

BRITISH RAILWAY MODELLING

BRM

MARCH 2019

**SCRATCH
BUILD IN PLASTIC**
We show you how...

ROLLING STONE

**DIESEL-ELECTRIC TRACTION RELIVED ON THIS
MINIATURE INTERPRETATION OF PEAK FOREST**

SOUNDING OFF



**Make a noise with
Hornby's new vent van**



WAGON BONANZA

Revolution TEA and Cavalex PGA reviewed + prototype information

£4.75



03



**WOODLAND
SCENICS®**

Water System



Woodland Scenics have worked hard to produce an entire system of water products to help modellers create their own custom water scenes. Nineteen new products join Realistic Water (WC1211) and Water Effects (WC1212) to make a complete Water System! Please click on the YouTube logo on our homepage for tutorial videos!

Water Undercoats

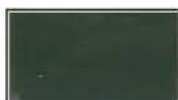
Add colour and seal your water base all at once with Water Undercoats.



Deep Blue
WCW4530



Navy Blue
WCW4531



Hunter Green
WCW4532



Moss Green
WCW4533



Olive Drab
WCW4534



Yellow Silt
WCW4535

Deep Pour Water™ & Realistic Water™

Use Deep Pour Water to create submerged scenes and depth with one pour. Customize Deep Pour Water with other Water System products. Realistic Water models still or slow-moving water, such as ponds, rivers, lakes and more.

Deep Pour Water™ - Clear
WCW4510

Deep Pour Water™ - Murky
WCW4511

Realistic Water™
WC1211

Water Tints

Water Tints add colour to water products while achieving authentic depths and shallows.



Navy Blue
WCW4519



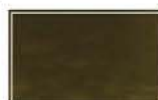
Turquoise
WCW4520



Moss Green
WCW4521



Sage Green
WCW4522



Olive Drab
WCW4523



Yellow Silt
WCW4524



Murky
WCW4525

Surface Water, Whitewater Highlight & Dust Dabber™

Model splashes, waves and movement with Surface Waters. Use White Water Highlight to accent details of your water feature.



Water Effects™
WC1212



Water Ripples
WCW4515



Water Waves
WCW4516



White Water Highlight
WCW4529



Dust Dabber™
WCW4529



Please visit www.bachmann.co.uk to view tutorial videos
Model, Collect & Create

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted	
GWR/BR Railcar 19-33.....	£550.00
GWR/BR Parcels Railcar No.34.....	£550.00
GWR 1361 Early black chassis.....	£525.00
GWR/BR 1361 Late black chassis.....	£525.00
LY/LMS/BR Pug black.....	£450.00
LNER/BR J39 0-6-0 black.....	£925.00
GWR/BR 8750 Pannier black chassis.....	£525.00
GWR City of Turin.....	£1650.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
GWR/BR 1361 0-6-0ST.....	from £695.00
GWR/BR 8750 Pannier tank.....	from £695.00
GWR/BR Razor Edge railcar.....	£835.00
LNER/BR Parcels railcar.....	£810.00
LNER/BR J39 0-6-0.....	£1075.00
LMS/BR Original Patriot.....	£1650.00

Over 100 R-T-R locos available off the shelf

GLADIATOR LOCO KITS

GTR1 LNER/BR Director.....	£320.00
GTR2 LNER/BR J11 0-6-0.....	£330.00
GTR18 LMS/BR de-streamlined Duchess.....	£425.00
GTR20 LMS/BR Princess.....	£425.00
GTR21 LMS/BR Rebuilt Royal Scot.....	£365.00
GTR22 LMS/BR Original Patriot.....	£365.00
GTR25 LMS/BR Rebuilt Patriot.....	£365.00
GTR28 LMS/BR 2P 4-4-0.....	£300.00
GTR36 LBS/CR/BR H2 Atlantic.....	£380.00
GTR50 LNER/BR Beyer Garratt 2-8-2-8-2.....	£635.00
GTR55 LMS/BR 2-8-0 Stanier BF.....	£365.00
GTR61 LBS/CR/BR H1 Atlantic.....	£380.00
GTR62 SR/BR Urrie King Arthur.....	£425.00
FT5 LNER/BR D17/1 D17/2 4-4-0.....	£310.00
FT6 LNER/BR B16/1 4-6-0.....	£365.00
FT9 NER/LNER/BR G6/BTP 0-4-4T.....	£220.00

JAVELIN LOCOMOTIVE KITS

JK6 SEC/BR/BR D Class 4-4-0.....	£325.00
JK6 G.W.R. Dean Goods 0-6-0.....	£315.00
JK11 LMS/BR Long Fire Box Black Fve.....	£355.00

MERCIAN LOCO KITS

SG5 LNER/BR J94 Austerity 0-6-0ST.....	£180.00
SG2 GWR/BR 14xx Autotank.....	£175.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter.....	£240.00
TC3 Andrew Barclay 4-4-0 Steam Shunter.....	£240.00

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Require wheels, gears and motor

TC2 LMS streamlined Coronation.....	£550.00
TC4 LMS/BR non streamlined Duchess.....	£550.00
TC5 LMS/BR de-streamlined Duchess.....	£550.00
TC6 LMS/BR Sir William Stainer.....	£550.00
TC7 LMS/BR Black Fve 4-6-0.....	£550.00
TC14 LMS/BR Stanier BF 2-8-0.....	£550.00
TC16 LMS/BR Duchess with sloping firebox.....	£550.00

D.J.H LOCO KITS

K300 B.R. Standard 84xx 2-6-2T.....	£362.00
K301 B.R. Standard 2MT 2-6-0.....	£415.00
K302 LMS/BR Ivatt 2-6-2T.....	£362.00
K303 LMS/BR Fairburn 2-6-4T.....	£362.00
K310A LNER/BR A3 with Corridor tender.....	£595.00
K317B BR Britannia with BR1/1A tender.....	£595.00
K324B B.R. 9F 2-10-0 BR1B/BR1C.....	£595.00
K326 B.R. Class 03 complete kit.....	£415.00
K336 LNER/BR Peppercorn A2.....	£562.00
K338 LNER/BR R.G5 0-4-0T.....	£415.00
K340 B.R. Class 14 complete kit.....	£415.00
K344 NEW LNER/BR Hunt Class 4-4-0.....	£499.00
K345 NEW LNER/BR Thompson A2/1.....	£584.00

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LK704 Wooden lineside hut kit.....	£119.95
LK705 Brick lineside hut.....	£119.95
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LK735 GWR Yard Crane.....	£21.50
LK741 GWR spear fencing.....	£11.00
LK742 GWR spear fencing ramps.....	£11.00
LK743 Field fencing and gates.....	£11.00
LK747 Telegraph Poles (4).....	£6.50
LK749 Leading Gauges (2).....	£12.45
LK750 Single track level crossing gates.....	£20.25
LK758 Platelayers tools.....	£8.45
LK759 Platform lamps (4).....	£6.75
LK760 Telephone boxes (2).....	£8.75
LK761 GWR Station seats (4).....	£8.30
LK762 MR/NR station seats (4).....	£8.30
LK763 SR/BR Station seats.....	£8.30
LK764 Bicycles (8).....	£8.30
LK765 Police Call Box.....	£9.95
LK790 GWR home or distant signal.....	£18.65

SLATERS BR WAGONS AND VANS KITS

7062 B.R. 12ton Vanwilde.....	£38.00
7063 B.R. Standard Van.....	£38.00
7064 B.R. 12ton Standard/Flat Van.....	£38.00
7065 B.R. Meat Van.....	£38.00
7066 B.R. Insulated Van.....	£38.00
7067 B.R. 13 ton conflict 'A'.....	£34.00
7069 B.R. Lowlift Wagon.....	£34.00
7070 B.R. 12 ton Palvan.....	£38.00
7071 B.R. 13 ton High Goods Wagon.....	£34.00
7033 LNER/BR 20T Brake Van.....	£49.00
7053 LNER/BR 20T Brake Van.....	£53.00
7C020 SEC/BR/BR 4 wheel PLV/GUV.....	£79.00
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7C022 SR/BR 4 wheel BY.....	£80.00

PECO WAGON KITS

W601 GWR Toad brake can.....	£40.50
W602 GWR Permanent Way brake.....	£40.50
W603 GWR 6 wheel brake.....	£42.30
W604 GWR 4 plank open.....	£34.00
W605 GWR Steel Open.....	£34.00
W606 GWR 10 ton Van.....	£41.65
W607 BR 16 ton Mineral wagon.....	£42.30
W608 BR 27 ton Iron Ore wagon.....	£41.65
W609 BR 20 ton Pig Iron wagon.....	£41.65

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SL786BH Curved R/H Point.....	£54.75
SL787BH Curved L/H Point.....	£54.75
SL700BH 12 yards flexitrack.....	£80.00
SL791BH Right Hand Point.....	£43.75
SL792BH Left Hand Point.....	£43.75
SL797BH Y Point.....	£43.75
SL790BH Double Slip.....	£92.25
SL794BH Long Crossing.....	£50.00
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SL11 12 insulated railjoiners.....	£2.80
SL740BH Buffer stop.....	£2.80
TP1 Long Track pins (15mm).....	£3.25
ST700 Box (6) 393mm straight.....	£45.50
ST725 Half circle 1028mm radius curves.....	£48.75
STU750BH R/H Setrack Point.....	£41.95
STU751BH L/H Setrack Point.....	£41.95
PL33 Microswitch.....	£5.50
PL19 Microswitch Housing (2).....	£4.60
PL80 Power Feed.....	£7.10

H.M.R.S. TRANSFERS

H1 L.M.S. gold loco and coach.....	£20.00
H2 L.M.S. yellow loco and coach.....	£20.00
H3A L.M.S. black style/Crewe loco.....	£20.00
H3 L.M.S. loco lining.....	£20.00
H3A L.M.S. coach lining.....	£20.00
H4 L.N.E.R. green loco and coach.....	£20.00
H4A L.N.E.R. black loco and Gill Sands.....	£20.00
H5 L.N.E.R. loco lining.....	£20.00
H6 L.M.S. goods wagon lettering.....	£18.50
H7 G.W.R. loco and coach lettering.....	£20.00
H8 G.W.R. loco and coach lining.....	£20.00
H9 S.R. Maunsell loco and coach lettering.....	£20.00
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H11 G.W.R. goods wagon lettering.....	£18.50
H12 L.N.E.R. goods wagon lettering.....	£18.50
H13 S.R. goods wagon lettering.....	£18.50
H14 BR steam loco and coach lettering.....	£20.00
H15 BR blue diesel and coach lettering.....	£18.50
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H17 LTR/MR/SD/LY/MCR gds lettering.....	£20.00
H18 N.E.R. loco and coach lettering.....	£21.00
H20 CB/NB/GSWR/HR/GNSR wgn lettering.....	£20.00
H22 B.R. mixed traffic/L.N.W.R. loco lining.....	£20.00
H24 MR/SDJR/LTSR/MGN loco & coach.....	£21.00
H25 B.R. pre-TOPS wgn numbers etc.....	£18.50
H26 B.R. pre-TOPS wgn instructions etc.....	£18.50
H31 Pullman crests, names and numbers.....	£21.00
H32 Pullman lining.....	£18.50
H40 G.N.R. coach lettering.....	£21.00

PARKSIDE WAGON KITS

PS14 BR Garmide Ballast wagon.....	£33.00
PS15 BR 21 Ton Mineral wagon.....	£33.00
PS16 LNER Loco Coal wagon.....	£33.00
PS17 BR 12 ton Pipe wagon.....	£33.00
PS23 GWR/BR 13 ton open wagon.....	£33.00
PS24 GWR/BR 12 ton unfitted van.....	£33.00
PS25 BR 24.5 ton mineral wagon.....	£33.00
PS26 GWR/BR 12 ton fitted van.....	£33.00
PS27 GWR/BR 12 ton open with tarp bar.....	£33.00
PS28 GWR/BR 12 ton plywood van.....	£33.00
PS29 GWR/BR Fruit van.....	£33.00
PS30 BR 16 ton mineral wagon.....	£33.00
PS31 BR 16 ton slope sided mineral.....	£33.00
PS32 BR 16 ton mineral (ex SNCF).....	£33.00
PS33 BR 8 Plank wooden mineral.....	£33.00
PS42 LMS/BR 12 ton open wagon.....	£33.00
PS45 LNER/BR 12 ton goods van.....	£33.00
PS46 LNER/BR 12 ton fruit van.....	£33.00
PS49 GWR/BR Mica van.....	£33.00
PS100 SR/BR Banana van.....	£33.00
PS101 SR/BR Meat van.....	£33.00
PS104 BR 21 ton coal hopper.....	£33.00
PS106 SR/BR Cattle truck.....	£33.00
PS112 GWR/BR Gunpowder van.....	£33.00
PS114 LMS/BR Banana van.....	£33.00
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HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
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SPECIAL OFFER £299.95

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Four versions remaining
RRP £599.00 OUR PRICE £509.15
NOW IN STOCK

NEW HELJAN CLASS 50

LAYOUTS

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BUILD A LASER-CUT TERRACED HOUSE KIT
Phil Parker assembles the **BRM** terraced house kit.
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Information for modellers looking to recreate miniatures of these recent wagon conversions.
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Cavalex Models' latest two-axle wagon depicts a last-of-breed prototype. David Ratcliffe, charts their lengthy association with aggregates.
- 154** **TAIL LAMP: SIMON KOHLER**
Simon Kohler reflects on two years of managerial progress



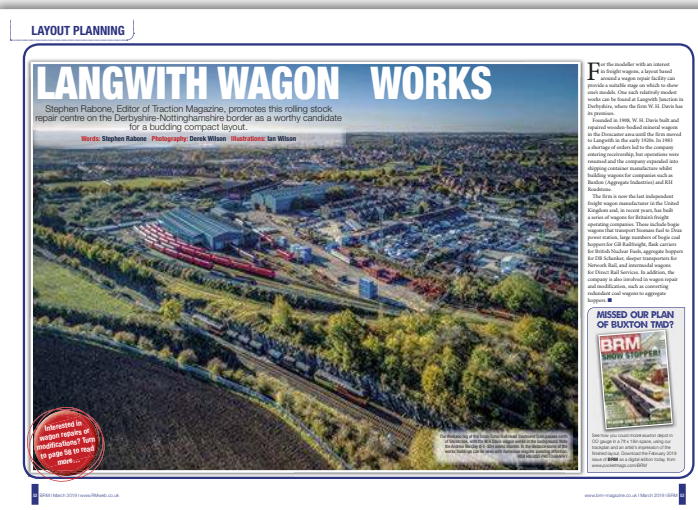
Tony Wright completes the story of his stunning representation of this Lincolnshire ECML station from the summer of 1958.

26



A spacious spare room afforded Simon Lawson another layout project based on a wagon repair centre.

44



This rolling stock repair centre makes a worthy candidate for a budding compact layout. Here's our modelling guide and artist's impression...

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BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Join us on a tour of the East Coast Main Line with our layout of the month, Little Bytham. Howard Smith takes installs working point rodding from DCC Concepts on the 'Art of Compromise' BRM project layout, whilst Phil Parker builds an etched telephone booth.



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

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AND GET INVOLVED IN
THE CONVERSATION.



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R3335	LSWR Adams Radial	£107.95
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R3456	BR N15	£137.45
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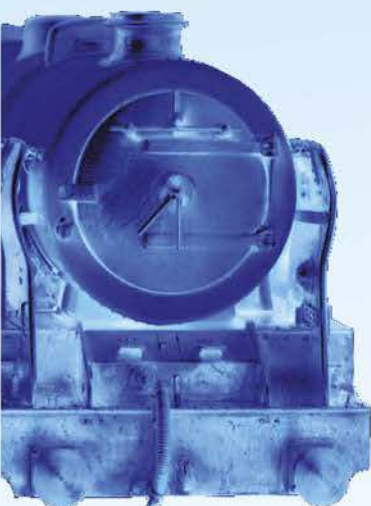
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Competitive spirit or turf wars?

As I write this, the festivities have passed and it's already the middle of January. Is it really true that time passes faster the older you are? Hornby's new 2019 range created a frenzy of traffic heading to its website and our forum, RMweb. Many of you commented on its Ruston 48DS, a model we were afforded the chance to see in person last December at its Press Preview day at Margate. Livery samples were already on display, which came as a surprise to us all.

Hornby's new range presentation was upbeat and positive. Oddly, it felt as though the company had rediscovered itself, with a return to Margate from Sandwich by March, to include a dedicated showroom. A homecoming to its historic roots then, and none looked so pleased as Simon Kohler, whose passion for products is clear for all to see. "You can't run a company like Hornby without the skills and a knowledge of the hobby", he said. A look around the room filled with model railway magazine editors, modellers themselves, sees a mutual tried and tested philosophy.

On page 78 of this issue, Tony Stratford, shares thoughts on the evolution of players in the business of model railway manufacturing. New start-ups and established larger retailers

are commissioning direct from China. A diversification of product ranges seems to be the way larger manufacturers are reacting to a shift in the market.

Previous model announcements from manufacturers have seen a flag placed in the soil, with a wait often measured in years until the product is delivered. A surprise to us all - and one that even we, the model press, wasn't told about in December - was Hornby's secretly-tooled Stroudley 0-6-0T 'Terrier', expected to arrive with retailers next month! A shock no doubt to another manufacturer also planning to produce the same model in OO gauge.

In any other market, business lines are fiercely competitive - perhaps model railway manufacturing has caught up with the trend and the 'gentleman's flag in soil agreement' of old is no more? Building on the spotlight afforded to the hobby on TV last year, I really hope 2019 is successful for manufacturers, retailers and enthusiasts alike. We need them all to co-exist side-by-side for the hobby to thrive. ■



MULTI-MEDIA EDITOR | Howard Smith

Phil Parker

It's been a busy month for new product announcements and as readers of our free **BRM** Express newsletter will know, I've had my journalist hat on, and camera out, for much of the time. On my workbench, there is a 16mm scale railbus for the readers of Garden Rail to enjoy, too.



Andy York

After all the frenetic announcement activity on RMweb it was nice to get back on the road behind the camera and lose myself in looking at some superb modelling. Keep an eye out for 'Stoke Courtenay' in a forthcoming issue. I'm always interested to hear from 'lone wolf' modellers who have real treasures at home - thankfully **BRM** and RMweb lets you see some real gems you'll never see at shows!



Ruth Jamieson

With all the festivities over, decorations down, children back to school and a sense of normality finally back amongst us, we can all now look forward to 2019! I'm excited to be carrying on being part of the modelling community on RMWeb and meeting more of you at our shows this year!



Amie Carter

As Christmas and New Year celebrations become a distant memory, I am now looking forward to the 2019 exhibitions. The Festival of British Railway Modelling at Doncaster is up first and I look forward to meeting you all. Come over and say hello on February 9 and 10.



BRM

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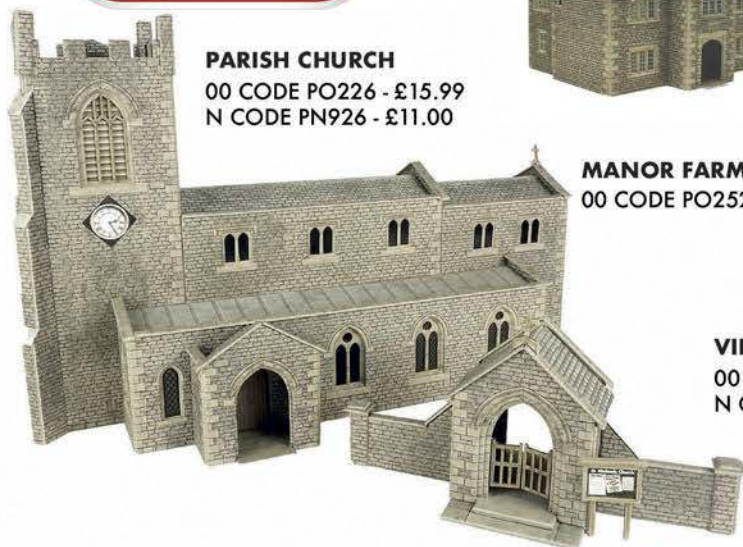
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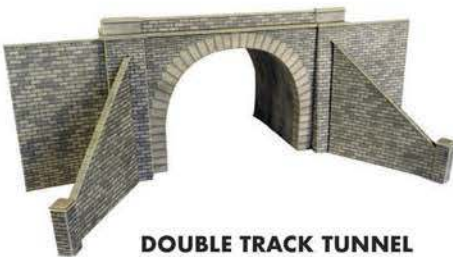
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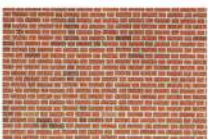
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HORNBY® 2019 Range Announcement - see details at www.hattons.co.uk/hornby2019

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R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
R3713 46207 "Princess Arthur of Connaught" in BR maroon

Class A1/A1X Terrier 0-6-0T

Pre-order from £81. DCC-fitted £99
Due in Stock from March to May 2019



R3767 32655 in BR black with early emblem
R3768 32636 in BR black with late crest
R3780 655 "Stepney" in LBSCR improved engine green
R3781 5 "Rolvenden" in Kent and East Sussex Railway blue
R3782 751 in South Eastern and Chatham Railway green
R3783 2662 in Southern Railway olive green

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £126. DCC-fitted £144
Due in Stock July/August 2019



R3719 4154 in GWR green
R3721 6110 in GWR green
R3723 6145 in BR black with early emblem
R3725 4160 in BR lined green with late crest

4wDM Ruston 48DS

Pre-order for £72.
Due in Stock May/June 2019



R3704 269595 in pale green
R3705 458957 in John Dewar and Sons red
R3706 Army 802 in War Department green
R3707 "Queen Anne" in Longmorn Distillery livery

Class B2 Peckett 0-6-0ST

Pre-order from £99. DCC fitted for £117
Due in Stock April 2019



R3693 No.4 "Sherwood" in Sherwood Colliery lined green
R3694 "Westminster" in Associated Portland Cement green
R3695 1455 in National Coal Board lined blue

Mk3 Sliding Door coaches

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Due in Stock June to November 2019



36 versions now available to pre-order. Liveries include: GWR, ScotRail and Cross Country. Numerous vehicles types available to allow prototypical formations.

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N Gauge

Class 142 DMU

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Due in Stock: Q1 2019



ND116A 142065 in Northern Rail livery
ND116B 142081 in Regional Railways livery
ND116C 142025 in Northern Spirit livery
ND116D 142085 in Arriva Trains Wales livery
ND116E 142021 in Tyne and Wear PTE livery

Class 50

Pre-order from £123.21
Due in Stock: March/April 2019



2D-002-000 D406 in BR blue - unrefurbished
2D-002-001 50043 in BR blue - unrefurbished
2D-002-002 50040 "Leviathan" in BR large logo blue
2D-002-003 50037 "Illustrious" in original Network SouthEast livery

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: Summer 2019



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £124.43
Due in Stock: Feb/March 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery
4D-005-001 59103 "Village of Mells" in ARC livery
4D-005-002 59206 "John F Yeoman" in DB Schenker livery
4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class Y3 Sentinel 4wVB

Pre-order from £148.75
Due in Stock: May/June 2019



7S-005-001 42 in LNER black
7S-005-002 68163 in LNER black
7S-005-003 7164 in LMS black
7S-005-004 7160 in LMS black
7S-005-005 68164 in BR black with early emblem
7S-005-006 2 "Isebrook" in GWR green
7S-005-007 14 in National Coal Board livery

Class 08 (Re-tool)

Pre-order from £191.25
Due in Stock: June/July 2019



Partial re-tool covering later built locomotives. 5 variations available either DCC Ready, DCC Sound Fitted, Unnumbered and Unnumbered with DCC Sound.

**Pre-orders accepted
via credit or debit card only**
Pre-order prices subject to manufacturer RRP.

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for all forthcoming releases

OO Gauge (1:76 Scale)

Steam locos



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 "Mallard" and commemorative box set (Hor) £184



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



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



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99) BARGAIN £89



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



J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Exclusive to Hattons (DJ) (RRP £95.50) BARGAIN £69



J9409 Austerity 0-6-0ST No 7 in NCB Littleton Colliery lined blue - lightly weathered - Ltd Ed of 200 (DJ) (RRP £95.50) BARGAIN £79



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor) £139.50



R3064 Class 0F Pug 0-4-0ST "Smokey Joe" in BR Black (Hor) (RRP £40.99) BARGAIN £18



R2672 Class 0F Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (Hor) (RRP £28.49) BARGAIN £17



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99) BARGAIN £16



R3213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors Club limited edition (Hor) (RRP £24.99) BARGAIN £16



1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Heli) £135.96



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) (RRP £99) BARGAIN £74



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) (RRP £99) BARGAIN £74



31-434 Class 1F "Half Cab" 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) (RRP £99.95) BARGAIN £66



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) (RRP £114.95) BARGAIN £78



OR76DG002 Class 2301 Dean Goods 0-6-0 2409 in BR Black early emblem (Oxf) (RRP £112.95) BARGAIN £74



32-830A Class 2MT 2-6-0 Ivatt 6418 in LMS black (Bac) (RRP £144.95) BARGAIN £101



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) BARGAIN £59



31-627B Class 3F 0-6-0 3520 in LMS black Deeley tender (Bac) (RRP £119.95) BARGAIN £80



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (Bac) (RRP £214.95) BARGAIN £168



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



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) BARGAIN £64



4781 Class 47xx 2-6-0 Night Owl 4705 GWR green Great Western lettering (Heli) £154



R3682 Class 8P "Princess Coronation" 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) £184.50



R3681 Class 8P "Princess Coronation" 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor) £184.50



H1405 Class 48xx 0-4-2T 4807 in GWR Wartime black G W R lettering - Lightly weathered (DJ) (RRP £99) BARGAIN £79



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) (RRP £99) BARGAIN £89



R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor) (RRP £94.99) BARGAIN £49



32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac) (RRP £139.95) BARGAIN £108



32-078 Class 56xx 0-6-2T 5637 in GWR green (Bac) £97.71



H1411 Class 58xx 0-4-2T 5801 in BR Unlined green G W R lettering - Lightly weathered (DJ) (RRP £99) BARGAIN £74



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) (RRP £99) BARGAIN £74



32-176 Class 5MT Crab 2-6-0 42765 in BR lined black early emblem (Bac) (RRP £144.95) BARGAIN £106



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) (RRP £159.95) BARGAIN £106



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) (RRP £159.95) BARGAIN £112



R3614 Class 6P "Rebuilt Patriot" 4-6-0 5521 "Rhyl" in LMS black (Hor) £136



31-214 Class 6P Patriot 4-6-0 45538 "Giggleswick" in BR Green early emblem (Bac) (RRP £164.95) BARGAIN £107



R3682 Class 8P "Princess Coronation" 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) £184.50



R3681 Class 8P "Princess Coronation" 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor) £184.50



R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) NEW £126



R3623 Class 8P "Streamlined Coronation" 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue (Hor) NEW £171



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon (Hor) £189



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac) (RRP £189.95) BARGAIN £149



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



R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor) £122.50



31-531 Class A2 4-6-2 60536 "Trimbrush" in BR lined green early emblem (Bac) (RRP £179.95) BARGAIN £111



R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £189.99) BARGAIN £120



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



R3431 Class B12/3 4-6-0 61533 BR black early emblem (Hor) (RRP £159.99) BARGAIN £123



R3432 Class B12/3 4-6-0 61580 in BR black late crest (Hor) (RRP £159.99) BARGAIN £119



R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) (RRP £159.99) BARGAIN £122



35-077 Class E4 Brighton tank 0-6-2T 32556 in BR black early emblem (Bac) (RRP £109.95) BARGAIN £76



31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (Bac) £161.46



R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) NEW £126

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R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) £36

3439 Class 33/0 33009 in Civil Engineers 'Dutch' (Hel) **NEW** £118.96R3243A Class K1 2-6-0 62027 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82
32-279A Class K3 2-6-0 1304 LNER black (Bac) (RRP £139.95) **BARGAIN** £99R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) **NEW** £15332-166 Class N 2-6-0 1406 in Southern Railway black (Bac) (RRP £154.95) **BARGAIN** £108R3527 Class N15 'King Arthur' 4-6-0 742 'Camelot' in Southern Railway wartime black (Hor) (RRP £175.99) **BARGAIN** £1283911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) **BARGAIN** £843922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £843923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £843921 Class O2/4 Tango 2-8-0 63983 in BR black early emblem flush tender (Hel) (RRP £184.95) **BARGAIN** £89R3541 Class O6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £160.99) **BARGAIN** £10931-615 Class V3 2-6-2T 67690 in BR lined black early emblem (Bac) (RRP £129.95) **BARGAIN** £96

R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor) £90



R3550 Class W4 Peckett 0-4-0ST 883 in Lillishall Co (Hor) £99.99

R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN** £59R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £59R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69R3359 ex-GWR Class 101 0-4-0 393 'Rothery Industries' - Railroad Range (Hor) (RRP £34.99) **BARGAIN** £16R3360 Freelance 0-4-0T 87 'Mosley Tarmacadam' in black - Railroad Range (Hor) (RRP £34.99) **BARGAIN** £1635-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) (RRP £119.95) **BARGAIN** £87R3524 Rebuilt 'West Country' 4-6-2 34096 'Trevone' in BR green late crest (Hor) (RRP £174.99) **BARGAIN** £136

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



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) £99



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



31-981 Standard Class 3MT tank 82021 in BR lined black early emblem (Bac) £98

32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) (RRP £134.95) **BARGAIN** £92R3500 The Sir Nigel Gresley Collection (Hor) (RRP £549.99) **BARGAIN** £47432-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac) (RRP £169.95) **BARGAIN** £115

Steam train packs

R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99) **BARGAIN** £175

R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor) £280

Diesel locos

10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (RRP £105) **BARGAIN** £842930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139) **BARGAIN** £952903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) (RRP £139) **BARGAIN** £101

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

32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95) **BARGAIN** £71

2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) £110.46



2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered (Hel) £119



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel) £110.46



2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) £119

3417 Class 33/0 D6504 in BR green (Hel) **NEW** £118.963418 Class 33/0 D6518 in BR green full yellow ends (Hel) **NEW** £118.963419 Class 33/0 D6540 in BR green small yellow ends (Hel) **NEW** £118.963437 Class 33/0 D6558 in BR blue (Hel) **NEW** £118.963458 Class 33/1 33106 in BR blue (Hel) **NEW** £118.963446 Class 33/1 D6580 in BR green small yellow ends (Hel) **NEW** £118.96

32-790 Class 37/0 37049 'Imperial' in Railfreight Coal Sector triple grey (Bac) £135.96



32-789 Class 37/0 37099 'Merl Evans 1947-2016' in Colas Rail Freight (Bac) £135.96



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



32-392 Class 37/5 37688 'Kingmoor TMD' in Direct Rail Services compass blue (Bac) £135.96

R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £34.5031-663 Class 47/0 47209 'Herbert Austin' in Railfreight Distribution Sector (Bac) (RRP £159.95) **BARGAIN** £123

R3658 Class 50 50033 'Glorious' in revised Network SouthEast (Hor) £136



R3653 Class 50 50040 'Leviathan' in BR large logo blue (Hor) £144

Prices valid until 27/02/19

All prices correct
when going to press.
Errors excepted.



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....£105



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor).....£144
R2823 Thomas the Tank Engine starter Train Set (Hor).....£55

Train sets - digital



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



R1172 e-Link Majestic digital train set Class A1 4-6-2 in BR blue and Class 47 diesel (Hor) (RRP £299.99).....**BARGAIN**.....£250



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



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac) (RRP £64.95).....**BARGAIN**.....£45



39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) (RRP £59.95).....**BARGAIN**.....£42



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95).....**BARGAIN**.....£39.50



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



R4524 Collett brake third 5121 in GWR chocolate and cream - Railroad Range (Hor) (RRP £23.99)**BARGAIN**.....£10



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99)**BARGAIN**.....£10



39-576 Hawthorth 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



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4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) (RRP £145).....**BARGAIN**.....£109



4D-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



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



R3806 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor).....£160



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



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



R1183 'Master of the Glens' Train Set Class P2 2-8-2 'Cock 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



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



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....£105



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....£105



4D-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



R3666 Class 59/0 59004 'Paul A. Hammond' in Yeoman Aggregates - Railroad Range (Hor) (RRP £84.99)**BARGAIN**.....£64



32-738 Class 66 66711 'Sence' in GBRF/Aggregate Industries (Bac) (RRP £169.95).....**BARGAIN**.....£113



R3574 Class 67 67013 in DB Schenker red (Hor) (RRP £160.99).....**BARGAIN**.....£121



R3659 Class 67 67027 'Charlotte' in Colas Rail Freight (Hor).....£144



4D-022-011S Class 68 68010 'Odont Flyer' in Chiltern Railways - DCC Sound fitted (Dap) (RRP £295.55).....**BARGAIN**.....£206



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) (RRP £169.95).....**BARGAIN**.....£133



OLIV003 Class 73/1 73141 'Charlotte' in First GBRF purple - Olivias Trains limited edition (Dap) (RRP £140)**BARGAIN**.....£84



4D-006-005 Class 73/1 electro-diesel E6039 in BR blue with small yellow panels (Dap) (RRP £146.22) **BARGAIN**.....£91



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



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



1099 Fawley Oil Refinery trainpack Class 33 D6584 in BR blue four B tank wagons in ESSO (Hel) **NEW**.....£169.96



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



0071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DU) (RRP £139.95)**BARGAIN**.....£96

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

32-289 Class 101 2 car DMU in BR white and blue passenger figures (Bac) (RRP £219.95)**BARGAIN**.....£162

4D-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

4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....£105

4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....£105

4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....£105

4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) (RRP £145)**BARGAIN**.....£109

4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap) (RRP £145)**BARGAIN**.....£109

4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) (RRP £145).....**BARGAIN**.....£109

4D-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

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

R3806 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor).....£160

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

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

R1183 'Master of the Glens' Train Set Class P2 2-8-2 'Cock 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

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

4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....£105

4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....£105

4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**.....

