per the prototype. This is blended carefully into the off-white colour.

Highlighting detail

21



The Aisla Craig locomotive nameplate was removed in August 1997, leaving behind traces of damaged paint and adhesive. I'm replicating this by masking the outline of the nameplate and painting the area with a combination of white and grey tones, closely following the photograph for reference.

22



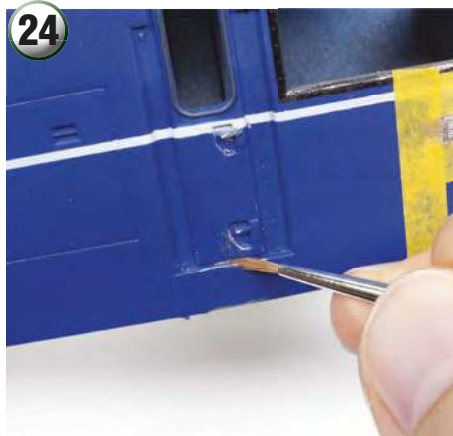
The cab windows are painted Bright Steel from Darkstar Miniatures, but one of the window frames must have been replaced during the locomotive's life and has a black satin finish. A mixture of Humbrol matt and gloss black in a 50:50 ratio, creates the desired level of sheen.

23



The side windows are painted the same satin black colour and once dry are highlighted with Darkstar Miniatures silver. This creates the effect of areas where the black paint has worn through to reveal the metal of the frames underneath. Vents are painted silver.

24



Areas of paint prone to damage by high foot or hand traffic are highlighted by dry brushing the door handles and lower door area with the same silver paint. Keep photographs to hand for reference.



The glazing is returned to the model, pushing it firmly into place from inside the cab. It's all a tight fit, but at least they can't be removed easily. A test fit is required on each pane, before applying the smallest amount of multi-purpose adhesive into the corners.



The silencer isn't prone to rust on these locomotives, but they accumulate dirt readily. A light dusting with roof dirt to remove the bright sheen goes a long way, but this will be weathered to represent exhaust soot once returned to the locomotive.



Railmatch underframe dirt is diluted to a 50:50 ratio. The underframe is toned down slowly, whilst areas around the brakes are treated to a light spray of Railmatch 416 Brake dust.

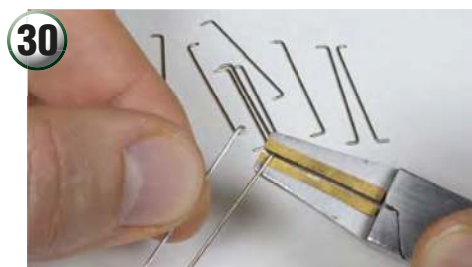
Finishing Touches



Out comes the silver paint again. The metal tread plate of the steps are prone to accumulate dirt, but often have a steel sheen to them as countless work boots climb up and down them over the years. Careful dry-brushing some bright steel from Darkstar Miniatures is the order of the day.



Grease patches are carefully applied to the centre of the buffers using the tip of a cotton bud. I'm using Humbrol matt black, though a later wash with a Nitroline grease effect from Wilder might be required.

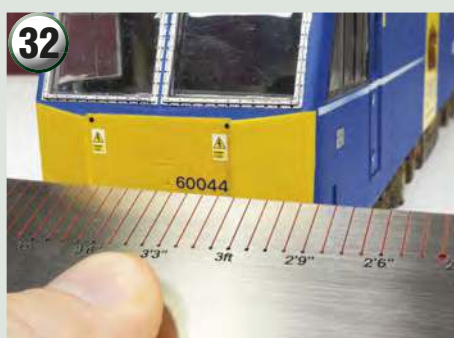


Handrails are bent using brass nosed pliers to prevent damage, using the original painted plastic ones as a guide. This simple plastic handrail replacement technique improves detail, regardless of scale.

Applying Transfers



Fox transfers are great. So long as your surface is clean and grease-free their application is trouble-free and fast. A quick call to Lynda at Fox saw the transfers sent for next day delivery and a combination of its 7914, 7977/8, 7214/2 and TOPS numbers packs gave me everything I needed.



Their application should be on a satin or gloss paint finish to avoid 'ghosting'. Cut out the transfer required and allow to soak in a small shallow container of warm water to which a dash of washing up liquid has been added. Numbers should be checked for alignment with a small rule. If adjustments are required, act quickly by moistening the surface and edges with a little of the solution before repositioning.



The large vinyl overlays are applied in two parts – the white underlay first to eliminate the deep blue hue and once dry, the top yellow transfer with EWS logo. This one was cut away at the bottom as per the prototype which had peeled. Don't forget to seal the transfers with a spray of varnish of your desired finish before final weathering of the body.



I'm pleased with the transformation, though the cantrail stripe, roof dirt and air horns are for another article. Such is the range of transfers from Fox that there are few custom liveries that can't be created. So, which one will you choose to stand out from the crowd?



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WEATHERED CLASS 60s

Visit
www.brmm.ag/Class60
to watch a BR training
video of the Class 60.

The Class 60 has provided Britain's rails with three decades of hard graft. Simon Bendall looks at distinctively weathered Class members and the effects you could apply to detail your RTR models.

Summer 2019 marks the 30th anniversary of the introduction of the Class 60s, during which time they have racked up millions of miles of freight haulage. Now largely replaced by other Classes because the work for which they were designed has mostly disappeared, a few Class members soldier on. The Class has often displayed the results of hard work hauling trains ranging from 'merry-go-round' coal traffic to logs, stone and oil. Seldom seen on layouts are Class members in a heavily weathered or faded state. Here's a selection of images to inspire your next weathering project.

BELOW: 60011 is a good example of the disregard EWS and DB had for the external appearance of its motive power fleet. The patch painting was the result of a previous fire that damaged the bodywork, while the Mainline logo and parts of the silver stripe are heavily worn away. The loco has also received a new air compressor relatively recently, this having yet to have its pale blue finish obscured by dirt. Pictured shunting a TTA tanker at Peak Forest on June 18, 2009. JOHN DEDMAN



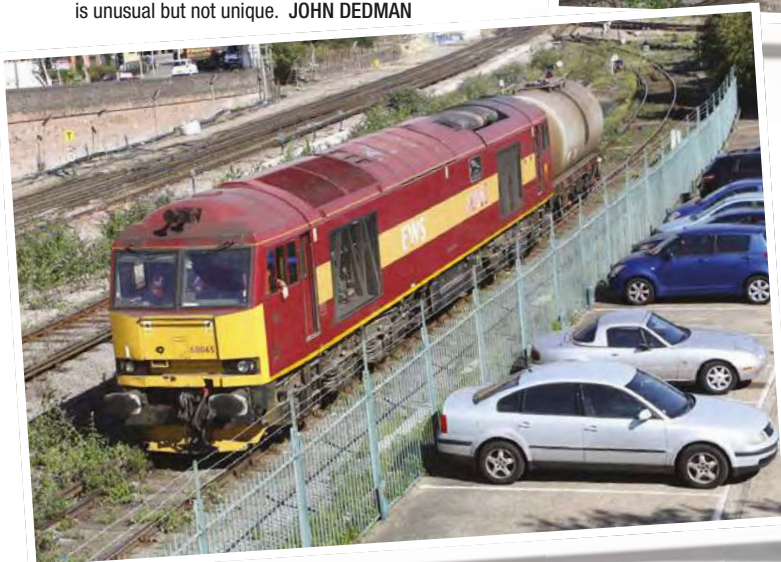
ABOVE: 60014 *Alexander Fleming* was a remarkably late survivor in the Railfreight sub-sector colours, it still carrying the same paintwork as applied when new in 1990. Apart from a general coating of dirt and some oil stains, other notable features include flaking paint on the cab window frames, some fading of the Petroleum logo and scuffing beneath the cab doors caused by the boots of train crew. Seen at Peterborough on May 7, 2004. GARETH BAYER



RIGHT: A careworn 60007 is captured in the sun running between the yards at Peterborough on May 5, 2006. A considerable amount of dirt is visible on the sides, as is the oil stain running from the roof vents at the far end, the latter being the most common location to find such a deposit on the class. The locomotive sports the super-sized version of the yellow-backed EWS logos, which were an attempt to apply company branding to older liveries. However, on the other side, a standard-sized 'beastie' was employed, leaving the Loadhaul logo sticking out either side. **GARETH BAYER**



BELOW: A common trait of locomotives that have carried EWS colours for a long time is the bleaching of the bodyside numbers and lettering. 60065 *Spirit of Jaguar* displays the effect as it trips a single TTA to Eastleigh depot on September 4, 2013. The faded and flaking nature of the painted roof is evident with the original grey visible on the engine hatches and radiator grille. On the cab front, a Margam black sheep depot emblem has been added, while the yellow-finished obstacle deflector is unusual but not unique. **JOHN DEDMAN**



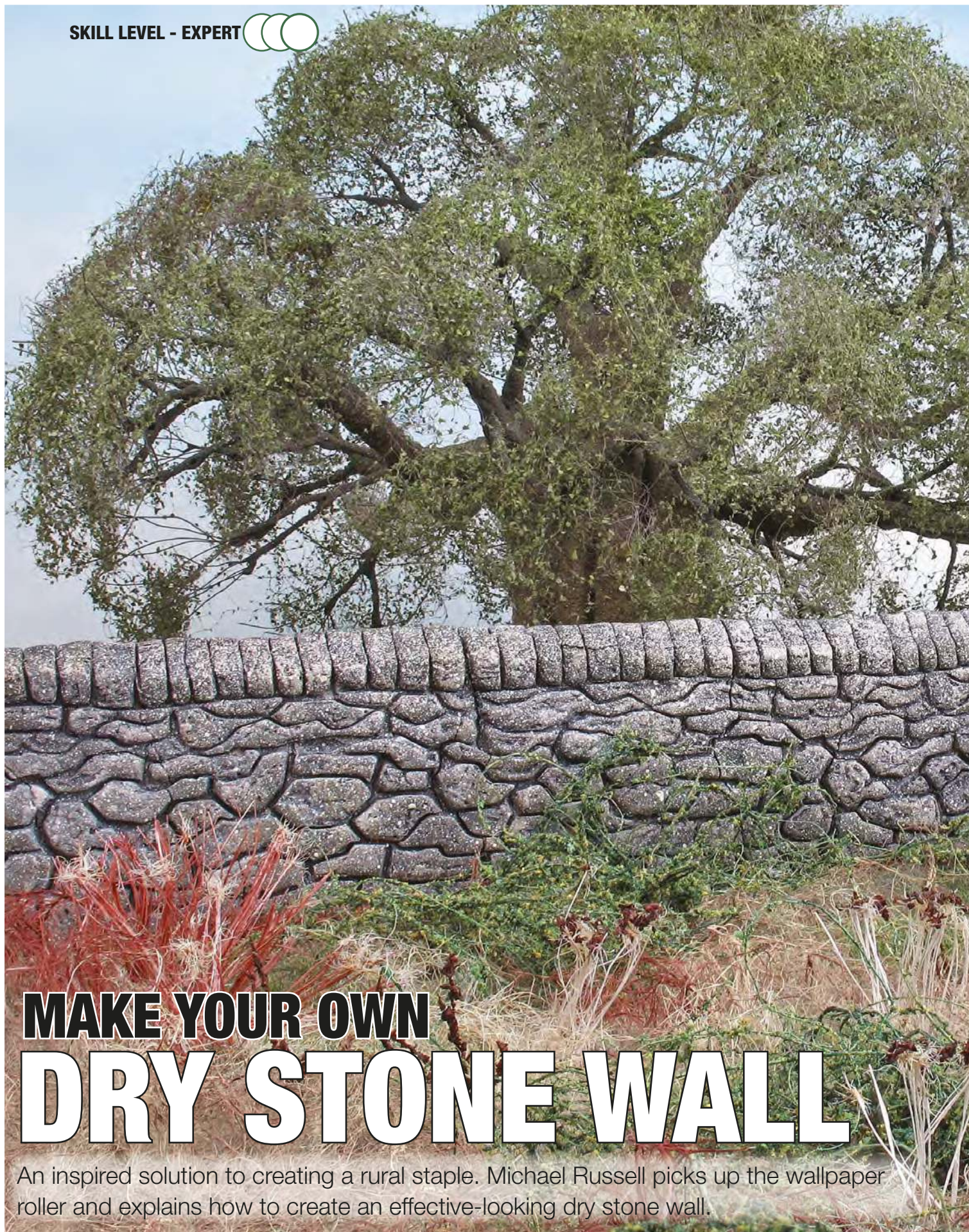
BELOW: 60002 'High Peak' rumbles past Ais Gill on October 5, 2007 with the 6E13 12.40 Newbiggin-Cottam Power Station, this conveying empty British Gypsum containers atop EWS/DB-owned FCA intermodal flats. The interest here is that the Class 60 is wearing part of the gypsum load on its roof. Also, sometimes seen with aggregates, the whole of the cab front could be covered in more extreme cases. **BILL ATKINSON**



BELOW: 60020 *The Willows* was still in good external condition when captured at Peak Forest on October 5, 2016. In addition to the light coating of dirt and oil streaking from the silencer and roof grilles, the heavy exhaust deposits on the nearest cab roof are noticeable. A common feature of the class, some attempt has been made to clean the area over the cab windows but the air horns are still coated, while the handrail under the front windows has been bent downwards at some point. **GARETH BAYER**