Opening Hours

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

0151 733 3655

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

NEW



R4841 Maunsell 4 compartment brake second corridor S3233S in BR green (Hor) NEW... £43.50

NEW



R4842 Maunsell composite corridor S5145S in BR green (Hor) NEW... £43.50

39-271D Mk1 GUV general utility van M86223 in BR Maroon (Bac) (RRP £44.95) BARGAIN... £29
39-261B Mk1 HMB Miniature Buffet W1816 BR Maroon (Bac) (RRP £44.95) BARGAIN... £31

39-050D Mk1 SO second open M4243 in BR blue and grey (Bac) (RRP £44.95) BARGAIN... £35



39-051E Mk1 SO second open M4929 in BR maroon (Bac) (RRP £44.95) BARGAIN... £33



R4630 Mk1 TSO tourist second open W3796 in BR chocolate & cream - Railroad range (Hor) (RRP £22.99) BARGAIN... £12



R4618A Mk2E BSO brake second open 9508 in BR Intercity (Hor) (RRP £24.99) BARGAIN... £14



R4623 Mk2E FO first open W3244 in BR blue and grey - Railroad range (Hor) (RRP £25.99) BARGAIN... £12



39-677 Mk2F 'Aircon' TSO tourist second open in Intercity (Bac)... £48.71



39-677DC Mk2F 'Aircon' TSO tourist second open in Intercity - DCC fitted interior lighting (Bac)... £67.96



OR763FO002 Mk3a FO first open 11008 in Intercity Swallow (Oxf)... £29



OR763FO001B Mk3a FO first open in BR Blue & Grey M11042 (Oxf)... £29

OR763FO001 Mk3a FO first open M11052 in BR blue and grey (Oxf) £29
OR763TO001B Mk3a TSO second open M12008 in BR blue and grey (Oxf) £29OR763TO001C Mk3a TSO second open M12070 in BR blue and grey (Oxf)... £29
OR763TO001 Mk3a TSO tourist second open M12056 BR blue and grey (Oxf) £29

R4666A Mk4 TSO second open 12447 in East Coast (Hor) (RRP £28.49) BARGAIN... £11



R1184 coaches Pack of 3 Pullman parlour coaches - Split from R1184 Set (Hor)... £45



R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) BARGAIN... £30

Wagons

4F-016-114 12 ton barista van B240737 in Fyffes yellow (Dap) NEW... £9.50
4F-012-021 12 ton ventilated van 123550 in GWR grey (Dap) NEW... £9.50

4F-012-022 12 ton ventilated van 123550 in GWR grey - weathered (Dap) NEW... £10.50

4F-011-023 12 ton ventilated van 155016 in LMS bauxite (Dap) NEW... £9.50
4F-011-024 12 ton ventilated van 155016 LMS bauxite - weathered (Dap) NEW... £10.50

37-806 12 ton ventilated van in British Army green (Bac)... £16.96



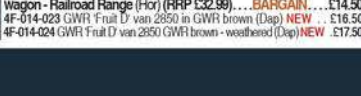
37-536A 20 ton brake van B952963 in BR bauxite flush sides (Bac) (RRP £26.95) BARGAIN... £20



R6888TTS 4-wheel 10 ton vent van in BR bauxite - TTS sound fitted (Hor)... £36

4F-052-033 5-plank open wagon 'Brynbo Steel' (Dap) NEW... £10
4F-052-022 5-plank open wagon 'W. Robinson' - weathered (Dap) NEW... £11
OR765PW001 7 plank private owner wagons - pack of three (Oxf) NEW... £234F-072-014 7-plank open wagon 'Charles Wilson' - weathered (Dap) NEW... £11
4F-015-014 8 ton fruit max van B833340 BR bauxite - weathered (Dap) NEW... £10.50

R6369 Breakdown crane in yellow (Hor) (RRP £25.99) BARGAIN... £11

R6365 Breakdown Crane pack 20-ton brake van and 8-plank open wagon - Railroad Range (Hor) (RRP £32.99) BARGAIN... £14.50
4F-014-023 GWR Fruit D van 2850 in GWR brown (Dap) NEW... £16.50
4F-014-024 GWR Fruit D van 2850 GWR brown - weathered (Dap) NEW... £17.50

4F-026-013 HIA aggregate limestone hopper 369006 in Freightliner green (Dap)... £22.52



4F-026-017 HIA aggregate limestone hopper 369026 in Freightliner white (Dap) (RRP £26.49) BARGAIN... £21



4F-026-018 HIA aggregate limestone hopper 369033 in Freightliner white (Dap) (RRP £26.49) BARGAIN... £21



ICI006BW ICI Hopper wagon 19019 in battleship grey body, underframes & bogies PHV TOPS panel (black backing, no ICI lettering) - weathered. 1992 - 1997 (Oxf)... £25



ICI004BW ICI Hopper wagon 19033 in battleship grey body, underframes & bogies PHV TOPS panel (no backing) - weathered. 1973 - 1992 (Oxf)... £25



ICI005CW ICI Hopper wagon 19116 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf)... £25



R6833 LNER 20 ton 'Toad B' brake van 140422 in LNER bauxite (Hor)... £19.80



R6834 LNER 20 ton 'Toad E' brake van E175712 in BR grey (Hor)... £19.80



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



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



OR76WW006B Warwell Sherman Tank - weathered (Oxf) £34



4F-043-003 YCV 'Turbot' bogie ballast wagon DB978309 in EWS maroon (Dap) NEW... £21.21



4F-043-004 YCV 'Turbot' bogie ballast wagon DB978337 in BR Civil Engineers 'Dutch' (Dap) NEW... £21.21

4F-043-001 YCV 'Turbot' bogie ballast wagon DB978363 EWS maroon (Dap)... £21.21
4F-043-002 YCV 'Turbot' bogie ballast wagon DB978396 EWS maroon (Dap)... £21.21
4F-043-005 YCV 'Turbot' bogie ballast wagon DB978407 in BR Civil Engineers 'Dutch' (Dap) NEW... £21.21

4F-043-006 YCV 'Turbot' bogie ballast wagon DB978702 in BR Civil Engineers 'Dutch' (Dap) NEW... £21.21

Analogue controllers

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



36-565 Power Controller (0.7amp) transformer plug and track connections for OO, HO, N and OO8 scales (Bac)... £42

Digital controllers



R8214 DCC Elite unit digital controller (Hor)... £210

Digital control accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) (RRP £6.99) BARGAIN... £3

Point motors

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

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

Switches and levers

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

Lighting equipment

R8952 Bulbs for Scale Lighting system (x 4) (Hor) (RRP £6.99) BARGAIN... £1

Cables & Wires

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

Model railway spares

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

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

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

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

19KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad)... £5

Buildings - railways

OOC01 Cattle dock - laser cut wood kit (Anc) NEW... £13



R8000 Complete station kit platforms, fencing and station building (Hor) (RRP £29.99) BARGAIN... £19.50



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

R8005 Signal box (Hor) (RRP £15.99) BARGAIN... £9

R8002 Single-track goods shed - plastic snap together kit (Hor) (RRP £19.99) BARGAIN... £9.50

OOST4 Station platform newspaper kiosk - laser cut wood kit (Anc) NEW... £6.50

OOST2 Stone-built station waiting room - laser cut wood kit (Anc) NEW... £9.50



PO340 Two-bay platform canopy - card kit (Met)... £13.50

Man-made scenic structure - railway-related



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



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



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

R083 Single (Hor)... £1.80



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



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

R630 Overhead power pylons - pack of three (Hor) (RRP £12.99) BARGAIN... £9

OOS-M2 Pack of signal box doors and windows for scratch builders (Anc) NEW... £5

Signals

R406 2 aspect colour light signal (Hor) (RRP £9.99) BARGAIN... £9

Visit

www.hattons.co.uk/new

for all new releases

DCB-MGS-BR 2-aspect Red/White LMS and BR-style ground signal Alpha
Mimic control board - Pack of 12 (DCC) (RRP £99.95) **BARGAIN** £69
SS3 Sensor Signal - 3 Aspect Home (Tra) £36

Buildings - general



99660 Art Deco Bus Garage and bus (EFE) £72.21
00CL31 Church lych gate - laser cut wood kit (Anc) **NEW** £7.50
00CB1 Coal staithes - laser cut wood kit (Anc) **NEW** £7.50
44-263 Low Relief brick-built shop 'Nicks Barbers' (Bac) (RRP £24.95) **BARGAIN** £11
44-249 Low relief off-licence maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95) **BARGAIN** £10
00S-M8 Pack of bulkheads and planks for scratch buildings (Anc) **NEW** £5
00S-M3 Signal box wooden stairs handrails - laser cut wood kit (Anc) **NEW** £6
00H3 Small cottage two dormer windows - laser cut wood kit (Anc) **NEW** £13
00BUS1 Stone-built bus shelter - laser cut wood kit (Anc) **NEW** £8.50
00DP2 Type 28 Pill box - laser cut wood kit (Anc) **NEW** £6

Man-made scenic structure - non-railway

00CG1 Cattle grid - laser cut wood kit (Anc) **NEW** £5.50
00GH1 Large greenhouse - laser cut wood kit (Anc) **NEW** £8
00MB1 Market barrow - laser cut wood kit (Anc) **NEW** £6.50
00PB1 Park and platform benches - pack of fourteen - laser cut wood kit (Anc) **NEW** £7.50
00PT1 Picnic tables - pack of six - laser cut wood kit (Anc) **NEW** £7
00GH2 Small greenhouse - laser cut wood kit (Anc) **NEW** £6
00VST1 Village seat canopy - laser cut wood kit (Anc) **NEW** £7.50
00S-M1 Wooden farm rural gates - pack of four - laser cut wood kit (Anc) **NEW** £6

Bridges, Tunnels & Walls

00F4 Five rail wooden fencing - laser cut wood kit (Anc) **NEW** £7.50
00F3 Four rail wooden fencing - laser cut wood kit (Anc) **NEW** £7.50
P0245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12
00TM2 Single track tunnel mouth - laser cut wood kit (Anc) **NEW** £10

People - civil

36-407 1950s Train Crew x 6 (Bac) £8.50

Track - Code 100 Setrack

R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £18
R607 2nd radius double curve track (8 make a circle) (Hor) £2.50
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £20
R6262 Double 4th radius curve (8 make a circle) (Hor) £3



R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £2
R6222 Extension Pack B. Contains 1 x R6073, 2 x R600, 4 x R607, 1 x R606, 1 x R603 (Hor) £26



R6223 Extension Pack C. Contains 1 x R6073, 2 x R600, 4 x R607, 1 x R606 (Hor) £24.50
R6072 Left Hand Standard Point (Hor) £9.50
R609 Long Straight - 670mm (Hor) £3.70
R6078 Right hand Express point (Hor) £14.50



R6073 Right Hand Standard Point (Hor) £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £9
ST-240 Setrack No 2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76
ST-100 Setrack Starter Track Set - Second Radius (Pec) £58
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-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver
concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3



SL-E99 3 way medium radius point - electrofrog (Pec) £27



SL-99 3 way medium radius point - insulfrog (Pec) £27
SL-90 Double slip - insulfrog (Pec) £33
SL-89 Left hand large point - insulfrog (Pec) £12



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black
late crest (Gra) £101.96



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



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



SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50
SL-80 Single slip insulfrog (Pec) £32

Track - Code 75 Finescale

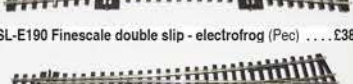
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver
bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £10



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



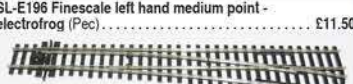
SL-E190 Finescale double slip - electrofrog (Pec) £38



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



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



SL-E188 Finescale right hand large point -
electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point -
electrofrog (Pec) £11.50



SL-E191 Finescale right hand small point -
electrofrog (Pec) £10.50
SL-U1189 Left hand large radius bullhead rail point - unilfrog (Pec) £26
SL-U1189 Right hand large radius bullhead rail point - unilfrog (Pec) £26

Buses



76B1004 Beadle Integral Southdown (Oxf) £16

Commercial vehicles



76SP141A DAF articulated lorry - plain white (Oxf) **NEW** £19.50

Farming and construction

00FC1 Horse-drawn farm cart - laser cut wood kit (Anc) **NEW** £7
00HW1 Horse-drawn hay wain - laser cut wood kit (Anc) **NEW** £6.50

Tools

SL-43 Loco Lift and storage unit (Pec) £12

N Gauge

Steam locos



372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in
BR green early emblem (Gra) £118.96



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black
late crest (Gra) £101.96



2S-008-008 Class A4 4-6-2 4468 'Mallard' in LNER garter
blue valances (Dap) £128.83

Steam train packs



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

Diesel locos



371-087A Class 25/2 25225 in BR blue (Gra) £101.96



371-398 Class 66/7 66779 'Evening Star' in BR green
GBRF branding (Gra) £114.71
2D-022-007D Class 68 68001 'Evolution' in DRS - DCC fitted (Dap) (RRP £165.55) **BARGAIN** £129
2D-022-005 Class 68 68006 'Daring' Scotrail (Dap) (RRP £135) **BARGAIN** £96
2D-022-006 Class 68 68007 'Valiant' Scotrail (Dap) (RRP £135) **BARGAIN** £96
2D-022-003 Class 68 68010 'Oxford Flyer' in Chiltern Railways (Dap) (RRP £135) **BARGAIN** £96
2D-022-004 Class 68 68014 Chiltern Railways (Dap) (RRP £135) **BARGAIN** £96

HSTs



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



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

DMUs

2D-009-005 Class 121 'Bubble Car' DMU 121020 Chiltern Railways
blue (Dap) **NEW** £114.04



2D-009-004 Class 121 'Bubble Car' DMU 121032 in Arriva
Trains Wales (Dap) **NEW** £114.04



2D-009-006 Class 121 'Bubble Car' DMU 977858 in Railtrack
'Clearing the Way' BR maroon (Dap) **NEW** £114.04



2D-009-003 Class 121 'Bubble Car' DMU W55033 in BR
green speed whiskers (Dap) **NEW** £114.04



2F-034-066 21 ton mineral hopper 'G. Weaver, York' - weathered (Dap) **NEW** £10.50
2F-034-071 21 ton steel mineral hopper E285593 in BR grey (Dap) **NEW** £9.50
2F-036-042 4 wheel bulk grain hopper B885310 in BR grey -
weathered (Dap) **NEW** £14.50



2F-071-054 7-plank open wagon 'Blue Circle
Cement' (Dap) **NEW** £8.50
2F-071-034 7-plank open wagon 302080 in LMS (Dap) **NEW** £8.50
2F-071-035 7-plank open wagon 302080 in LMS - weathered (Dap) **NEW** £9.50

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per
pack) (Pec) £170
SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Buildings - railways

NS76 Stone built country station building - laser cut wood kit (Anc) **NEW** £13

Buildings - general

NCB1 Coal staithes - laser cut wood kit (Anc) **NEW** £7.50
N3-CCS1 Concrete coal staithes (Anc) **NEW** £6.50

Track - Code 80 Setrack

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



ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) £12.50

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-396 Left hand medium point insulfrog (Pec) £9.50



SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



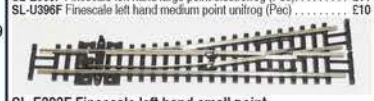
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale
Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-302F 1 yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £28
SL-E397F Finescale curved double radius left hand point electrofrog (Pec) £11



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 unilfrog (Pec) £10



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



SL-E388F Finescale right hand large point
electrofrog (Pec) £11
SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

O09 Narrow Gauge

Steam locos



9950 Lynton & Barnstaple 2-6-2T 'Yeo' in L&B dark
green (Hel) £189.95



9951 Lynton & Barnstaple 2-6-2T 760 'Exe' in Southern
Railway green (Hel) **NEW** £189.95



9952 Lynton & Barnstaple 2-6-2T 761 'Taw' in Southern
Railway green (Hel) **NEW** £189.95



4GR-450A Lynton and Barnstaple third class observation coach 71 L&B (Pec) £38

Track - Code 80 Setrack

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

Track - Code 80 Streamline

SL-400 1 yard length of O09 narrow gauge flexible track w/ wooden
sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £83

O Gauge (1:43 Scale)

Steam locos



7S-026-001 Class 3F 'Jinty' 0-6-0T 16564 in early LMS
black (Dap) (RRP £225) **BARGAIN** £159



7S-026-001D Class 3F 'Jinty' 0-6-0T 16504 in early LMS black - DCC sound fitted (Dap) (RRP £400)..... **BARGAIN**... £305



6126 Class 51xx 'Large Prairie' 2-6-2T 5158 in BR lined green late crest (Hel)..... £594.15



6124 Class 51xx 'Large Prairie' 2-6-2T 5184 in GWR green Great Western lettering (Hel)..... £594.15



7S-007-004S Class 57xx 0-6-0T pannier 134 in London Transport maroon - DCC sound fitted (Dap) (RRP £428.20)..... **BARGAIN**... £314



6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel)..... £594.15



7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem (Dap) (RRP £400)..... **BARGAIN**... £295



7S-010-014 Class A1 'Terrier' 0-6-0T 734 in LSWR green (Dap) (RRP £225)..... **BARGAIN**... £179



7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 in BR lined black early emblem (Dap)..... £191.25



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



7D-008-010 Class 08 shunter D3316 in BR blue (without ladder) (Dap) (RRP £225)..... **BARGAIN**... £169



7D-008-010D Class 08 shunter D3316 in BR blue (without ladder) - DCC sound fitted (Dap)..... £340



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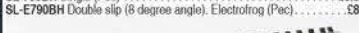
Man-made scenic structure - non-railway Track - Code 124 Bullhead Streamline..... £50



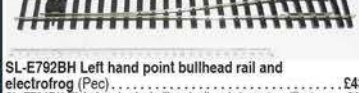
SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)..... £75



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



M1 Transformer Output 2 x 10v AC 1A (Gau)..... £40



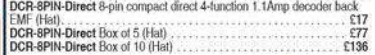
36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.61



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



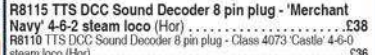
BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10d mm) x 5 (Gau)..... £79



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



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



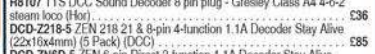
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat)..... £17



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



DIGITAL TTS SOUND Steam Merchant Navy 4-6-2..... £38



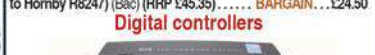
R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor)..... £36



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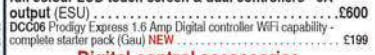
R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (Hor)..... £36



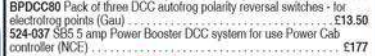
DIGITAL TTS SOUND Steam Class S15 4-6-0..... £36



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



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



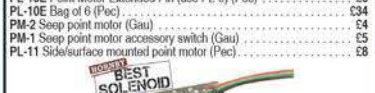
DCD-ZN60-5 ZEN 6-pin Direct 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (5 Pack) (DCC)..... £85



Digital control accessory decoders DCD-AEU Cobalt Alpha Main encoder unit (DCC)..... £51



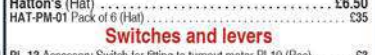
36-561 EZ Command Dynamics 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35)..... **BARGAIN**... £24.50



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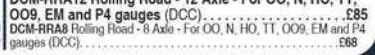
Digital control accessories DCD-AEC Cobalt Alpha - 12 way switch control panel (DCC)..... £111



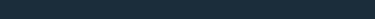
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BRIGHTON EAST

When Dave Smith's son Matthew went to medical school in Brighton, they discovered the defunct Kemp Town branch. His EM gauge model imagines that instead of closure, the line was electrified and is seen here in the period 1998 to 2003.

SEE MORE...
Download the
May 2017 issue
of BRM to read more
on Brighton East
[pocketmags.com/
BRM](http://pocketmags.com/BRM)





THE STARTER



GET THE LOOK

- 1 Clockwork Ideas laser-cut kit, supplied by Britannia Pacific Models (www.britanniapacific.co.uk) for a Plasser 08-16 CRT ballast tamper. BRM built this kit in the April 2015 issue.
- 2 Buddleia made from painted seafoam with leaves from Noch and a sprinkling of sugar paste dusting powders.
- 3 Static grass sprayed with hair spray and sprinkled with scatter material.
- 4 Each building is based on a laser-cut MDF shell based on a 3D CAD model. Many research trips were required to photograph and measure the structures. Windows are laser-cut from several layers of Rowmark plastic.
- 5 All the brick finishes are Scale Scenes (www.scalescenes.com) printed sheets.
- 6 The overcast sky is from Art Printers (www.art-printers.com) but buildings are printed from photographs taken by the builder and manipulated in Paintshop Pro graphics software.
- 7 The canopy was laser-cut in Rowmark plastic, requiring several attempts to allow for shrinkage and distortion.
- 8 Modern benches are available from Ten Commandments Models (www.tencommandmentsmodels.co.uk) in both kit and ready-to-use form.
- 9 C&L fast track concrete sleeper bases and flat-bottom rail. All points are drawn up in Templot and then built straight on the plan.



LITTLE BYTHAM

At over 40 years in the making, Tony Wright completes the story of Little Bytham, a stunning representation of this Lincolnshire ECML station in the summer of 1958.

Words & Photography: Tony Wright



Looking south, two passing trains are observed. The Down express (consisting of 14 carriages!) is in the charge of A3 60063 *Isinglass* (SE Finecast/Wright/Rathbone), and it's passed by a K2 (Nu-Cast/Wright/Haynes) on an Up 'parly', preparing to stop at the station.



SEE IT IN ACTION
On this episode of

BRM TV

FREE to subscribers



Factfile

Layout name: Little Bytham
Scale/gauge: 4mm:1ft scale/00 gauge
Size: 32ft x 12ftn
Era/region: 1958 LNER East Coast Main Line
Location: Little Bytham, Lincolnshire
Layout type: Continuous loop



Fiddle Yard

Two views of Bytham's main line fiddle yard, absolutely bulging with appropriate trains. One can see now how 40 and more years have been needed to build this lot! For reasons of robustness and ease of use, Peco Streamline flexible was chosen for the fiddle yard.



A scratch-built Ivatt 4MT heads eastwards towards Bourne on a summer Saturday extra for the Norfolk Coast. This model has an interesting history; two chaps involved in its construction have subsequently died and a third who tinkered with it was injured in a road traffic accident. It came to me via a friend, and he asked me if I'd finish it. So, I did; I completed the bodywork, built a chassis for it, finished off the tender, painted/lettered/numbered/weathered it, and it now runs regularly over the M&GNR metals on Little Bytham. The best bit is that it's not mine. It would seem I'm thus safe from any 'curse'!

I suppose it could be said that my model of Little Bytham has been over 40 years in the making. By that, I mean that it's taken me over 40 years to make the locos and rolling stock needed to fully-stock this OO Gauge representation of this ECML station in Lincolnshire, as it was 61 years ago, in the summer of 1958 – a year before the station itself was closed and demolished. The actual construction of the layout began just over a decade ago, when the baseboards were erected and track-laying and wiring-up took place. In the intervening 11 years, it's now almost finished. It's been featured through the decade at various times in **BRM**, in the **MRJ** and in a book I wrote, published by Crowood Press. Now, I suppose, it's time to complete the story, so to speak. It will certainly not be a 'blow-by-blow' account; that's already been written.

The Team

Though I greatly admire those who do everything by themselves in the building of their model railway(s), I'm afraid that's not for me. I don't possess all the necessary skills, time or inclination to do 'everything', and, like all the model railways I've been

involved in the building of, Little Bytham is very much a team effort – an extremely skilled team, it must be said. Those involved have been mentioned on numerous occasions, and their names are well-known, so I won't repeat the list again. Suffice to say that they're mentioned on the DVD which accompanies this article and, to some extent, in the captions to the pictures. Gentlemen (and ladies), I thank you.

Why Little Bytham?

Look up any record-breaking runs (not just steam) published by the likes of Nock, Ransome-Wallis and Allen, and the name 'Little Bytham' will appear more than any other. It's about half way down Stoke Bank, the fastest section of railway (other than HS1) in the realm. Indeed, it was through Little Bytham that *Mallard* went at over two miles a minute, just before reaching its ultimate record of 126 mph, in the summer of 1938.

The location satisfies my own modelling interests perfectly. It's East Coast Main Line, it's an actual prototype and it could be fitted (with just a small amount of selective compression) in a space of 32ft x

12ft. With regard to the last-mentioned, I wouldn't entertain the notion of building a 4mm prototype-based main line layout in less than 30ft. In my view, far too much compression will be necessary, resulting in far too tight visible curves at both ends if a circuit is contemplated. I mentioned the reasons why I always advocate prototype modelling in the November issue of **BRM** last year, and they need not be reiterated – other than to say, it really is so much easier with regard to decision-making. The choice of 1958 was also quite simple; it was my own high summer as a schoolboy trainspotter at places like Retford, Doncaster and York, and, as mentioned, it was the last summer when the station remained open. Not only that, it was also the last year that saw summer services on the ex-Midland/Midland & Great Northern section, which ran east-west across the ECML at the north end of the site, until closure at the end of February 1959. This system works as well (entirely independently), thus giving me two model railways for the price of one, though, I'm afraid, much more in the way of selective compression has been necessary on the smaller system.

KEY DETAILS

The cattle dock

Two views of the cattle/loading dock on Little Bytham. I made it mainly from Ratio parts, sitting on Wills cobbles, on top of a ply sub-structure.

Though 'beasts' from time to time might have been loaded/unloaded through it, for most of the time any livestock vans in the dock were loaded with fruit and vegetables. The local farming in the area is mainly arable. One hopes the vans were cleaned out thoroughly first.



The build

As much prototype information was gathered as possible in the form of photographs, plans, drawings and documents, and the whole lot was drawn out to scale size. Very few (tiny) alterations were needed with regard to the trackplan and the siting of structures to ensure everything fitted, and the greatest care was taken with track-laying and wiring-up. Indeed, very little scenic/architectural/engineering work was undertaken before the layout

was thoroughly tested to ensure 'perfect' running. Despite recent TV programmes which have shown model railways being built against a tight time schedule, this advice is definitely wrong in my view. Why build something against the tyranny of time? That, in my view, is utter nonsense and time taken in careful planning and preparation is never wasted. Neither is time taken in research, for it cannot be rushed. Many are the occasions in the making of model railways where things have been done too-hurriedly, resulting in wasted time and then even more time used up in rectifying what's been done incorrectly.

With everything fully tested and running to satisfaction, scenic/architectural/engineering work then continued apace, with a couple of years out because of a chronic illness on my part. Despite the fact that there are more than a dozen contributors to the project, the whole lot looks homogeneous with the various modellers' contributions being entirely complementary (as I hope the photographs and DVD show). Some buildings were made off site, and then fitted in once their 'foundations' had been laid. By that I mean that all the buildings fit into a cardboard rebate set into the ground, forming a 'footprint'. That means no tell-tale shadow at their bases once they're installed.

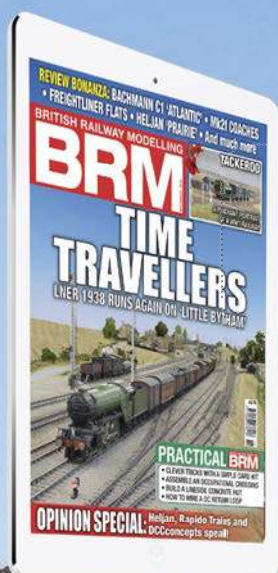


Looking north from Marsh Bridge, the camera captures two Up trains. The Hull/York-Kings Cross express is headed by a DJH A1 (Wright/Haynes) in the form of 50A's own 60121 *Silurian*, and it's passing a fully-loaded coal train originating from the Nottinghamshire pits in the charge of an old Nu-Cast 02 (converted into an 02/1). The leading van in the express is an ex-NER-designed bogie CCT, built from a Chivers kit. Despite the rise in quality and quantity of current RTR in OO Gauge, it's doubtful that such a vehicle will ever be available ready-made (never say never!); hence my need to kit-build.

Signals were also made off site and installed when completed. All the signals work (including the little ground dolls). Non-working signals (particularly semaphores) is something I will not tolerate, except on a layout 'under construction', and then for no more than two exhibitions. Too many layouts have signals which are just nonsense in my view. The traditional 'steam-age' railway couldn't possibly have been run without working signals, correctly-sited.

Operation

Over 50 trains have been made/modified to give a representative sequence on Little Bytham, resulting in some 60 train



Little Bytham's LNER Weekend

To celebrate the 80th anniversary of Mallard's speed record, Tony Wright held a prototypical running session. Read all about it in the November 2018 issue of **BRM**.

Download this issue at www.pocketmags.com/BRM



Having prototype shots makes it interesting to try and replicate the real thing in miniature, as with these two pictures, looking south, from the north end of the Up island platform. Bob Dawson's station buildings look really good in comparison, as do Ian Wilson's station running-in boards.



Model vs. prototype: Little Bytham Station

A scene overlooking the end-on junction with the MR and the M&GNR, taken from the private road which leads to Grimsthorpe Castle from the Witham Road in Little Bytham. I built the nearer 4F from a SE Finecast kit and modified a Bachmann 4F to create the approaching one. Both these models have been described in BRM in the past. 44418 is waiting for the eastbound train to clear the single track section westwards towards Saxby Junction. Tony Gee made the lovely MR lower-quadrant signals for this section.



movements in just over two hours (if the operators are concentrating). This, for a daytime service (on the real thing) is nowhere near enough but one has to accept compromises. To represent every train, I'd need the lifetime of Methuselah, a site ten times bigger and a bottomless wallet! What I've done is use the appropriate BR working and passenger timetables from the period, plus the BR carriage workings, to arrive at a 'representative' selection of the trains and locomotive classes to be seen. Several of the named trains have been created, and some of these will be seen in the photographs and on the DVD. Out of necessity, much of this has involved the making of many kits and/or extensive modifications to RTR products. To end up with over 130 kit-built locomotives should explain my over 40 years of making them. How these run is entirely up to me, so I make sure they do – run well! Every type of locomotive class one might have seen running through Little Bytham in 1958 is represented, including the early diesels.

Though the inexorable rise in RTR offerings diminishes the need for kit-building on a large scale, there are still some locomotive types not available just by 'opening the box'. One such type is the ubiquitous J6. I built this from the recently re-introduced SE Finecast/Nu-Cast Partners product, fitting a London Road Models' tender to give a different variation.



The 'Leicester', the principal train on the M&GNR heads westwards towards Melton Mowbray and Leicester. It's in the hands of a B12/3 (PDK/Wright/Rathbone), and the leading car is the line's only catering vehicle – an ex-GE Restaurant First of pre-WW1 vintage. I built this from a D&S kit, fitting it out as a Buffet Car. Hornby now makes a splendid RTR B12/3, fully-finished. Needless to say, I don't own one! The carriage roof boards are from Ian Wilson's Pacific range.



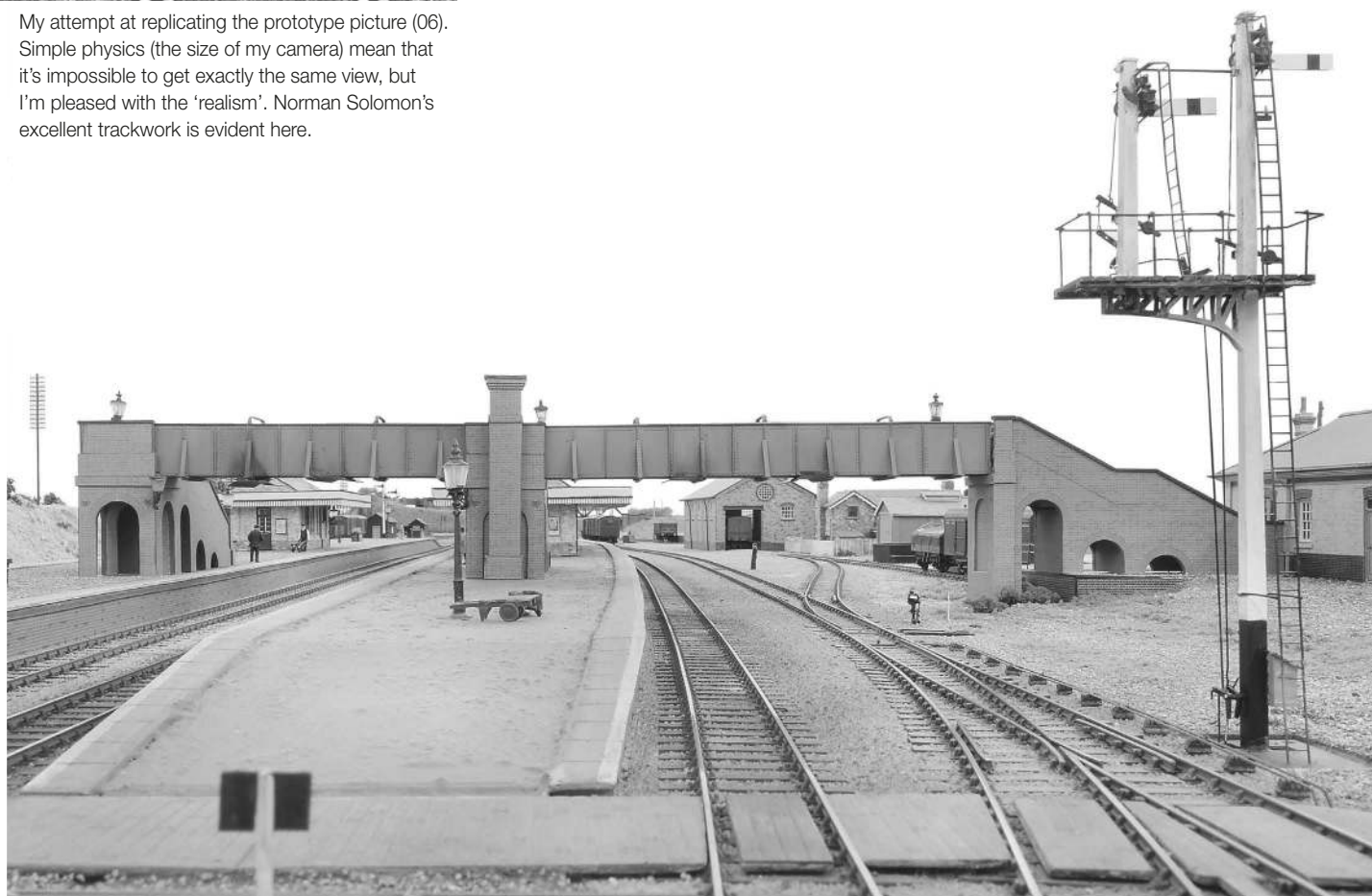
The future

Well, with it almost complete (I'm still making 'miles' of point rodding!), its main reason for existence is to 'entertain' the numerous visitors it's my privilege to invite, either as individuals or in groups. It's obviously not an exhibition layout, so having such wonderful guests gives it a chance to be really run. Speaking of running, the sequence is run on a (flexible) monthly basis, by a regular team of operators who spend a day in their 'time machine'. The 'perfect', two and a half hour operating sequence is yet to be achieved; not because of layout or stock failure, but because we're all getting older and older! ■

An official BR photograph from the mid-'50s looking north.



My attempt at replicating the prototype picture (06). Simple physics (the size of my camera) mean that it's impossible to get exactly the same view, but I'm pleased with the 'realism'. Norman Solomon's excellent trackwork is evident here.



Model vs. prototype: The Footbridge



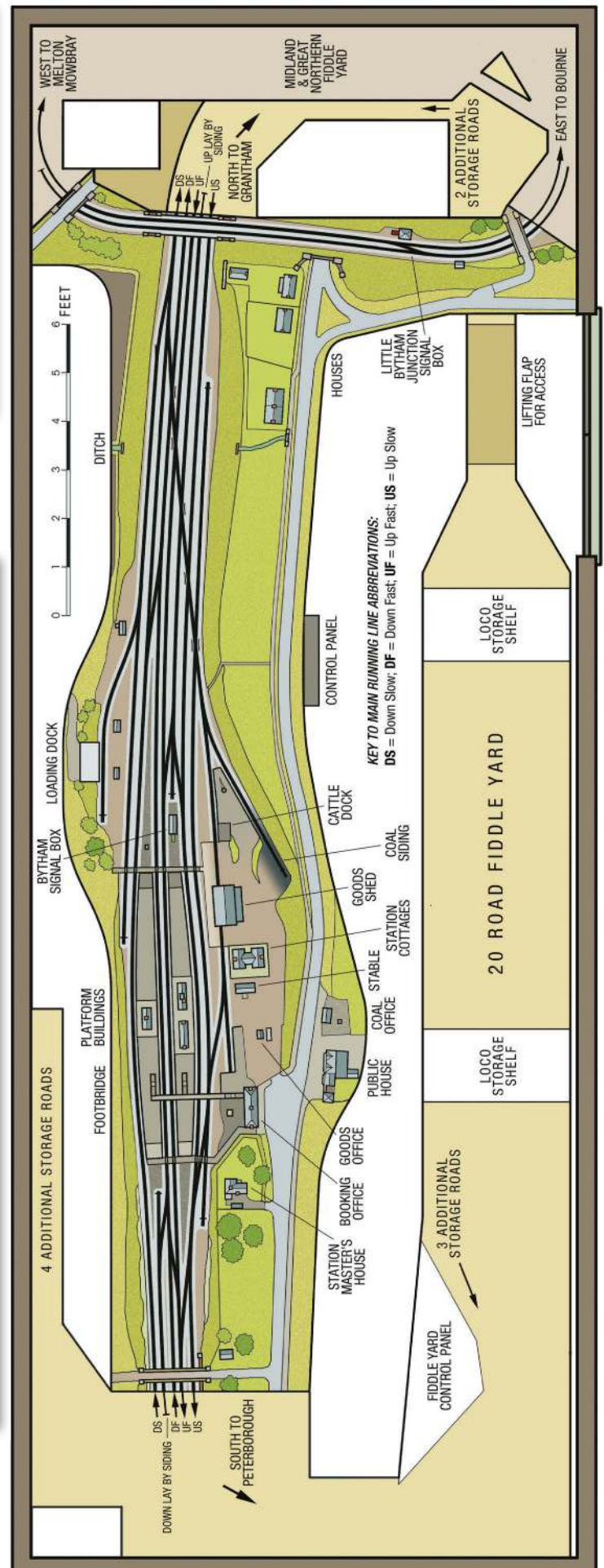
Before most structures were completed, mock-ups were made from the plans to check the fit and 'live' with the relative positions for a while, just to see if they looked 'right'. This is Ian Wilson's mock-up for the footbridge.



The fast morning Newcastle-Kings Cross express fairly flies through the station in the capable hands of roller bearing A1, 60155 *Borderer*. The locomotive was started by friend Phil Ramsay, and I completed it by building the chassis and adding detail. Ian Rathbone painted it. The train contains the ex-Silver Jubilee streamlined triplet catering set. Its build was featured in **BRM** some time ago.



Though L1 2-6-4Ts were common in both Grantham and Peterborough North Stations, evidence of their running between the two centres is limited. Nevertheless, I've got a couple which run through Little Bytham; including this one, built from an East Coast Joint Models kit, many years ago, hauling a Peterborough-Grantham all-stations 'party'. I built and painted it, and Tom Foster weathered it for me.



HOW TO... CUSTOMISE A LASER-CUT KIT

Words & Photography: Phil Parker

Terraced houses are an essential part of British townscapes. Phil Parker assembles the **BRM** terraced house kit, adapting it to suit a variety of popular styles.

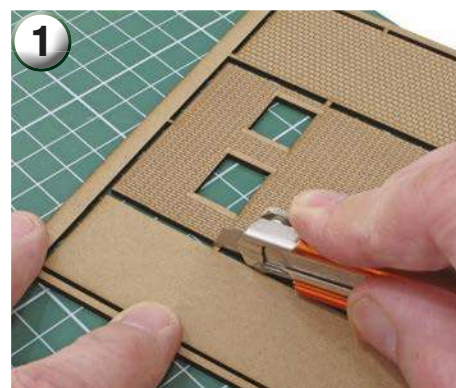
What's the most famous street in Britain? Coronation Street, of course. When you think of this, what do you see in your mind? Row upon row of terraced houses. Terraced houses should be a common on many urban model railway layouts, but they aren't easy to make. The problem is that all those houses have to look the same. The modeller is faced with a repetitive, batch-building process, knowing that a deviation from the basic design will stand out like a sore thumb. If you get it right, people won't appreciate the individual models you have painstakingly built either.

This is the perfect subject for a simple kit. Most of these models are placed along

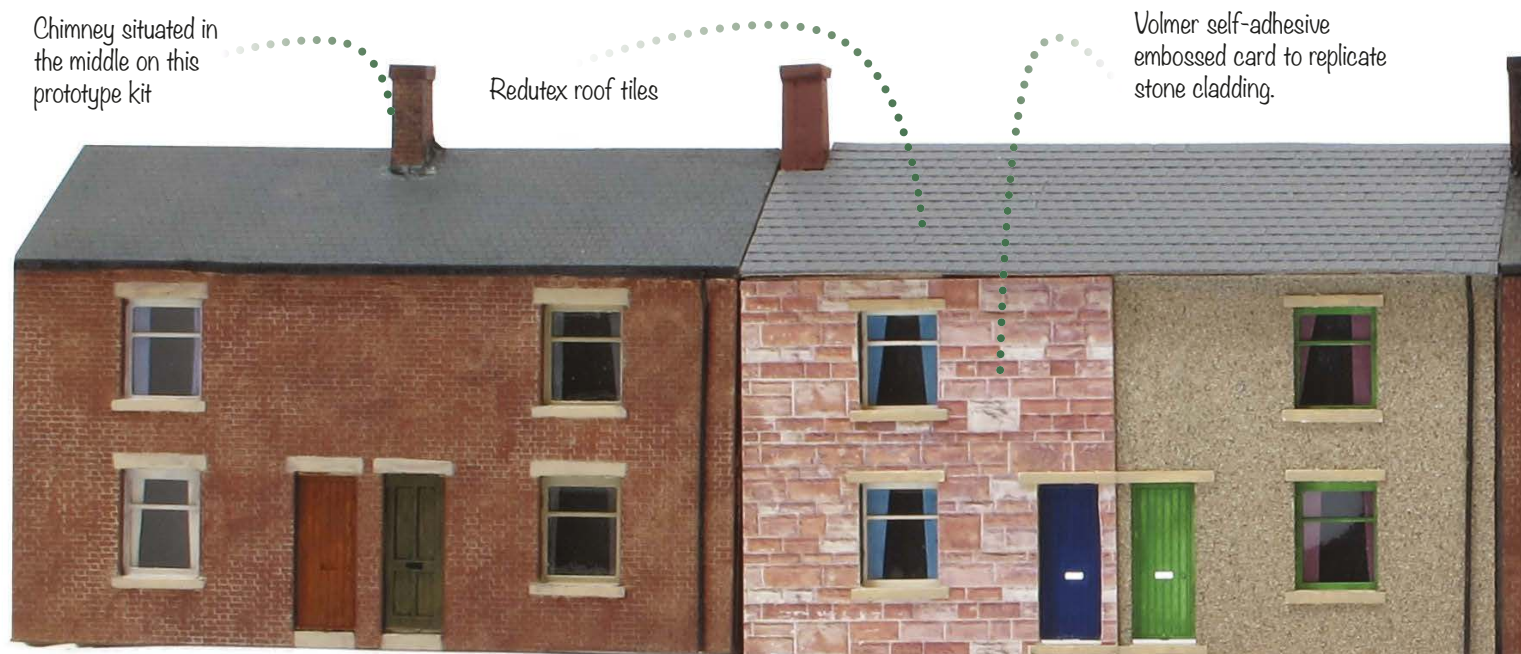
the back of a layout, so you don't need great detail. Quick and simple assembly and a reasonable appearance are enough – this is where the new **BRM** kit fits in.

Designed by Andy York and based on a terrace in Rugeley, the plain design could be used pretty much anywhere in the country. You can use it stand-alone or as part of a long line of houses built to give workers in the local industry somewhere to live.

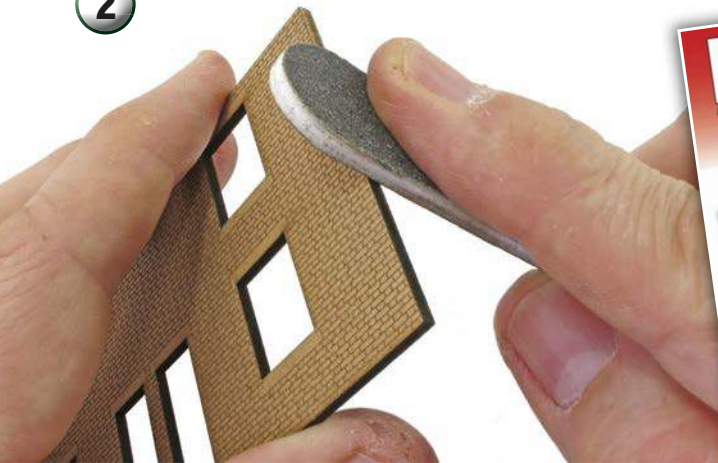
I've put together a quick guide to assembling the kits, and everything I've described applies to other model building kits too. If you build one of these kits, send us a photo to Inbox. We love to see what you've done with them. ■



The main parts of the house are laser-cut in 2mm thick MDF. Using a heavy craft knife, cut through the tabs that hold them in the fret. Don't try to get too close to each part while cutting, leave a little of the tab to avoid damaging anything.



2



Use an abrasive stick to remove any remaining bits of tab. It's not a bad idea to lightly sand all the edges as these are blackened by the cutting process which can show through the paint later on. A very fine abrasive will clean this up without leaving a wobbly edge to the part.

3



The main parts assembled. Put the ends on first, then build the inner support structure. Note that the inner ends are rectangles, so make sure they go in the right way around, or they'll stick out of the back of the building. Test-fitting the bits together without glue is a good idea if this is your first building.

Smoke effect weathering power.

Black card used to hide the internal view.

4

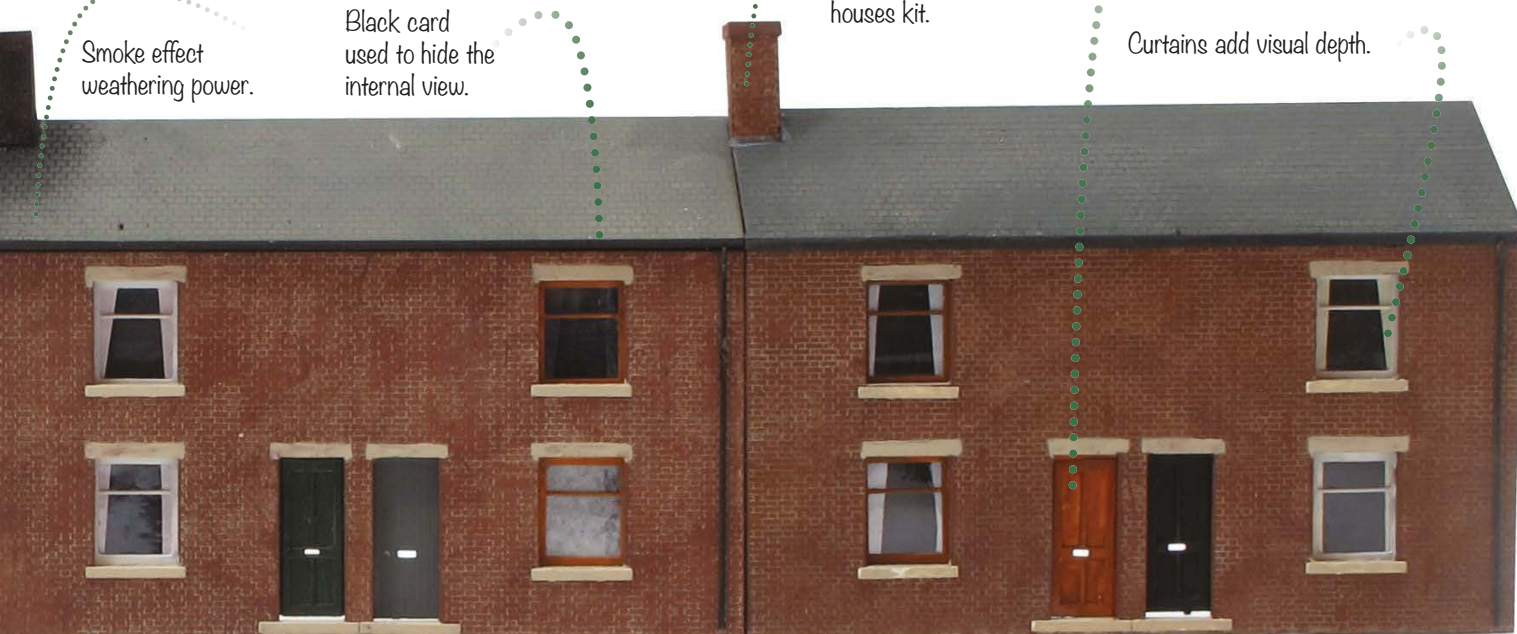


Lasers can't cut angles, so the bottom of the chimney front must be sanded to the same angle as the sides, or it won't sit on the roof.

Chimney moved to the end of the terraced houses kit.

Door variations possible.

Curtains add visual depth.



**CREATE
YOUR OWN
TERRACED
HOUSES
NOW**

You can follow Phil's advice and create your own terraced houses. The Limited Edition Kits are available from the BRM website at www.brmm.ag/BRMterracedhouse



Paint the walls a mortar colour, I used Humbrol enamel 121, and let it dry. Then, dry-brush the brick faces with Humbrol 70 Brick Red, applied with a wide brush held at a shallow angled to the wall. Slight colour variations look more natural.



The front doors are reversible. One side is a humble planked door, but flip it over and add the panelled piece, and you have a more upmarket version. Use the holes for the letterbox to align the two parts.



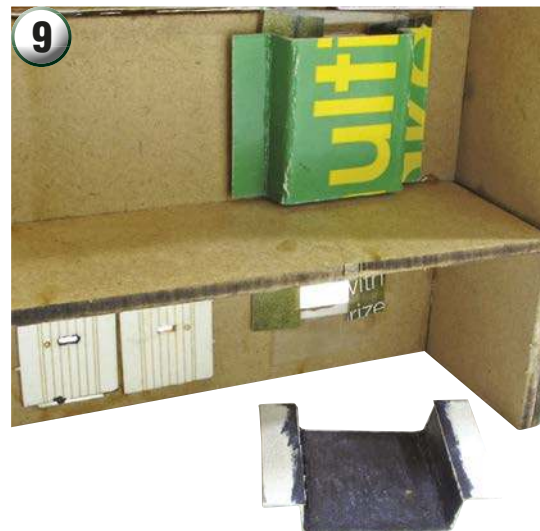
To simulate the guttering along the front of the roof, sand the bottom edge to a curve, then paint it black.



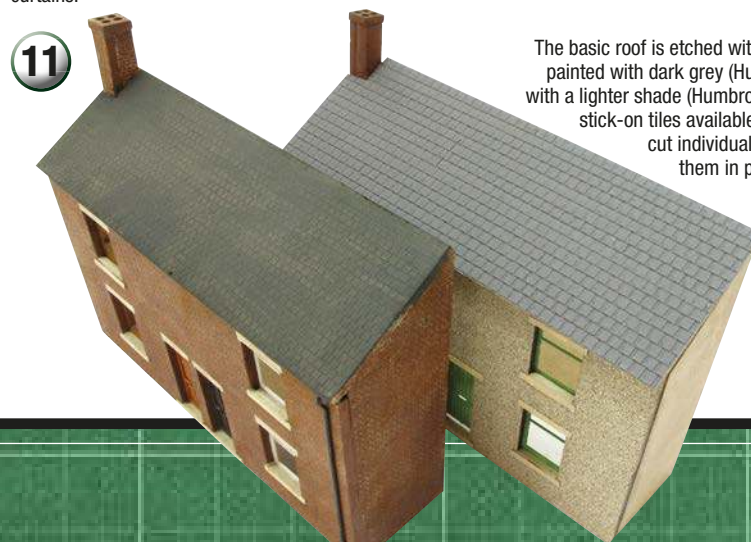
Windows and doors are supplied cut from thin card. Painting the parts before removing them from the fret is a good idea. Be careful not to use too bright a white (I use Humbrol 147, pale grey) for steam-era layouts. White paint for domestic use didn't appear until the 1960s and would weather quickly. UPVC windows, which stay cleaner, arrived over a decade later. Before this, window frames were mostly made of wood.



Inside, I'm glazing the windows with a bit of scrap plastic packing from a punnet of grapes. Curtains are strips of paper cut from a magazine and fixed to the back of the plastic. If you think your residents would like net curtains too, use thin, white tissue paper inside the coloured curtains.

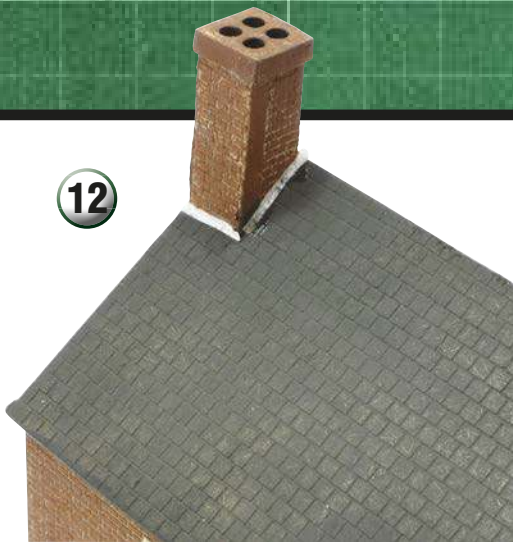


You can block the view into the building by gluing a piece of black card behind the glass. A gap between the view blocker and the glass looks more natural. These U-shaped pieces are from cereal packet card. Colour the visible part with a marker pen. Slight variations in the colouring suggest an interior even when one isn't fitted.



The basic roof is etched with a slate pattern and can be painted with dark grey (Humbrol 69) then dry-brushed with a lighter shade (Humbrol 66). If you prefer, there are stick-on tiles available from Redutex, or you could cut individual slates from paper and stick them in place one at a time using the etched lines as a guide.

12



If you have put the chimney in position perfectly, ignore this, but the rest of us might have a little gap around the bottom. Hide this with lead flashing modelled using 3mm wide strips of cigarette papers, painted grey.

13



A length of wire painted black and bent at the top makes a good drain pipe. I'm using copper wire, pulled straight in a vice, but green plastic-covered florists' wire is also good for the job.

14



If your taste runs to stone-cladding, there are many different surface materials you can use. Plastikard will work, but needs painting. I used Volmer embossed card which is self-coloured.

15



Pebble dash can be made using Rust-oleum Desert Bisque textured paint. Spray from a distance and use thin coats. Do this before you fit the windows and doors obviously. The result is very effective.

16



The roofs of steam-era homes were dirty, especially around chimney pots because of coal fires. A dusting with weathering powders is perfect. Humbrol Smoke is ideal. Don't worry about sealing the surface - you're not likely to be handling the model much once it's in place.

DON'T FORGET

You might notice our pre-production model on the front of the packaging has its chimney in the middle of the roof. This looks fine – until you think about where the fires would be underneath it – right on the stairs. The chimneys should be on the joint between two buildings, as each one serves the adjoining houses. Putting them on the end of one building is a bit of a cheat, but I can live with it.



This picture shows just how effective a line of terraced houses can look, if you spend some time customising the kits. These kits is that a line of houses like this could be seen pretty much anywhere in the country, making them suitable for just about any model railway.



INBOX

Q&A LETTERS PROJECTS

Over the weekend of the 28th-30th September 2018, it was my immense privilege to be invited as a guest speaker at the British Railway Modelling in Australia (BRMA) annual Convention, held in the suburb of Chatswood in Sydney.

It was a splendid event, very well-organised and incredibly-interesting. On the Friday and the Saturday, a number of presentations/demonstrations were given, covering a very wide range of disciplines. I gave three illustrated talks – Building 4mm locomotives, Inspirational Layouts and The Building of 'Little Bytham'. All were very well-received, so I'd like to thank all those who responded so positively. Other talks included Modifying Peco Pointwork To Give Correct 45mm Track Centres by Jesse Sim, Building a 7mm Point by Graeme Lewis, Electronics – Friend or Foe? by Charles Rudder, Simple Interlocking for Model Railways by Graeme Lewis, Timetables by John Nuttall and Building Locomotives by Chris Williams. All were fascinating and very well-presented. Obviously, the talk on electronics bamboozled me, and, when I asked who used DCC, there was a forest of hands! I looked for the emergency exit.

The Saturday evening was spent over an excellent dinner, where, afterwards, I was invited to present the awards for the competitions. Charles Rudder (deservedly) won the most.

The Sunday was spent visiting members' layouts, where the hospitality was extended even further.

On the following Monday, I attended Australia's largest model railway show, in Liverpool, near Sydney. It would seem that there is far more modelling of Britain's railways taking place in Australia than any other (many are ex-pats). One Tasmanian narrow-gauge system, all scratch-built, was simply stunning. Prices for any model railway equipment seemed to be very high.

A quite wonderful time was spent by my wife and me. The welcome and hospitality shown was humbling, and we had an unforgettable experience. I think next year's convention is in Melbourne. It's well worth going to!

Tony Wright

KEEP IN TOUCH

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E-MAIL howards@warnersgroup.co.uk

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

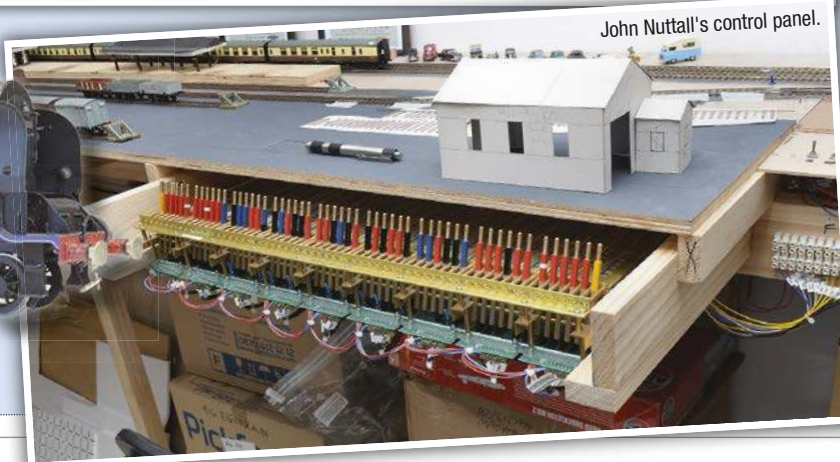
MODELLING IN AUSTRALIA: 2018 ANNUAL CONVENTION IN SYDNEY



Graeme Lewis demonstrating.



There was much interest in Jesse Sim's presentations.



John Nuttall's control panel.

Chris Williams' pair of 'Coronations' in 4mm and 7mm Scale.

QUICK SNAPS

It has been some time since I've done some modelling, but there was no way I could resist showing you my efforts. It'll take pride of place on my model railway when finished. Here are some photographs...

Martin Puddock



RETURN TO HARFLEUR

Concerning Harfleur station (Inbox, December 2018 **BRM**), drawings of this building exist, in the archives of the Institution of Civil Engineers in London. They are part of the William Mackenzie archive which was acquired by the ICE from a descendant of Mackenzie around 30 years ago. Mackenzie and his partner, Thomas Brassey were the contractors who built the Paris to Rouen and Rouen to Le Havre railways in the 1840s, under supervision of the English engineer, Joseph Locke. English capital was invested in the project and the contractors took British navvies with them to undertake the manual labour.

William Tite designed most if not all of the stations for these railways: the experts are still arguing about the precise extent of his involvement and whether design of some of the minor structures might have been delegated to others. He adopted a classical style for the majority of the stations, including the two important stations in Rouen, but there were three in Tudor-gothic style at Harfleur, Maromme and Malaunay which, as Gordon Biddle has commented, still look oddly out of place in France. They are more reminiscent of his stations for the Lancaster and Carlisle and also, as Luc Maillet says, Axminster and the other Yeovil and Exeter line stations.

The Harfleur drawings at the ICE are tracings from the originals, in ink with colour washes and some degree of damage. One interesting point is that they do not portray the building exactly as-built. The completed station was slightly reduced in size in its front to back dimension by rearrangement of a stairwell. This illustrates the point that there was often a divergence between the architect's original conception and its realisation. Most often, I suspect, this was the result of the contractor and engineer trying to stay within budget.

Small scale drawings of some of Tite's other designs for the Paris & Rouen, including Rouen Saint-Sever station, were published in Railway Practice 4th Series (1847) by S. C. Brees. The text of this is available on-line from Google Books.

Philip Brown



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INBOX

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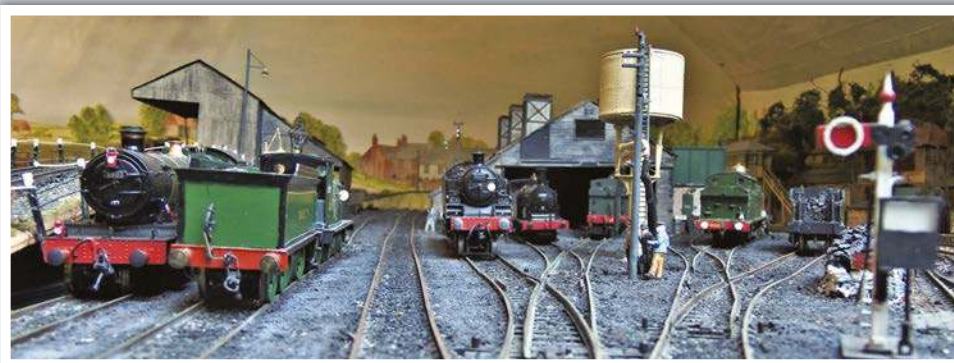
E-MAIL howards@warnersgroup.co.uk

WESSEX LINES

Here's a double exercise in nostalgia - an attempt to re-create in miniature the scenes and atmosphere amid which I grew up in the 1940s and 1950s. Some of the layout and stock dates back to the sixties. It's unashamedly rural in character and features an entirely hypothetical secondary main-line within settings that are reminiscent of parts of 'Wessex' rather than any precise locations. I wanted to build a railway that seemed to go somewhere and that had the longest continuous-run that could be squeezed into the available loft-space. Above all, I wanted to leave room for a countryside that could have its character and even its season change as one progressed around the system.

My electrical skills were at about the same level as my carpentry skills and, I admit, it remains a miracle that the trains manage to get around it. Track is PECO Code 100, laid on a variety of sound-deadening underlays. There is about 150 yards of track and over 90 points and crossings. Electrics are basic DC, fed through a series of 30 'section-switches' from either an ancient H&M Duette or a couple of Gaugemaster hand-helds.

A fully-loaded coal or scrap-metal train weighs close to 2kg, a scale 400T and takes over five minutes to potter round the mile-and-three quarter



main-line. It's a big layout and there is much to tell... another time perhaps?

Terence Booker



£3000 FOR CANCER RESEARCH

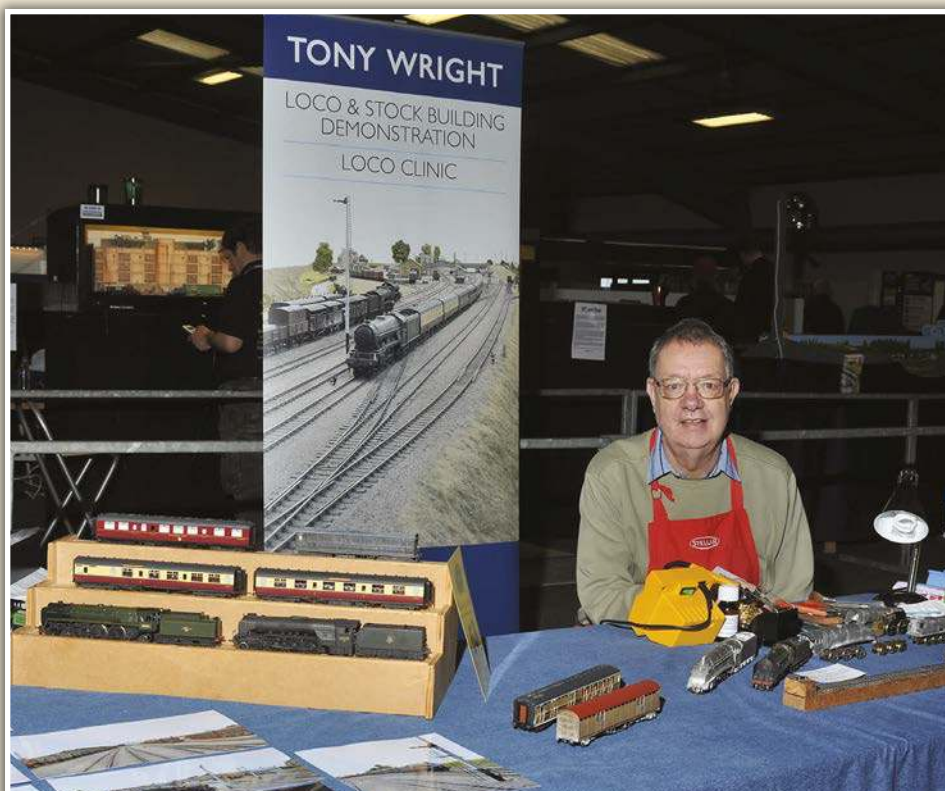
As well as demonstrating locomotive/stock-building at many shows, I also act as a 'loco-doctor'. The job entails examining a 'dud' locomotive and seeing if I can fix it. If successful, a donation is requested for Cancer Research UK. It began by a request from Edward Dickerson, the Spalding Show manager and has since grown considerably.

In 2017, the target for the year was to raise £1,000. My lovely wife, Mo, assists me in the fundraising by being 'banker'. We made in excess of the target. So, last year we hoped to raise more. And we have, nearly £3,000! 'Patients' range from those just needing a clean, pick-ups adjusted and an oil. These are usually older RTR models, particularly Tri-ang. Thus tweaked, they're good for another 50 years.

I've also fixed some 'poorly' kit-built locomotives, but, in the saddest of cases, a 'loco-mortician' is required - not a doctor! Notable successes? Installing DCC decoders in a variety of locomotives. I've even fixed a Thomas or two. Most-feared being brought along? Dud N Gauge DCC!

The donations are supplanted by Mo and my selling of models on behalf of bereaved families, where 10% of any sale goes to CRUK. What really raised the bar last year has been the Little Bytham LNER weekend, where all contributions from the articles and the DVD in **BRM** went to CRUK. Obviously, the target for 2019 is £3,000. We'll do our best. May I please thank all of you who have donated so generously?

Tony Wright



YOUR CARD KIT BUILDS

When the November edition of **BRM** came, I was pleased to see the Metcalfe cottage kit, but thought it would be consigned to the perpetual 'to do' box. Not so! My son Matthew, 43 years old with Down's Syndrome took a shine to it and we built it together. Matthew is passionate about buildings and has an amazing knowledge on the subject. He can draw simple plans in 2D and 3D and we visit Grand Designs each year where he chats happily to builders and designers alike.

Being a typical male, I started showing him how to build it. Like all parents of children with learning difficulties, we have learnt that if you help with the things they can't do, but encourage and support the tasks they can, you'll be amazed at what they can achieve. I've now been asked to buy more kits. Oh dear, what have I started?

Patrick Wilmore, Witney



COULDN'T RESIST

In the December 2018 issue of **BRM**, you reviewed John Day Models' Coal Men and Coal Load. I was tempted and bought the set and jolly good it is too! The components are very well modelled and cast, but they are small, naturally. I'm now in the middle of painting, so I thought I'd share an idea or two. No sprues to hold onto, so I stuck 2 or 3 inches of double-sided sticky tape onto a bit of card. This holds the pieces well but they are easy to remove and turn over. The figures even stand on their feet to be painted.

Tony Wilmore

HARTLEY POOLE

Thank you for such a wonderful feature on my Hartley Poole layout in February's edition. I am frequently asked at exhibitions if my Poole is in Dorset, or isn't Wellington in Shropshire? These are easy assumptions to make, so I wasn't too surprised to see my re-location in the article. In fact, both are in Somerset between Taunton and Exeter just off the M5 motorway, and on the main Bristol to Exeter/Paddington to Plymouth main rail line.

As a member of the Alsager Railway Association, I owe a debt of thanks to weathering expert Andy Small (Chairman) and club exhibition/layout manager John Cox (Vice Chair) for their unstinting support. However, the onus of Hartley Poole rests solely on my shoulders.