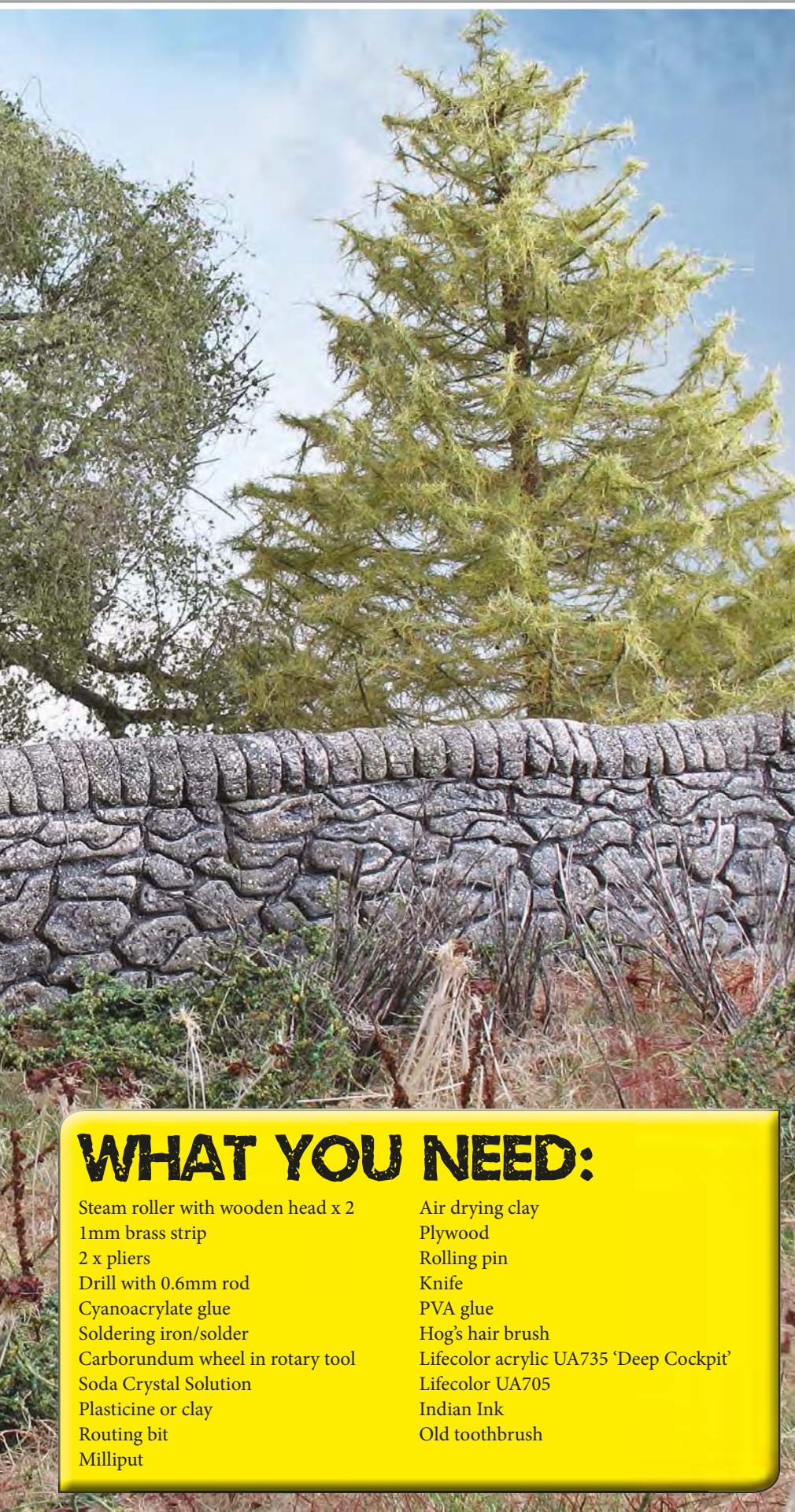


SKILL LEVEL - EXPERT



MAKE YOUR OWN DRY STONE WALL

An inspired solution to creating a rural staple. Michael Russell picks up the wallpaper roller and explains how to create an effective-looking dry stone wall.



WHAT YOU NEED:

Steam roller with wooden head x 2
1mm brass strip
2 x pliers
Drill with 0.6mm rod
Cyanoacrylate glue
Soldering iron/solder
Carborundum wheel in rotary tool
Soda Crystal Solution
Plasticine or clay
Routing bit
Milliput

Air drying clay
Plywood
Rolling pin
Knife
PVA glue
Hog's hair brush
Lifecolor acrylic UA735 'Deep Cockpit'
Lifecolor UA705
Indian Ink
Old toothbrush

There are parts of the British countryside that you can't possibly model without featuring dry stone walls. The problem here is that they are not easy to model. I wondered if there was a compromise that would produce walls more expediently without sacrificing too much realism.

The solution I've come up with is an embossing tool made from a wallpaper seam roller. You can either make a tool to model stone walls in an urban environment, which are likely to be much more regular, or those in a more bucolic setting. Be aware that stone walls vary tremendously between locations and you should always research this carefully beforehand.

The tool shown here is intended for the O gauge scale of 1:43. It is impractical to make one for N gauge, but you could build one for OO gauge if you use very thin strip brass, though it would be more of a challenge to build and I can't recommend it for a first attempt. It reduces the time it takes to produce this common feature of the British landscape without compromising realism too much. If you're going to model an area that has stone walls then you're likely to need a lot of them and then the tool really comes into its own. The pattern repeats itself every 12 cm using this size of roller (36mm diameter) and this is sufficient to prevent the motif from being too obvious. If this is an issue then you can use the techniques mentioned in the article to add variety or use a larger roller, or two rollers, for the build. ■



I chose a seam roller that has a wooden head, so it can cope with the heat of soldering. Also, the head is set at an angle that makes it easier to use on model walls that are already in place.



The spaces between the stone courses are formed using brass rings. Take some 1mm brass strip and start to bend it to the curve of the roller using two pliers.



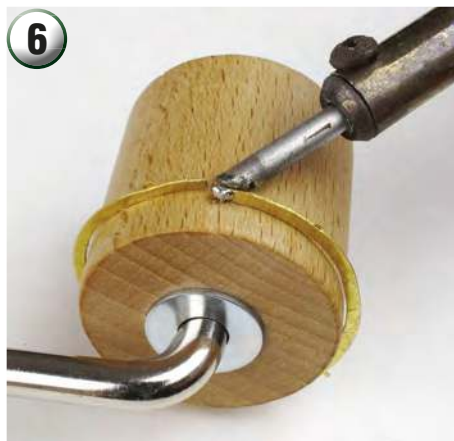
Check the progress of the bend against the roller regularly and adjust accordingly.



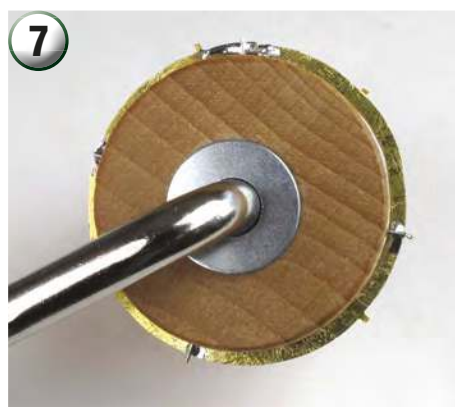
Use the pliers to form kinks in each ring to represent the gaps between stones in the wall.



Drill a 4mm deep hole to accept brass rod in the roller at the handle end. I used 0.6mm rod, but anything around that size will do.



Glue the rod into the roller using cyanoacrylate glue, then slide the first ring up to the pin and solder in place. Since this is the top of the wall, and there will be a final layer of capping stones, this first ring can be more or less flat.



Drill holes and add further pins around the ring to support it evenly around the circumference of the roller. This is an opportunity to correct any errors in the bending of the rings.



Keep adding rings until you reach the other end of the roller. The greater the gap between the rings, the larger the stones will be. You will sometimes be able to solder ring direct to ring, but be careful that you don't unsolder previous joints.



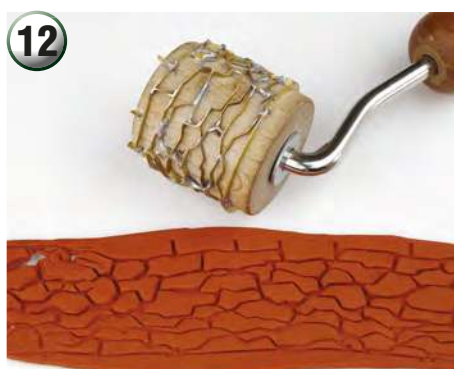
Using the 1mm brass strip cut out and solder cross pieces in place between the courses to form individual stones, again being careful not to disturb existing joints.



Use a carborundum wheel in a rotary tool to grind off any high spots and use a file to clean up rough edges.



Wash the roller in a soda crystal solution to remove all traces of flux and then leave to dry.



Test the roller on a piece of Plasticine or clay to check the pattern of stones. Make any corrections at this stage.



To introduce some variation in the wall, make the stone spaces on the roller deeper by using a routing bit in a rotary tool.



To make the capping stones, solder pieces of 1mm brass strip to the top plate all around the circumference of the roller. Leave slightly different gaps to add variety. My gaps average 4mm.



Add Milliput to strengthen the assembly and to introduce depth. Texture with a stiff brush. Those that use hog's hair are ideal. Test the roller again to make sure that you are happy with the pattern it makes.



Use a rolling pin to flatten the clay to the same size as the plywood. The clay needs to have the correct moisture content. If it crumbles when rolled, it is too dry. However, it should not feel wet to the touch either.



To aid adhesion add PVA glue to the plywood and gently lay the clay in place.



Use a rotary tool to square off the ends of the strip.



Continue until you have covered the full perimeter and clean up all the edges with a file.



The wall is made from air drying clay, as this does not need firing. Take a lump and roll it into a ball. Reseal the container so the remainder does not dry out in the meantime.



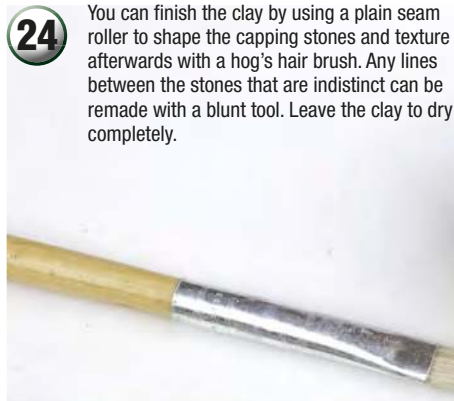
Roll the clay into a sausage shape. Get a piece of plywood the same height as your wall. I had a piece that was exactly the right size at 40mm in height.



Use the roller on the clay by applying firm and even pressure.



Use a knife to trim the clay to the size of the wall. Place any offcuts back into the storage container for later use.



You can finish the clay by using a plain seam roller to shape the capping stones and texture afterwards with a hog's hair brush. Any lines between the stones that are indistinct can be remade with a blunt tool. Leave the clay to dry completely.



PAINTING THE WALL



Give the wall an overall coat of a grey/black paint. I used Lifecolor acrylic UA735 'Deep Cockpit'. Dilute the paint and mix with water. Wash quickly over the surface and then leave to dry.



Make up a very weak mix of Indian ink diluted with water (about 1 part to 20). Apply this to the wall and immediately dab with a cloth to remove some paint from the highlights. Do not overwork this otherwise you will damage the texture of the stones. Leave to dry.



Add others colours to the wall to add variation. Use dry brush techniques if you want to add more highlights. Walls are often greener than you think, so I added a wash of light green acrylic in places.



To represent lichen, flick acrylic paint at the wall using an old toothbrush. I used Lifecolor UA705. Now glue the wall in position on your layout/diorama.



You can model a rougher wall by cutting a stone out of a rolled piece of clay.



Transfer the cut piece and add it to another piece of rolled clay in the same position on the pattern. Attach using PVA glue and carefully blend in and retexture as necessary.



To make a wall detailed on both sides, simply align two pieces of rolled clay back to back, using a former such as plywood. Walls are often thicker at the base and you can reproduce that feature at this stage.



Pinch the capping stones together and use a roller to get the correct profile. Reform the gaps using the back of a knife blade and texture.

TOP TIPS



When using the tool, don't press on too hard with thin material otherwise the individual stones will be cut out

and the tool will become clogged. Should the tool become clogged with clay, use another ball of clay to remove the material before using the roller.



At the end of a session clean the tool with water and a stiff brush before allowing to dry naturally before storage. If the scenery has yet to be added, you can fix the wall in

place, add the clay, then use the tool in situ. Finally, make your tool the same size as the highest wall you will need. It is very easy to make a smaller wall by cutting the rolled clay down to size.

BRITISH RAILWAY MODELLING AWARDS 2018

Regarded by many as 'The Oscars of the railway modelling world', the British Railway Modelling Awards 2018 will open for voting in December. Here's what you need to know.

It's coming up to that time of the year when manufacturer's ship their final products of the year out to the nation's model shops, just in time for last-minute Christmas shopping. And, consequently, we get the chance to vote for our favourite models from the past 12 months!

We can't give you the full list of products just yet as it can often come down to what appears in the very last days of the year. However, what we can say is that 2018 has been an interesting and exciting year. We've welcomed new manufacturer names into the market and enjoyed some of the finest models we have ever seen in some of the categories. Personal taste and usefulness to the individual are important too in making your choices and it is a chance to reward the businesses with some recognition for how well they have provided for you on a personal level.

We encourage readers to make their choices not just on pictures and what reviewers or commentators have had to say but on personal hands-on experience. In that context you don't have to vote if every category; just the ones where you feel you have sufficient knowledge to make the call. Your vote really does count and the BRMA awards are recognised by manufacturers as being a real feather in their caps if recognised by such a large, popular vote. We always give full results for transparency, giving a complete list of the products and how many votes were made.

Voting is open as soon as the year has ended with results published in BRM and on RMweb.co.uk in time to present awards to the successful winners during late Winter and early Spring 'show season'.

We select as many entries for each product category as possible but we also give you the chance to nominate your choices for the following awards:

Retailer Customer Service Award
Layout of the Year
Exhibition of the Year
Website of the Year
RMweb Modeller of the Year

**2018 has seen
some of the
finest products
ever made in
some categories;
will the shelf-
queens beat
utility though**

To nominate entries for the above categories please visit RMweb.co.uk from mid-December onwards and look for the link at the top of each page.

We look forward to receiving your votes; choose wisely as it really has been an interesting year.



DCC concepts

thinking outside the square

Cobalt-SS

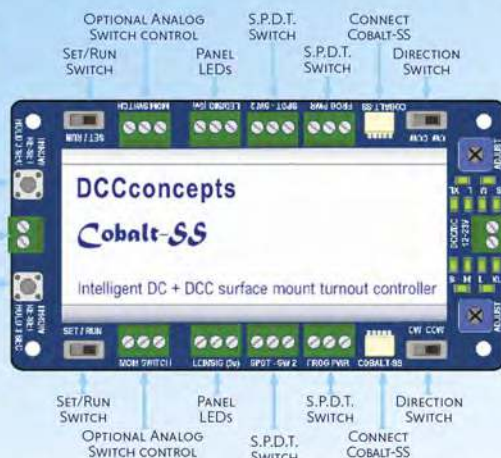
Cobalt-SS. The ultra-small motor drive turnout motor, ready to go "as is" to use with DC or DCC.
So small that it can be almost hidden in the ballast, yet strong enough for all common scales. Very stable stepper motors provide the drive power... and all motor connections are plug-and-play.