Richard Hart

MODELLING WORKSHOP

On February 16, the Gauge 'O' Guild's Technical Committee is to hold a modelling advice workshop at Ruxley Church, Ruxley Lane, Ewell, Epsom, Surrey KT19 0JG.

Advice on using materials and tools will be provided, including a variety of modelling subjects, from painting, soldering and wiring, to kit-building using metal or plastic materials.

This event is being supported by O Gauge Modellers from a number of clubs and London groups and the Southeast. Demonstrations and one-to-one tuition will be available covering many modelling aspects. For more details, visit the Gauge 'O' Guild's website.

W: www.gaugeoguild.com



JUBILEE ROAD WAGON WORKS

A spacious spare room afforded Simon Lawson another layout project. Settling upon a freight-only design, however, proved more problematic...

Words: Simon Lawson **Photography:** Andy York



Factfile

Layout name: Jubilee Road Wagon Works
Scale/gauge: 4mm:1ft / OO Gauge
Size: 9ft 10in x 1ft 3.5in
Era/region: Present day – non-specific
Layout type: End-to-end



I have tried to create a modern looking wagon works by combining features from real locations – Bescot, Doncaster and Toton. Hornby DB Schenker 60007 The Spirit of Tom Kendell passes resident shunter 08907, with a solitary Bachmann MBA box wagon in-tow. A row of new wheelsets await fitment.

After a house move my old layout, 'London Road' was sold. In the new house I had a spare room with 10ft down one wall that I could use for a new layout. I built 'Annesley Woodhouse' to run the modern passenger stock I already had, but I also wanted a 'freight-only' layout. After months of failed attempts to devise a track plan I liked, I decided to go back to an old favourite of mine – a wagon works. When designing this layout, the hardest part was trying to fit in a run round loop while the layout was only 10ft long. I overcame this by only having half of the loop on-scene with the rest of it as part of the fiddle-yard.

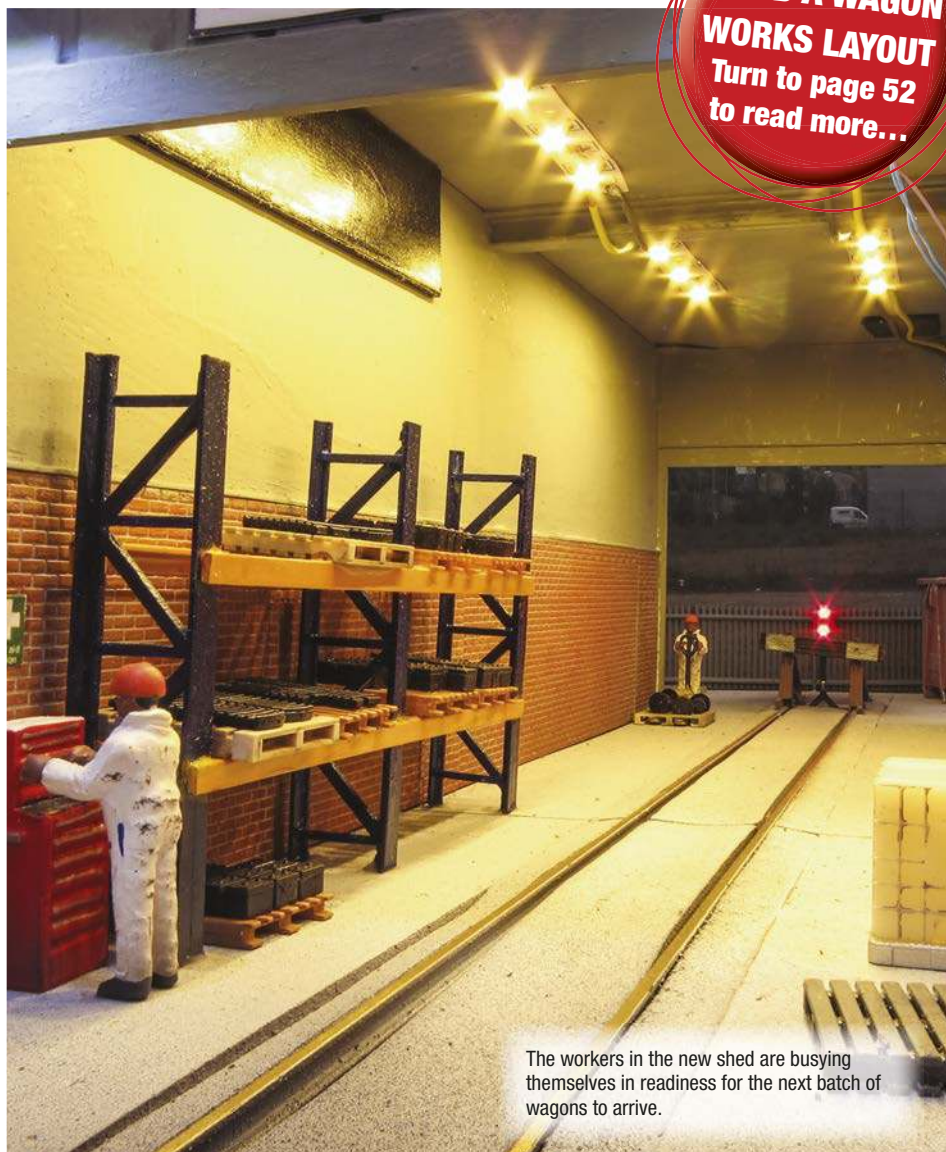
About Turn

Originally, I was going to operate 'Jubilee Road' as a multi-era layout, either with my modern DB stock or alternatively with my BR Blue stock. After deciding to use the photographic ID backscene, with modern industrial units and cars on it, I dropped the idea of using BR Blue stock and concentrated on making the layout up-to-date with many details based upon the current scene.

Fiction from Fact

Inspired by photographs I had taken while visiting Doncaster, Toton and Bescot, I started building the two sheds/workshops on the layout. One was a standard brick and steel-clad style shed, while I wanted the other to be a more rounded modern design. Both are scratch-built using plastic sheet and

**BUILD A WAGON
WORKS LAYOUT**
Turn to page 52
to read more...



The workers in the new shed are busying themselves in readiness for the next batch of wagons to arrive.



A FIRM FAVOURITE

My favourite item on 'Jubilee Road Wagon Works' is the lorry delivering wheelsets. It is based upon one I photographed at Doncaster. The cab is from Oxford Diecast with a driver and SMD lighting fitted and was left un-weathered like the one photographed. For the trailer, I used the chassis from an Oxford Diecast fridge trailer, then built the flat-bed on to it. Once it had been assembled and painted, SMD lighting was again fitted and the trailer was weathered.

GETTING IDEAS...

Simon Lawson took photographs from a variety of contemporary railway sites which inspired him to build 'Jubilee Road Wagon Works'. Here's a selection for you to use and get inspired by for the creation of your own wagon works masterpiece!



A red 'Biffa' skip pictured adjacent to the rails at Doncaster.



Overhead gantry crane and blue inspection platform at Bescot. Note the shed to the right on which the layout drew inspiration.



Seen at Chester, pallet racking is an efficient way of freeing ground space around a yard and is great for adding layout detail in the form of clutter.



Portakabins stacked at Toton are the modern-day equivalent of modular concrete buildings. They provide office and mess space for depot staff.



The distinctive parabolic roof of Doncaster wagon repair shed. Note the fencing.



The arrival of new wheelsets at Doncaster is performed by road.

embossed plastic sheet with added details to the insides that can be viewed when at exhibitions. I've added lights to both sheds with the wiring running down the wall nearest to the public so it can't be seen from normal viewing angles.

No Clichés

I wanted to avoid the usual tunnel or road overbridge to disguise the exit to the fiddle-yard so I used a footbridge and trees. The footbridge is a Hornby one, heavily modified to suit the angles I needed but was a very good starting point. Originally it was painted like the Grade II listed footbridge at Oakham, where the idea of using the bridge and trees as a scenic block came to me, but the colour scheme drew the eye to it rather than being a background feature, so it was repainted a bland grey.

KEY DETAILS



The Portakabins are Knightwing kits and I think they're superb. I have five on 'Jubilee Road'! The four grey ones were built as two double stacks, with no interior details, but they have external lighting.



The fifth Portakabin is painted in EWS maroon and has internal lighting and many details, including a kettle, box files on a shelving unit and a computer on a desk. The 'wallpaper' on the computer is a photograph I took at Barrow Hill Roundhouse in 2016 of EWS-liveried 08685.



Jubilee Road regularly sees Class 60 haulage and today 60033 and classmate 60007 are on duty.



Design Advantages

Having a wagon works layout gives you the excuse to buy a couple of the wagons that normally run in long block trains as you can run any pair or single wagon of almost any type. My locomotive fleet for the layout is DCC sound-fitted and consists of a DB Class 08, with Paul Chetter sounds from Digitrains and DB Classes 60 and 66 with Legomanbiffo sounds. Various wagon types can be seen in either the old EWS maroon or the new DB red livery. Kadее couplings are used throughout and electromagnetic uncouplers are fitted beneath the track at various points to aid shunting. The trains are controlled by a Lenz Set 100 DCC system, while points and electromagnets are operated by switches and buttons respectively on a mimic panel.

Almost Complete

There are still a few details to sort out on 'Jubilee Road', but it's more or less finished. The yard lighting is the only thing I want to change - the current yard lights are OK, but I'm on the lookout for something more reliable. I'd like to thank Shaun for showing me how to make the trees (and then making the majority of them after I tried and they looked rubbish) and Matt for airbrushing the track, also Shaun, Paul and Mark for their help when I am exhibiting 'Jubilee Road Wagon Works'.

Future Plans

My next project was to be a 1970s-1980s terminus station and, after spending some time messing about on AnyRail, I had a completed track plan. I had it ready for when I had space to start building - I already have two layouts! After we completed our first group (M.R.P.G - Model Railway Projects Group) layout we needed a new one. I proposed that we could use my new plan and the five of us agreed. It's now under construction and is called 'Westfield'. Working on this will mean I can still do some modelling without having to have space for a new layout of my own. As we only meet once a week for a few hours, it will be a long term project and there is still much work to do! ■

Download the digital edition of BRM to see images of this layout under construction.
pocketmags.com/BRM

KEY DETAILS



A lot of the details on the model are based on things I have photographed. For example, the yellow fencing at Doncaster, the gantry crane and inspection platform at Bescot, or the Portakabins seen at Toton, Bescot and Doncaster. Most of the signs were reduced in size from my photographs and printed out from my computer. The Biffa skip is based on one seen at Doncaster and is scratch-built from plastic sheet.

DB Class 60, 60033 still in EWS British Steel colours awaits a driver change outside the crew office. This view helps to show the extra depth created by the photo backscene.



Meet the modeller



I am 51 years old and I live with my wife, Helen, in Kirkby-in-Ashfield. I returned to modelling in 2002 and was bitten by the Digital Command Control (DCC) bug in 2004. I like the BR Blue period that I grew up with the most, but I still enjoy photographing the modern scene. I'm a member of Model Rail Projects Group (M.R.P.G) and we are working on our second joint layout.



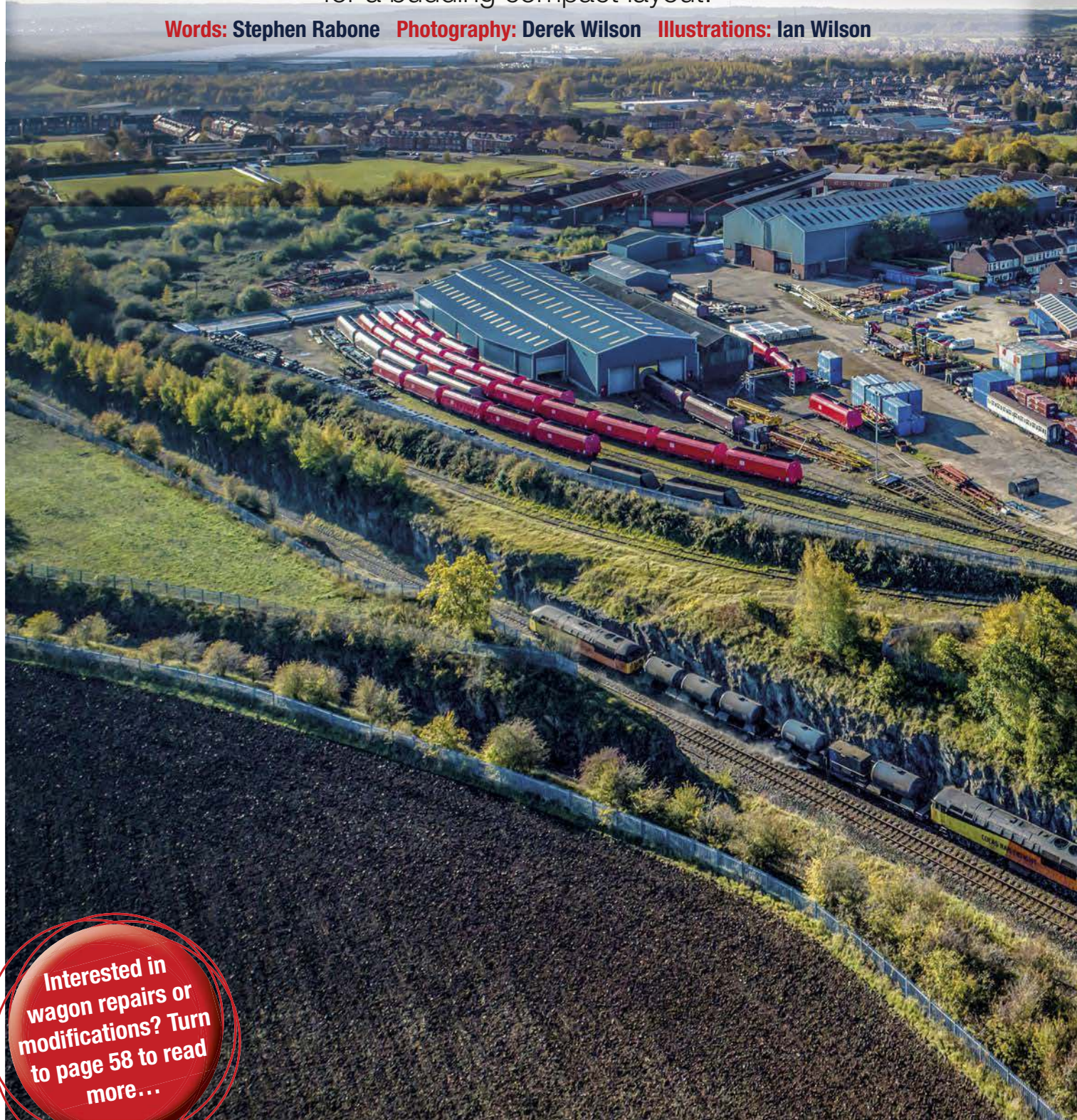
Bescot resident 08907 shunts a BZA steel carrier into the new shed. The gantry crane is a modified Knightwing kit.



LANGWITH WAGON

Stephen Rabone, Editor of Traction Magazine, promotes this rolling stock repair centre on the Derbyshire-Nottinghamshire border as a worthy candidate for a budding compact layout.

Words: Stephen Rabone **Photography:** Derek Wilson **Illustrations:** Ian Wilson



Interested in
wagon repairs or
modifications? Turn
to page 58 to read
more...

WORKS



The Workshop leg of the Toton-Toton Rail Head Treatment Train passes north of Shirebrook, with the W.H.Davis wagon works in the background. Note the Andrew Barclay 0-4-0DH works shunter. In the distance some of the works buildings can be seen with numerous wagons awaiting attention.
ROB HIGGINS PHOTOGRAPHY

For the modeller with an interest in freight wagons, a layout based around a wagon repair facility can provide a suitable stage on which to show one's models. One such relatively modest works can be found at Langwith Junction in Derbyshire, where the firm W. H. Davis has its premises.

Founded in 1908, W. H. Davis built and repaired wooden-bodied mineral wagons in the Doncaster area until the firm moved to Langwith in the early 1920s. In 1983 a shortage of orders led to the company entering receivership, but operations were resumed and the company expanded into shipping container manufacture whilst building wagons for companies such as Bardon (Aggregate Industries) and RH Roadstone.

The firm is now the last independent freight wagon manufacturer in the United Kingdom and, in recent years, has built a series of wagons for Britain's freight operating companies. These include bogie wagons that transport biomass fuel to Drax power station, large numbers of bogie coal hoppers for GB Railfreight, flask carriers for British Nuclear Fuels, aggregate hoppers for DB Schenker, sleeper transporters for Network Rail, and intermodal wagons for Direct Rail Services. In addition, the company is also involved in wagon repair and modification, such as converting redundant coal wagons to aggregate hoppers. ■

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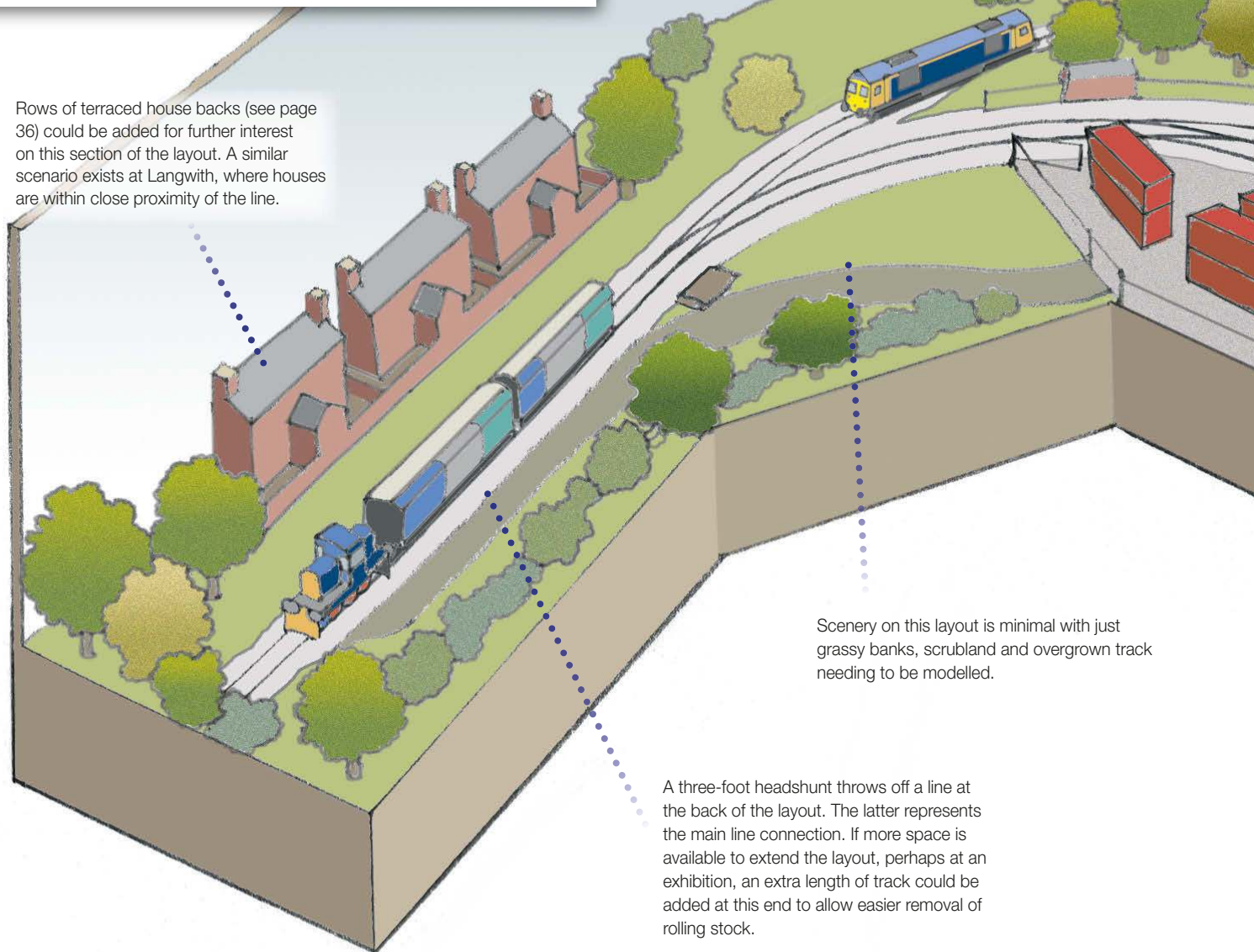
See how you could model Buxton depot in OO gauge in a 7ft x 18in space, using our trackplan and an artist's impression of the finished layout. Download the February 2019 issue of **BRM** as a digital edition today, from www.pocketmags.com/BRM

LAYOUT PLANNING

GB Railfreight 66778 is seen near the headshunt buffers on W. H. Davis's exchange siding. The site of the former Lancashire, Derbyshire & East Coast Railway Station at Langwith Junction is now a construction site. DEREK WILSON



Rows of terraced house backs (see page 36) could be added for further interest on this section of the layout. A similar scenario exists at Langwith, where houses are within close proximity of the line.



Scenery on this layout is minimal with just grassy banks, scrubland and overgrown track needing to be modelled.

A three-foot headshunt throws off a line at the back of the layout. The latter represents the main line connection. If more space is available to extend the layout, perhaps at an exhibition, an extra length of track could be added at this end to allow easier removal of rolling stock.

Operating Procedure

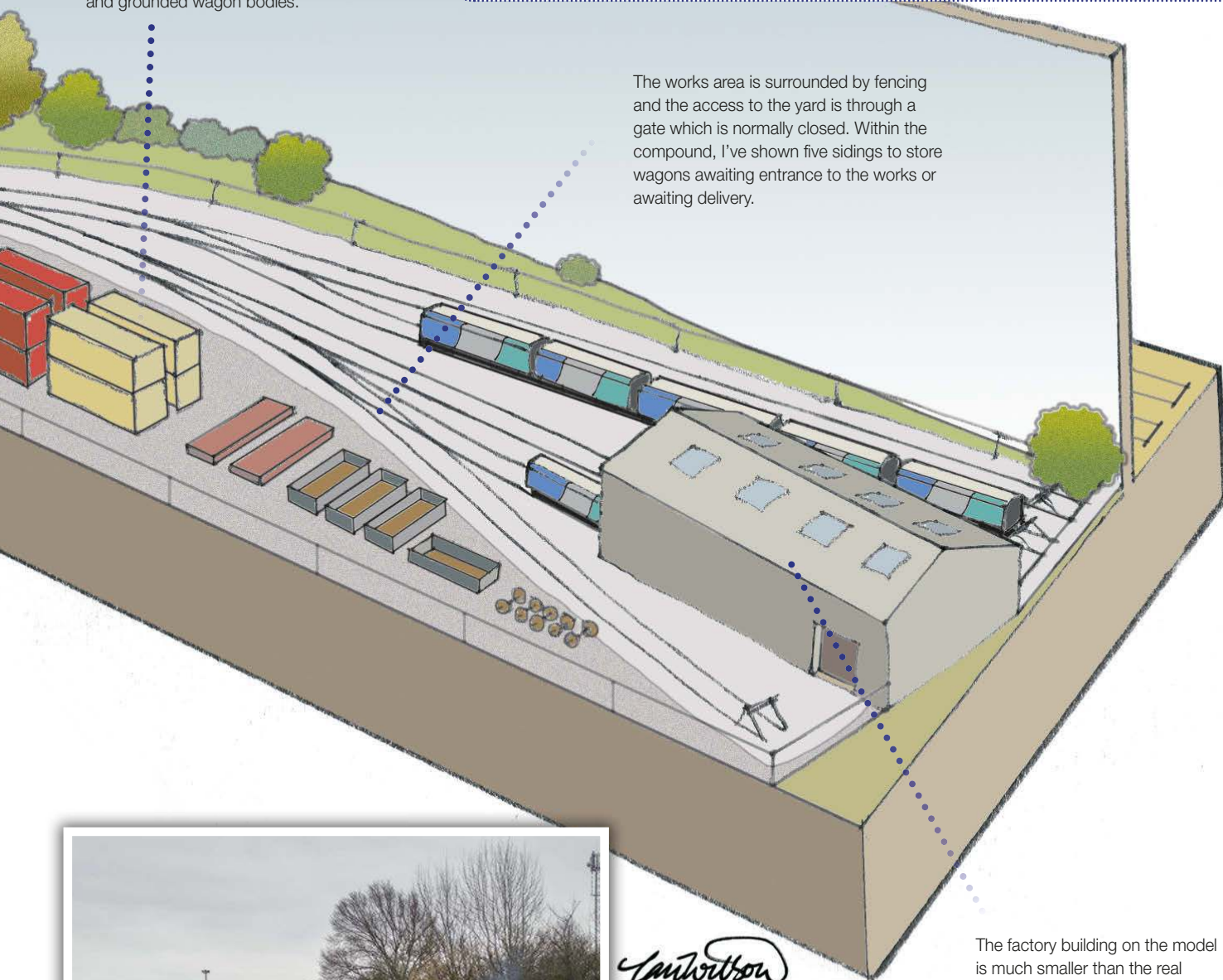
Working the layout is simple and based on how the real works operates. A small industrial diesel shunter is responsible for all movements in the factory area. When wagons arrive at the works, the shunter runs up the headshunt and the main line locomotive propels the wagons up the connection onto the headshunt. When wagons leave the works, the main line locomotive will often run to the end of the headshunt, whilst the shunter moves the wagons onto the connecting line before retreating into the works. The main line locomotive will then propel the wagons back down to the main line.

Layout Design

I envisage this layout having a length of eight feet, filling an awkward corner of a room by varying in width from two feet to a maximum of five. By curving the track at one end, a more interesting appearance will be achieved. The layout has a simple track plan utilising just five points, helping to keep build costs low. The wagon repair depot is an excuse to run side-by-side weathered or pristine wagons which wouldn't necessarily be seen in the same region. The site of W. H. Davis at Langwith benefits from a shipping container construction and refurbishment area too – another boon on a potential layout where rusty or clean containers can be stacked, adding height to the scene. For the modeller on a restricted budget, this layout could be operated by just two diesels – a Class 66 and 0-4-0 shunter, such as Hornby's Sentinel, though Mercian has produced a kit of the Andrew Barclay 0-4-0 DH seen at Langwith. Wagons are often built or repaired in batches on-site, so try to form short rakes of similar types.

To complete the illusion of a busy works, and as per W. H. Davis who also manufacture and refurbish containers, I've added stacks of containers, bogies, spare wheelsets and grounded wagon bodies.

The works area is surrounded by fencing and the access to the yard is through a gate which is normally closed. Within the compound, I've shown five sidings to store wagons awaiting entrance to the works or awaiting delivery.



Resident shunter, Andrew Barclay 0-4-0DH shunts one of the new Drax biomass hoppers, while in the works' yard more wagons await collection. In 2017, Hornby produced a limited run of 1000 of these wagons, available exclusively via Hatton's. DEREK WILSON

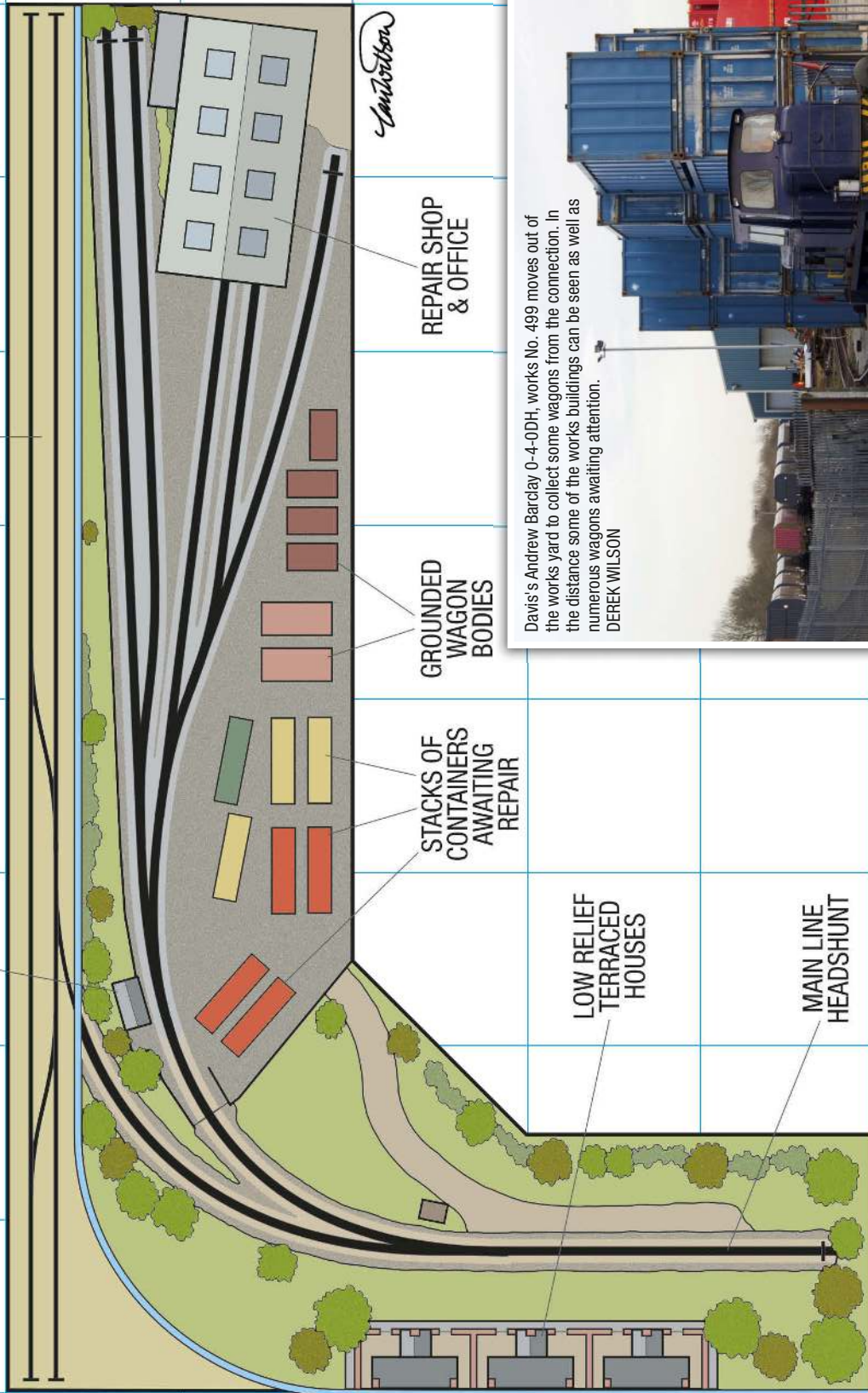
The factory building on the model is much smaller than the real structures, but is still capable of holding two long bogie vehicles or four four-wheel wagons. This building could be a typical early twentieth century brick structure or a more modern steel framed building.

ADAPTING TO SUIT

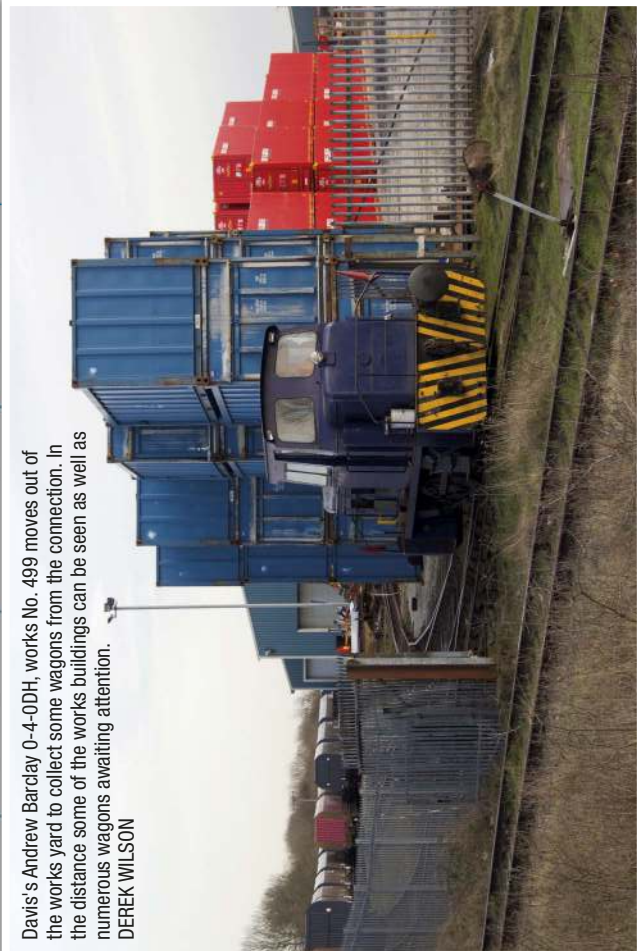
For the modeller, a plan such as this allows the use of rolling stock from several eras on the same basic layout. By removing or changing containers, grounded bodies, bogies or road vehicles, it's possible to represent the early diesel or present day periods.

OFF STAGE
MAIN LINE
SIDINGS

YARD
OFFICE



Davis's Andrew Barclay 0-4-0DH, works No. 499 moves out of the works yard to collect some wagons from the connection. In the distance some of the works buildings can be seen as well as numerous wagons awaiting attention.
DEREK WILSON



Each grid square represents 1 foot

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HOW TO... MAKE A 'LOBSTER' WAGON

Words & Photography: Michael Russell

Michael Russell provides a step-by-step guide to convert a Bachmann BDA bolster wagon into the recent MXA 'lobster' opens.



In 2015 a BDA bolster wagon was converted into an MXA open wagon by giving it a new box body. Others followed, to be given the nickname 'lobsters'. This project is to replicate this process in model form starting with the Bachmann BDA (38-150A). The only difficult part of the build is reducing the height of the Bachmann chassis. The process requires patience – I spread the project over several sessions. The donor wagons vary in design - see page 62 for their history and photographs.

So much work is required to prepare the Bachmann chassis for the new body that

it's debatable whether it's easier to build a new one. One option would be to keep the inner underframe and build a new section of headstock and solebars and reuse the bufferbeams. The disadvantage would be that you would have to detail the new solebars and you would still be left with the issue of the inner underframe and the metal weight showing.

This wagon build is a great example of the compromises that are inevitable when modelling. I'm happy with the way the model has turned out, but if you have different modelling standards, simply tweak the build as you see fit. ■

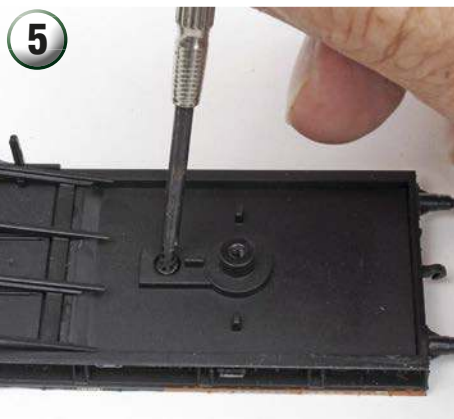
Preparation of the Bachmann chassis



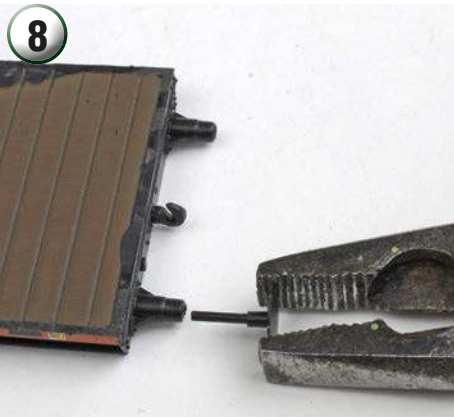
Remove the six bolsters with a pair of pliers. A little wiggle will break the glue bond.



Remove the lamp irons from the buffer beams. They are made from a piece of bent metal glued into a slot, and the easiest removal method is to use your thumbnail as a lever behind them. You will need these again later. To avoid loss, immediately Sellotape them to a piece of card.



Remove the two screws next to the bogie pivots and store safely.



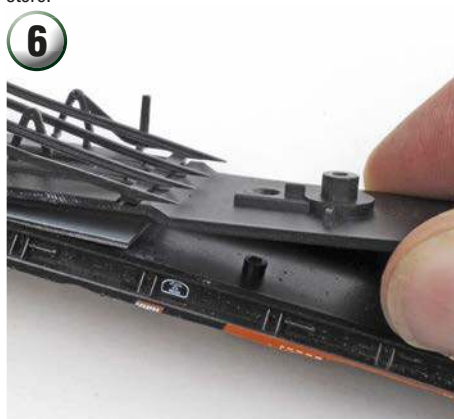
Using pliers, gently remove the buffers and store them safely.



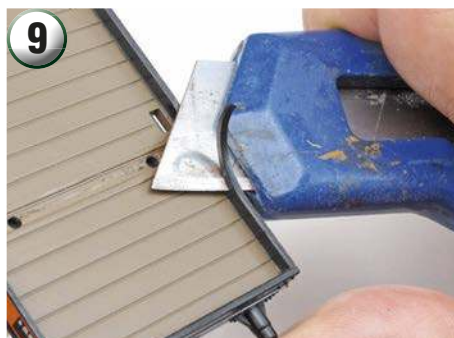
Check regularly to ensure that you are taking material off evenly and adjust accordingly. Since this produces a lot of dust, you must wear a face mask. Change the sandpaper as it becomes clogged and switch to a finer grade towards the end.



Remove the two bogies with a Philips screwdriver and store.



Lift up the end of the baseplate from either end and gently break the glue joints in the centre of the wagon by pushing a flat-bladed screwdriver underneath. Be careful you don't damage the trusses whilst doing this.



Using a knife, trim the decking surround along the whole length of the wagon down to floor height.



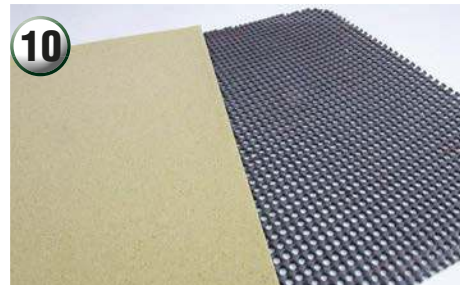
A great improvement is to drill and file out the floor to represent the bracing between the solebars. This is particularly noticeable at the ends as they are prominent when the new body is fitted.



The brake shafts between the 'V'-hangers are a friction fit. It is best to remove these to avoid loss.



Remove the baseplate, with the trusses still attached, and metal weight. Although you may cause some damage doing this, you are likely to cause more during the following sanding process if these parts are left in place.



The floor needs to be reduced down to the level of the solebars. Do this by rotating the floor on sandpaper. I used P90 grit, and a mesh material used in cars, underneath the sandpaper to stop it moving around.



Drill holes and cut between them, then file the shapes. Use the detailing on the bufferbeam to help you judge placement. Cut a strip from the underbody insert so that the holes you have made aren't blocked when it is refitted.

14



Add a piece of styrene to represent the girder of the cross member.

17



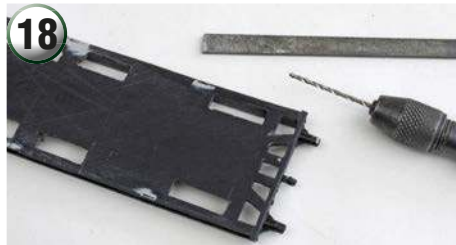
Fill in the spaces in the solebars, above the former winches, using filler.

15



The top wing of the solebar sticks out too far. File it back to the same level as the lower wing.

18



Another option is to cut away the floor along the sides of the wagon as per the prototype, but it isn't practical to echo these on the chassis insert. Look at the pattern of rivets on the solebars and the placement of the five carrier beams on the body to see where the cross members are located.

16



Using a pointed knife and file, remove the winches and pare back the girder ends.

19



Reassemble the chassis by replacing the inner underframe and metal weight and reattaching parts that you removed before sanding. Use the two screws provided and repair any damage caused during disassembly.

Building the New Body

20



Start by making the wagon floor. Cut a piece of 0.020" styrene sheet 207mm x 30mm. Cut another piece of size 29mm x 206mm and glue the small piece on the larger, leaving the same gap all the way around.

23



Make up the box body from 0.020" styrene sheet. You need two pieces 207mm x 15mm and two 29mm x 15mm. Glue the pieces to the body and use a small piece of 1.5mm angle in each corner for strength. The body sides of the wagon are apt to bow in – use a piece of cardboard or two as spacers until the glue has set.

26



Mitre 1.5mm styrene angle to go along the top of the wagon.

21



Turn the base over. Cut five pieces of 2mm x 1.75mm styrene strip of length 32mm. Glue them across the base leaving the same overhang at each side. I glued the end pieces 4mm in from the end, one in the centre, and the other two equally spaced between the others. Look at the rivets on the solebars to see that the chassis cross members coincide with these positions.

24



Use a razor saw and mitre box to cut 2.5mm x 1.5mm styrene strip to fit around the top edge of the wagon. The outside dimensions are 207mm and 32mm.

27



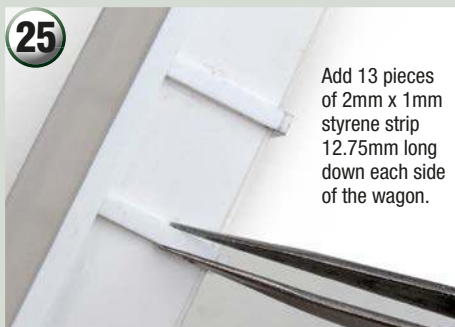
The end pieces are made from two pieces of 2mm x 1mm styrene strip, 4mm long and a single piece of 2mm x 1.5mm, 32mm long. Mitre the ends to fit together.

22



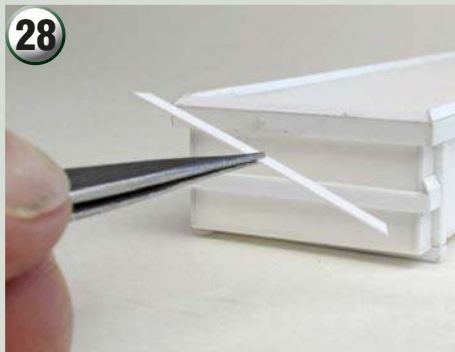
Now cut eight pieces of 2mm x 1mm styrene strip of length 32mm and glue these equidistant between other cross pieces.

25



Add 13 pieces of 2mm x 1mm styrene strip 12.75mm long down each side of the wagon.

28



Add pieces of 0.25 x 1.5mm styrene strip to form the slope to these beams.

Decorating



Give the body a spray with undercoat. I used car primer and red oxide is ideal for the job.



Add the DB decals to the sixth panel from the left, solebar lettering and data panel (Railtec), and overhead warning flashes (Fox Transfers). The placement of the last-mentioned seems to vary, but in general, there are two at each end and three spaced equidistantly down each side.



Reattach the buffers and the lamp brackets at either end. Add the brake hose – this is a separate part provided in the bag of items provided by the manufacturer. I had to widen the hole in the buffer beam to 0.8mm.



Spray the body and chassis in Humbrol 60, scarlet. The trusses were plain plastic, so I painted them with Humbrol black 33. Note that some wagons have trusses and buffers painted black and others red.



Give the model a coat of your chosen finish to blend and seal the transfers. I used Humbrol Matt Cote.



Where the decals will be fitted, apply a few layers of Humbrol Clear. This is to aid adhesion and avoid silvering. Wait for each layer to dry before adding the next.

Finishing

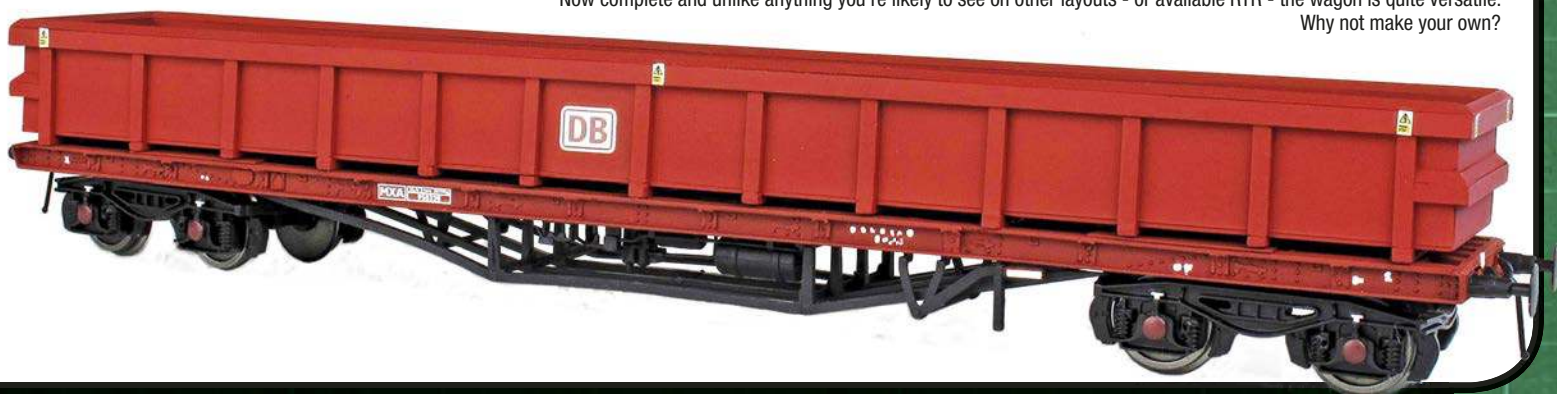


Attach the body to the chassis using a mirror to ensure the wagon is flat. I used PVA glue, three clamps and allowed the assembly to dry overnight. Notice the use of a piece of plate to spread the load over the trusses.



Replace the bogies using the original screws and road test the model.

Now complete and unlike anything you're likely to see on other layouts - or available RTR - the wagon is quite versatile. Why not make your own?



THE MXA 'LOBSTERS'

Wagon expert, David Ratcliffe, provides information for modellers looking to recreate miniatures of these recent wagon conversions.

Words and Photography: David Ratcliffe

In February 2015 DB Schenker identified a requirement for 210 additional general material wagons and consequently three redundant bogie steel carriers, then in store at Tees Yard, were sent to Axiom Rail's Stoke-on-Trent works where new box bodies were fitted to the underframes. The rebuilt wagons were painted in DB's red livery, re-coded on TOPS, and given the Fish-kind name 'Lobster'.

On Trial

To evaluate the suitability of different underframes, the three prototypes were MUA No. 900241 (previously a BAA), MVA

No. 910164 (previously a BBA), and MXA No. 950321 (formerly a BDA). Following trial workings from Peak Forest, further conversions utilised underframes from stored BDA and BEA Bogie Bolster wagons. Work then proceeded at a steady pace during the second half of 2015, while early in 2016 a number of spare BMA and BNA were added to the programme, these having some years previously been converted into steel billet carrying wagons from BPA Boplates. The new medium-height bodies gave them a carrying capacity of 53.7 tonne, with a maximum speed of 60 mph and an RA6 route availability.

Teething Troubles

By late-spring 2016, Axiom Rail had completed the conversion of 142 former BDA/BEA and 14 BMA/BNA but it wasn't long before some 'Lobsters' were being red-carded because of bent or cracked frames. Not surprising, given the donor underframes were air-braked conversions of vacuum-braked wagons first built in the 1950s. Failed wagons were returned to Stoke for their bodies to be transferred to underframes in better condition. In June 2016, prototype MXA No. 950321 underwent further modification being fitted with a mesh drop-side body.



MXA No. 951066 (also numbered 82 70 4703 189-9) was one of ten 'Lobsters' marshalled in the formation of the 14.40 Crewe Basford Hall to North Wembley Junction engineers service, passing Crewe Basford Hall Junction on July 30, 2016. Previously a BDA from Lot 3968 it has wheel operated handbrakes. DAVID RATCLIFFE

Donor BDA underframes came from Lots 3907 and 3925, fitted with a frame-mounted lever handbrake, and from Lots 3965 and 3968 with bogie-mounted wheel-operated handbrakes. The 'Lobsters' retained their previous six-digit running numbers, and carry a white 12-digit UIC number on the solebar, in the range 82 70 4703 001-214. Four numbers weren't used, either because of allocating errors at Axiom, or as a result of a wagon being condemned before release.

In Use

During 2016, 'Lobsters' were seen working in considerable numbers from the ballast sidings at Crewe Basford Hall, but by early-2018 they had gravitated to other parts of the network and could also be found in Scotland, north-east England, and on the former Southern and Western Regions. All are allocated to Pool No. 6003. The Network Rail 'National Supply Chain Works Delivery Guide' indicates that 'Lobsters' are to be used

for the delivery of aggregates to work sites (new ballast, sand, gravel, pipe bedding) or, to carry recovered spoil, scrap, waste and contaminated material off-site.

Wagons carrying recovered spoil or non-hazardous waste are normally returned to the nearest Local Distribution Centre (LDC) for unloading. Those loaded with scrap are routed to either Crewe, Whitemoor or Westbury LDCs. Hazardous waste loads

are worked to Whitemoor LDC which has dedicated facilities for its safe unloading. 'Lobsters' are also often used to accompany a RailVac at a site possession, carrying the excavated ballast back to the LDC for offloading and grading. ■

BELOW: Photographed at Crewe Basford Hall Junction on July 30, 2016 is MXA No. 950695 (additionally numbered 82 70 4703 112-1). Previously a BDA from Lot 3925 it is fitted with a lever handbrake. DAVID RATCLIFFE



BELOW: MVA No. 910164, a 'Lobster' converted from a BBA, is pictured at Peak Forest on May 24, 2016. By this date it was in revenue traffic on behalf of Cemex working between Doveholes Quarry and the stone terminal at Ripple Lane. DAVID RATCLIFFE



WORMHILL

In pursuit of greater authenticity, Pete Latham's second iteration of a Peak Forest-inspired layout, is a more accurate representation.

Words: Pete Latham **Photography:** Andy York



Factfile

Layout name: Wormhill
Scale/gauge: 2mm:1ft scale / 9mm gauge
Size: 8ft x 2ft
Era/region: 2010s
Location: Derbyshire
Layout type: Continuous loop with stabling point

A friend called me and asked if I still had the layout based on New Mills Central ('Barnstoneworth' – **BRM** July 2013). I replied that I didn't but he might be interested in its replacement as he used to work at Buxton T.M.D. and the new layout 'Denley Moor' was loosely based on Peak Forest. He looked and said he could see where it was supposed to be but where was the ex-station building?

That question was enough for me to consider a more accurate model of Peak Forest. On the way to Sheffield exhibition I called at Peak Forest and decided that with a lot of compression I could make a more accurate model in 8ft.

Interested in
Peak Forest railways?
See our guide to modelling
Buxton Depot in the February
issue of **BRM**. Download
today from www.pocket-mags.com/BRM



Loadhaul 60059 *Swindon Dalesman* climbs the gradient towards the top of the incline with a loaded train of Buxton Lime Industries hoppers from Tunstead. The ballast is mostly Woodland Scenics and the grass tufts are from the Army Painter and Country Scenes Model Railways. The resin walling is from SMTF Models in Pointon.

KEY DETAILS



Signals

The last scenic items to be added were signals. At the moment there are two working signals from Dapol and a bracket signal made from parts from Ratio and MSE. The latter is surrounded by trackside engineers because it is out of action.

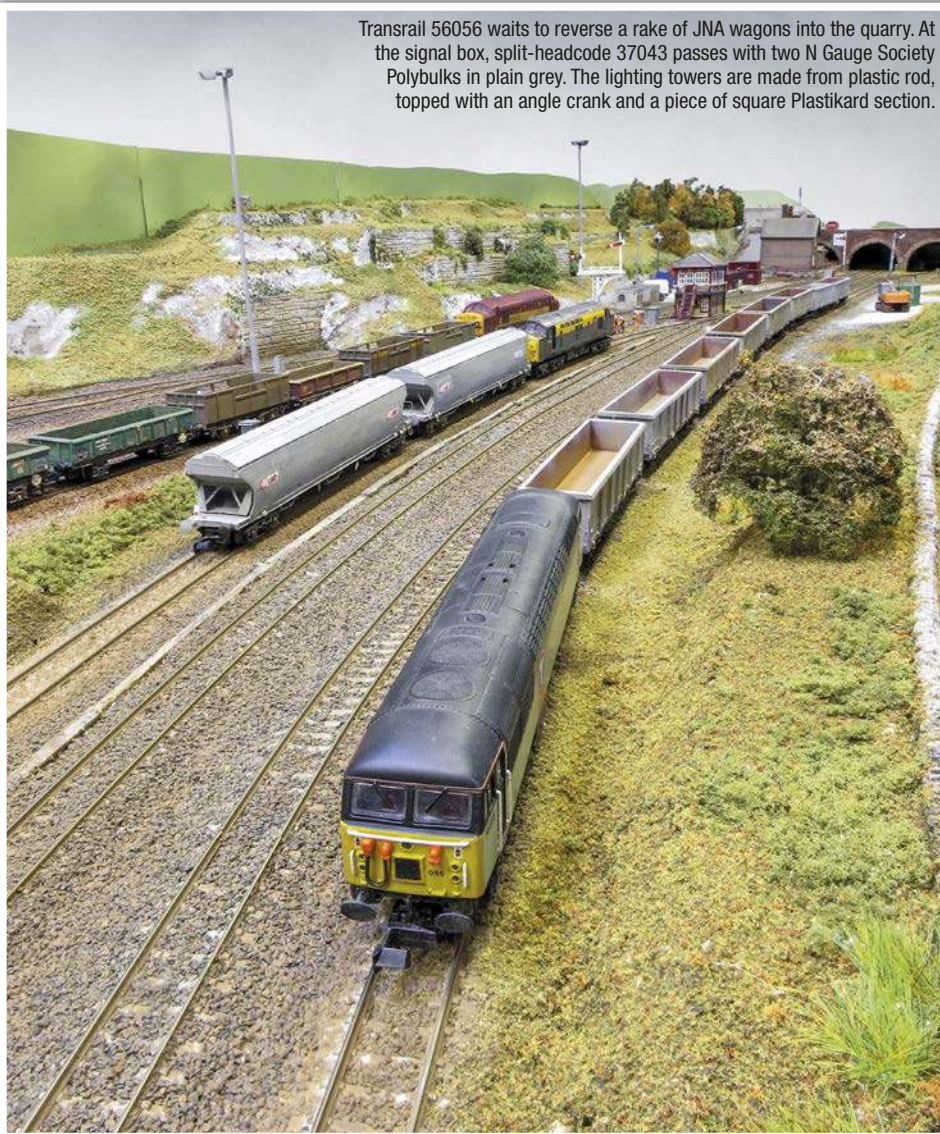
I bought a Kestrel Farm House kit as a basis for the old station building and extended it with cardboard, covered in plastic sheet. It looked reasonable, so it was time to alter the front of the existing layout; six-millimetre ply was purchased and the old frontage demolished.

Challenging Topography

The through-lines at Peak Forest are on a slope and I had to replicate this. The difficult part was making the board drop one inch across the front and climb back up to the fiddle yard. Four tracks had to be turned into one, as the layout is basically a loop. The new Peco Code 80 curved points helped and have been used on both corners. The hidden curves use Peco Code 80 set-track. The rest of the track and points are Peco Code 55 which I have used since they appeared over 30 years ago. The track was pinned onto the baseboards with short, very sharp, rigid pins from Squires. I don't use cork or any other material under the track



The incline is obvious as 37114 passes weathered 47224 on the stabling point with a breakdown train. The coaches are modified Graham Farish, with overlays from BHEnterprises.



Transrail 56056 waits to reverse a rake of JNA wagons into the quarry. At the signal box, split-headcode 37043 passes with two N Gauge Society Polybulks in plain grey. The lighting towers are made from plastic rod, topped with an angle crank and a piece of square Plastikard section.

See Barnstoneworth
in the July 2013 issue
of BRM. Download
today from www.pocketmags.com/BRM

“Wormhill is very near to Peak Forest – and
the layout is very nearly, but not quite
Peak Forest”



A rake of engineers' wagons hauled by 37114 pass a stabled 47224 with re-railing coaches. The two-axle opens were kit-built using a combination of TPM, N Gauge Society or Medip Models/East Somerset Models components.

to deaden the sound – you can't hear much in an exhibition hall anyway, and you know the track is level. All 46 points are changed by the stud and probe method using SEEP point motors and a CDU. Transformers and the controller are from Kent Panel Controls.

On Test

Once the track and electrics were completed it was time to check it all worked. I decided I needed four switches to isolate or power four locomotive-length sections on the stabling point. There are only seven power feeds on the layout because I rely on the point blades for electrical continuity.

Colourful Times

Next came the scenic work. I enjoy the research when modelling a real place. Magazines were scoured for articles and photographs, and my friend Andy Small supplied me with a series of photographs he had taken. Things seem to change rapidly these days and it is sometimes difficult to be accurate. For example, I have a photograph of the fence around the old station building in EWS maroon and orange. I decided to



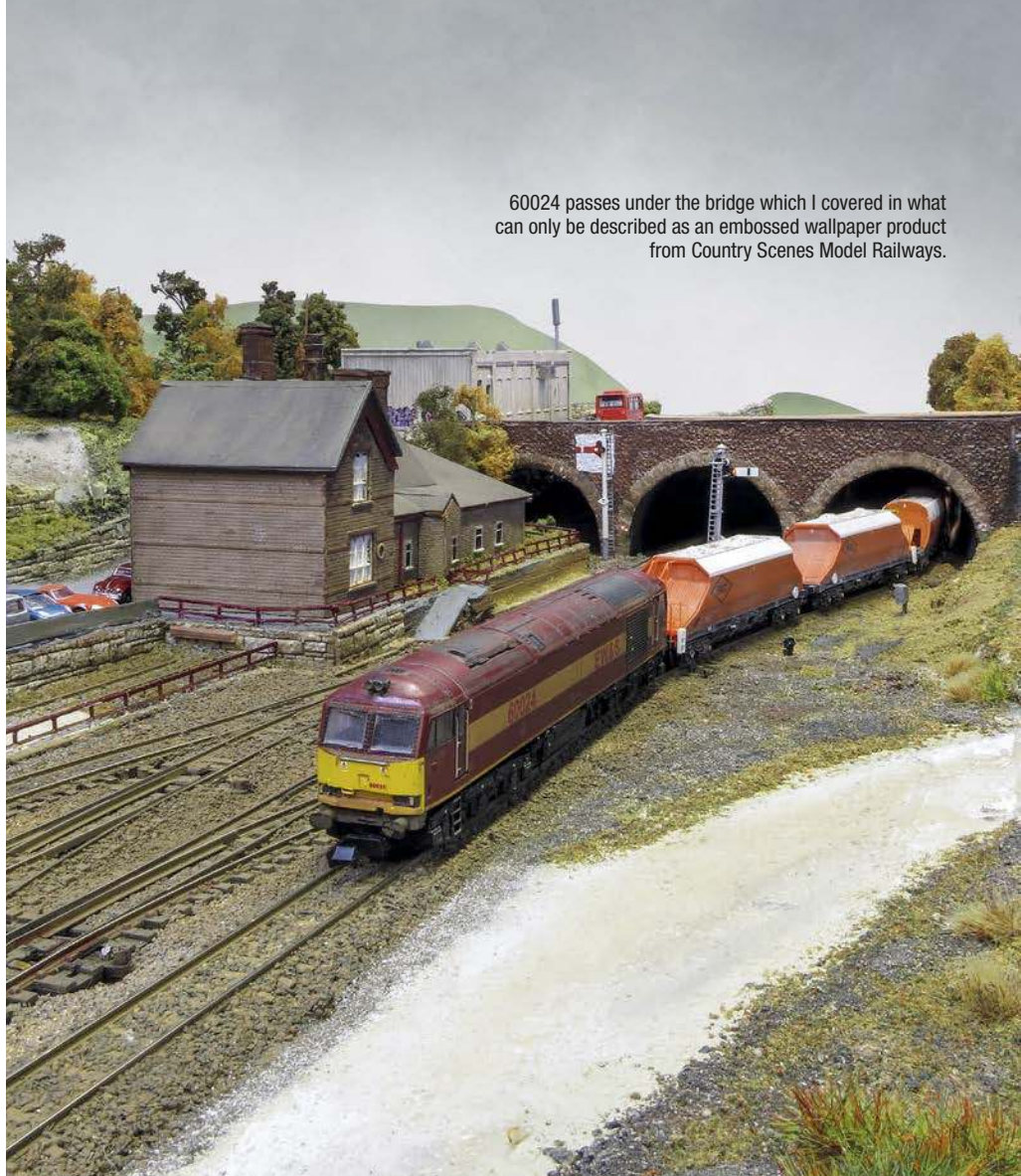


DRS Class 20s, 20311 and 20309, lead a rail tour up the bank as they pass the stabling point. The locomotives were converted from Poole-era Graham Farish locomotives using TPM details.

paint my white Plastruct fence maroon. Recently I have come across a photograph of this fence in 1999 and it was white! Mine will remain maroon, although I'm modelling 2000.

Landscaping

The basic landform was constructed from the polystyrene packing from our new kitchen, although I prefer polyurethane insulation material. The backscene is rigid foam advertising material disposed of by a local fashion store. It was curved in the corners, I don't mind square backscene corners on an industrial scene, but it looks wrong in the countryside. Only then did I begin ballasting mainly with a mix of mainly Woodland Scenics products. The track was given a light spray of Humbrol 29 from a can. The hillsides and embankments were covered in papier-mâché made from newspaper, dilute PVA and a little dull green paint. Scatter was added, mostly Woodland Scenics Blended Turf Earth Blend. I didn't want the backscene to dominate, so I cut out rough hillside shapes and sprayed them with Vauxhall Reed Green from Halfords. Some pieces had one spray, others two to vary the tone. The few trees on the layout mostly came from the Model Tree Shop and a lot were given an early-autumn appearance.



60024 passes under the bridge which I covered in what can only be described as an embossed wallpaper product from Country Scenes Model Railways.



60059 *Swindon Dalesman* waits for a path because of signal failure. The view shows the excellent concrete-sleepered Peco Code 55 track, ballasted then sprayed lightly with Humbrol 29.

KEY DETAILS



The simplified backscene is designed to keep the viewers' eyes trained on the front of the layout.

Locomotives and stock

Locomotives are predominantly Class 60s plus Classes 66, 37, 56, 31 and the odd Class 47. Many of these have been renumbered, re-liveried and lightly weathered. In total there are 18 trains and room for five or six locomotives on the stabling point or refuelling point. Stock on this layout is obviously focussed on stone traffic. There are usually five unloaded trains and four loaded. Other trains include engineers' stock which is largely kit-built, a token railtour passenger train, fuel tanks, wagons for repair and anything else I can justify at this location.

Wagons used on the layout include JGAs, MEAs and PGAs from Bachmann/Farish and Cargowagons from Dapol. Kits from the N Gauge Society include PNAs, ZUAs and YQA. Taylor Precision Models provided MKAs, VDA and VCA as well as the MOD PDAs. CSA wagons used BH Enterprises tanks as a basis and the INAs are converted continental bogie opens, mainly from Roco.

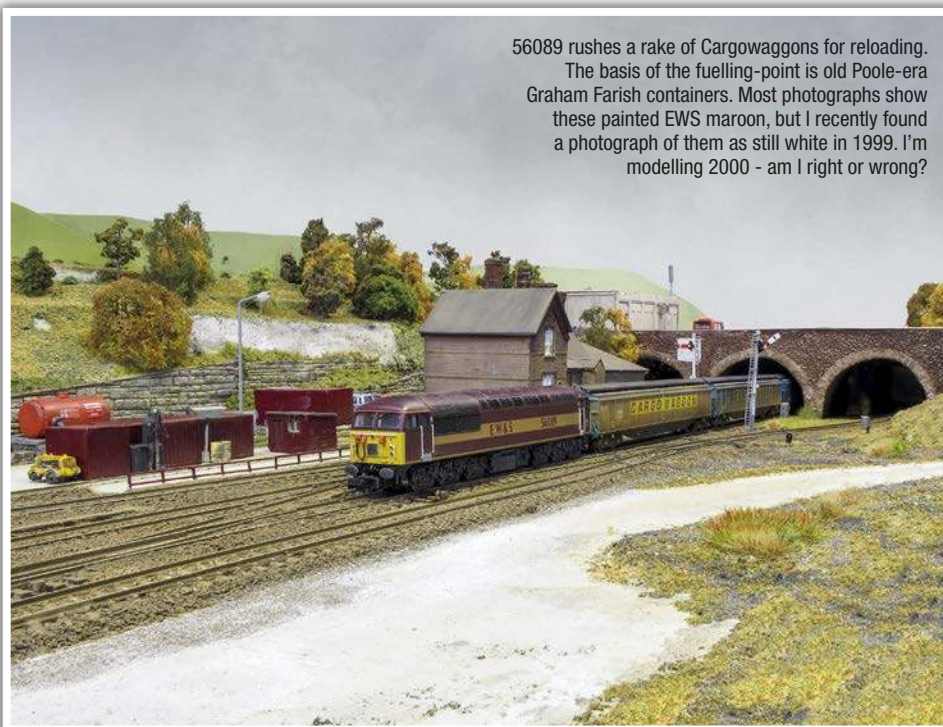
A Class 66 brings a rake of repaired wagons back from Marcroft at Stoke-on-Trent. The second wagon is a CFA powder tank made from a resin body from BH enterprises and sits on a Graham Farish chassis.



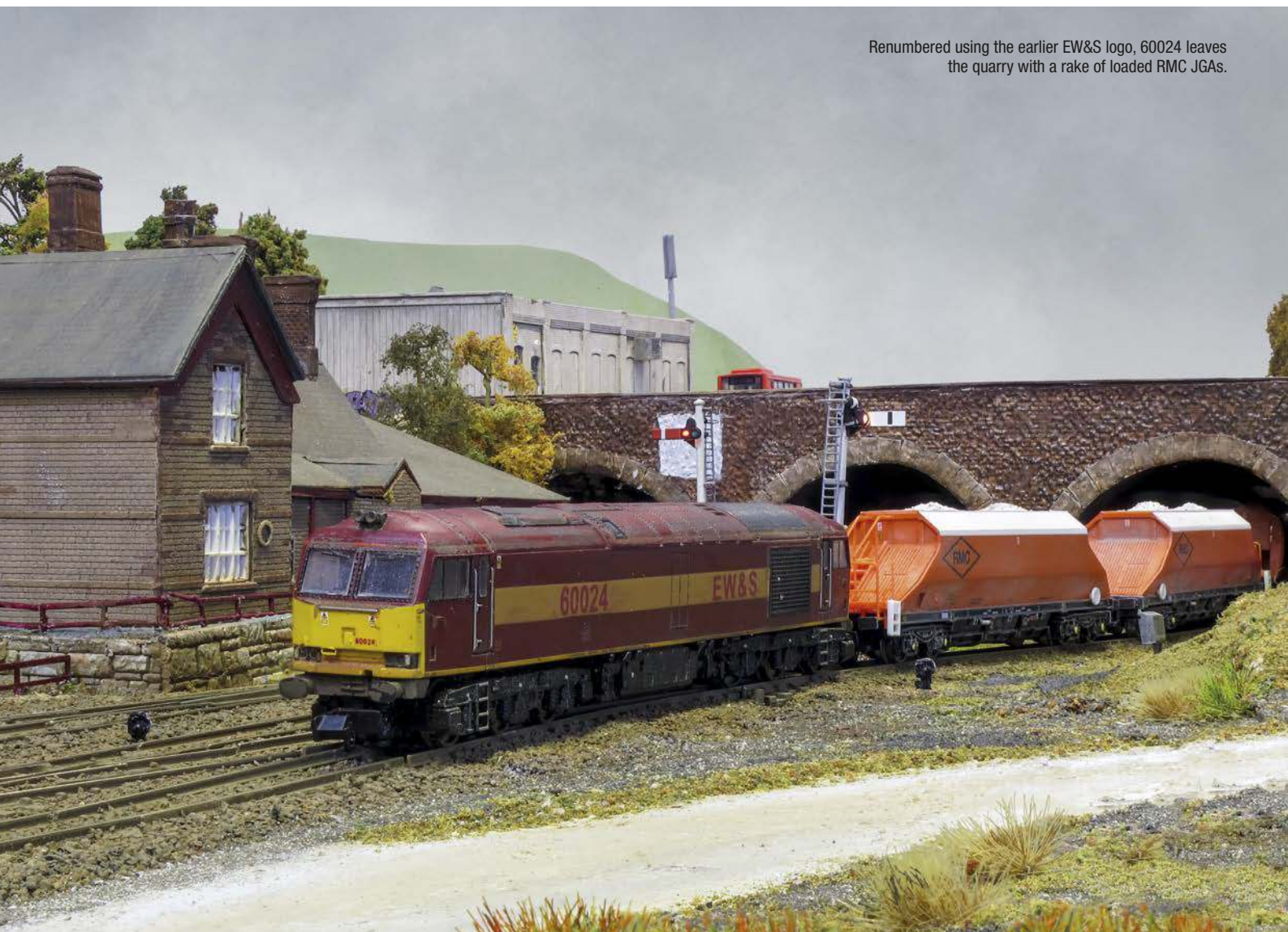
Creating Structures

There are few buildings at Peak Forest. The two small Portacabins were cut from one Knightwing kit, and the relay cabinets came from the same source and Peco. Cable trunking is from Ratio, and the signal box is from Hornby's Lyddle End range, although not 100% correct. Lights are made from a brush bristle topped with a lamp from craft shop, Adhesive Sparkly Gems. The refuelling point uses scrap box bits and a Farish Container. The stone walls are a resin product I have used on many layouts and seem to only be available from SMTF in Poynton, Cheshire. I still obtain more information on what is there/was there and every time I meet Paul Harrison from Hazel Grove he is subjected to more questions!