Cobalt-SS works with all common scales & gauges.
All you will need is in every pack. Each output on the control board is able to operate a full crossover.

This picture of Cobalt-SS is presented here full size



RESET TO
DEFAULT
CONNECT TO
DC OR DCC
RESET TO
DEFAULT



COBALT-SS THROW
ADJUSTMENT CONTROL
THROW ADJUSTMENT
INDICATOR LEDs
CONNECT TO
DC OR DCC
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BUSCH (9786) KIT OF 60 BULRUSHES

HO



Designed for HO layouts, nothing prevents these green plastic injection-moulded Bulrushes/Cattails from being used on OO gauge layouts, though painting them beforehand is highly advised to remove the plastic sheen. The seed pods should ideally be painted a brown colour too for best effects. Use alongside waterways, around your ponds or river banks for greater vegetation variety.

Price: £4.54

W: www.goldenvalleyhobbies.com

DCCCONCEPTS (DCP-CBSGR) IP ANALOG AND OMEGA SWITCH PACK WITH LEDS

Designed to be used with its SPS-12 split-rail power supply, this pack of six plug and play pre-wired switches with 12 terminated plug-in green LEDs will control your accessories whilst indicating routes or the status of a signal. Simply drill a 6mm diameter hole in your control panel and fit each switch into place. Switches are of the On/On type, mounted on a PCB with two miniature plug sockets into which the LED cables supplied connect - no soldering required. Also available in a pack with red LEDs (DCP-CBSRD) or dual red and green (DCP-CBSDC).

Price: £24.95

W: www.dccconcepts.com



GOLDEN VALLEY HOBBIES 'JANUS' 0-6-0 AND WAGON PACK, ICI LIVERY

OO

BUY IT NOW

BUY IT NOW



The latest livery applied to Golden Valley Hobbies' popular Yorkshire Engine Company 'Janus' 0-6-0 diesel shunter is ICI red, to depict *Richard Borrett*, a shunter often seen on the ICI Folly Lane branch in Cheshire. The locomotive is supplied with three seven-plank wagons as part of its value pack, or alternatively both packs can be purchased individually.

Price: Value pack: £109.96, wagons only: £29.99, locomotive only: £99.95

W: www.goldenvalleyhobbies.com

NOCH (07460) 18 BALES OF HAY

OO



Are you tempted to model a field on your layout? Adding variety to those large expanses of coloured static grass areas is something easily done with this kit from Noch. By adding shorter yellow/green fibres to represent cut grass and placing these bales of hay above, you'll have your own 1980s-present era field of freshly baled hay.

Price: £9.25

W: www.gaugemaster.com

FINESCALE MODEL WORLD HOBBY HAMMER, DUSTING BRUSH AND DRILLS



New arrivals this month from Finescale Model World include a hobby hammer with six interchangeable screw-on type heads - ideal for using with a small punch to make rivets. Its dust cleaning brush with nylon bristles is ideal for passing over models and dust-prone areas of your layout to keep them looking as good as new, whilst its pack of 20 High Speed Steel drills in sizes 0.3-1.6 are a modelling essential, particularly when building kits. Smaller drills are prone to break, so a few packs of these in stock are a wise investment.

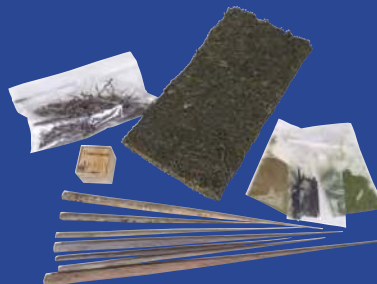
Price: Hammer with six heads: £3.50, dust cleaning brush: 99p,

Micro HSS drill set: £5.99

W: www.finescalemodelworld.co.uk

COASTMANS VARIETY FIR TREES KIT

OO



WATCH US BUILD THIS KIT NEXT MONTH ON

BRM TV
BRITISH RAILWAY MODELLING

Like the idea of making your own trees, but unsure of a realistic source for your materials? Here's a solution from Coastmans, a US manufacturer offering a selection of tree-building kits, containing all the materials you need to make your layout trees a success. This, its Douglas Fir Tree pack, contains materials to make seven trees varying in height between six and 11 inches with real wooden trunks, green branch material, real dead branches, wood pins, a construction stand and instructions. Ideal for creating your own authentic Scottish or Welsh forest.

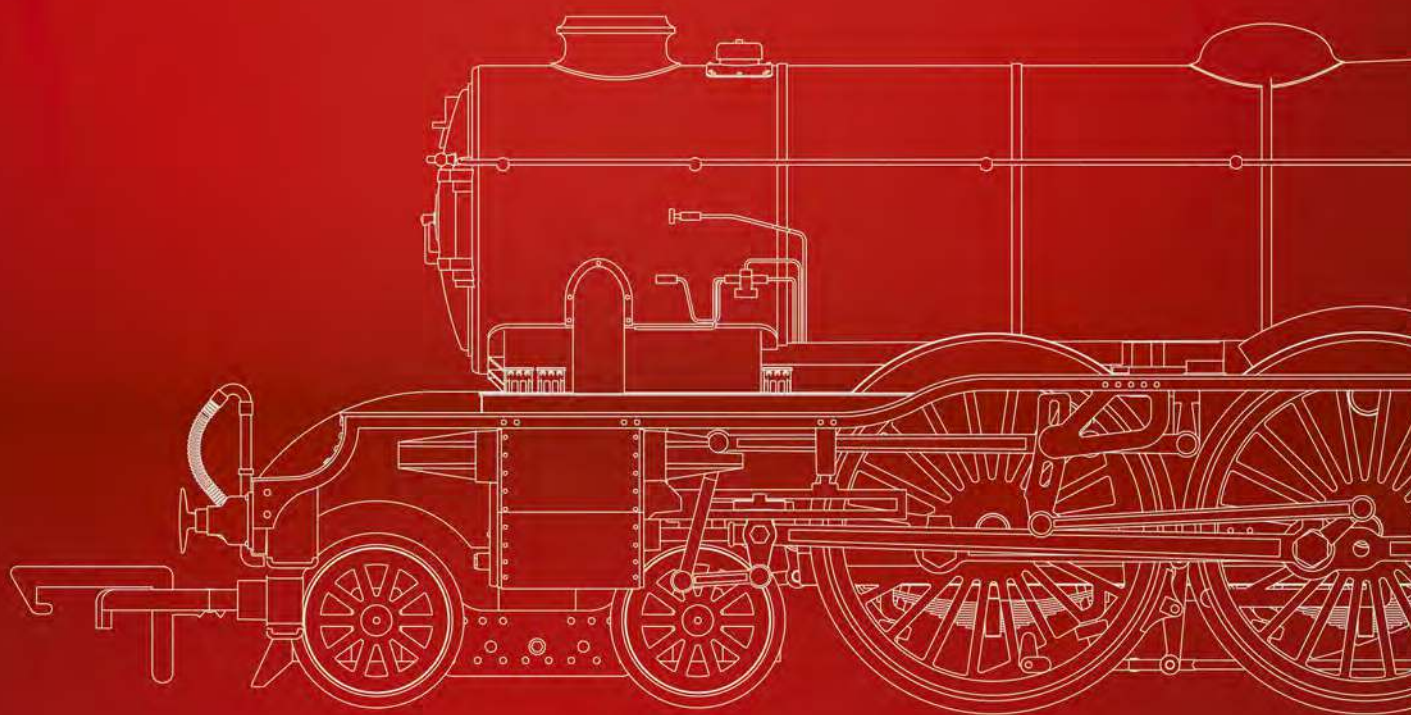
Price: £22.50

W: www.themodeltreeshop.co.uk



2019 RANGE ANNOUNCEMENT

7TH JANUARY 2019



Visit www.hornby.com at 10am to see the official range launch

PREISER FRIESIAN (79228) AND JERSEY (79229) COWS

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Known to be the world's highest-production dairy animals, the Friesian cow has been a mainstay on British dairy farms since its popularity grew in the 1970s, though it has been around for centuries. Now your rich green pastures in N gauge can have miniature versions too and for variety, why not look at adding some Jersey cattle to your model?

Price: Six-pack £8.75 (each)

W: www.gaugemaster.com

JOHN DAY MODELS (RDS11) MAIL POSTING SCENE

00



Inspired by a vintage photograph of a postman explaining the collection times notice plate to a young lady, this scene from John Day Models is a complete cameo ready to be painted and added to your layout or diorama. Cast in white metal, the Victorian pillar box is suitable for many eras and is still in use today.

Price: £6.99

W: www.johndaymodels.webplus.net

ALL COMPONENTS (MT07) AC CONTROLLER AND (LU10) LIGHTING UNIT



At the heart of keeping your accessories working or illuminated on your layout is a reliable power source. All Components has two in its range - its MT07 has two 12V AC 2.2A uncontrolled outputs, whilst its LU10 has two 12V DC regulated outlets, each supplying enough current for 27 grain of wheat bulbs or more if using LEDs.

Price: MT07: £49.95, LU10: £84.95

W: www.allcomponentsltd.co.uk

WELSHPOOL & LLANFAIR CHRISTMAS CARD

In this season of festivities, why not get in the Christmas spirit with a set of cards from the Welshpool & Llanfair Light Railway? The image depicts the railway's Kerr Stuart 0-6-2ST No. 12 *Joan* arriving with a train at Llanfair Caereinion from a painting by Jonathan Clay. Sales of the cards help raise funds to maintain and progress the railway.

Price: Pack of five: £4, pack of 36: £14.50

W: www.wllr.org.uk



HORNBY (R3633) REBUILT PATRIOT 4-6-0 NO. 45534 E. TOOTAL BROADHURST

00

Based on the chassis of the Royal Scot class, with the boiler from the large Claughton class, the 'Patriot' class of locomotives was a 5X designation-built at the beginning of the 1930s by the LMS, a role later largely fulfilled by the Jubilee Class. No. 5534 *E. Tootal Broadhurst* was rebuilt at Derby in April 1933 and re-entered traffic at Leeds later that month. Allocations to Longsight and Edge Hill followed, before a 6P conversion with a 2A tapered boiler in December 1948. Numbered 45534, *E. Tootal Broadhurst* was withdrawn from Crewe North in May 1964 after a period of storage.

Price: £169.99

W: www.hornby.com



SCALEMODELSCENERY (LX-182) MESH-SIDED STILLAGES EIGHT PACK

00



Stillages are a simple pallet or rack with sides, used to store parts and components on a production line, in a maintenance depot or workshop. This pack of mesh-sided stillages is a great way to add an extra touch of realism to a modern image layout or diorama. The kits are supplied unpainted as a flat-pack to be assembled and painted with your favourite paints.

Price: £6.99

W: www.scalemodelscenery.co.uk

OLIVIA'S TRAINS

BOC TEA AND VAA WAGONS

Words & Photography: Andy York

The British Oxygen Company's 100 tonne TEA tanks certainly made an impressive trainload sight back in the 1970s and 1980s, with their distinctive white livery with BOC branding. So, the opportunity to review Olivia's Trains exclusively commissioned models has been a happy task, taking me back to my youthful 'spotting' days.

Used for the transport of liquid oxygen and liquid nitrogen, and found as trainloads or a small number of wagons within Speedlink workings, the wagons worked through the UK, from plants to depots and even yards where the contents could be discharged into road vehicles. As such, the excuses to run the wagons are really quite varied.

Olivia's has catered for a variety of liveries within the range of Heljan-produced wagons, from the early 1970s before TOPS panels were added through to later unbranded usage in the 1990s. There are also detail variations within the wagons too, which, in addition to the supplied accessory pack and other options that can be purchased, accommodate alternative vent covers, buffers, drawbar gear, pipes and

alternative bogies. The reviewed wagons utilise Mark IV Gloucester bogies, but the alternative GPS bogies used on later vehicles are also available if desired. The accessory pack also includes an instantter coupling, useful for the appearance of the tail end of a train and Olivia's can also offer the option of fitting a constant red oil lamp or flashing Bardic lamp.

Comparing the model to variants pictured on Paul Bartlett's excellent online resource show how good the model is in terms of the overall look and accuracy in detail; a far cry from previous re-liveried TEA models, because despite several 100T wagons sharing

the same TOPS code, they are significantly different. The Charles Roberts (Wakefield) built wagons had central spine frames with extended frames around the bogie area, nicely reproduced by Heljan in a charcoal grey. The Mk. IV Gloucester bogies are well captured and sit, correctly, slightly proud of the framework above the bogie. The wheels on one side of the bogie have brake discs on external and internal faces, the bogie at the other end then features the brake discs on the opposite side, something I was not aware of but correct when compared to appropriate photographs. The central box beneath the tank housed discharge equipment and it is



The option to purchase Bachmann VAAs running as COV ABs in Bauxite livery with BOC lettering is a helpful option for modellers looking to represent the 1970s running-period of these wagons.



through these valves that the wagon's liquid contents could be pumped into road vehicles for onward transport or to equipment in the customers' sidings. Alternative oval buffers are also included in the accessory pack as are air and reservoir pipes.

The tank appears to be of the right diameter and length, and the shape of the ends looks good. The seam lines in the tank panels are present and quite fine, and the tank-top vents accurately placed and spaced. The decoration is to a high standard, with good clarity and definition to all markings.

The models feature variations in the tone of the central band, which can be seen from photographs across the years to vary between a deeper red than the BOC logo through to fading orangey-mustard tones. As the years progressed the wagons not only acquired TOPS panels but also more warning and information panels. The clarity of small text in these areas is excellent. Into the 1990s the style of company logo changed to the sans serif styled BOC GASES, but a mixture of liveries was seen for many years.

In early years the trains were classed as hazardous loads and required a barrier vehicle. BOC possessed COV AB vans

for such, branded with the company logo and flash markings. Olivia's has sourced Bachmann VAA wagons in Bauxite livery and created the BOC vans, and I have to say it's a very neat job. These are available at a cost of £56 and they too can be fitted with tail lamps. From the mid-1970s onwards the requirement for barrier vehicles was dropped, so trainloads of up to 11 or 12 tanks could be seen.

Olivia's offers re-numbering and weathering services starting from £5 per wagon, but they also produce an A6-sized sheet of transfers to enable the modeller to renumber or reclassify the load markings for any wagon in the 0001 – 0044 number range.