My thanks must go to Andy York for the excellent photos, my friend, adviser and fellow operator Stephen Farmer and my wife Helen for her continued support. ■



56089 rushes a rake of Cargowaggon for reloading. The basis of the fuelling-point is old Poole-era Graham Farish containers. Most photographs show these painted EWS maroon, but I recently found a photograph of them as still white in 1999. I'm modelling 2000 - am I right or wrong?



Renumbered using the earlier EW&S logo, 60024 leaves the quarry with a rake of loaded RMC JGAs.

SEE WORMHILL IN 2019 AT:

Stafford February 2/3

Mountsorrel April 13/14

The N Gauge Show September 14/15

Warrington October 20/21

Trackplan

WORMHILL



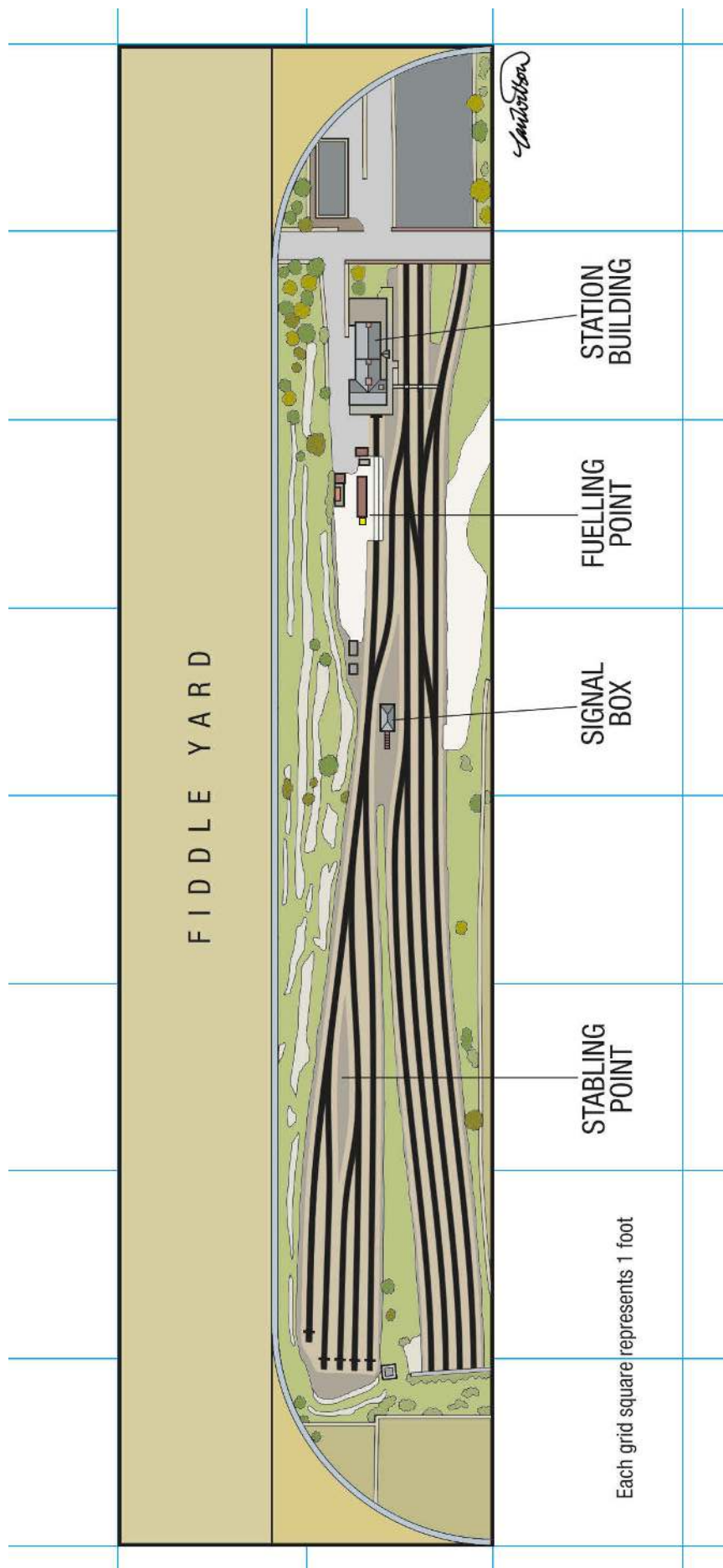
The building that started it all – the former Peak Forest Station.



Looking across the tracks to the signal box and small buildings.



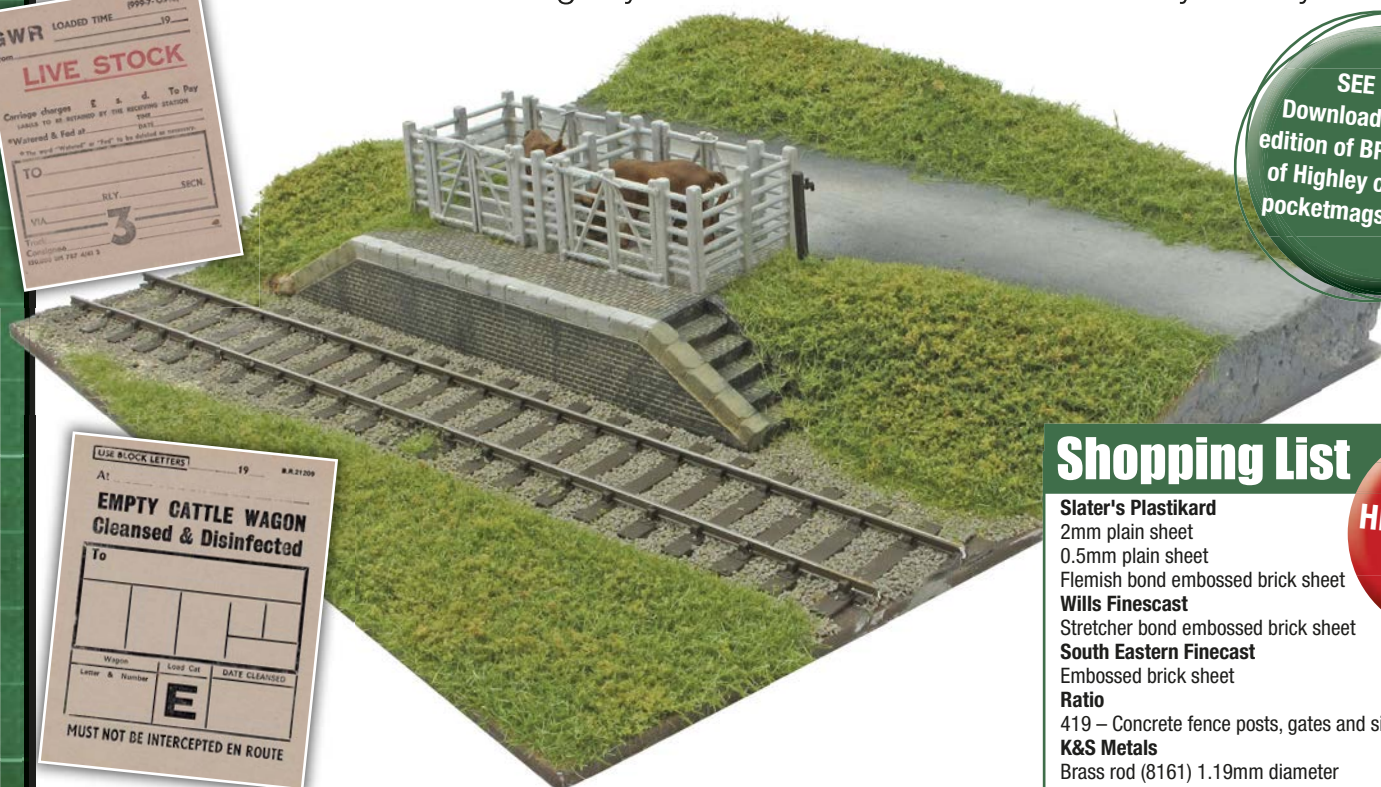
The 199 bus heads to Dove Holes.



HOW TO... SCRATCH-BUILD IN PLASTIC

Words & Photography: Phil Parker

Phil Parker demonstrates beginners' techniques for working with plastic sheet, as he builds a model of Highley cattle dock from the Severn Valley railway.



SEE MORE
Download the digital
edition of BRM for a tour
of Highley cattle dock.
pocketmags.com/BRM

Shopping List

Slater's Plastikard
2mm plain sheet
0.5mm plain sheet
Flemish bond embossed brick sheet
Wills Finescast
Stretcher bond embossed brick sheet
South Eastern Finescast
Embossed brick sheet
Ratio
419 – Concrete fence posts, gates and signs
K&S Metals
Brass rod (8161) 1.19mm diameter

CLICK
HERE TO BUY
IT NOW

Ask me what the most important modelling material created has been over the last 70 years and I'll answer in two words – plastic sheet.

Launched by Slater's in the 1950s, (under its name of Plastikard) it's a wonderful material and there's very little you can't make from it. Buildings, road vehicles, wagons, coaches and even locomotives - all have been made by modellers from unassuming plastic sheet.

Simple to cut and easy to glue, plastic sheet is so versatile and ubiquitous, that like Hoover, the name 'Plastikard' has become synonymous with all plastic sheet.

I love working with plastic sheet and am never happier than bodging away with it to produce another model. Bodging? Yes. You can start out with a plan for a model, but the ease of use of plastic sheet encourages experimentation. If you cut too much from a part, stick it back on with solvent and after a few minutes, the mistake can be repaired.

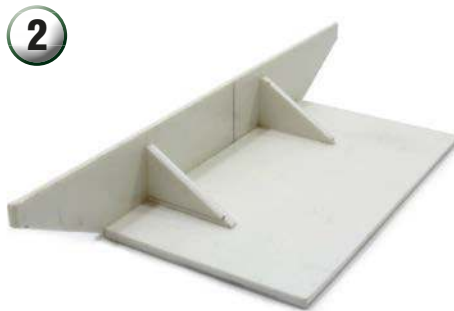
I take the view that if something looks right, it is right. That's the way I approached building this cattle dock. Looking at the prototype, I broke out the tape measure, but didn't worry too much about using the dimensions I'd written down. I knew that the platform top had to be lower than the

bottom of a cattle wagon door and that the slopes at the end would be around 30 degrees. This information was enough to work out the platform face. After that, the model was made to fit the site. So long as I can fit cows in the pens, it can't be far out.

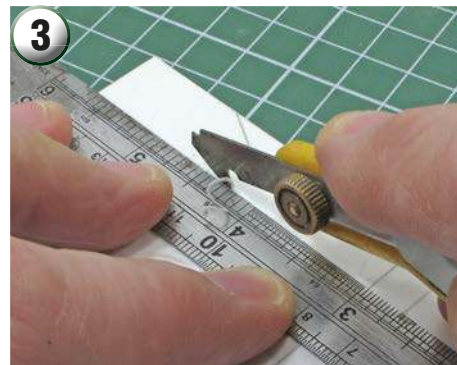
Most country stations should feature a cattle dock, and these will all have been built to suit the amount of traffic expected and space available on site. Mine fits in an 8in square space, so it can be added to most layouts. If you model a market town, allow for a bigger facility. Construction would be the same, but you'll need more posts and wire to complete. ■



My chosen prototype is the cattle dock found at Highley on the Severn Valley Railway. It's not original, but a reconstruction based on the former dock at this station. It's a small facility, more appropriate to a country station that isn't in a market town.



The crucial part of the job is the platform face. Everything else can be 'bodged' if this is correct. Using 2mm thick sheet, I cut the front and mounted it to the top surface. A couple of triangular fillets made from off-cuts support the joint while it dries.



Cutting Slater's Plastikard is easier with the right tool. For thick sheet, a heavy craft knife works, but an Olfa plastic cutter, which carves a channel out of the surface, makes a neater job. Whatever tool you use, only cut half-way, then snap the sheet along the line to avoid ridges.



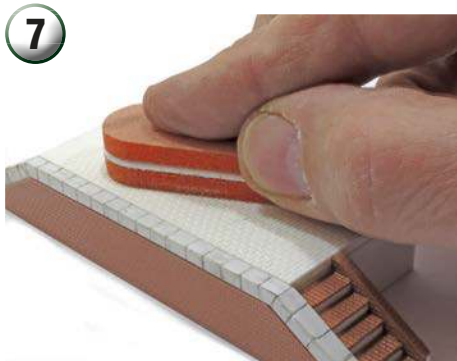
A liquid solvent is a neat and quick way to make joints. Just run the solvent along each joint, and capillary action will take it where it's required. The solvent works by softening the plastic and melting it together. Once it evaporates, you are left with a single piece.



The trickiest part of the construction are the steps at the end. I built layers of plastic for each step, then overlapped them to fit the angle. I made each step too long and shuffled them until they looked right. A wash of solvent bonds everything together and you can't see what's underneath.



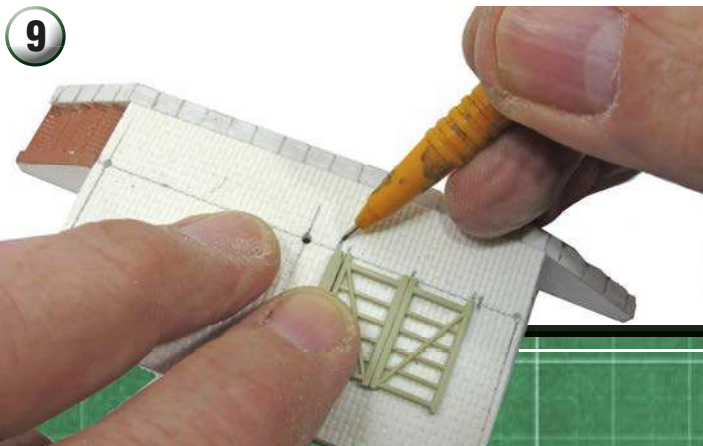
When building a platform, there are some essential dimensions. In this case, the platform surface should be just below the bottom of the wagon door so this can be dropped down to form a ramp. The exact height will depend on your wagons, track and track underlay used on the layout.



Happy that the dimensions were correct, I added the stone edges from 0.5mm thick sheet, scribed with the Olfa cutter. The brick front face is standard Slater's embossed sheet. On the top I've used South Eastern Finescale sheet – the bricks are bigger and more prominent than those from Slaters, so I sand the faces flatter to represent paving bricks.



You can make your own fencing posts, but it's fiddly. Ratio sells a kit that costs as much as buying square plastic strip. Using matchsticks would be an option, but drilling them for the rails would be difficult because the wood tends to split.



The width of the pairs of gates is the only set dimension here, so I assume they are in the middle of each pen and mark the position of the posts round this. Yes, working from a scale plan would be more accurate, but this method will look fine.

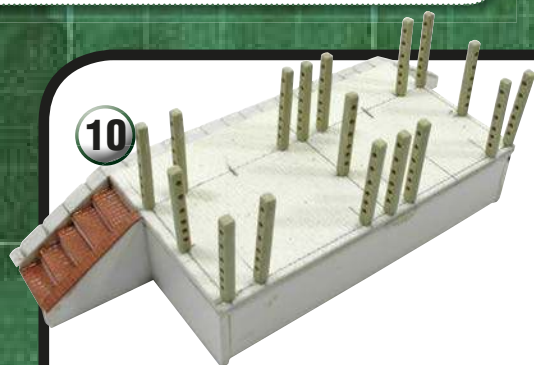
DON'T FORGET...

Horses and cattle produce tons of manure, as seen with this pile at Exeter cattle market show. Railway companies needed to dispose of this asset. Some found its way to the stationmaster's garden, and I'm sure that other staff would avail themselves of it, too. In the steam-era, most gardens would have a generous vegetable patch.

Local farmers would also collect the valuable fertiliser. If you want to model this, you'll need to make a pile awaiting collection. A mixture of beige static grass, to represent the straw used in bedding, and brown scatter material works well. The contents of dried teabags are worth considering as scatter because the colour and texture is close to the prototype. Dry the leaves in a warm oven, or they can go mouldy – not the effect we're after!

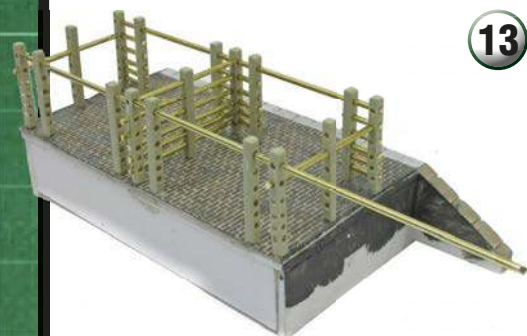


10



All the posts are test-fitted into holes in the platform, but not glued in place until after painting. This is the point to ask, "Does this look right?" If the answer is no, try to work out how to fix problems. Fortunately, I was happy, so out came the paint brushes.

13



The posts are superglued in and then wire fed through the holes to represent the rails. To keep everything in line, I use lengths running all the way along the dock. The wire is fixed, then cut with a fine saw to open up the gaps for the gates. Most of the rails can then be cut to length before fitting, without worrying too much about wonky posts.

16



The dock is set into a landscape made from polystyrene. Being nice and square, cutting the sheet to fit neatly around it is easy. Once the glue holding it down is dry, I'll carve the polystyrene to produce the correct contours with a knife.

17



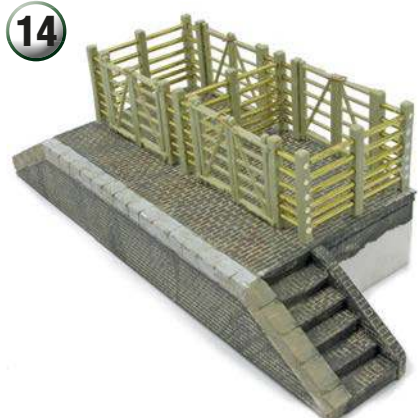
A skim of DIY store wall filler mixed with brown emulsion smooths the polystyrene and fills gaps around the walls. The road surface is carefully sanded to a nice smooth finish and painted grey using enamels. Dusting it with grey weathering powders applied with a sponge gives the final colour and texture.

11



Painting starts with a coat of Humbrol 121 for the mortar. Left overnight, it's dry-brushed with a mix of enamels – Greys 27 and 66 with a little bit of Brick Red number 70 on where the animals tread. For the stone edge, I mixed a little white into the mortar colour and dry-brushed that on, finishing with some 147 Pale Grey for the white-painted edge. All this was carried out quickly so the colours didn't have the chance to fully dry; that way they blend naturally on the model.

14



Rails are finally fitted - a job that consumes nearly three feet of brass rod - and the gates are glued into place. The sharp-eyed will notice that the gates can be inserted upside down because they aren't symmetrical.

12



Ratio only mould holes in the front and back face of each posts, so for the corners, I have to drill more holes. Push a sharp object into the plastic to match the centre of each hole and use this to guide the drill bit. There's not a lot of leeway either side of the hole, so if the bit wanders, the hole breaks out of the plastic. It only took me three posts to work this out...

15



The brass parts need a coat of primer. Masking up before spraying takes longer than the application of paint.

I love working with plastic sheet and am never happier than bodging away with it to produce another model.



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THE EVOLUTION OF... MAKING MODEL TRAINS

Model railway manufacturing is undergoing a radical process of change. Tony Stratford presents key challenges that face emerging manufacturers, highlighting how a manufacturing evolution is likely to impact retailers and enthusiasts alike.

Words: Tony Stratford **Photography:** As credited

There was a time when our needs for model railway products could be met in virtually every town or city in the country. From toy shops to newsagents, bike shops, chemists or specialist model shops; most could supply you with the products you needed. The likelihood was that it would be the products of one manufacturer. In post-war Britain, power pick-up arrangements, track, wheel standards and couplings were often incompatible. Almost all model railway items today have been standardised and are compatible. Playcraft could be found in every F.W.Woolworth store and there were almost 1,000 of them across Britain. It was found in many toy shops too! Woolworth's and Playcraft are now defunct and no current manufacturer has so many dealerships. Today we are often faced with lengthy journeys to find specialist dealers, unless our home town or city still has a model shop.

Have prices risen?

Model Railways have never been a budget hobby, despite what many think about today's prices. In 1950, a Hornby Dublo EP2 'Duchess of Atholl' train set would cost you a considerable amount of money (157/6d = £7.75). In 1950, the average wage was £7.08, so a train set was an item to save up for. Many shops ran Christmas Clubs, where an amount could be saved each week against the reserved purchase, ready for despatch to Santa in good time for Christmas. That 1950s 'Duchess' set would cost you £225 in today's money and you still had to buy



HORNBY DUBLO

'Ready to Run' TRAIN SETS
(complete with Power Unit)

Set No. 2001 HORNBY GAUGE 00/HO ELECTRIC TRAIN £4/5/-
This 'Ready to Run' 0-4-0 TANK GOODS TRAIN comes COMPLETE with Hornby I Power Control Unit, which provides for speed control and reversing. The train consists of a well-detailed four-wheeled tank locomotive, two Open Wagons and Goods Brake Van. The 2-rail Track supplied forms a circle requiring a working space of 3' x 3'.

Set No. 2004 'Ready to Run' 0-4-0 DIESEL GOODS TRAIN, illustrated below, comes COMPLETE with Hornby I Power Control Unit, which provides for speed control and reversing. The 2-rail track supplied forms a circle requiring a working space of 3' x 3' £4/5/-

The locomotives in Sets Nos. 2001 and 2004 carry a 30-day Guarantee.

An extract from Hornby Dublo's 1964 catalogue highlights the change in model standards of ready-to-run train sets. The locomotives carried a 30-day guarantee.

the controller! Deduct £179 from your own weekly wage and you get the idea that such items are now much cheaper than they were in the post-war period. In 1950, £7.75 would have taken a long time to accumulate!

Previous model railway catalogues were much thinner. You were lucky if the annual announcements made at the Toy Fairs contained more than a couple of newly-tooled items. Today, we see such announcements almost on a monthly basis.

Retail strategies

In the pre-internet years, prices were consistent from one shop to another and there was no discounting. Everyone charged the same price, set by the manufacturer and it wasn't until the 1970s that deep discounting began. A discount is exactly what it says on the tin. There is nothing in the law that stops retailers selling items for less than they paid for them. However, such arrangements aren't likely to keep them in business for very long. Many modellers assume that discounted prices are the real RRP and demand that manufacturers halve their prices accordingly. Compare this to many a supermarket in the late evening, where people hover around the shelves for food offered at give-away prices because the supermarket will throw it away the next day. Such discounts don't reflect the prices charged for those items elsewhere in-store – should railway modellers be more realistic with their expectations?

Manufacturing Casualties

The history of railway modelling in Britain post-war is littered with casualties. Manufacturers have come and gone over the decades. Some collapsed in financial turmoil; others were bought out, or their owners retired. In turn, they have been replaced by others. Even our longest-serving manufacturers today are relative newcomers. Hornby has its roots back in the heady days of Meccano in the early 1920s, but the company is vastly different today and its products don't share the same DNA. If we trace back Hornby's roots to Rovex in Richmond and Tri-ang in Margate, today's products are so much more detailed that even those outside the hobby would be hard-pressed to find any family likeness.

Brand Heritage

Railway modellers in other countries don't share the same nostalgia for their models as us. In the UK, we recycle older

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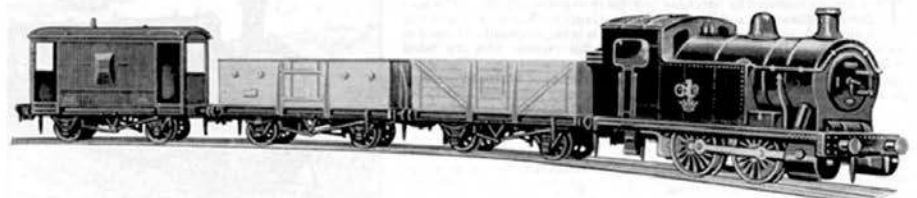
models through second-hand dealers, swap meets, model railway auctions or toy fairs. Elsewhere they are discarded or forgotten about in an attic box and are replaced with newer models. At a recent exhibition, a gentleman picked up a 1950s Tri-ang 4-6-2 'Princess' and asked the dealer if it had a

DCC decoder socket...

Mention model railways and most people will have heard of Hornby. All trains are 'Hornby', just as all vacuum cleaners are 'Hoovers'! Hornby products could be found in most high streets in one form or another, until recently. Even the Co-op department

Meccano Magazine's April 1963 issue was keen to highlight new Hornby arrivals. Fewer new models and liveries were announced that year compared with its 2019 range.

A BIG MONTH FOR HORNBY TRAIN LOVERS



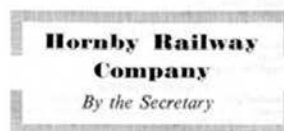
Goods Set For The Youngsters: "Simplex" Points: New Restaurant Cars: More French Items

WE have details this month of several intriguing new introductions into the Hornby-Dublo and Hornby-aCHO ranges from our Bins Road factory and from our Paris subsidiary, Meccano (France) Limited. Let us start with our own attractive new items. Of especial interest to those youngsters who are anxious to enjoy their first taste of the Hornby-Dublo hobby is the news that we are introducing an efficient, inexpensive new Train Set, under catalogue No. 2001, and you will find it announced in our advertising pages this month.

A special point about this set is that it is complete with Power Control Unit, so that the owner has available, in one box, everything he needs to start operations right away. The items in the new Train Set make up a Goods Train of simple character, and the locomotive represents a tank engine of moderate size. It does not follow the lines of any particular prototype, but has been designed to incorporate typical features of British practice. It possesses a motor of particularly efficient character for its size, designed to ensure satisfactory life. The design of the motor has been kept as simple as possible, so that routine maintenance is kept to a minimum.

Externally the engine is of pleasing outline, and the outside cylinders provided help to give it an air of real purpose and capability. The housing is a plastic moulding, which has allowed the maximum detail to be incorporated. Such things as rivet heads, hand rails and so on are all there, together with the various items of piping that form such an intricate feature of many full size engines. This new addition to the Hornby-Dublo locomotive family looks very workmanlike in its black finish and I am sure it will appeal very strongly to those who see it.

To make up the train are two wagons of representative types, with fully-detailed moulded bodywork finished in attractive colours. Constructionally the bodywork is standard with that of the 13-ton Open Wagon and the Open Wagon steel type



respectively, so that there is plenty of character even in such a small train. In addition, there is a Goods Brake Van of effective appearance, with moulded bodywork that includes features found in B.R. standard practice. It does not incorporate the long wheelbase characteristic of the existing Goods Brake in the system, but the bodywork is arranged very neatly on a shorter four-wheeled base giving it a particularly attractive appearance.

The set includes Curved Rails to form a circle and these curves have the standard radius of 15 in. A board measuring three feet square is necessary to accommodate the track comfortably and to leave room in a convenient corner for the Power Control Unit.

This unit is entirely new and is known as the Hornby I Power Control Unit. It is an efficient, attractive-looking piece of apparatus, simple in character yet entirely safe in operation and providing the means of controlling the train's speed. A separate reversing switch is fitted so that the locomotive can be made to travel backwards when required. In operation the speed control knob should be brought

The practical lines of the new, ready-to-run Hornby-Dublo Train Set can be clearly seen from this illustration.

back to the "stop" position before the reversing switch is used.

This is a set that will be of interest to all Hornby-Dublo owners and is certain to become the starting point of many realistic layouts.

While dealing with electrical matters, I am pleased to tell you that we are introducing into the Hornby-Dublo 2-Rail system Points of a new design to simplify the system and ease wiring difficulties. They are known as "Simplex" Points, and their principal characteristic is the inclusion of an insulated frog—that is, the "V"-shaped section where the two rails intersect. Another new introduction is No. 1612 Switch Link Handle, illustrated on the following page. This fits on the top of the levers of Hornby Switches which are adjacent to each other, so that they may be moved simultaneously.

It is some time since I had details to give you of any new passenger-type rolling stock, so that it is with special pleasure that I am now able to tell you about the two new Restaurant Cars listed under Nos. 4070 and 4071. You will recall the revision in Hornby-Dublo passenger coaches that took place some time ago, leading to the appearance of the now familiar corridor coaches representing B.R. standard practice. The new Restaurant Cars incorporate similar features, and like the Corridor and Open vehicles already in service on many layouts, they, too, represent standard stock.

In their construction the cars have been brought into line with the style of construction standardised in Hornby-Dublo coach building practice. A wealth of detail is provided with the moulded roofs, end and underframe sections. The body-sides, bases and bogie frames are, like the real ones, of strong metal. They run on the standard Hornby-Dublo Nylon Wheels, so that their easy action when on the road is ensured. Moulded couplings, as now standard, are fitted. Interior furnishing and features are, of course, in-



Retailers have commissioned exclusive models from manufacturers for a number of years, but in more recent times some of the larger retailers are fronting the costs directly with the factories in China. Kernow's 1-Co-Co-1 Bulleid diesels are an example of this evolution. ANDY YORK

stores stocked items from its range at Christmas.

Hornby was berated for bringing back its buildings and accessories that date from Tri-ang days, but it makes sense to utilise such assets for the greater good of the train set market. No one is forcing a railway modeller to add a Victorian suspension bridge to a layout of the Settle & Carlisle line. Hornby has been the traditional starting point for most entering this hobby and many newcomers are more than happy to utilise such items to get them up and running.

Unreasonable expectations?

Larger model railway manufacturers supply most items required to build a layout – from 'big ticket' items like locomotives, to track pins! Aftermarket brands have grown around these ranges, always seeking to fulfil market demands and gaps.

Modellers expect manufacturers to offer spares so that we can repair items that we damage - even for items that have long since disappeared from the catalogue or have been succeeded by newer models. Manufacturers are lambasted for not having spare parts for

them – but try to source spares for a 1950s Ford Prefect from your local Ford dealer. No car restorer or enthusiast would dream of such things – somehow, railway modellers do. Bachmann has shown how many components it takes to produce a model. Multiply that by the number in its catalogue and you'll understand how much warehouse space is required for storage.

For those who can't repair products (or in many cases, maintain them properly) many expect manufacturers to offer technicians to repair items, some even complaining when they are charged for repairs, or the supply of spares, on items long out of warranty.

Business Overheads

Manufacturers have to rent or buy large buildings. They have business rates to pay, staff wages and other costs such as heating, lighting, security and copious amounts of legislation to wade through such as GDPR, VAT and other less-inspiring subjects. These are linked to the process of making trains and without them we would have no industry. Each brand requires researchers to develop models, staff who liaise with the

factory and check its work, employees to sell the product to the dealer network, people to provide information to end users, the media and the trade, staff to send out invoices and ensure they are paid, people to pick and pack orders and transport distribution companies to pay. Most brands today are lean and mean - they don't have hundreds of staff to do a job. In many cases, some have more than one area of responsibility to manage. The overheads from manufacturers must be absorbed in the price of their products.

A one-person operation working from domestic premises will be able to offer a cheaper product, particularly if it isn't their full-time occupation. This after-all, is how much of the kit market served us for many years, run by individuals who provided a service to like-minded modellers.

New order

We can rejoice in the new models being announced on a weekly basis. Anyone with a spare £500,000 can visit China, hand drawings at a factory manager and await the result. Good results will come if you are prepared to do a lot of work and provide

Cavalex Models are a fresh face in the model railway manufacturing business. Its first model – the PGA hopper is to soon be joined by these PCAs, with a BBA also announced. CAVALEX MODELS



Few realise the number of spares required for a DCC sound-fitted locomotive such as this Bachmann Class 70. Stockpiling spares for each item for years to come must be weighed against the costs of storage. ANDY YORK



Bachmann Europe has diversified in recent years, expanding into the narrow gauge market with its growing range of 009 gauge items, acquiring Pocketbond and Exclusive First Editions and launching its own range of modelling tools. ANDY YORK



New model railway manufacturing is taking a vastly different route to the well-trodden business model of longer-standing model railway manufacturers. Only time will tell if it is sustainable and there is room in the market for both to live in harmony.

Wish Wisely

A walk along many high streets highlights a number of vacant premises, sometimes in such disrepair that they are even

unattractive to charities, fast food concerns, 'bookies' or estate agents. Take a look at the number of empty banks and Post Offices too. Many of us lament the passing of our local model shop, but more than 500 still exist, so use them!

The internet has its uses but isn't the only way to buy models. We expect our dealers (if we're lucky to have one within reasonable distance) to supply glue, paint or rail joiners, then buy everything else from whoever is the cheapest. Such business models aren't sustainable and if in the future we have only a small number of supermarket type operations to choose from, expect prices to rise because they'll need more staff and bigger premises!

Most of us have a finite amount of money to spend in the hobby. Today's cake is a much smaller cake with ever-thinner slices if more commissioners and manufacturers enter the market. ■

more material than a few Skinley or Roche drawings. You'll need to know what to look out for when you get CAD artwork and EP samples back. When computers first appeared, we were often told "put rubbish in and you'll get rubbish out". The same applies to model railways. Getting it wrong usually generates bad publicity and poor sales.

Never before have so many manufacturers offered ready-to-run British-outline models

A pair of Hornby Class 50s. Hornby continues to provide 'bread and butter' staples in model railways across locomotives, rolling stock, buildings, scenery and accessories. Such a diverse range of RTR products is popular only with larger manufacturers. ANDY YORK



HOW TO 3D PRINT AT HOME

Words & Photography: Phil Parker

Phil Parker is often sceptical about new technology. In a bid to convince him that it has a place in the modeller's arsenal of tools, we sent him a budget 3D printer.



I have bought a few printed items over the years and seen many that don't seem to warrant the excitement their sellers seem to think they should. At the TCT 3D Print show, I spent some time on the Monoprice stand which seemed to be selling the cheapest printers in the large NEC hall. The representative was happy for me to prod and poke the machines, then offered to lend **BRM** one to have a play with for a month. Could a 3D printer in the workshop convince me of the value of them?

The printer that arrived in a big box from the USA is the IIIP, and first impressions are very good. This is a well-made piece of kit. The main parts are made from a decent thickness of metal. I'd taken the precaution of ordering some 50g sample packs of filament from www.ooznest.co.uk after chatting on their helpline to make sure I bought the right ones for the printer specification. The main thing to check was

the nozzle diameter – 1.75mm rather than 3mm – other than that, choice of colours and materials was mine.

I realise that a budget Fused Deposition Modelling printer, where layers of plastic are built up one at a time, wouldn't give me the same results as the resin-based machines used by figurine manufacturers such as Modelu. However, at the same price as the average larger OO gauge locomotive, does it have a place amongst my tools?

Part of the setup process involves printing a 6cm-tall Chinese Good Luck Cat. It shows the limitation of the process. All the curves are made from steps and if you rub your fingers over it, you can feel lots of ridges. My next stop was the internet where I could download something more train-shaped. The printer required gcode files and a quick search took me to www.thingiverse.com where you find hundreds available for free download. Downloading designs

is a sensible early step. I'm not looking to get into 3D design at the moment. That's a hobby in itself – and one I suspect many people won't be worried about. The chances are you can download a design to suit your needs without much effort.

Printing a toy locomotive provided me with a subject for the biggest challenge I expected to face – smoothing all the print lines. Part of the learning process involves understanding the materials involved. Printing using PLA is easy, non-smelly and provides a model that can be sanded if required. Although the specification says it will work, I struggled to persuade the printer to feed ABS. One problem was working out how much filament will be required. If the design includes lots of supporting materials or infill, you can find the stuff disappearing at quite a rate.

Time is another problem. A small locomotive takes 2.5 hours to print, a cat just over 3 hours and a larger (10cm long) toy, over 6 hours. Fortunately, once the first few layers have been laid down, the machine can be left to get on with the job. ■



The machine arrives fully assembled in the box. Only a spool support has to be clipped to the side, there's no screwdriver or spanner work. A separate transformer plugs into the back. Turn on the switch and everything appears ready to go.



Control menus are accessed by turning and pressing a knob. There are three main menus – Printing, pre-heating the nozzle and bed and one for moving the head around manually. It doesn't take long to work out where things are located.



Before feeding the filament into the hole at the top of the printer, the end needs to be cut at an angle using scissors or better still, wire cutters. If you are using a reel, it can be hung on the side of the machine. My tests are with 10-metre-long spools, so I let them sit on the desk beside it.



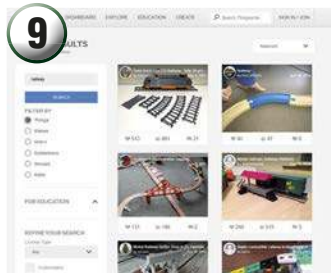
Three hours later, I am the proud owner of a plastic feline, and happy the printer is working properly. The wide area printed around the base is a sacrificial layer called a 'brim' to help the filament stick to the bed. It's a useful guide, because if the brim doesn't stick, nothing else will, so you can stop the printer.



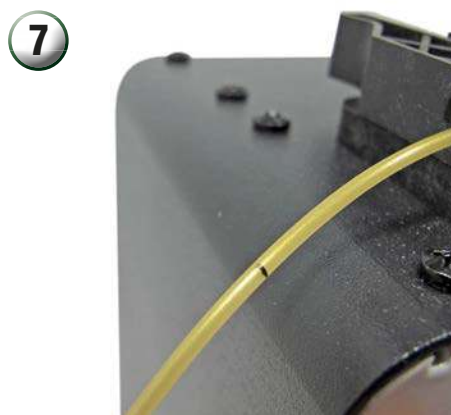
Before printing can commence, the distance between the bed and nozzle has to be set to the thickness of a sheet of paper. You move the head around and slide paper between the two. Adjustment is made with an Allen key turning a bolt in each corner. The movements are small, but important. Too great a distance and the plastic will cool before it hits the bed and won't stick.



Dial up the cat file and press print. The machine runs a test bead along the left-hand edge of the plate to get the filament flowing, then starts to build up the layers of material. It's mesmerising to watch for a while and quite nice on the ears too. Imagine R2D2 from Star Wars singing to you.



Files for printing are stored on a micro USB chip that slots in the side. You can plug a computer in instead, but this isn't recommended. When your computer goes to sleep because it's not being used, the printer can stop.



It's nearly impossible to see if the filament is moving into the machine but I find a mark from a felt-tip pen solves this and doesn't affect the printing process. Presumably the tiny amount of ink is destroyed by the heat of the nozzle.

Learn how a model Kiosk was 3D printed in the October 2017 issue of Garden Rail. www.world-of-railways.co.uk

Printed cat tested, I want to print something more railway-orientated so it's off to www.thingiverse.com, where thousands of free-to-download files are available. Put your subject into the search box and a list of projects appears. Other similar websites exist.

DID YOU KNOW?

All filaments can be mixed with other materials such as wood or metal if desired, giving the resulting items some of the properties of wood or metal. I tried a wood-infused PLA but had great difficulty feeding it through the printer. If your machine will print infused filament, the results can be very impressive.

There are three main materials used for 3D printing: PLA – Poly Lactic Acid is a biodegradable polyester derived from corn starch or sugar cane. When heated for printing, the fumes (if you can smell them) are sweet. They may be harmful for youngsters, so printing in a well-ventilated room is a sensible precaution. The resulting models can be sanded smooth with normal abrasives. As the material is bio-degradable, it can be

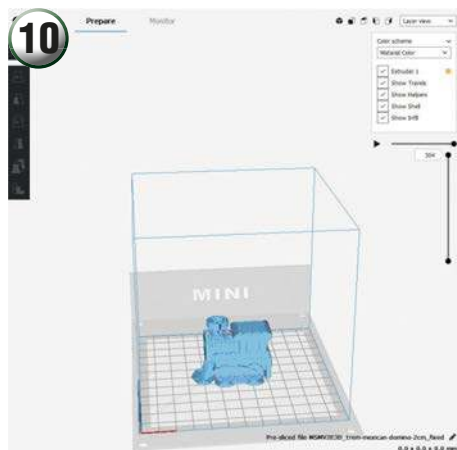
disposed of in a compost bin, apparently taking 6 months to dissolve. Nozzle temperatures of around 200°C are required but while a heated print bed is desirable, it isn't essential.

ABS - Acrylonitrile Butadiene Styrene is a plastic that will be familiar to many modellers, or children - it's what Lego bricks are made from. A much harder material than PLA, it requires higher nozzle temperatures, around 240°C and a heated print bed is essential. Fumes given off during printing can be unpleasant and many choose an encased printer for this reason.

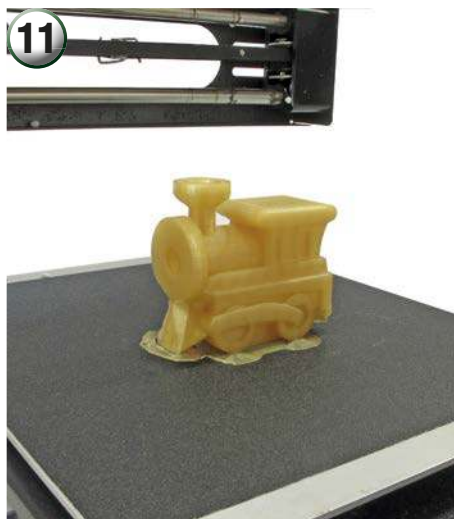
PET - PolyEthylene Terephthalate is the most popular plastic in the world. Water bottles are made from it. More flexible than PLA and requiring slightly lower nozzle temperatures than ABS, it's also available in semi-

transparent forms. Very sticky white printing, adhesion between layers is excellent, although peeling the model from the print bed can be more of a challenge.





To open the files, a free piece of software called Cura is supplied on the SD card, or can be downloaded from www.ultimaker.com. It allows you to open and rescale a file before saving it to the micro SD card for use in the printer. Essentially, the software takes the design and slices it horizontally so the print nozzle knows where to move during printing.



Two and half hours later, a locomotive, of sorts. It's very basic, but serves as a useful test piece. As a guide, a 50g spool of filament is enough to print a 60mm tall cat and two and a half 45mm long locomotives.

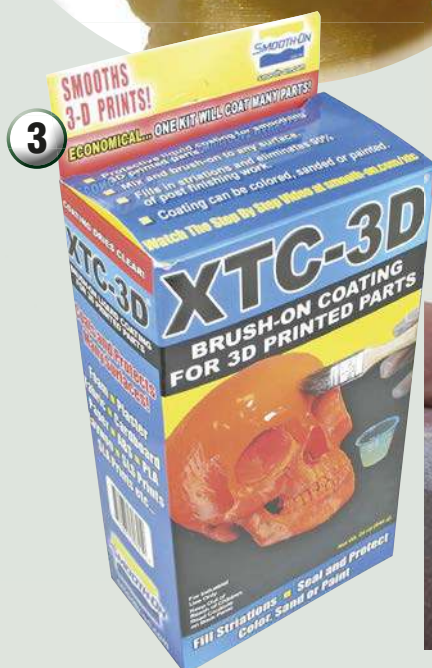
Improve the surface of 3D printed items



The biggest problem with Fused Deposition Modelling is you can normally see the layers of print. This is especially apparent on curved surfaces such as boilers and cab roofs but even flat areas such as cab sides show a series of lines.



PLA can be sanded flat using normal abrasives. Work hard using increasingly fine grits and the resulting surface will be glass-smooth. The trouble is, you are likely to create dips in some areas and getting into all the nooks and crannies can be difficult. I couldn't get the sanding stick under the cab roof when I experimented with the locomotive print, and it's not a very detailed model.



XTC-3D is a two-part epoxy-based brush-on coating. It claims to eliminate 90% of post-finishing work. Not only this, a coat will protect your model from moisture and help paint stick.

IIIP 3D PRINTER



Specification:

Extruder Type - Single Extruder
Printing Technology - FDM
Supported Filament Size - 1.75mm
Supported Filament Types - ABS, PLA, and others
Max Extruder Temperature - 250°C
Max Platform Temperature - 60°C
Nozzle Diameter - 0.4mm
Max Printing Speed - 55mm/sec
Layer Resolution - 0.1mm
Build Area - 120 x 120 x 120mm
Build Volume - 1728cc
Dimensions (H x W x D) - 343 x 287 x 190mm
Weight - 4.5 kg

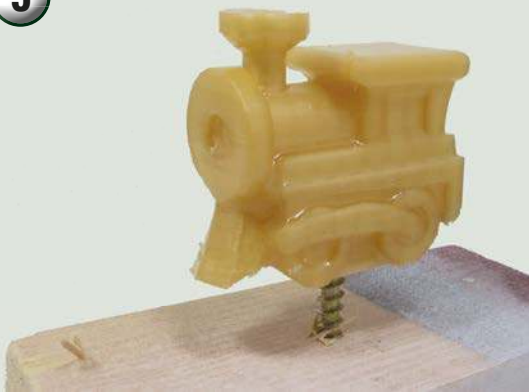
Price: £189.99

www.monoprice.uk



The two liquids are mixed following the instructions and the resulting gloopy liquid painted all over the model using a disposable brush. The foam brush I'm using seems ideal. I'm aiming for a very thin coat all over.

5



Drying takes a couple of hours, although leaving the model overnight in a dust-free box is a good idea. The model looks like it has received a thick coat of gloss varnish at this stage.

6



A spray with matt grey car primer shows XTC hasn't done a bad job. In many areas the lines have vanished but at the expense of the model now appearing soft. I'm not convinced this product would be much help on a highly-detailed surface.

7



For PLA prints, the Internet suggests that coats of paint and polyurethane varnish are the way to go. In theory, the varnish sinks in to the printed parts, smoothing the lines without harming detail. You need to leave each coat for at least 20 minutes to dry, so it's a time-consuming process. I gave the model a couple of coats of paint and three of varnish, leaving the last to dry overnight as recommended.

8



The worst of the lines have vanished, but at the cost of losing the crispness of the original. The primer doesn't seem too happy with the varnish either, which could be a problem if the model is to be painted.

THE VERDICT

Overall, I am impressed with the printer. It's simple to use, well-made and reliable. If you want to dip a toe into the world of 3D printing, it's a good machine, but don't expect injection moulding quality. I want to try to do more and make something useful. I don't care what, just something that isn't 'plastic tat'.

I'd also like to persuade the ABS to print as there are some useful techniques for smoothing this which avoid the slightly melted appearance of the ones made from PLA and allow for greater detail printing. There needs to be more experimenting with sticking the material to the printer bed for that to work.

I'm a long way from a convert to 3D printing everything, but it's more fascinating than I expected. Making printing work seems to be a matter of understanding the limitations of the technology rather than pretending they don't exist. I can see how printing could become a hobby in itself and that's not what I want, but at the price, I may see how this printer could justify a place on the workbench.

So, we are on to plan B. I've asked to hang on to the printer for a bit longer for more experiments. The team has given me more ideas and next month you'll see what came of them.



CAMPBELL'S QUARRY

Scratch-built working machinery and skilful operation combine, to provide a great exhibition spectacle on John Campbell's narrow-gauge quarry layout.

Words & Photography: Phil Parker



Factfile

Layout name: Campbells Quarry
Scale/gauge: 16mm:1ft scale / 32mm gauge / 1:19
Size: 5ft 6in x 2ft 6in
Era/region: Private owner industrial 1950s – 1970s
Location: Bedfordshire
Layout type: compact end-to-end scene

Campbell's Quarry demonstrates that it's possible to build large scales in small spaces. It measures 5ft 6in by 2ft 6in, but packs enough operation to entertain visitors at exhibitions where it's won several 'Best of show' awards.

Trains don't provide all the movement. Fundamental to the design is a pair of working excavators – a Ruston-Bucyrus dragline and Ruston-Bucyrus Crowd Shovel. Both work in the same way as their prototypes, dating from an era before widespread hydraulic power. They fascinate viewers with their collection of ropes and pulleys, operated to scoop sand into wagons.

Big Ambitions

The red and cream dragline was the first excavator model built by John. Offered a real machine, but informed by his wife that he wasn't bringing it into the garden, a miniature version had to satisfy him instead. Modelled with the post-1954 cab, the model is electrically-powered and plugs into the baseboard with an umbilical cable. This isn't entirely un-prototypical – some real diggers are powered in similar fashion with massive cables linking them to the mains.

Constructed as a removable unit for both transport and maintenance, inside the body is a complicated construction housing the



John Campbell's scratch-built Ruston-Bucyrus Crowd Shovel awaits its next turn as a skip wagon departs fully-laden with sand.

motors and gears. This allows the machine to perform all the actions of the prototype, apart from driving itself around the site.

Building a working dragline isn't a project for the faint-hearted, but being an experienced engineer helps. There are quite a number of practical problems to overcome. For example, the bucket needs to be heavy if it's to sink into the sand, but there's nowhere to hide extra weight. John's first attempt was too light and wouldn't dig in, but a second attempt using 2.5mm thick copper with brass strapping proved itself over many exhibitions. Copper works better than brass in this sort of thickness because it's easier to form without cracking.

Reliability is key

The ropes and pulleys must run smoothly and reliably. The layout operates continuously at shows, scooping many scale tons of sand, so temperamental machinery can't be tolerated. Having met the operators, they aren't the sort to let the builder off the hook, no matter how much respect they have for his efforts!

With the dragline built, the design of the layout was worked around it. Baseboard size was set by the space available in the workshop by the removal of a lathe. If you have a working dragline, you want to dig something and tip it into skip wagons. These need to go somewhere to be unloaded and that somewhere needs to be high enough for the load to fall out into a pile. This means the design has to incorporate a pretty big incline to raise the trackbed by a few inches.

Loaded wagons hauled around tight curves on less-than-perfectly-laid trackwork is the territory of the narrow-gauge industrial diesel. In 16mm scale, there are plenty of kits available. Unfortunately, these normally only drive a single axle, so don't provide enough traction for the job. John scratch-built all his models, only using kit parts where they were appropriate and made the job easier. His formula used for all the models includes worm and wheel enclosed gearboxes driven by 'can-style' motors and Delrin chain sets to make each model four-wheel drive.

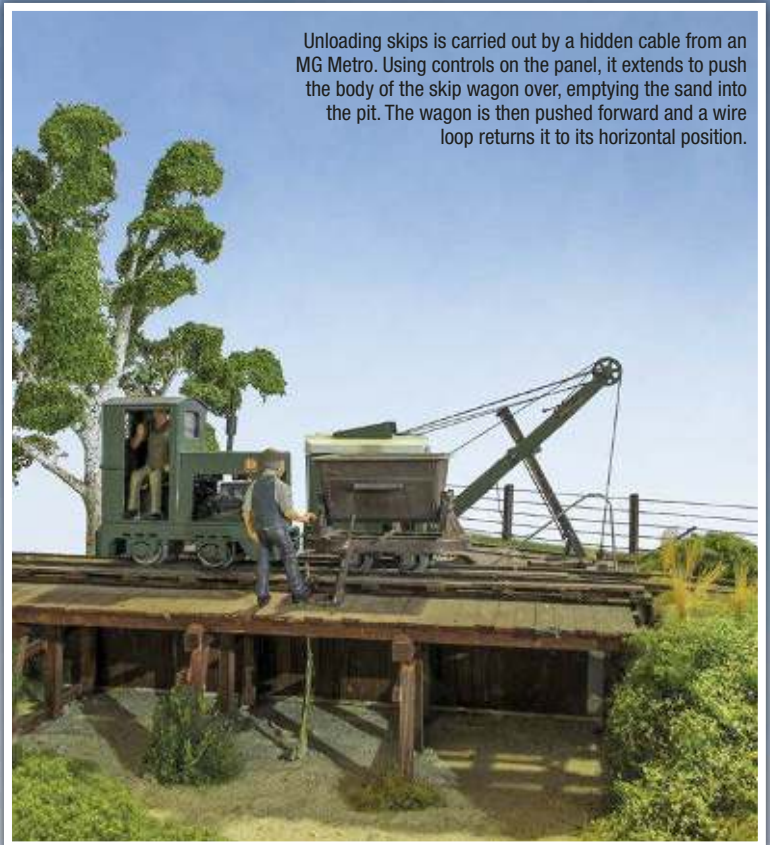
On charge

Track is from the Mamod range. For those not familiar with this, it's made from cast metal with sleepers and rail being a single item. The short panels slot together nicely and the result is durable enough to handle live-steam locomotives. The only trouble is that it's not possible to use it to

The dragline digger sits beside the sand pit from which it scoops. The metal hopper is used to direct material into the skip wagons. You could operate the layout without this, but the operators would need to aim very accurately.



Unloading skips is carried out by a hidden cable from an MG Metro. Using controls on the panel, it extends to push the body of the skip wagon over, emptying the sand into the pit. The wagon is then pushed forward and a wire loop returns it to its horizontal position.



power locomotives, but this isn't a problem because all the locomotives carry their own power in the form of AAA rechargeable batteries. With four locomotives to choose from and only one required at a time for operation, the rest can be on charge. As well as spreading wear, this ensures viewers who return to the model during the day see a different locomotive in use.

Battery power requires radio control and like many garden railway modellers, John favours the Deltang system. As supplied, the transmitter looks like a conventional handheld controller with its large operating knob, but no lead. John stripped his down, building it into the control panel. This way, it can't be left behind when packing up after a show.

A variety of receivers are available, some under 10mm square – although there is a short wire aerial to be hidden in each locomotive. Operating at 2.4MHz, the clever technology avoids frequency clashes that affected older 27MHz systems.

In Action

All operation is hands-free, with points changed by a 'wire in tube' system – a repurposed camera shutter release cable. Before these, servo motors did the job, but their gears didn't like coming into contact with the sand. Unloading the tipping wagons is achieved using another cable, this one designed to work the choke for an MG Metro car. The skip body is righted by a length of wire as the train passes-by.

Both diggers are operated with nothing more complicated than a series of double-pole double-throw switches. Two switches need to be operated at the same time for some movements. Once you've filled the dragline bucket, it has to be raised up but if you don't let out the line used to pull the scoop towards the digger, the bucket tips forward, emptying it again. Lister diesel sounds are run from an electronic unit supplied by Innovative Train Technology Products (ITT) in the US. John is experimenting with a Train-Tech unit to give voice to the Ruston 10RB.

Green-fingers

Despite his engineering background, John is a dab hand with scenery. Considering this is his first scenic layout, that's even more impressive. All the techniques will be familiar to those working in smaller scales with plenty of electrostatic grass and polyfibre clumps from War World Scenics, covered with scatter material from the same

source. Some work has been contracted out – to his sister-in-law who is responsible for the dandelions and blackberry bushes. The tree is a commercial item bought at the Warley show from Ceynix models.

To keep fingers back from the machinery, along the front edge is a fence made from wooden uprights and steel wire rails – strong enough to keep the hands one side and rolling stock the other in case of derailment.

The sand is a mix of block paving and sharp sand from a builder's merchant.

Campbell's Quarry might be a technical marvel, but its success owes everything to the atmosphere it conjures-up. A world where hard-working little diesels bustled around with important jobs. Nothing is clean or tidy, but the decrepitude hasn't been overdone either.

John would like to thank his regular operating team of Joe Pearson and Nyall Rudge for their help at shows. Digging dirt all day takes a surprising amount of concentration! ■

Ruston-Bucyrus 10RB dragline



John's first model, scratch-built in brass, is of a post-1954 machine, identifiable by the modern cab design. These were one of the smaller machines produced by RB and made from the 1930s until 1969.

To excavate, the bucket is dropped to the ground, then pulled by rope towards the body of the machine. Once full, it is raised again by the hoist rope – the one to the top of the jib – and the drag rope is let out to keep the bucket level. The body then slews to place the bucket over the wagon and the drag rope is let out so it tips forward, emptying its contents.



Inside the body are three motors and gear trains. One lifts or lowers the bucket, another pulls it in and out. At the back, behind the Seuthe smoke generator, a smaller motor rotates the body. The prototype would have an extra control to raise and lower the jib, but this isn't required on the model.

Ruston-Bucyrus 10RB 1934 crowd shovel



Like the dragline, this model is scratch-built in brass, but this time represents a 1934-built machine with the earlier metal body with wooden windows.

Designed to excavate material from mounds or walls in front of the machine, the bucket is attached to a steel 'dipper' that pivots in the jib. This can be moved in or out to vary the depth of the cut or position of the dump. This operation is called the 'crowd', hence the name.

Meet the modeller



Apprenticed with British Steel, plant and machinery have been a constant factor in John Campbell's life. Nowadays, he is a professional locomotive builder for those in garden railway scales. Now

a member of the Vintage Quarry and Mining museum at Threlkeld in Cumbria, he still occasionally drives the full-size versions of the machines he has modelled.

Lister RT petrol locomotive from an IP engineering kit. Narrowed by 10mm and fitted with a new motor and gearbox, the driver is chosen for realism rather than the cartoon-look favoured by many garden railway modellers.

A Ruston and Hornsby 16/20 which started life as an IP engineering kit. Heavily-modified with new wheels and motors plus a scratch-built cab. Only the bonnet, footplate and side frames remain from the original kit.





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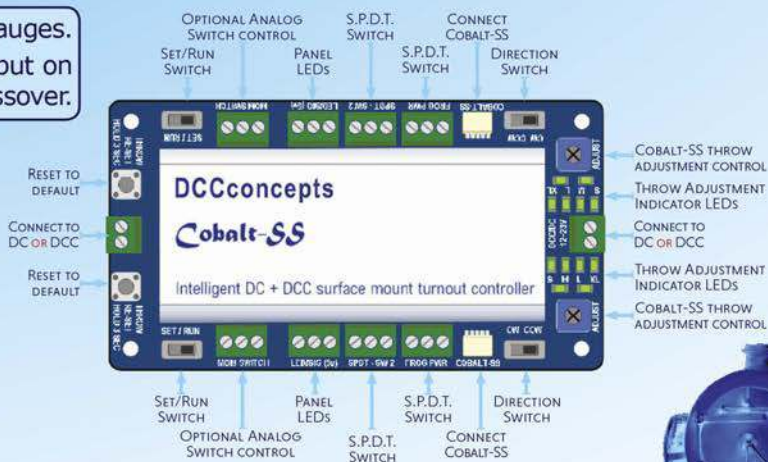
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This picture of Cobalt-SS
is presented here full size



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HORNBY (R3623) LMS STREAMLINED PRINCESS CORONATION CLASS No. 6221 QUEEN ELIZABETH

00



The original streamlined shape of the Coronation class arose from tests conducted by the LMS Research Department on Sir William Stanier's previous development of the Princess Royal class locomotives. No. 6221 *Queen Elizabeth* was the second of the class to be built, leaving Crewe Works in June 1937 for Camden Shed. In 1939, 6221 moved to Crewe North for a month, briefly returning to Camden before being allocated to Polmadie on November 25, 1939. It would lose its streamlining on June 28, 1946.

Price: £189.99

W: www.hornby.com

MSC MODELS SM MOTOR GEARBOX

0/1

Looking for an efficient drive system for your latest kit? The new SM motor/gearbox range from MSC Models features a precision-milled brass unit, a high-torque 2.9W 5-pole motor with steel worm drive powering a standard 3/16in diameter axle. Designed as the replacement unit for the now obsolete Mashima 1833 motor, the units measure 15mm in width and 32mm in length. A choice of 30:1, 25:1 and 40:1 ratios can be selected to ensure optimum torque or speed is achieved, depending on driving wheel diameter. Flywheels are available. Contact MSC Models for further details.

Price: MSC SM: £50.00, (£38 gearbox only)

W: www.mscmodels.co.uk



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AUHAGEN (41649) WASTE BINS WITH ACCESSORIES



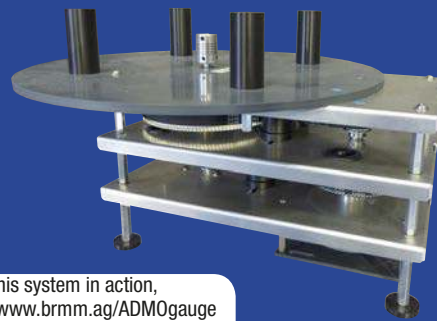
New with retailer Golden Valley Hobbies is a useful waste bin detailing kit. Perfect for a dirty alleyway between two houses, a layout cameo depicting bin collection day, or the back of a row of terrace houses. Suitable for the late-1980s (if modelling the Bradford area) onwards, the blue and yellow examples are sure to create a vibrant scene.

Price: £11.72

W: www.goldenvalleyhobbies.com

ADM TURNTABLES INDEXING DRIVE SYSTEM

0



See this system in action, visit www.brm.ag/ADMOgauge

Looking to drive and index a turntable? For a number of years, ADM Turntables has specialised in the manufacture of turntable control systems. This month sees the launch of its largest to date, designed for O gauge. Its torque and accuracy are guaranteed with a twin-belt system, specially-designed gears and software. The self-contained unit hangs under the turntable and its 304mm grey disc can be used as a jig to accurately mount the drive system underneath a turntable. Turntable drives can be customised to suit users' needs when ordering. Bespoke sizes also available in OO and N gauges.

Price: O gauge: £450, N or OO gauge: £425

W: www.admturtables.com

GAUGEMASTER (GM7210101) 0-6-0 'TERRIER' BRIGHTON WORKS No. 32635

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Dapol's 0-6-0 'Terrier' has proved popular with O gauge enthusiasts. Its compact size and keen price are attractive to both modellers and collectors in O gauge - it often being the catalyst for a change of scale. New to arrive with model retailer Gaugemaster this month is an exclusive, depicting Brighton Works No. 32635 in Stroudley's Improved Engine Green. Complete with Gaugemaster-branded orange and black outer sleeve packaging, the model is also available weathered or DCC sound-fitted.

Price: DC: £229.95, Weathered: £239.95, DCC sound: £449.95

W: www.gaugemaster.com

BACHMANN BRANCHLINE (32-393DS) CLASS 37/7 37884 EUROPHOENIX DCC SOUND

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The small fleet of Leicester-based Europhoenix Class 37s are currently some of the most popular locomotives on the network. Hired to the Rail Operations Group, they are typically deployed on stock movements, such as moving newly-delivered EMUs or coaches as well as taking older stock for overhauls or to storage locations. For this role, they have been fitted with compatible couplings and brake translator equipment. The oldest of the fleet, 37884 received the original version of the livery, as depicted, in May 2014. Fitted with DCC sound.

Price: £249.95

W: www.bachmann.co.uk

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EXCLUSIVE CLUB MODEL ARRIVING SOON



R3648

Bluebell Railway SECR, H Class, 0-4-4T, No.263 – Era 11

The stunning Bluebell Railway SECR, 'H' Class locomotive, No. 263 which was at the centre of the Hornby stand at the 2017 Warley Model Railway Exhibition in Birmingham, is exclusively available to Hornby Club Members.

The model is complete with etched brass header boards and is available to Club Members at a special price of £99.99 including p&p.

Join the Hornby Collector Club and order your model today!

Estimated time of arrival is March 2019, but is subject to change.
Limited to one model per customer.

NEW CLUB LOCOMOTIVE FOR 2019

Arriving July 2019, but is subject to change.



R3775

For more information regarding the club
visit www.hornby.com/thecollector or call 01843 233512



SCALE MODEL SCENERY (AX082-00) PACK OF TWO SPEED CAMERAS

00

For the past decade, the 'Gatso' style speed camera has stood guard on many a straight section of road around the country. From urban areas to 'A' or 'B' roads, many a motorist has feared being caught by the dreaded flash. Modelling these is made easier with this new two-part 3D printed kit from ScaleModelScenery, ideal for detailing street and road scenes on your layouts or diecast dioramas. Why not try animating them with a flash unit to synchronise with a speeding motorist on a Faller car system?

Price: £3.99

W: www.scalemodels scenery.co.uk



KEEN SYSTEMS BACHMANN CORRIDOR CONNECTIONS AND FLOATING END PLATES

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Improve the appearance of your older coaches by replacing couplings and corridor connections with these kits from Keen systems. Designed to be compatible or adaptable for use with Hornby, Bachmann or Oxford Rail coaches, the replacement draw bars place coupling pockets at the correct NEM position for better compatibility between coach ranges, too. To see the full extent of the range, visit Keen System's website. Watch us use them in

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Price: £4.70 each

W: www.keen-systems.com

GREENSCENE PLASTIC- FREE FLOCK

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This new range of modelling materials offer modellers a natural non-plastic way of creating model railway landscapes, without impacting on the natural world. A variety of flock colours are being offered by the manufacturer, from ballast, to grass or rocks. Visit its website to see the full range of modelling scenics, each supplied in a 500g bag.

Price: £3.50-£4.50 per bag

W: www.greenscene.online

HORNBY (R3634) SR 'LORD NELSON CLASS' 4-6-0 NO. 851 *SIR FRANCIS DRAKE*

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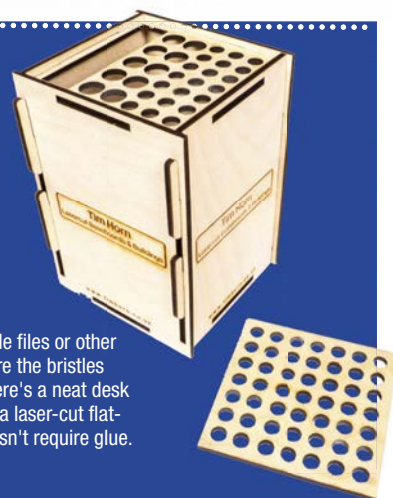
Richard Maunsell, Chief Mechanical Officer of the SR, needed a locomotive that was more powerful than the King Arthur class, hauling 500 ton trains at a speed of 55mph. Having previously used a Drummond four cylinder locomotive as a test bed, Maunsell altered the positions of the cranks on the Lord Nelson design to give eight exhaust pulses per revolution, rather than four. Built at Eastleigh in May 1928, No. 851 *Sir Francis Drake* entered traffic at Nine Elms, before moving to Stewarts Lane in June, 1932. In February, 1940 the locomotive returned to Nine Elms before heading south to Bournemouth in February, 1943. An accident at Byfleet in December, 1946 led to a major rebuild prior to a move to Eastleigh in January, 1949, from where the locomotive was withdrawn in December, 1961.

Price: £169.99

W: www.hornby.com



TIM HORN LASER-CUT BRUSH STAND



Do you struggle to find brushes, needle files or other items around your modelling desk? Are the bristles getting covered in filings or swarf? Here's a neat desk organiser for such items, supplied as a laser-cut flat-pack kit which slots together and doesn't require glue.

Price: TBC

W: www.timhorn.co.uk

POWER BOND 806 INSTANT ADHESIVE



Looking for a tough superglue? Power Bond is made at one of the most advanced facilities for cyanoacrylate synthesis in the world where it is triple distilled for greater purity and strength. This advanced two-part cyanoacrylate is despatched with instructions with tips and hints on how to achieve the best results, whatever your modelling uses for the glue may be.

Price: £19.98 per two 20g bottles, plus third bottle free

W: www.powerbonduk.com

HORNBY TTS VENTILATED VAN

Words & Photography: Howard Smith



Placed against the buffers, in a siding, you can add instant sound to an otherwise neglected part of your layout with Hornby's new creation.