Overall, I'm very impressed with the product, especially when considering their suitability to create trainloads behind pairs of Class 76 locomotives available from Olivia's and also the assortment of 47s, 25s and 40s, which regularly seemed to appear on the workings from plants to depots and AC electric locomotives on longer runs on the West Coast Main Line. A must for the BR Blue freight-lover! ■



Covered with plenty of labels and hazard flashes, there is a significant amount of work that has gone into the livery application of these wagons. All are sharp and accurate. The COV AB vans would have been reassuring to locomotive crews when conveying wagons loaded with such volatile products.



The above photograph compared with that beneath highlights the disc / clasp brake setup of the wagons bogies. Springs and axleboxes are further highlighted by the application of red and yellow paint respectively.



datafile

BASICS

CATALOGUE REFS:

RRP: Pristine £75.00, weathered or renumbered £80

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: BR 1970 – 1990s

Company/Operator: BOC

Weight: TEA 110g, VAA 90g

Body and chassis: Plastic chassis and body

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Replacement oval buffers, cosmetic instanter coupling. Train air and reservoir pipes, spare handrail, pressure ring cover, safety valve cover, handbrakes.

Options: Flashing Bardic Electric Tail Lamp – Fitted £46.00

Red Tail Light Fitted - £41.00

GPS or Gloucester bogie (two pack) £16.00

Wagon number transfer sheet £6.00

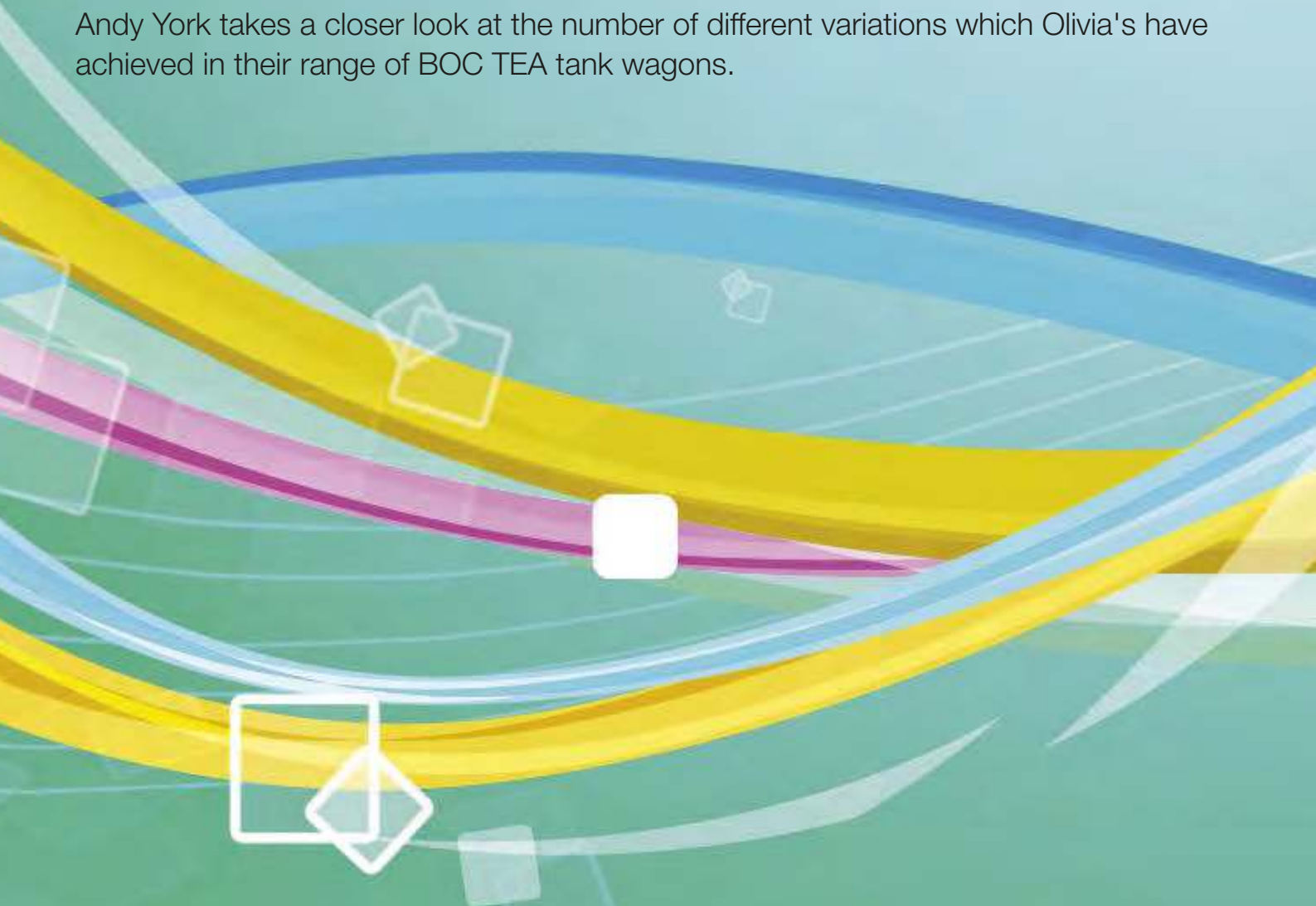
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BACHMANN Mk. 1 TPO STOWAGE VAN

Words: Simon Bendall Photography: Andy York

Bachmann's embryonic range of Mk. 1 Travelling Post Office (TPO) vehicles has taken a welcome step forward with the arrival of the long-awaited Stowage Van. This was first announced back in March 2013 and is intended as a companion vehicle to the already available Sorting Van. As the name suggests, most Stowage Vans were virtually empty inside and used to house sacks of mail carried through from the adjacent Sorting Vans during an overnight journey.

BR constructed several designs of Stowage Van during the 1960s and 1970s, with Bachmann opting to model the ten vehicles built to diagram 732 by York Works in 1968. Of these, 80415-19 went new to the London Midland Region while 80420-22 were allocated to the Eastern with the Western receiving 80423 and 80424. As with all Stowage Vans, their official type designation was Post Office Tender or POT, 'tender' being a historic term associated with TPO operations.

Like other batches built in the late 1960s, these coaches all featured very small windows (pictured right) to improve security while three sliding doors were provided on each side. On one side only, two of these doors were of the deeply recessed style to allow the potential fitting of mail bag exchange arms, although this never

occurred. They also had the late posting First Class mail box on the bodysides, this feature being well reproduced on the model.

The detail incorporated on the Stowage Van is impressive, including bufferbeam corner steps, rainstrips that extend beyond the corners of the body and ETH cables and receptacles, although the latter are fully moulded in black so will require a touch of orange paint. The end detail is just as good with some separate parts, although the handrails by the bodyside doors are somewhat on the chunky side.

Bachmann has delivered on its promise of tooling up the heavy duty B5 bogie to accompany the coach; the key detail differences of the thicker traction rod and flangeless spring plank both being present. Hopefully, this bogie will also now be deployed under other Bachmann Mk. 1s where the B4 has previously been used as a stand in, such as the Sorting Van and sleepers.

In addition to W80423 in well-finished BR blue/grey pictured here, three Royal Mail red Stowage Vans are also available. These include the original Royal Mail Letters finish of the late 1980s, the amended variant introduced from 1990 with new logos and lettering, and a post version of the same with added EWS logos, this representing the vehicles' final form upon withdrawal in January 2004. ■

datafile

BASICS

CATALOGUE REFS:

39-750 Mk. 1 TPO Stowage Van Royal Mail red with EWS branding

39-755 Mk. 1 TPO Stowage Van BR blue/grey

39-760 Mk. 1 TPO Stowage Van Royal Mail Letters red

39-765 Mk. 1 TPO Stowage Van Royal Mail Travelling Post Office red

RRP: £49.95

Gauge/scale: 16.5mm gauge, 1:76 scale
OO

Era: 1968 – 2004

Company/Operator: BR, EWS

Weight: 158g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM Tension lock

Accessories: NEM close coupling bar and hoses



Tampo printing overlays on the bottom of the red post box didn't quite align, but are to a high standard around the rest of the vehicle.



HELJAN CLASS 25/3

Words & Photography: Simon Bendall

With Heljan having now produced the majority of classic British Rail diesel classes in O gauge, the manufacturer has begun to revisit previous models with the aim of catering for some of the major design variations. An early beneficiary of this new policy is the Class 25, where the later tidied-up body style is now being offered in ready-to-run form to join the earlier version released a few years ago.

Although marketed as a Class 25/3, this is something of a simplified designation to denote the heavily revised body style introduced part way through the building programme in 1963. This was intended to overcome design faults with the air intake

grilles and filters on the earlier locomotives and was influenced by the BRCW-built Class 26s. The majority of the grilles were moved to cantrail level, resulting in a cleaner looking locomotive. Meanwhile, the opportunity was also taken to redesign the cab fronts with the now obsolete gangway doors omitted, which consequently allowed the centre window to be enlarged. The roof panels were additionally tidied up, especially at the boiler end.

The initial locomotives with this look formed part of the Class 25/2 sub-class, being numbered D5233-D5299 and D7500-D7567, which later became 25083-25217 upon TOPS renumbering. Of this

batch, only D5233-D5237 were equipped for steam heating and thus featured an underframe water tank. The remainder still had through steam pipes.

The same revamped body was used on the final build of the Type 2s, these appearing between 1965-67. However, as their GEC control equipment was upgraded from series two to series three, they were given a new designation of Class 25/3. Initially numbered D7598-D7677, they later became 25248-25327 and were not equipped for steam heating, consequently lacking a water tank, and in some cases, through steam pipes. Of note is that D7611-D7623 were built with a tablet catcher recess on the driver's cabsides,



datafile

BASICS

CATALOGUE REFS:

HJ2555 BR two-tone green with half yellow warning panels

HJ2556 BR two-tone green with full yellow ends

HJ2557 BR blue with full yellow ends, pre-TOPS with cabside BR arrows

HJ2558 BR blue with full yellow ends, post-TOPS with bodyside arrows

HJ2559 BR blue with full yellow ends, post-TOPS with bodyside arrows, weathered

RRP: £525.00

Gauge/scale: 32mm gauge, 1:43.5 scale O

Era: BR 1963-1991

Company/Operator: British Rail

Weight: 2.3kg

Body and chassis: plastic, chassis - metal

Minimum Curve Radius: 1028mm

Wheel Profile: finescale

Couplings: Working sprung screw-link

Accessories: Miniature snowploughs, bodyside step and boiler grille blanking plates, alternative multiple working jumper cables, spare bufferbeam pipes and steps

Drive System: 12V DC twin 5-pole motors

DCC Provision: Requires hardwiring of decoder and speaker, no 'plug & play' socket

Pick-ups: Contacts to rear of all wheels



A glimpse through the cab windows offers a view of the beautifully detailed control desk. Removing the bodyshell to add a crew is a simple process.

although the actual tablet equipment was never carried while the recesses were generally plated over later in life.

Standard appearance

Heljan's model unsurprisingly represents a typical example of both the 25/2 and 25/3

sub-classes, only those fitted with a water tank or tablet catcher recesses not being immediately modellable. Steam pipes are supplied pre-fitted to the bufferbeams, as is all the other pipe work, some of which might need to be removed for certain Class 25/3s.

As is now normal for Heljan's big diesels,



Grilles and underframe detail is highly authentic. Livery application is excellent and though we criticised the cab roof area, it's barely noticeable to all but the most knowledgeable Sulzer locomotive aficionados.

the Class 25 comes secured to a wooden board in the box in an effort to prevent shipping damage with two substantial bolts amidships. Five liveries are on offer, these covering two-tone green with half or full yellow ends along with standard BR blue with the arrows either on the four cabsides or centrally on the bodysides, depending on whether 'D' or TOPS numbers are desired. Finally, there is a weathered blue example although, given Heljan's liking for obscure liveries, the early blue look with half yellow ends given to D7660 and D7661 from new doesn't make the cut.

Heljan's original version of the Class 25 was criticised for the overly flat nature of its cab fronts. This has been fixed this time around, though I feel this new incarnation has a few issues on the cab roofs where the 'wings' of the headcode box don't taper in sufficiently. It affects the manner in which both the cab roof curve and air horn cylinders join them, whilst the headcode box appears to extend too far back over the cab roof. The latter is only noticeable when comparing its positioning against the cabside windows. Neither of these minor inaccuracies are overly noticeable and you have to stare and compare against a photograph for it to stand out. In contrast,

the curve of the cab front beneath the headcode box looks good and this certainly helps the overall look of the model.

The moulding of the rest of the bodysell is up to Heljan's high standard, including a correct flush look for the triangular bodyside access panel and subtle rivet detail. The roof fan grille is etched and the accessory pack includes etched and pre-painted blanking plates for the boiler grilles to fit if desired. This version of the Class 25 comes with the bodyside steps already plated over with spares in both shades of green supplied. The glazing is mixed in its execution - that around the cabs appears fine, but the bodyside windows could have been made a flusher fit. As usual, the cab interiors are superb, requiring only a crew to complete the look.

Bufferbeam options

Included in the box is a pair of yellow miniature snowploughs, which can be screwed in place beneath the bufferbeams if desired - a clever move. To give clearance for these, there are alternative versions of the multiple working jumpers, these having the cable positioned differently to keep it out of the way. Other detail of note includes sprung metal buffers and the usual array of separate handrails, lamp brackets and the like. The wire handrails by the cab doors attempt to portray the kinked nature of the real thing

but are slightly overdone as they extend over the edges of the doors.

The chassis is largely unchanged from the first releases, save for the removal of the water tank. Thus, the bogies remain impressive pieces of tooling with plenty of depth around the springs, while there is much detail to admire on the solebars in terms of conduit and fillers. The same is true of the fuel tank and battery box assemblies with excellent pipe and tap detail incorporated. A small disappointment on this O gauge model is the lack of holes in the wheels that were a feature of the class.

The two-tone green livery is well applied, the colours and printing being to a good standard while the driver's cabsides feature an early blue-backed data panel as appropriate to the late-1960s and early-1970s. The font of the alpha-numeric

headcode characters is incorrect.

Internally, the model is unchanged with two horizontally-mounted motors, each driving one bogie via a driveshaft. The Class 25 also features a rotating radiator fan and directional lighting, while its prodigious weight means most trains lengths will be tackled with ease. As is typical for Heljan's 7mm diesels, no provision is made for 'plug and play' DCC, purchasers being left to hardwire their own chip and speaker, the latter either going inside the fuel tank or beneath the roof depending on its size.

This new version of the venerable 'Rats' is certainly an improvement on the initial models, but not without a few issues here and there. However, it is a generally very good model with lots to like and is the kind of small diesel that could find a home on many modestly-sized O gauge layouts. ■



A largely sparse underframe area devoid of water tanks is to be found on the Class 25/3s, though its fuel tank is well observed with gauge and pipework.



The two-tone green livery (though dated by today's vibrant standards) is an attractive scheme which the Class 25s wore well, though in service, not for very long. Dirt and grime whilst working on a railway at the tail end of steam would soon accumulate.

The background of the advertisement is a dense, overlapping collage of numerous tablet devices. Each tablet screen displays a different issue of the 'BRM' (British Railway Modelling) magazine. The covers feature various railway-themed images, including model trains, tracks, and scenic layouts. The text on the covers includes titles like 'BRITAIN'S BEST MODEL RAILWAY', 'SUNNY DELIGHT', 'THE FINEST MODEL LOCOMOTIVE YET?', and 'START TODAY!'. The central text is overlaid on a white rectangular area.

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DAPOL

20T LNER BRAKE VAN

Words & Photography: Tony Wright

Just released from Dapol is this LNER-designed, British Railways standard 20 ton brake van in O Gauge. The prototype for this model was built at Darlington in 1954 as part of Lot No. 2605, carrying the number B952182. A 'B' prefix to a van's number signified that it had been built by British Railways – an 'M' prefix meant it had been built by the LMS or its constituents, a 'W' prefix by the GWR, an 'E' prefix by the LNER and an 'S' prefix by the Southern. Wagons prefixed by a 'P' in BR days meant they were ex-private owner ones. Vans of this type were built at all the LNER works and also at the works of other pre-Nationalisation railways.

The model represents an unfitted brake van (that is one not fitted with continuous

brakes) and correctly carries the BR livery of light grey bodywork with black frames and running gear. Fitted vans had their bodies painted bauxite. As mentioned in the accompanying prototype history (pages 106-107), this long-wheelbase 16ft design of 20 tons weight was originally an LNER type, which became the BR standard. It is a most-impressive model of a brake van indeed, and matches all the drawings I have exactly. Detail is extremely crisp, and includes many separate parts. Construction is all-plastic, with metal wheels, which are true-running and concentric with no sign of wobble at all when running. Brake blocks are moulded in line with the wheels and the underframe detail is as adequate as needed.

It's representative of the type of these vans

fitted with full-length lower footboards, with commensurate horizontal handrails extending alongside the ends. It's also one of the types fitted with steel or concrete flat blocks above the ends to increase the braking capacity. 'Instantan' link couplings are fitted at source. Some of these vans would have had three-link couplings and, latterly, a few would have carried screw-link couplings. The steel-headed buffers are sprung. One particularly noteworthy detail is the four safety rails guarding the access to the verandas. These can be clipped in place or left dangling as the owner/operator sees fit. They are very fine and delicate, so care is needed not to twist them out of place, but they are beautifully-observed. The vertical planking is accurate to scale and not

Dapol's latest addition is arguably its most useful wagon to date – few areas in Britain haven't been visited by at least one of these under British Railways. Fitted with RCH buffers, instantan links and oil axleboxes, even fitted brakevans in bauxite livery were largely displaced by later-built vehicles with hydraulic buffers and roller bearings in the 1980s.



datafile

BASICS

CATALOGUE REFS:

7F-200-001 B951771 Grey CAO
 7F-200-002 B952182 Grey
 7F-200-003 B953095 Grey
 7F-200-004 B951224 Bauxite CAP
 7F-200-005 B952042 Bauxite
 7F-200-006 B952978 Bauxite
 7F-200-007 Unnumbered Grey
 7F-200-008 Unnumbered Bauxite

RRP: £79.95

Gauge/scale: O/7mm:1ft

Era: 1949 – late 1980s

Company/Operator: LNER/BR

Body: ABS plastic **Chassis:** die-cast metal

Couplings: Sprung metal

Accessories: Lamps and brackets



Underframe detail isn't visible from the outside of the model, hence isn't represented. Brake rigging is visible on the other hand and so is visible.

over-stated, and, correctly, a steel ducket is carried both sides. Like the cabin, it's glazed. Roof detail is exactly right, with just two ventilators, four rainstrips and the stove pipe stack for the guard's stove.

The livery is perfectly-applied, right down to the signage. Indeed, so fine is the latter that all the build-details on the plate on the solebar are clearly legible. Were it mine, the only thing I'd do to this outstanding model is to apply a degree of weathering – if nothing else to make it look more 'natural' and to enhance the superb detailing.

These vans were very long-lived and were widespread in their distribution, and this model could be used on any BR steam-era system (renumbered, it could be used on a pre-War model railway). It could also be run behind a variety of the earlier diesel types and, towards the end, in engineers' trains into the present century.

What more is there to add? Nothing, except to say that it's outstanding value for money and it is thoroughly recommended. ■



Planks are quite distinguished and will carry weathering powders or washes well. Steel ducket, underframe and strapping rivets are to scale too.



Verandah safety rails can be left open or closed for when in use as shown here. Not a necessity, but very good of Dapol to do so.

HORNBY LNER/BR 'TOAD' BRAKE VAN

Words & Photography: Tony Wright

This delightful little brake van is one of the finest RTR rolling stock models in OO Gauge it's ever been my pleasure to examine and review. It represents an original 'standard' 20T short-wheelbase LNER brake van, based on an original North Eastern Railway design. It was superseded by the longer wheelbase type, which then became the LNER (and later BR standard) – see the prototype history and review of the Dapol O Gauge version. The prototype for this model was built at Shildon in 1934 to a 'Toad' E specification – an improvement of the earlier 'Toad' B type.

As already alluded to, this is a very fine model indeed. It checks out exactly against all the photographs and drawings I have of this type and fully-captures the appearance of these long-lived vans. Construction is all-plastic apart from the correct three-hole

disc wheels and the buffer heads (which are not sprung) which are metal. The correct steel duckets are carried (earlier diagrams had larger, wooden duckets) and, like the cabin, they're glazed. The plastic handrails are separate mouldings, and are exactly to scale. None shows any signs of distortion – exemplary! Correctly, two side lamps are carried because this van would be behind an unfitted goods train without continuous brakes and the locomotive crew would keep a look-out in case their train had divided en route. Facing the locomotive, these lamps would display a white gel, with reds to the rear. The representation of the vertical planking is true-to-scale and not overstated. Beware if subsequently altering the identity of this van, because there were detail differences among the types.

Underframe detail would appear to be exact, and the body can be removed by

taking out two screws in the floor pan, should one wish to fit a guard to the interior. It might be worth doing because the handbrake and guard's stove are already there – how's that for attention to detail! Indeed, all detail is there across the whole model, perfectly-applied. It's much more than one might expect from any kit-built equivalent.

The livery finish is equally perfect, especially the signage, which, even in this small scale is perfectly legible (though I needed my camera's lens to actually read it!). Correctly, an 'E' prefix is carried before the number, signifying that this actual van was built by the LNER or one of its constituents.

The brake blocks are in line with the wheels (meaning those who convert this lovely van to EM or P4 will have to move them out), and those wheels are true-round (with correct three holes), with

A model fully-loaded with detail, complete with accessories - what more could modellers wish for?





datafile

BASICS

CATALOGUE REFS:

R6833 LNER, Dia.034 'Toad B' 20T Brake Van 140422, Era 3 – £21.99 (pre-order)
 R6833A LNER, Dia.034 'Toad B' 20T Brake Van 140526, Era 3 – £21.99 (pre-order)
 R6834 BR, Dia.064 'Toad E' 20T Brake Van E175712, Era 4 – £21.99
 R6834A BR, Dia.064 'Toad E' 20T Brake Van E178614, Era 4 – £21.99 (pre-order)

Gauge/scale: 16.5mm gauge OO/4mm:1ft

Era: 3 – 6 (1923 – 1970s)

Company/Operator: LNER/BR

Couplings: NEM Tension lock

consistent back-to-backs. The vehicle ran perfectly through my mixture of 'scale' OO pointwork and Peco Streamline. Indeed, so free-running is it that when setting it up for photography it rolled off my piece of track and headed for the floor! It's a good job I was second slip when I played cricket! Standard tension-lock couplings (of thankfully small-size) are fitted, with a plastic centring device which means they should work perfectly. Working perfectly or not, I cannot stand the things (yes, I know they're the industry standard) and, were this model mine, I'd immediately remove them and fit three-link couplings – there is a little hook in the buffer beams, anyway.

Roof detail is equally perfect, with just the two offset ventilators and the stove pipe chimney stack from the guard's stove. The only thing (other than dispose of the couplings) I'd do to this wonderful wagon is to weather it. If nothing else, it'll make it even more realistic-looking and enhance the detail. Prototype pictures of these vans in general service, particularly towards the ends of their lives show them to be very shabby indeed.

There have been other RTR examples of these LNER 'Toads', but none has come near this. It's unlikely that many kit-built examples have come near it, either. These vans were very long-lived and could be seen anywhere in the country in BR days. They lasted long enough to run behind trains hauled by the earlier diesels with some seeing final use in engineers' trains into the 1970s. In conclusion: an exceptional model, excellent value for money and entirely recommended. ■

An attractive model from every angle, Hornby is to be applauded for its efforts on its 'Toad'. Weathering (as above and bottom) merely amplifies its detail.



End plank detail is exceptional, with finely moulded glazing bars in the guards compartment.



LNERBRAKE VANS

With new arrivals from Hornby and Dapol, LNER brake van models are on trend. Here's a potted history of their design differences and use by the LNER.

Words: Tony Wright Photography: as credited

Two BR-built, LNER-designed brake vans at Lincoln in the summer of 1984. The footboards are full length and there are horizontal handrails at the ends – features not usually found on the LNER-built vans. Judging by the bauxite colour, both these vans were once fitted, but this has now been removed (at least on the nearer one, which sports a grey-painted end). Screw-link shackles are apparent. The further one has a steel-panelled end – not uncommon later in these vans' lives. TONY WRIGHT



As with all the other Big Four Companies, the LNER inherited a very large collection of brake vans to the designs of its constituents. Many of these types continued to be built from 1923 onwards. They ranged in weight from 10 Tons up to 20 Tons, all with wooden bodies, some of the older designs having outside frames. Smaller vans tended to have four wheels (though the Great Northern, the Great Eastern, the Great North of Scotland and the Hull & Barnsley built 20T four-wheeled brake vans). The Great Central had six-wheeled 15T vans, and the largest was the eight-wheeled 20T vans built by the Great Northern. All had spoked wheels and some were fitted with sanding gear. In LNER days, whether the brake vans were fitted or not and whatever their origins, they

were painted red oxide, lettered in white with their tonnage displayed on their sides. Many of these pre-Grouping designs were very long-lived, lasting well into British Railways' service.

By the late 1920s, an LNER 'standard' van type was being built, based on the four-wheeled, wooden-bodied North Eastern Railway design, with verandas both ends, weighted at 20 tons, with a wheelbase of 10ft 6in. Wheels could be either spoked or three-hole disc, and the flat-topped side duckets were made of wood. The size and number of planks varied between batches. A reinforced concrete type was made, but wasn't popular with guards. Non-fitted vans tended to have side lights permanently-fitted (this was a requirement for brake vans bringing up the rear of trains not fitted with

continuous brakes. The side lamps would display a white light going forward, with red to the rear, and it enabled the loco crew to always tell whether their train was still intact. A single red lamp would be attached to the rear veranda). Later vans of this type had steel duckets, of a slightly smaller size than the wooden ones.

When the LNER introduced its fast 'Green Arrow', fully-fitted express goods service in the 1930s, it was found that the short wheelbase vans were unsteady at the higher speeds required. A new design had been introduced in 1927, with a batch of 20 being constructed, allocated initially to Kings Cross, Edinburgh, Aberdeen, Marylebone, York, Glasgow, Niddrie West, Liverpool and Newcastle, as well as for fish trains from Grimsby. These had a 16ft wheelbase and

the frames extending well beyond both verandas, and this longer-wheelbase type (being more stable at speed) became the new standard. All of these had wooden bodies with steel side-duckets and disc wheels. This same design became the standard British Railways van and was also built by the London Midland & Scottish Railway during the War. Hundreds of them continued to be built by BR well into the 1950s and they became ubiquitous across the length and breadth of the realm. They lasted in

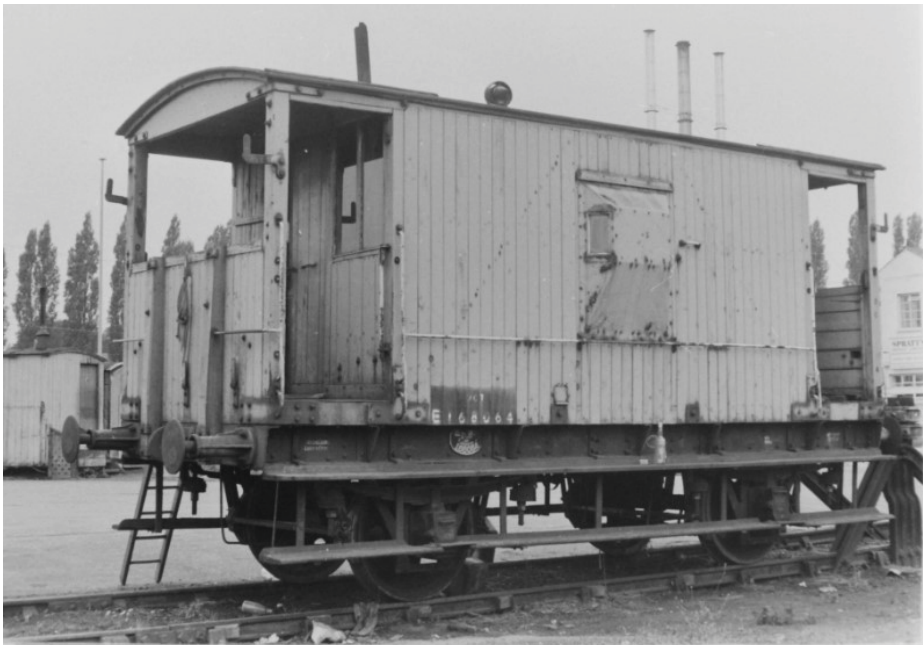
revenue-earning service into the early 1980s, when block or liner trains became the norm, where no brake van was required. Many continued in service in engineers' trains, some lasting into the current century. Several have been preserved.

There were detail variations for the modeller to look out for, and, as always, consultation should be conducted of prototype pictures to ensure accuracy when making/modifying a model brake van (or any model). In BR days, non-fitted

brake vans were painted grey and vacuum-braked ones were painted bauxite (the general colour scheme for all BR's steam-age standard freight stock). Most of the unfitted ex-LNER vans had three-link or 'Instantan' shackles, but, latterly some received screw-link couplings. In the main, fitted vans had screw-link couplings. Vacuum brake standpipes were fixed to the buffer planks of the fitted brake vans. Some of the standard vans had their side steps extending no further than the veranda ends, with no horizontal handrails carrying on over the ends. Some had large, flat concrete or steel blocks fitted above the end platforms to increase weight and aid the braking power. All surviving vans, post-1960 received overhead electric warning flashes, screwed to their sides in differing positions. Brandings altered as the years went on.

For a steam-age model railway, and also into the earlier diesel era, just about every goods train had a brake van on its end. In BR days, most of these would have been the LNER standard long-wheelbase type. Though the LNER-designed one was clearly the 'best' (as mentioned, it was adopted as the BR standard design), the 'ultimate' brake van must surely be the Southern 'Queen Mary' bogie type. That, however, is another story... ■

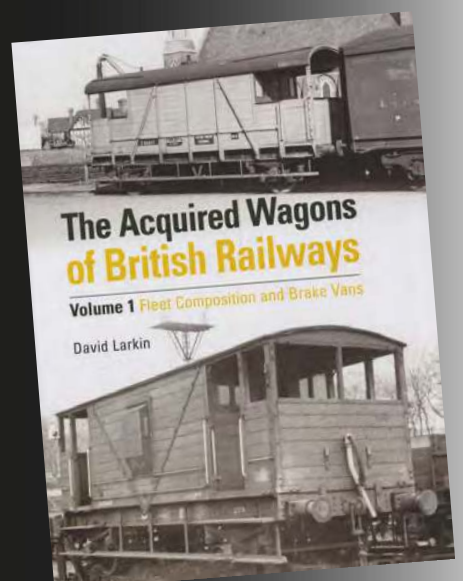
E168064 is a diagram 64 brake van at Wisbech in October, 1969. The ladder and lack of coupling indicates use as a staff lobby. DAVID LARKIN



Taken on November 27, 1991, LNER 20T brake van B955139 was being used by Trainload Coal sector as a barrier vehicle and coded CAR. Note the vinyl sticker, plated metal ends and accumulation of dirt on the windows. TREVOR SMITH



LEARN MORE



Find out about LNER brake vans, and many others, in David Larkin's book 'The Acquired Wagons of British Railways (Volume 1). See www.crecy.co.uk for details.

DAPOL HAA MERRY-GO-ROUND COAL HOPPER

Words: Simon Bendall Photography: Tony Wright

Up to now, Dapol's O gauge private owner coal, tank and van releases have been geared towards the 'traditional' British Railways era. This new addition to the manufacturer's large-scale range is therefore a radical departure from what has gone before in depicting the HAA merry-go-round coal hoppers, which were for so long an integral and iconic part of British Rail operations.

The wagons are best known for their intensive use on power station coal workings, lengthy rakes making daily circuits from collieries with 'black gold' in order to keep the nation running. However, the hoppers were also used on certain industrial flows, such as supplying steel and cement works and so offer operational scope.

Sprung couplings and drawhooks, combined with sprung axles and a weighty model makes Dapol's HAA run smoothly with a satisfying thud across rail joints.

All of Dapol's initial releases are finished with HAA TOPS codes printed in place. This dates the models with hopper cradles painted in the original BR freight brown to the mid-1970s onwards because in the decade prior to this, the wagons were lettered HOP AB, this standing for 'Hopper Air-braked'. Railfreight red paintwork appeared from 1979 on the final builds with the yellow of the Railfreight Coal sub-sector debuting from late 1987 onwards. The final livery choice is more obscure, this being the blue framing given to a number of EWS-owned examples operating from Ayrshire in 2007.

As supplied, the HAA depicts a typical late-build example, with squared off covers over the door operating mechanisms. In addition, the top of the hopper sides feature

the strengthening strips on the inside and accompanying line of rivets on the outside. All of the models show the hoppers in what could be considered their standard form without the aerodynamic canopies, a feature that will hopefully appear on future batches for extra variety.

The shape of the hopper body is deceptively complex but Dapol has done a very good job of capturing it. Indeed, there are nice touches across the model, from excellently rendered and sprung Oleo buffers to the correct mix of disc and clasp braked wheels and their associated brake gear. The handbrake levers are appropriately shaped in metal while the bufferbeams have a pre-installed air pipe and a choice of fitting a lamp bracket or dummy tail light on the other side of the coupling hook.



datafile

BASICS

CATALOGUE REFS:

7F-048-001 HAA 350274 Railfreight red cradle
 7F-048-002 HAA 355203 Railfreight red cradle
 7F-048-003 HAA 353823 Railfreight red cradle
 7F-048-004 HAA 351351 EWS Scottish blue cradle
 7F-048-005 HAA 354317 BR freight brown cradle
 7F-048-006 HAA 359180 BR freight brown cradle
 7F-048-007 HAA 359447 BR freight brown cradle
 7F-048-008 HAA 354469 Railfreight Coal yellow cradle
RRP: £54.95
Gauge/scale: 32mm gauge, 1:43.5 scale O
Era: BR 1973 – EWS 2008
Company/Operator: BR, Transrail, Loadhaul, Mainline Freight, EWS
Weight: 399g
Body: Plastic **Chassis:** Metal
Minimum Curve Radius: N/A
Wheel Profile: Finescale
Couplings: Working Instanters
Accessories: Lamp brackets, dummy battery tail lights



WATCH AN
UNBOXING VIDEO
OF THESE WAGONS
IN THE DIGITAL
EDITION OF BRM

There is a noticeable joint on the corners of the horizontal framing sections and some of the less-visible detail has been simplified. The omission of the door seams on the inside of the hopper body and lack of an air cylinder and distributor on the underframe were noticed. Other smaller details have been left off the chassis but their absence is less notable as they are generally tucked up beneath the hopper body. The more detail-conscious modeller could add these from aftermarket castings should they wish.

The HAAs had an unpainted stainless steel 'tub'. Dapol has opted to recreate this using a pale grey colour rather than metallic silver. This is probably the best option because metallic shades don't always look convincing in model form. The pale grey opts as a dulled base colour onto which weathering can be applied. The rest of the paintwork and printing is all to a high standard with legible builder's plates and data panels as are expected in this scale.

Overall, Dapol's HAA looks the part and a suitably-sized rake will make an impressive sight behind all manner of Heljan diesels

from Class 20s to Class 60s. The sub £55 recommended price also offers very good value for an RTR O gauge wagon, especially once retailer discounts are taken into account. ■

Printed side detail is to a high standard, as is livery application, though weathering of these wagons is almost a given considering their surroundings. Disc brake detail is well-observed.

TURN TO
PAGE 76 FOR
THE IDEAL
LOCOMOTIVE
PAIRING FOR
THESE
WAGONS



BUY
IT
NOW

HOBBYZONE DESK ORGANISER

Words & Photography: Howard Smith



If you're an active modeller, the chances are you'll have a workbench. I've modelled on all sorts of surfaces in the past – from rickety old benches to the warped plastic tables often used at exhibitions if demonstrating. None of these made for a pleasurable modelling experience, but I soldiered on with a variety of benches until a few years ago when I decided to make a purpose-built wall-fixed workbench in my home office.

Gone are the days of the workbench wobbling as I cut through brass parts with a saw, or extension leads dangling around my feet whilst the soldering iron rested precariously at the edge of the workbench. But whilst everything is now sturdy and I've a good work surface, saying it is usually tidy would be stretching the truth. Tools are usually mixed with off-cuts of brass, filings of metal or plastic sprue and I've lost count of the number of hours I've spent trying to find things.

Whilst a sturdy workbench is important, organising the work surface is just as important, so when I discovered a range of modular organisers now stocked by Hatton's Model Railways, I thought I'd put them to the test.

Kindly supplied by Hatton's is a selection of the flat-pack modular system for review. Designed to be used by model-makers of all descriptions, there's a total of 52 different kits tailored to suit various hobbies which

require kit-building such as model aircraft, boats, military, cars or ours, railways. The range is modular and designed to be stacked up to three units high. The upper units are mostly designed to hold jars of paint or paint brushes. Whilst looking nice and easy to find if permanently on show, it makes them prone to accumulate dust and workbench debris. Brushes and paint tin lids are prone to accumulate a generous amount if left for long periods of time. I prefer to keep paints in cardboard boxes at the bottom of my display cabinets because dust is a big headache when painting. Luckily, HobbyZone offers a selection of miniature cabinets and drawers which are ideal and it is these I'm more interested in.

Each unit is neatly packaged as a flatpack unit with instructions in a cardboard box. The MDF is neatly cut and part fitment is very simple. A small amount of PVA glue was used where required, but I applied the minimum amount. The hardest part was getting the magnets to fit into place. They

datafile

BASICS

CATALOGUE REFS OF SHOWN ITEMS:

HZ-OM06u

RRP: £12.00

Weight: 783g

Description: Modular Organizer corner paint shelves module - flat-pack kit

HZ-OM05b

RRP: £10.00

Weight: 592g

Description: Modular Organizer paint shelves module - 36mm for Humbrol and Railmatch paints - flat-pack kit

are a tight interference fit, hence require no glue, but require use of considerable force to fit. Using another part from the kit to push them into place avoided damage. The magnets are neodymium, hence very strong, but make sure you fit them the correct way so they attract and don't repel the unit adjacent, above or below.

For the average workbench, you'll find this system very useful. My only criticism would be its lack of options for storing tools and larger items, though perhaps that's asking too much from units that have a depth of 15cm. If you're looking for a more robust solution that isn't modular, consider its benchtop organiser, measuring 60cm x 22cm x 17cm made from ply. ■



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EXHIBITIONS

DECEMBER 8 - 9

The National Festival of Railway Modelling

East of England Arena & Events Centre, Oundle Road, Alwalton, Peterborough, Cambridgeshire PE2 6XE

Opening Times:

Saturday 1000 - 1700

Sunday 1000 - 1600

T: 0844 5810816

JANUARY 5 - 6

The Wessex Association of Model Railway Clubs Exhibition

The Cheese and Grain, Market Yard, Justice Lane, Frome, Somerset BA11 1BE

Opening Times: Sat 1000 - 1630

Sunday 1000 - 1600

Prices: Adult £6.00 Child Free

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www.world-of-railways.co.uk

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JANUARY 18 - 20

London Model Engineering Exhibition

Great Hall, Alexandra Palace, Wood Green, London, N22 7AY

Opening Times: Fri/Sat 1000 - 1700

Sunday 1000 - 1630

Prices: Adult Online £11.50

Full Price £12.50 Senior Online £10.50

Full Price £11.50 Child (5-14) Online

£3.50 Full Price £4.50 T: 01926 614101

JANUARY 27

Bristol 7mm Exhibition U.W.E. Exhibition Centre, Bristol BS34 8QZ

Opening Times: Sat/Sun 1000 - 1600

Prices: Advance Tickets online

W: www.bogg7mmexhibition.com

FEBRUARY 23 - 24

Lincoln & District Model Railway Club's 5th Exhibition Newark

Showground Lady Eastwood Pavilion, Drove Lane, Newark, Notts NG24 2NY

Opening Times: Sat (0930) 1000 - 1700

Sunday (0930) 1000 - 1630

Prices: Adult £7.00 Child £3.00

Family £17.00

MARCH 23 - 24

The London Festival of Railway Modelling Alexandra Palace, London N22 7AY

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630

Prices: Adult £12.00 Child (5-16yrs)

£6.00 Family £36.00

TRAIN & TOY FAIRS

DECEMBER 27

Llandudno Toy & Train Fair

Venue Cymru, Irving Road, Llandudno, Gwynedd LL30 1BB

Opening Times:

Thursday 1030 - 1530 Prices: Adult

£2.50 Concession £2.00 Accompanied

Children £1.00 T: 01492517004

DECEMBER 28

Barry Stockton Train & Toy Collectors Fairs - Haydock Park Racecourse

The Exhibition Centre, Warrington Road, Newton-le-Willows, Merseyside

WA12 0HQ Opening Times: Friday 1030

- 1430 Prices: Adult £2.00 Child £0.50

T: 0151 334 3362

DECEMBER 29

Barry Stockton Train & Toy Collectors Fairs - Wirral Hulme Hall, Port Sunlight,

Wirral CH62 5DH (off the A41 - in the beautiful village of Port Sunlight)

Opening Times: Saturday 1030 - 1430

Prices: Adult 2.00 Child £0.50

T: 0151 334 3362

JANUARY 1

Toy Fair - Bridgnorth

Leisure Centre, High Town, Bridgnorth, Shrops WV16 4ER

Opening Times: Tuesday 1030 - 1400

Prices: Admission £2.00

T: 01270 652773 Tony Oakes

Toy & Train Collectors Fair East

Midlands (Newark) Newark & Notts Showground, Winthorpe, Newark, Notts

NG24 2NY Opening Times: Tuesday

1030 - 1430 Prices: Adult £4.00

Senior £3.50 1st Child £3.00

T: 01522 880383

JANUARY 9

Joe Lock Toy & Train Fair - Hertford

Richard Hale School, Hale Road, Hertford, Hertfordshire SG13 8EN

Opening Times:

Wed 1900 - 2100 Prices: Admission

£1.00 T: 07866 641215

JANUARY 12

Toy Fair - Ludlow Racecourse,

Bromfield, Ludlow, Shropshire SY8 2BT

Opening Times: Saturday 1030 - 1400

Prices: Admission £2.00

T: 01270 652773 Tony Oakes

JANUARY 20

Barry Stockton Model Train & Toy Collectors Fairs - Haydock Park

Racecourse Warrington Road, Newton-le-Willows, Merseyside WA12 0HQ

Opening Times: Sunday 1030 - 1400

Prices: Adult £2.00 Child £0.50

T: 0151 334 3362

Toy Fair - Kidderminster Gilt Edge

Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY

Opening Times: Sunday 1030 - 1400

Prices: Admission £1.50

T: 01270 652773 Tony Oakes

JANUARY 27

Barry Stockton Model Train & Toy Collectors Fairs - Wirral Hulme Hall,

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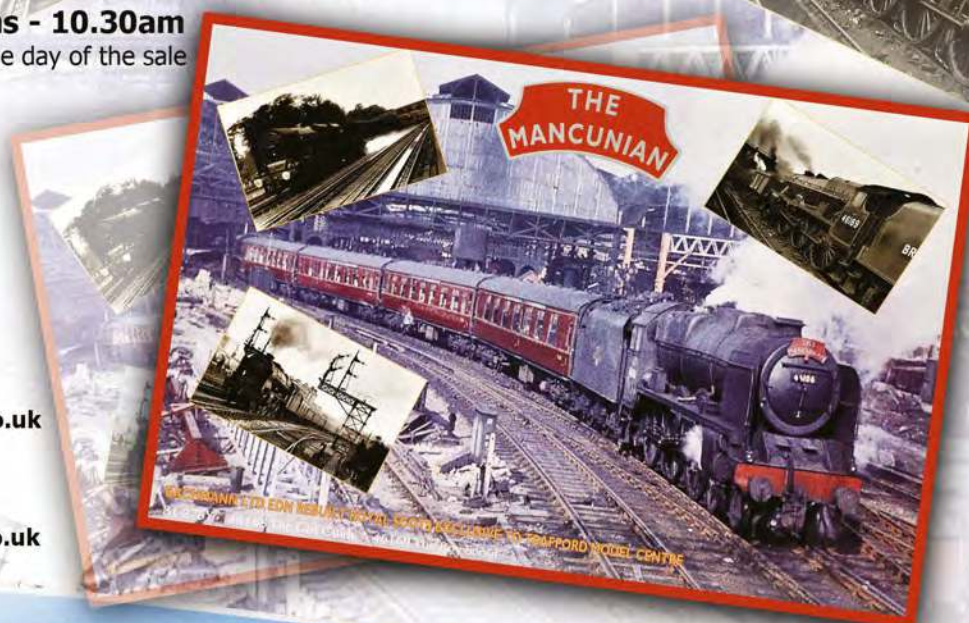
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Squires will be exhibiting at the following shows in 2018 – Diary updated as bookings are confirmed.

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

Coming to Warley? - Why not try Sunday?? The show is less busy - see more of the layouts AND a lot easier to get to our stand!! :-)

Been to Warley before? Didn't like it?? Found it too crowded???

Maybe you said "never again"???? Well.....

The show is now planned to have much wider aisles, larger gaps between layouts, much more seating in the refreshment areas and now with the "Kids for a Quid" Promotion - now is the time to think about revisiting Warley and see just how the show has evolved!!! Plus for this event Squires assembles the largest exhibition display stand of Modelling Tools, Materials and Accessories of any show in the country!!!! (Probably!!!!!!) :-)

Dec 8 - HEXHAM EMGS Members Day & Modelling Workshop, Tynedale Farmers Function Suite, Tyne Green, Hexham, Northumberland, **NE46 3SG**. 4mm Modellers Workshop Admission £5.00, EM Society Members FREE. Arranged by North East and Borders Area Group of the EM Gauge Society. Includes layouts, demonstrations and Modellers Workshop. Everyone welcome - not just members of EM Gauge Society!!

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 BOLTON - IPMS SCALE MODEL SHOW, Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton **BL6 6SF**. 10-4pm.

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

Jan 26/27 KENDAL Mod Rail Exh Leisure Centre, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5
Jan 27 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England Conference & Exhibition Centre, Filton Road, Bristol, **BS34 8QZ**. Sunday 10 - 4.00pm.

Feb 2/3 ALTON - FebEx 2019 Alton Model Railway Group Exhibition Eggars School, Anstey Rd, Alton, Hants, **GU34 4EQ**. Sat 10.30-5. Sun 10.30-4.00.

Feb 22/23/24 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, **G3 8YW** Fri 10.30-6, Sat 9.30-6, Sun 9.30-5 www.modelrail-scotland.co.uk

Mar 2 - KETTERING Gauge 'O' Guild Spring Show & Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. 10 - 4. ***Plenty of FREE parking***

Mar 2/3 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm

Mar 9/10 - KEIGHLEY Model Railway Club 44th Exhibition University Academy Keighley, Green Head Rd, Utley, Keighley, **BD20 6EB**. Sat/Sun 10-4.30. Plenty of FREE Parking.

Mar 16 - ABINGDON ABRAIL 2018 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3PJ**. Saturday 10 - 5pm.

Mar 16/17 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrold, Tyne and Wear, **NE32 4AQ** Sat 10-5. Sun 10-4.

April 13/14 CORSHAM Trainwest 2019 M/Rail Exh, Springfield Community Campus, Beechfield Rd, Corsham, Wilts **SN13 9DN** Sat/Sun 10-5 *Plenty of FREE Parking**

April 20/21/22 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. **YO23 1EX**. Saturday & Sunday 10 - .5, Monday 10 - 4.30.

April 27 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh **WN7 4JY** 10-4.

April 27/28 - SUTTON COLDFIELD M/Railway Exhibition, Bishop Walsh School, Wylde Green Rd, Sutton Coldfield, **B76 1QT**. Plenty of FREE Parking. Sat 10-5, Sun 10-4.30

May 3 - 5 - The 51st Bristol Model Railway Exhibition Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.

May 11 - READING Association of Larger Scale Railway Modellers Trade Show & Exhibition, Rivermead Leisure Centre, Reading, **RG1 8EQ**. 10 - 4.30. FREE entry to ALSRM Members

May 18/19 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, **TS1 5NQ**. Sat/Sun 10 - 5.

June 1 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.

June 1/2 - SHILDON, M/Rail Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking & Entry to Museum & Exhibition - Yes that's Free Entry!!!! :-)

June 8/9 - GLASGOW 'O' Gauge M/Rail Exhibition, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE**. Sat 10-4, Sun 11-4. *Free Parking. Close to Railway Stations*

June 8/9 - KETTERING East Anglian Model Railway Exhibition, The Arena, Kettering Conference Centre, Thurston Drive, Kettering, **NN15 6PB**. Sat 10-5, Sun 10-4. Plenty of FREE parking - *Note-change of venue-larger, more modern, very easy access from A14 J8

Aug 10/11 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, **BD23 1UQ**, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Aug 31/Sept 1 - TELFORD GUILDEX 2019, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**. Sat 10-5, Sun 10-4.

Oct 5/6 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/ Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition

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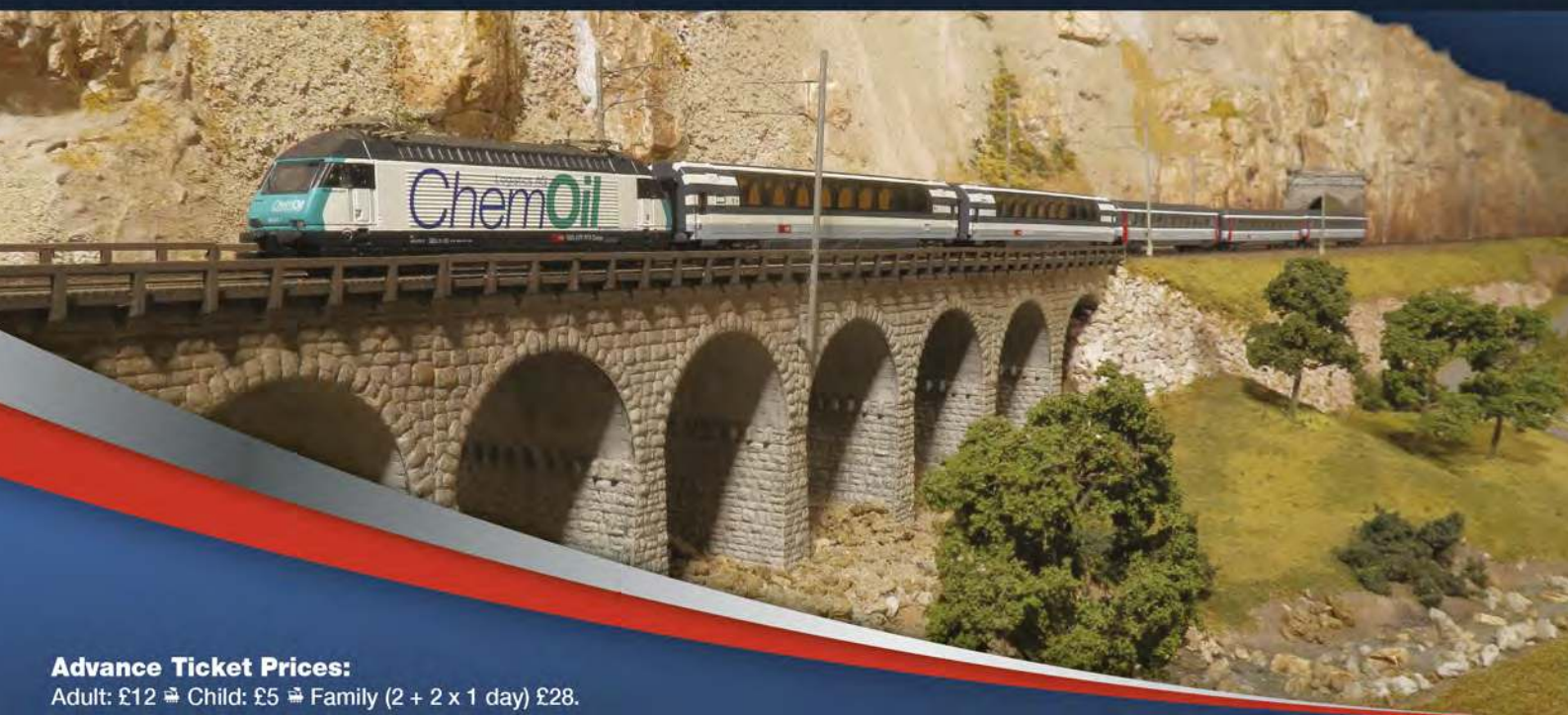
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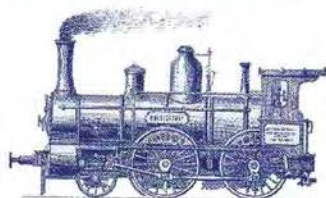
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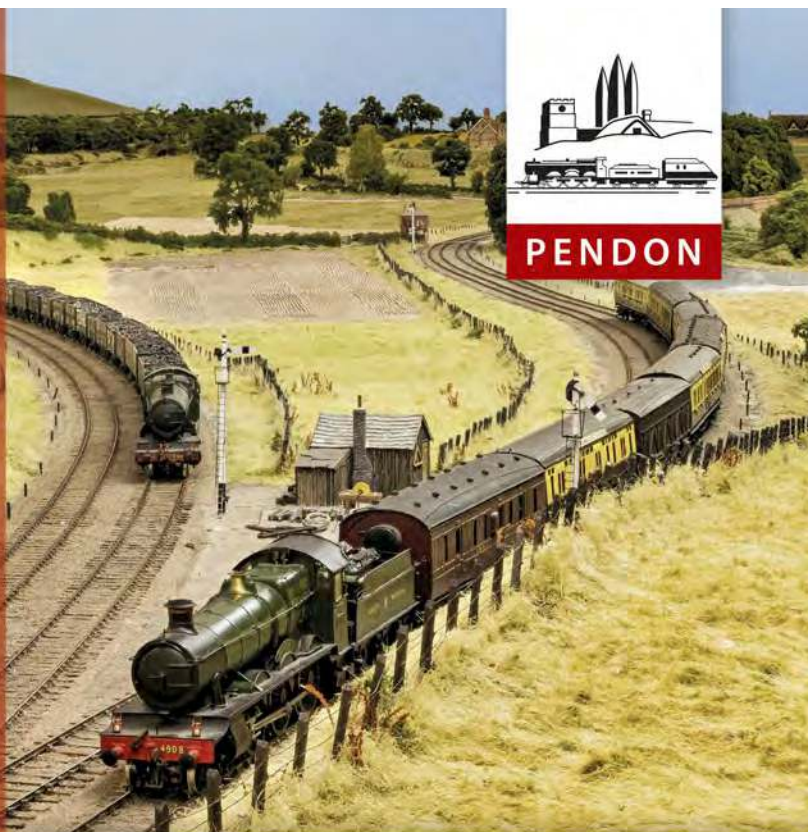
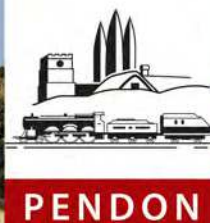
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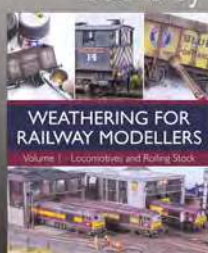
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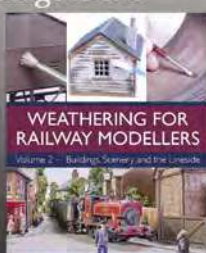


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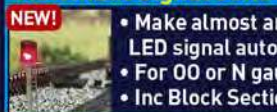
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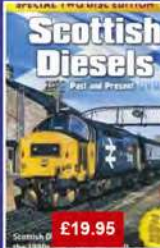
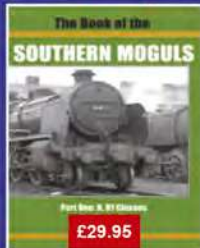
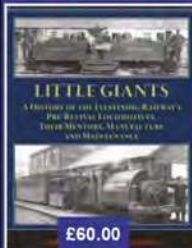
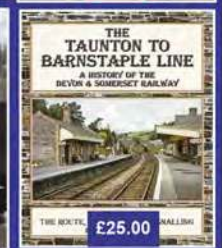
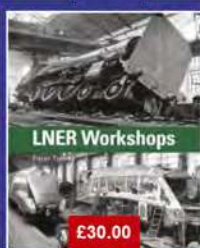
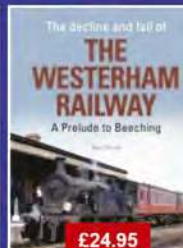
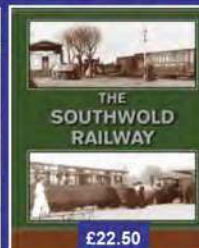
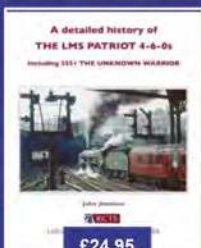
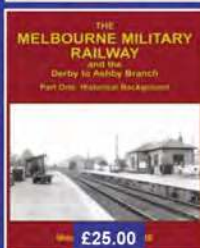
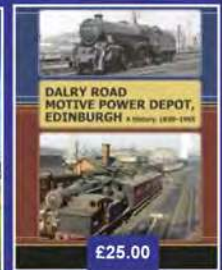
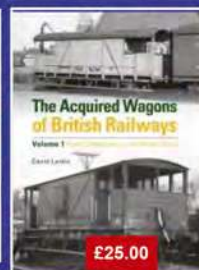
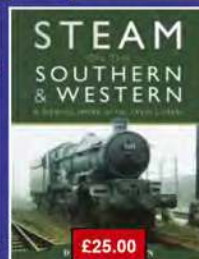
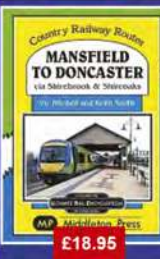
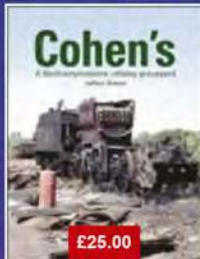
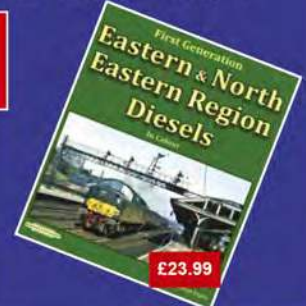
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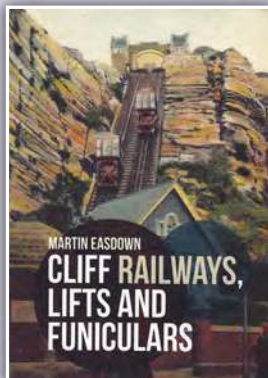
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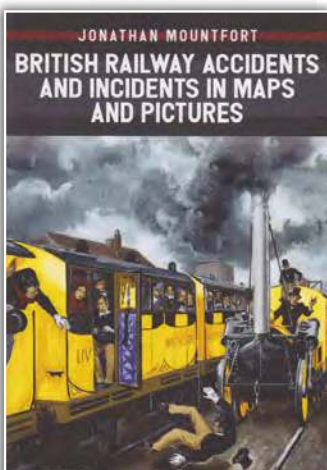
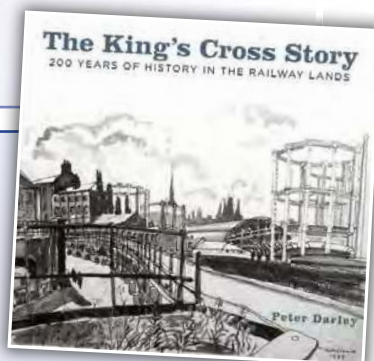
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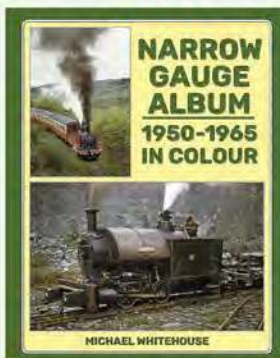
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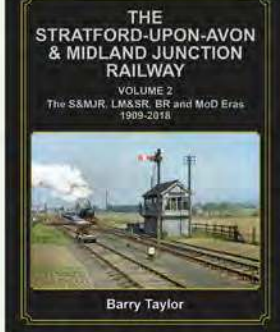
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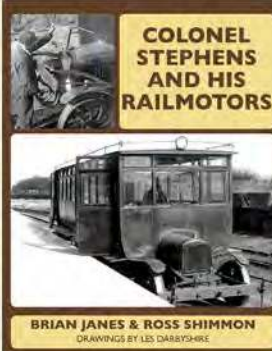
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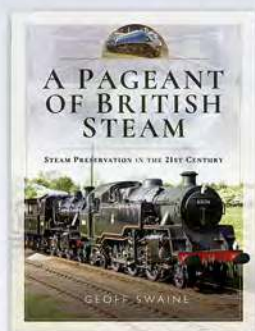
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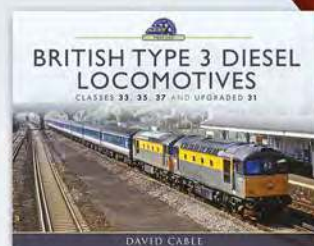
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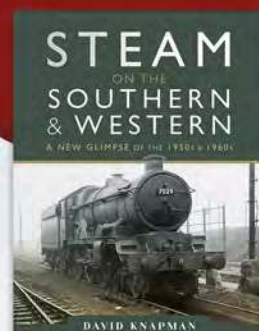
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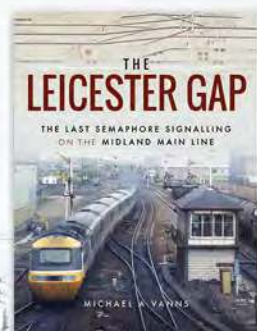
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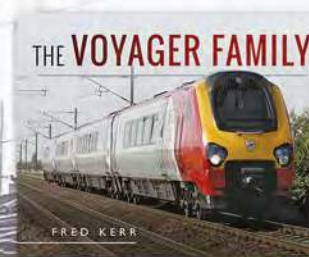
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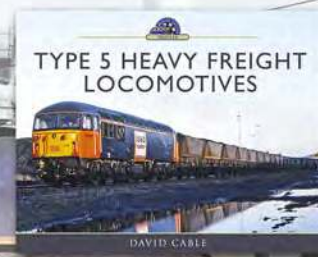
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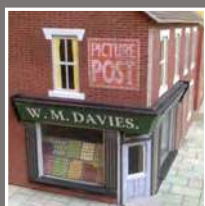
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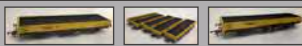
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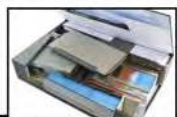
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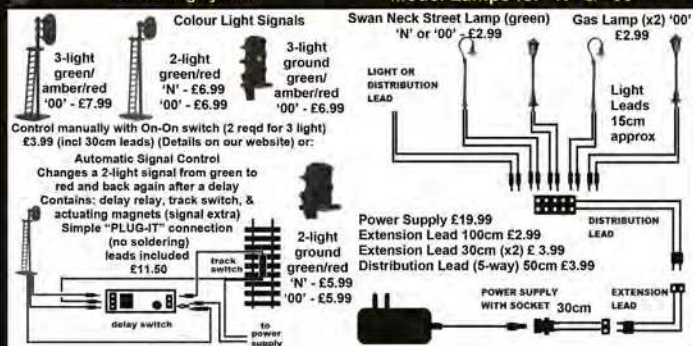
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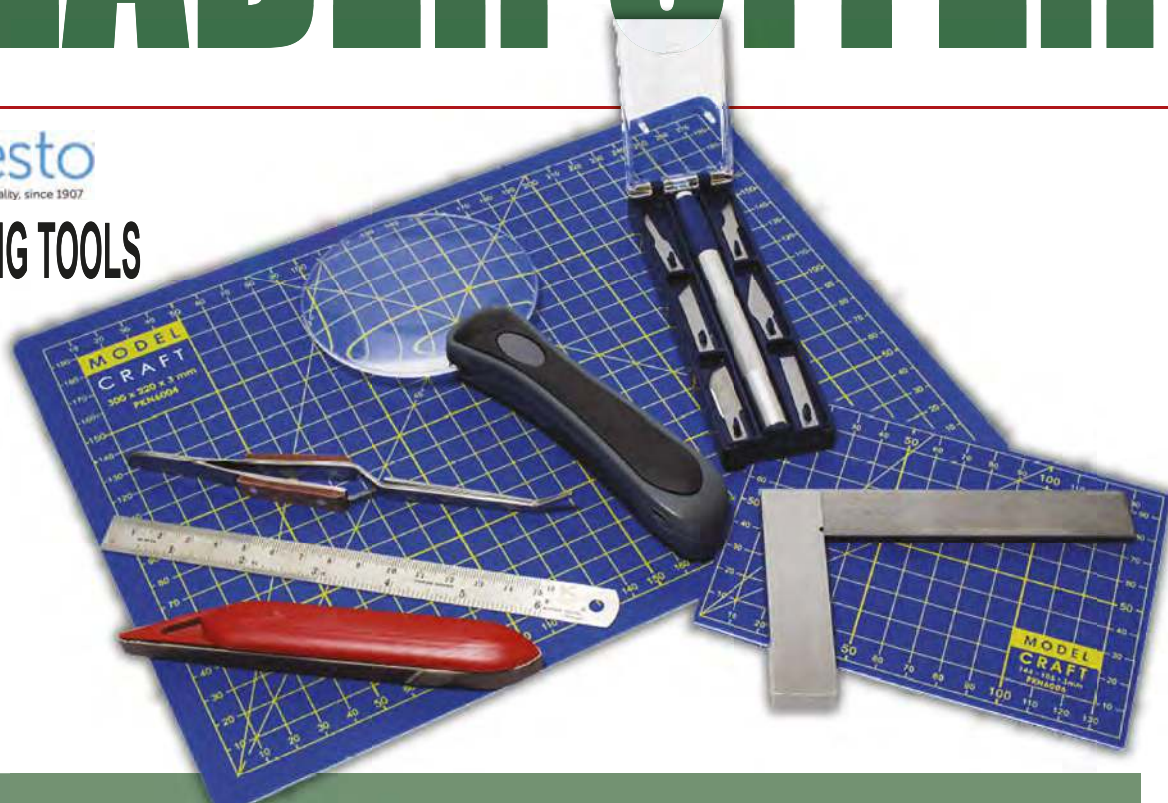
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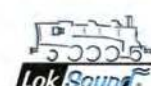
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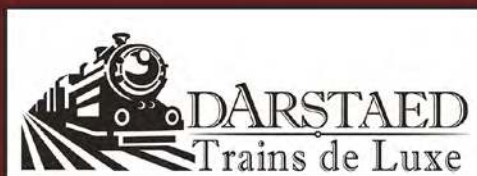
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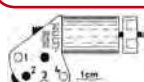
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How to model Buxton-inspired depot with trackplan!

TAIL LAMP

Cardiff-based modern image modeller Paul Rolley couldn't find the wagons he needed, so he set about making his own. And a burgeoning cottage industry was born...

Whilst I completely appreciate the desire and need for accuracy in models, I also lived with the compromise of modelling 4mm scale 00 stock and people on 3.5mm scale track, and so do the vast majority of modellers who readily buy their Hornby and Bachmann models on a daily basis.

I recently moved to the 'senior' scale (7mm) and wanted to build a layout that featured stock that interested me but was not readily available. So, I embarked on building my own. Like many 4mm modellers, I have never built or bought a 7mm kit and I had limited knowledge of 3D design/printing and resin casting, and the dark art of soldering scared the life out of me. But I reasoned that if I wanted wagons of a certain type, small scale duplicate casting was the way to go.

I set out to make a set of parts that could easily be assembled by an average modeller. The model also had to be of a reasonable standard that could be enhanced with the addition of more detailed parts readily available in the modern image 7mm arena.

Initially, I wanted an open bogie box wagon – formally a POA then re-classified as a JXA. I acquired plans, drew up a 7mm scale general arrangement plan, then built a model. The body was relatively simple, being scratch-built of styrene sheet and sections. The bogies proved to be more of a challenge, however.

A friend drew and printed the bogies, then I commissioned a military modeller to undertake the white metal copying of the plastic bogies. I also identified that Schlieren bogies were used on other wagons, including the Kemira / Hays / UKF-branded TEA nitric acid tanks. Working in pairs, these wagons ran to the nuclear fuel reprocessing plant at Sellafield. My mate's dad, a retired tool maker, was asked to create the tank body sections from aluminium tube turned on his lathe. The chassis was built from a 6mm laser-cut base with styrene detailing. These

components were then used as masters, from which I created silicone moulds.

An online retailer in Northern Ireland supplies my resin casting materials. However, while this process is acceptable for casting your own components in small open moulds, the results can be unpredictable with air bubbles being evident. Poor casting and occasional poor mixing also results in tacky uncured sections in the cast. Most of these faults can be addressed following demoulding, but they are frustrating, avoidable time-consuming errors.

I assembled my two models and gave them to friends for feedback, which was very positive and encouraged me to develop the models further. I have since outsourced the casting to a commercial outfit that can guarantee quality. I now have eight resin-cast 7mm modern image wagons for my TGB layout - a Rail lease POA 51 ton open wagon POA, Standard rail POA SR, JRA stone bogie box wagon, JXA open bogie box wagon, POA

Sheerness diagonal braces bogie box wagon, TEA nitric acid tank, a PFA skip carrier for EMR, and a small yellow diamond two-axle ASW black adder POA.

I'm not a commercial model-making business yet, because I've a full-time job in the construction industry and modelling is supposed to be my hobby. But, if parties are interested in acquiring my models, I'm producing limited numbers and pricing is calculated so I recover my costs.

Modern image 7mm modelling is definitely a growth area. Long gone is the idea that it requires a lot of room and a large financial outlay, because you can have a viable 7mm layout in a small space – my TGB layout measures only 8ft x 2ft. I hope I can inspire, encourage and promote O gauge modelling, and perhaps even supply a few modellers with the basic elements to build their own wagons in the same way.

Watch the build of one of Paul Rolley's kits in **BRM** soon. ■



Paul Rolley's TEA nitric acid tank wagon, as used on runs to Sellafield for dissolving the metal around nuclear fuels before reprocessing. This model is to be made available shortly as a kit.

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4F-080-123 - 8 Plank - Embling & Son 17 Weathered
4L-001-005 - Junction Signal GWR Right hand with
two arms shorter post to right
4L-001-006 - Junction Signal GWR Left hand
with two arms shorter post to left
4L-001-007 - Bracket Signal GWR Right hand with one arm
4L-001-008 - Bracket Signal GWR Left hand with one arm

- 2F-034-065 - 21T Hopper - G Weaver Bauxite 158
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Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Mk2F Aircon Coaches	hattons.co.uk/mk2f	from £46.71	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

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N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
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
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
Rail Head Treatment Train (RHIT)	hattons.co.uk/RHIT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Class 66	hattons.co.uk/66	from £150	May 2018							

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Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£115 (EST)	Sep 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
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.

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Information correct at the time of going to press on 13/11/18.