Hornby has never shied from innovation. It was first to adopt the use of digital technology for model railways in late-1979, with its 16-channel Zero 1 control system. Now seen as collectables in the same light as Commodore 64s and ZX Spectrums are to computer fans, its innovation continues with the widespread release this month of its Twin Track Sound (TTS) 12T ventilated van.

Designed to make DCC more affordable, we have seen TTS decoders fitted to more recent locomotive releases in the Hornby range, in addition to offering the decoders as stand-alone items. The TTS name in itself isn't new, however this is the first time we've seen it fitted inside a wagon.

Make some noise

Many layouts with DCC sound provide glorious and authentic audio tracks to the ears as steam or diesel locomotives idle, accelerate or belt through at speed. But have we neglected the sounds surrounding the railway? What about station announcements, fields of cows, sheep, or passengers? Until now, these

sounds have largely been overlooked by larger manufacturers. Hornby's offering is clever – dispensing with standalone decoders or bulky sound units, the fitting of a TTS sound decoder inside a vehicle makes it mobile around your layout.

If the sound of riveting, emanating from the discreet cover of this condemned van parked adjacent to a shed or workshop becomes repetitive, simply relocate it to another area of your layout – a neglected siding under cover of trees, perhaps? Then, with the simple push of a button on your handset, transform the sound of heavy steel into the soothing 'chirps' of a birdsong.

Variable effects

A total of 28 sounds are pre-programmed on each TTS decoder. Selecting each is as simple as calling the function on the decoder from your DCC handset. Sounds are grouped into five categories, all of which are relevant to the location where this van is likely to be parked. Thus, a selection of sounds for the workshop, the station, the station yard, the signal box or atmosphere are placed together in groups for ease of access.

The sound decoder has three channel outputs – i.e. it can play three different

sounds at once. If all three channels are occupied with sounds playing, it's necessary to release one of the channels and wait for it to become available. This is known as the release time, and each sound is quoted a maximum value on the instruction sheet supplied with the vent van. In essence, depending on how long the current sound has been playing, when it is disabled, the channel wait duration can be up to the time quoted in the table provided with the instructions. Selecting more than the number of channels available plays a channel occupancy sound – an old telephone ring. It's Hornby's way of reminding you that you're about to play back three looped sounds.

Sounds vary between a single play, a loop or random loop depending on which one you choose. Hornby has opted to reproduce all sounds at a consistent volume, but these can be changed individually using the CV range CV160-189, or as a group using CV190. There are nine possible settings for each of these CVs, 0-8, where 0 is no sound and 8 is full volume.

In use

You can't review something without testing it and much to the amusement of my office work colleagues of **BRM** and other titles, I connected Bachmann's Dynamis Ultima to a short section of track on my desk, placing the vent van in-situ. The first sound I randomly triggered was the 'Air Spanner', a noise which over keyboard strokes was quick to generate a sea of turning heads. I smiled back and switched to the more sedate 'Occasional Owl'. Soon, my colleagues were keen to 'have a go'. All good fun in operation, then.

The default sound levels are sufficiently loud, even for exhibition use. Their volumes can all be changed as mentioned previously. The instruction leaflet was soon consulted – choosing from 28 sounds can be a good memory test, as I soon discovered. I'd recommend photocopying these and placing a copy within easy reach of your layout for reference to avoid wearing it out.

For atmosphere

Rather than add random sounds to a decoder in the hope that a selection will appeal to users, Hornby has thought it through and recommends creating 'soundscapes' by playing them in conjunction with each other. Instructions on how to create a 'Workshop' scene suggest playing the continuous 'Workshop' background random loop (F0) and enhancing it with the Air Spanner loop (F1) and the Electric Grinder (F2) alternating with Added Hammering (F3) or adding more Boiler Riveting (F4) every so often. Similar guidance is provided for the Station Platform, Station Yard, Signalbox and Atmosphere soundscapes too, removing much of the trial and error procedure that you'd expect.

Appearance

Hornby's two-axle 12T ventilated van isn't from new tooling and consequently doesn't

have NEM coupling sockets. Its tension-lock couplings are of the older and wider style too, but for a wagon that will spend most of its time parked in a siding on most layouts, it 'scrubs up' rather well. The manufacturer has weathered the van authentically, with patch paint repairs to random planks on the body. Inscriptions are supposedly over-painted in black and the letters 'COND' (for condemned) observed on many vehicles after withdrawal, adjacent to the white cross in a circle, make it stand out.

With pickups on both axles, so long as your track is clean, a largely stationary vehicle such as this should be relatively maintenance-free, though the body is easily removed via four clips if required. I'd be tempted to remove the couplings and place it in a siding adjacent to some trees. With so many atmospheric sounds to choose from at such an attractive price, how will you use yours? ■

datafile

BASICS

CATALOGUE REFS:

Hornby R6888TS BR 10T Vent Van (with sound) heavily weathered

RRP: £39.99

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

Era: BR 1950s – 1990s

Company/Operator: British Railways / BR

Weight: 56g

Body and chassis: Plastic

Minimum Curve Radius: 371mm (R1)

Wheel Profile: RP25

Length: 80mm

Couplings: NEM tension lock

See Hornby's TTS van in our tour of Great Eastern Models' DCC Day on this month's BRM TV.

PECO MODELSCENE (5053) PLATFORM ACCESSORIES

Words: Simon Bendall

Newly-added to the Peco range is this useful set of 'modern' platform accessories, which are largely influenced by the designs introduced by Network SouthEast. The items are supplied moulded entirely in red plastic on two sprues and require simple assembly, then painting, to achieve the look pictured. Typical of the late-1980s onwards are the NSE-style platform kiosk (five parts) and ticket machine (two parts) while the information/timetable board (one piece) and customer information screens (five parts) are much the same vintage. More up-to-date are the ticket barriers (six parts), these being of the current narrow-gate style with a wider design for buggies and wheelchairs. Four examples of the 'standard' gate are included, allowing the width of the gateline to be varied. Surprisingly, no transfers are included for the information boards, so these will need to be sourced from the likes of Sankey Scenics or similar. A useful addition for modern-image OO gauge modellers. ■

Price: £6.74

W: www.peco-uk.com



REVOLUTION TRAINS 21ST CENTURY TEA TANKERS

Words & Photography: Simon Bendall

The end of 2018 saw Revolution Trains make its much-anticipated debut in the OO gauge market with the arrival of the long-awaited TEA bogie tank wagons. These colourful vehicles were first announced in November 2015 in conjunction with Rapido Trains, being scaled-up versions of the award-winning N gauge models. Both companies will undoubtedly be pleased to finally have the TEAs delivered as their production occupied one of Rapido's Chinese factories for a large chunk of last year thanks to the amount of hand assembly required along with the dozens of printing applications needed on each model to add the small notices.

The effort has undoubtedly been worthwhile because the tankers look great in their various liveries. Pictured here are two of the releases, namely VTG grey and Freightliner Heavy Haul green, while other versions include VTG-branded red or blue, the very popular EWS grey scheme and the striking green and blue tanks of Greenery.

Like most of Revolution's models, the TEAs have been produced to match pre-order numbers so can no longer be ordered directly from the company, while those retailers that availed themselves of some were also largely sold out by early January.

Revolution tanker

This 21st century interpretation of the 102-tonne tanker design first appeared in 2001, Marcroft Engineering assembling 114 TEAs in four batches using parts supplied from Poland. Ordered by wagon leasing company CAIB, they were utilised to replace a number of life-expired tankers on an assortment of flows. The design was heavily based on a batch of 90-tonne TDA tankers that had been built in 1993 by Bombardier Prorail but with various upgrades, including the use of low track-force TF25 bogies. During the course of construction, CAIB was swallowed up by its German rival VTG, this duly being reflected by the company branding applied to some of the wagons.

After a five-year hiatus, VTG ordered further TEA builds directly from Greenbrier Europe, which were built in Poland. It is these wagons constructed from 2006 onwards that the Revolution model portrays as they have various detail differences compared to their predecessors. An initial 60 wagons, VTG88115-174, were delivered in three different VTG-branded liveries depending on their first allocated workings. Those in red, VTG88115-142, mostly went into service on Petroplus trains from the Port Clarence refinery on Teesside with a

handful joining the Murco fleet out of the Robeston refinery in West Wales. Finished in blue, VTG88143-156 were assigned to Conoco flows from Humber refinery to, particularly, Kingsbury, while VTG corporate grey-liveried VTG88157-174 were a speculative order that were soon taken on by Conoco.

Soon afterwards, VTG in conjunction with EWS placed an order for 145 TEAs, these being finished in pale grey with 'beastie' logos. Unusually they were given identities in the former BR number series (870200-344) despite carrying a private owner TOPS code and were predominately deployed on a range of workings out of Lindsey refinery in Lincolnshire. In a similar manner, VTG collaborated with Freightliner Heavy Haul over an order for just six TEAs (871001-006), which were used to extend Conoco trains between Humber and Kingsbury to 30 wagons from 2007. However, upon losing the haulage contract to DB Schenker two years later, Freightliner returned the tankers to VTG, the leasing company duly covering the Freightliner logos with its own but retaining the green livery. To allow this revised look to be modelled, Revolution has produced a small sheet of transfers featuring the VTG logos





and blanking panels along with additional wagon numbers. Although only needed for the Freightliner tanks, the transfers are curiously included with every TEA model, no matter the livery.

The last two TEA batches modelled by Revolution both appeared in 2012, again with noticeable detail alterations to the design. Now featuring 12-digit numbers and a huge increase in lettering due to European legislation, 26 wagons went to Greenery for moving bio-fuels between the north east and Cardiff. Powered by GB Railfreight Class 66s, 18 of the wagons are finished in dark blue with the other eight in light green with 'Efficient' brandings. Lastly, 24 more blue TEAs, in a slightly different shade, were delivered to bolster the Conoco workings, these also carrying environmental slogans on the barrels to promote the use of rail freight. Subsequent closures of some refineries and other changes to traffic patterns has seen some of the TEAs move around the country with a result that mixed livery rakes are now common on many flows.

Miniature masterpieces

Having already produced the TEAs in 2mm, it is no great surprise to see the same very high standards applied by Revolution and Rapido to their larger cousins. Indeed, the increase in size actually allows more

detail to be incorporated and it is easy to see why the assembly of the models drove Rapido's factory slightly crazy! Just on the two examples pictured here, there are variations in the layout of the filler hatches while the Freightliner example has the anti-climb plates on the ladders and the additional body to bogie dampers behind the bufferbeams. Moving to the underframe, the green example sports the distinctive bifurcated discharge pipes to allow faster unloading, as also found on the EWS batch, while the air cylinder is also correctly larger as is its supporting framework. Given the likes of the Greenery models also have further underframe variations, such extensive attention to detail on a mass-produced ready-to-run model is pretty much unheard of and both companies should be congratulated for achieving it.

The plastic barrel is well-moulded with weld lines nicely executed. In addition, the barrel supports above the bogies are a good tight fit with the adjacent hazchem plates also being separate items. Such is the level of care that the latter warning notices even have different telephone numbers on them. The top walkways are etched throughout with a good fit achieved while the ladders are plastic, these being perfectly acceptable in their look, although the mould marks on the rear of the anti-climb plates are a tad obvious.

Rapido Trains and Revolution Trains collaboration on its latest OO gauge wagon is undoubtedly a success. The manufacturers are to be applauded for offering so many variations from the outset, allowing modellers to create prototypical rakes.



datafile

BASICS

CATALOGUE REFS:

Single packs
41011 VTG88115 VTG red
41021 VTG88157 VTG grey
41031 VTG88143 VTG blue
41041 FLHH871001 Freightliner green
41051 EWS870200 EWS grey
Triple packs
41311 VTG88127/33/42 VTG red
41321 VTG88159/63/72 VTG grey
41331 83 70 7792 001/35/43 VTG enviro-message blue
41351 EWS870214/289/311 EWS grey
41361 83 70 7792 001/007/019 Greenery blue & green

RRP: £47.95 (single), £145 (triple)

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

Era: Privatisation 2006-2019

Company/Operator: EWS/DB, Freightliner, GB Railfreight, Colas

Weight: 135g

Body and chassis: Plastic chassis and body

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Bufferbeam air pipes, handbrake wheels, alternative number/branding transfers for Freightliner TEAs

Moving to what passes for an underframe on the TEAs, the buffers are plastic and solid while the TF25 bogies look the part with fine handbrake wheels attached. The NEM coupling pockets are bogie-mounted in a reasonably discreet manner. As alluded to earlier, the discharge pipework and handles along with the brake equipment is executed with great aplomb as well as being securely attached given its finesse.

You could spend several minutes reading all the notices and warnings on the barrel and solebars because they considerable in number and legible if your eyes are up to it. The VTG and Freightliner logos all have good density, despite the underlying dark surfaces, and brighten up the plain but well-executed paint scheme. If you had to make a case for the best OO gauge wagon out there, it would be quite hard to look beyond these stunning wagons. ■



FREIGHTLINER IPSWICH OIL TRAFFIC

Revolution Trains' new OO gauge tank wagons provide opportunity for compact trains on smaller layouts. Gareth Bayer of Rapido Trains, provides a wagon formation guide on traffic from Lindsey Oil Refinery.

Words: Gareth Bayer **Photography:** As credited



The earliest months of the fuel workings to Ipswich employed the VTG/Greenbrier design of modern TEA bogie tankers. Most commonly associated with lengthy block trains, two of the ex-Freightliner batch look bizarre behind 66592 *Johnson Stevens Agencies* on May 12, 2015, as the 6E50 Ipswich-Lindsey passes Turves, between March and Peterborough. ADRIAN TIBBLE

It can be difficult to find modeller-friendly freight trains on the current rail network. However, one remarkable survivor is a flow of locomotive diesel fuel (known as traction gas oil) to Freightliner's fuelling point and stabling sidings at Ipswich in Suffolk. This regular trip – one of just two such workings left – brings in a variety of tank wagons to replenish the fleet

of locomotives tasked with hauling trains into and out of the UK's largest container port at Felixstowe. Powered by a Class 66 with an average length of around five or six two-axle or bogie tankers, even the most spatially-challenged of us can squeeze a similar service onto their layout and, even better, two of the key wagon types are available in both N and OO gauges!

Rewinding back to the years before 2015, DB Cargo had the contract to run this service. The loaded wagons (of the two-axle TTA design) originated at Esso's Fawley oil refinery near Southampton in Hampshire, before staging at Didcot and then Ripple Lane in East London for onward movement to Ipswich. This was part of an extensive network of traction gas oil flows that served



Bombardier Prorail-built TDA VTG 86968
on April 27, 2010. GARETH BAYER

depots, including First Great Western at Laira (Plymouth), Long Rock (Penzance) and DB at Eastleigh, Didcot and Warrington Arpley.

Even though this network was much reduced from just ten years before, the Esso TTAs, with their grey bodies and red

solebars, were such a familiar part of the railway scene that it was a shock that they would all be made redundant in favour of road delivery by the end of March 2015.

Keep calm and deliver fuel

Freightliner opted to continue rail delivery

of traction gas oil to Ipswich, most likely due to the cramped confines of its site alongside the station which has limited road access. The changeover affected every aspect of the service. Freightliner's motive power assumed responsibility at the front, while a selection of different VTG Rail tank wagons have

Locomotive: Class 66/5 No. 66543 Freightliner **Wagons:** TEA x3 **Working:** Lindsey Oil Refinery–Ipswich Fuelling Point **Date:** May 2015



Locomotive: Class 66/5 No. 66533 Hanjin Express / Senator Express Freightliner **Wagons:** TEA x3, TTA **Working:** Ipswich Fuelling Point–Lindsey Oil Refinery **Date:** July 2015



Locomotive: Class 66/5 No. 66534 OOCL Express Freightliner **Wagons:** TDA, TTA x3, TDA **Working:** Ipswich Fuelling Point–Lindsey Oil Refinery **Date:** Feb 2016



Locomotive: Class 66/5 No. 66541 Freightliner **Wagons:** TTA x2, TDA, TTA x4 **Working:** Ipswich Fuelling Point–Lindsey Oil Refinery **Date:** Feb 2016



Locomotive: Class 66/4 No. 66414 Freightliner PowerHaul **Wagons:** TTA x6 **Working:** Lindsey Oil Refinery–Ipswich Fuelling Point **Date:** Jan 2017



Locomotive: Class 66/5 No. 66522 Shanks/Freightliner **Wagons:** TDA x2, TTA x4 **Working:** Ipswich Fuelling Point–Lindsey Oil Refinery **Date:** Aug 2017



Locomotive: Class 66/4 No. 66413 DRS 'compass' w/Freightliner branding **Wagons:** TDA, TTA x5 **Working:** Ipswich Fuelling Point–Lindsey Oil Refinery **Date:** May 2018



Locomotive: Class 66/5 No. 66543 Freightliner **Wagons:** TTA x2 **Working:** Lindsey Oil Refinery–Ipswich Fuelling Point **Date:** Oct 2018



taken over from the old DB/Esso TTAs. Diesel fuel is now sourced from Total's Lindsey oil refinery in North Lincolnshire, while the train now runs directly from the refinery to the fuelling point.

For the first few months, VTG provided examples of its modern Greenbrier-built 102 tonne TEA bogie tankers, in particular the dark grey versions with white VTG lettering (numbered VTG 88157-64) and, somewhat ironically, the former Freightliner green wagons (numbered VTG 871001-6). These had sadly seen their Freightliner Heavy Haul logos painted out and replaced with VTG brandings. Happily, for modellers, these wagons have appeared in OO gauge courtesy of Revolution Trains and Rapido (see page 98), the same partnership having released them in N scale in 2016 (with a second run planned for 2019).

Stalwart TTAs

The Lindsey-Ipswich service usually loaded to two or three of the bogie wagons with the odd TTA starting to appear later on. The vintage two-axle tanks took over completely in the summer of 2015 and have since been observed in quantities of between two and ten. The 46 tonne TTAs, which were built by various companies and date from the mid-1960s, still wear their old British Petroleum paint job with a green body and yellow

solebar. These were purchased in 2010 by VTG and subsequently lost their BP shield logos. Many were previously used to deliver aviation kerosene from Grangemouth to Prestwick and Linkswood airports in Scotland and show evidence of their now removed 'Jet A1' and 'Aviation Fuel' stickers.

A model of this tank wagon has been available from Bachmann in OO gauge and from Graham Farish in N gauge for a number of years, and it has been released in several variations of the BP green livery. It represents a Norbitt-Pickering design but the differences between various builders are really for the purists only to obsess over. All surviving TTAs were rebuilt in the 1980s with updated suspension. Several detail parts specialists have 'Bruninghaus' springs for modellers wishing to upgrade their models.

The final wagon type to appear is not available in ready-to-run form, although it could be modified from the Revolution/Rapido TEA. The grey 90-tonne TDA bogie tankers (VTG 86910-69) started to appear on the Lindsey-Ipswich train in 2016 and since then they have been regularly mixed in with the TTAs, usually on their own (with two to six TTAs) but sometimes in pairs (with two or three TTAs). Built in 1993 by Bombardier Prorail for Caib (the forerunner of VTG in the UK), they were the genesis of

the modern VTG/Greenbrier TEA design and have spread their wings since their early life transporting crude oil in block formations.

Green machine

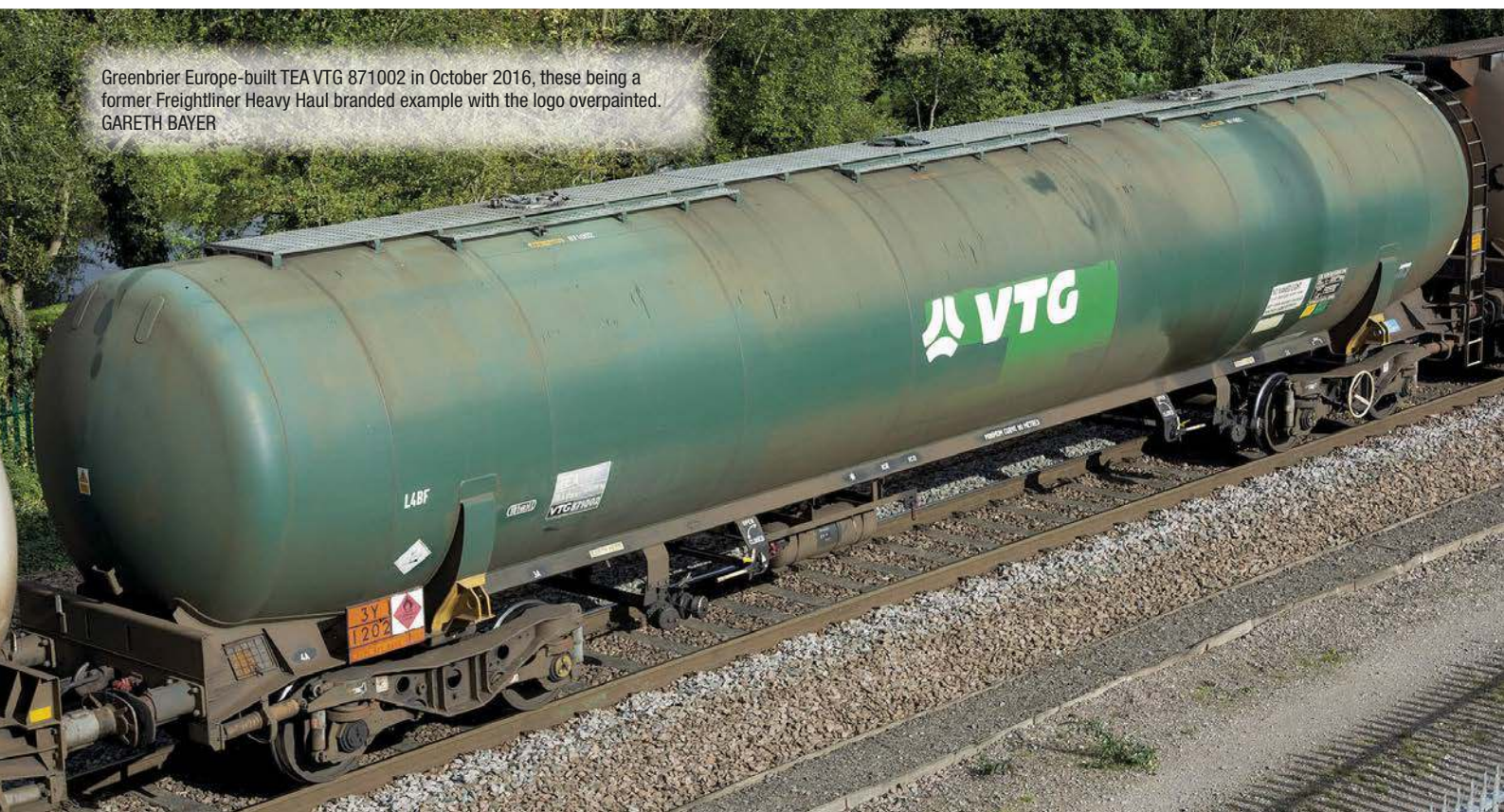
As in EWS/DB days, the train has been a solid Class 66 duty. The train runs on a Tuesday-only diagram with the outbound loaded service scheduled to leave Lindsey Oil Refinery at 20.25 and arrive at Ipswich stabling sidings at 02.30. This runs under a 6L49 headcode. The return empties also runs on a Tuesday, departing Ipswich at 09.14 and arriving at its destination at 16.25 (headcode 6E50).

With Felixstowe continuing to expand and more double tracking set to take place on the branch from Ipswich, Freightliner's depot at this crucial East Anglian location has a bright future, which is good news for enthusiasts and for space-starved modellers looking for inspiration. ■



Read our review of Revolution Trains and Rapido Trains new model on page 98

Greenbrier Europe-built TEA VTG 871002 in October 2016, these being a former Freightliner Heavy Haul branded example with the logo overpainted. GARETH BAYER



IRISH RAILWAY MODELS TARA MINES ORE WAGON

Words & Photography: Simon Bendall

Irish Railway Models has expanded its ready-to-run Irish-outline rolling stock with the release of its third wagon subject. The imposing Tara Mines ore carriers, reproduced here in OO gauge have spent more than four decades conveying zinc and lead from the mine near Navan, County Meath, to Dublin Port for export.

Private owners

Built by CIÉ in 1977, the 25-strong fleet of ore carriers, numbered 31001-025, were owned from new by Tara Mines - a rare example of privately-owned wagons operating on the Irish network in the modern diesel era. With two rakes of 11-12 wagons required daily, this left little capacity in the fleet for maintenance, so the early 1980s saw two of the very similar Shale wagons converted as additional vehicles. Numbered 31026 and 31027, these received the necessary vacuum brakes and top lids but are distinguishable with a horizontal strengthening rib along the bodysides.

When new, the wagons carried an attractive mid-blue livery that encompassed everything except the bogies. While IRM has plans to produce this scheme in the future, the company has opted to initially release the models in the replacement and harder wearing red oxide colour that was introduced in the 1990s. Still in use today, the nature of the zinc and lead ores means the paintwork suffers greatly, leaving wagons in a mixture of red and grey shades.

Welcomely, the manufacturer has opted

for duller shade of red oxide rather than the brighter version of a truly ex-works wagon. This gives the models a fine look from the box while offering an excellent base colour for weathering. An initial ten wagons have been produced, with different numbers and printed details, which are available as five twin-packs, each limited to 250 examples.

Also taken into account by IRM are two of the three different lid styles seen over the decades. Initially, the wagons featured a flat cover, but these were progressively replaced in the 1990s through heavy corrosion; the new style having a curved top to assist with drainage. During the 2010s, another replacement design with a central peak has appeared, but not all of the wagons have been updated as yet. All ten of the models initially released by IRM have the parabolic design, while the flat style will appear with the original blue livery.

Rotating axles

The 'Taras' naturally display the same very high level of detail already seen with IRM's previous wagon releases, including sprung plastic buffers, separate lamp brackets and four vacuum cylinders with their associated pipework, linkages and handbrake wheels.

The Sambre et Meuse bogies are well-rendered and decorated, including separate brake shoes, while the sideframes are spaced sufficiently wide to allow the wheels to be pushed to the correct 21mm gauge, if desired. The real highlight are the rotating axlebox covers on the bogies.

The model delivers a finely-moulded recreation of the box-like body, portraying the wagons in their as-built condition.

Around 2010, the 'Taras' received strengthening modifications to their thinner side ribs and had the solebar eyelets above the bogies removed at random. Tooling economies prevent these being represented. The wagons are never seen outside of loading or discharging terminals without their lids. The top lid can be unclipped from the models to add more weight or electronics for tail lights.

IRM has scored another winner - while the Tara Mines wagons don't have the geographical range of its previous releases, they are a distinctive design on the Irish system, and will appeal to many modellers. ■



datafile

BASICS

CATALOGUE REFS:

IRM1020-BX-A 31003 + 31019 Red oxide
IRM1021-BX-B 31007 + 31022 Red oxide
IRM1022-BX-C 31011 + 31025 Red oxide
IRM1023-BX-D 31014 + 31015 Red oxide
IRM1024-BX-E 31020 + 31024 Red oxide

RRP: €79.95

Gauge/scale: Irish Rail 1990s-2010s

Era: 2 to 4 plus preservation

Company/Operator: Irish Rail/Iarnród Éireann

Weight: 85g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Solid bar couplings, vacuum pipes, spare rolling bearing caps

Availability: www.irishrailwaymodels.com



CAVALEX MODELS PGA HOPPER

Words & Photography: Simon Bendall



An attractive model from every angle, with good attention to detail, though painting of the axle boxes could be neater.

Following in the tracks of Revolution and Realtrack, Cavalex Models has successfully joined the ranks of small-scale ready-to-run manufacturers, with the release of its first OO gauge wagon - a PGA two-axle aggregates hopper. Despite the long and colourful lives of this wagon type, no RTR manufacturer has made them in 4mm scale since the 1980s when Hornby and Lima released different styles in all manner of liveries - whether they were accurate or not.

These short hoppers make the modelling of aggregate trains from the early-1970s a viable proposition for many modellers. An acceptable-looking train can be created in a relatively short space, compared to

bogie vehicles. The lack of a PGA wagon to current standards has impacted on the ability to portray one of the railway's core traffics for many years, especially if looking beyond the operations of Foster Yeoman and ARC.

Moving the Midlands

Happily, Cavalex's PGA model goes some way towards addressing this situation by portraying the largest batch of the 51-tonne hoppers employed by Redland Aggregates and later Lafarge. Built by Standard Wagon between 1978-80, the fleet numbered 71 examples to design code PG012A and took the numbers of REDA14750-80 and REDA14800-39. Working out of

Cavalex's PGA model portrays the largest batch of the 51-tonne hoppers employed by Redland Aggregates and later Lafarge. Though detail abounds it must be handled with extreme care.

Mountsorrel quarry in Leicestershire, the wagons initially served a number of terminals in East Anglia, the Home Counties and Kent; these areas having largely remained their home turf ever since.

In the 1980s, Redland would acquire three further batches of PGAs, all having noticeable differences in body style compared to the original hoppers. As a result, the company's trains soon acquired a mixed appearance as the four styles mingled together. Hopefully, Cavalex will consider these other designs in the future for this distinctive look.

At present, the manufacturer has released the two main liveries found on the wagons over the decades - the revised pale green Redland scheme, first seen in 1985, and the white livery introduced during 1997 after Lafarge acquired the company. A second production run later this year is expected to bring the original colour scheme of pale green with a blue-grey stripe.

During 2009, the PGA fleet was sold to DB Schenker, which retained the white livery with the Lafarge logos removed or crudely painted over in black. In this form, many remain in service today in heavily-weathered condition, working alongside other DB hopper wagons. Weathering would make the models suitable for current day layouts.

Delicate handling

Upon lifting the PGA from its simple orange box, it is clear that some careful handling is required, due in part to the wealth of detail on the underframe. However, it is the end platforms and ladders that must be particularly watched during unpacking and general handling. These are very fine plastic mouldings with an etched mesh for the walkway and are all too easy to snag and bend.

The hopper body displays a really fine touch in its moulding, including the internal ribbing and cross-strut, while the side panels are separate parts clipped in place, again with a representation of the support braces running to the hopper ends. For this initial batch of models, Cavalex has opted to produce the original look of the wagons with three support struts running from the headstocks to the top of the hopper at each end. In later years, some wagons were fitted with stone deflection plates around these struts and this option is expected to be offered on the next production run.

Underframe detail

The chassis frame and hopper chutes are of diecast metal construction to give the model much-needed weight. To these has been added a considerable amount of detail, including the hopper door operating mechanisms, solid plastic buffers, brake shoe assemblies and the short handbrake levers. On this batch of PGAs, the brake distributor and air cylinder were placed between the hopper chutes and this is all faithfully recreated, complete with accompanying pipework. The chassis detail is truly impressive in its execution, yet still leaves

room to fit sprung self-centring coupling mechanisms.

The Gloucester pedestal suspension units are well-moulded and correctly 'handed' in their layout with enough space provided between them for finescale conversion, although some adjustment to the brake shoes will likely be required. If there is a quibble with the model, it's the yellow-painted axlebox covers where the paint coverage is insufficient. On the sample examined, small yellow paint flecks were evident on other parts of the suspension, although this is simple enough to remedy.

The shade of green employed looks correct in comparison to photographs, while the Redland lettering is similarly well-executed. The same can also be said for the smaller printed details, particularly on the solebars, although the lettering in the number panels is a tad chunky. Only one wagon number has been produced in each livery, but Cavalex has said that transfer sheets for renumbering may be offered if there is demand, which would cover both the number panels and the repeater numbers on the ends.

As the PGAs have been produced using crowd-funding principals, the production run has largely been matched to these pre-orders. However, a limited number of retailers are also stocking this initial batch and have already reported strong sales. It's unsurprising given the quality of the model that Cavalex has delivered and it bodes very well for the BBA wagons to come. ■

datafile

BASICS

CATALOGUE REFS:

CM PG012L PGA Lafarge white
CM PG012R PGA Redland green

RRP: £32.50

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

Era: BR 1980s – EWS/DB 2000s

Company/Operator: BR, Trainload Construction, Mainline Freight, EWS, DB Schenker

Weight: 35g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Bufferbeam brake pipes



The fine plastic of the end platforms must be carefully handled when unpacking. The etched mesh walkway looks great too, but is fragile.



Chassis lettering and inscriptions are well-presented and legible.

THE REDLAND PGA HOPPER FLEET

Cavalex Models' latest two-axle wagon depicts a last-of-breed prototype. Wagon historian David Ratcliffe, charts their lengthy association with aggregates.

Words: David Ratcliffe Photography: As credited



One of the Standard Wagon built PGAs, No. REDA 14815, is pictured at Mountsorrel in August 1997. A feature of the Redland PGAs was the stencilling of the last two digits of their number high up on the end for the benefit of the operatives situated in the above-rail loading cabin at Mountsorrel. Also of note is the incorrect wheelbase lettering on the solebar. DAVID RATCLIFFE

The Redland PGAs were the last in a line of privately-owned two-axle air-braked aggregate hoppers, first introduced in 1972 by the Mendips-based quarrying firms Amey Roadstone and Foster Yeoman. Both the Staveley Lime Co. at Peak Forest, and Tilling Construction at Rylstone, quickly followed their lead, as they also sought to take advantage of the new design's greatly increased capacity when compared

to the elderly BR wagons then still being used for stone traffic. Being air-braked and fitted with pedestal suspension also meant that the new wagons could operate at up to 60 mph, whether loaded or empty, which enabled a considerable improvement in fleet utilisation. In contrast, the rail-connected Midland quarries were relatively slow to adopt such wagons and it was not until the end of the decade that trainloads of PGAs

began running from the Redland loading point at Mountsorrel.

Stone traffic had begun at Mountsorrel back in 1860, when the Mountsorrel Granite Company first opened a light railway to connect its quarry with the Midland Counties Rly's Derby to Leicester line at a point a mile south of Barrow-on-Soar. However, traffic remained light until the 1970s when the then owners, Redland

Aggregates, opened a much larger quarry at nearby Buddon Wood to meet the growing demand for pink granite, most of which was required for road surfacing.

The light railway was replaced by a 2,000 ton-an-hour conveyor linking the new quarry with an expanded railhead alongside the Midland main line, while the company also applied for Section 8 Grants, both to help finance a fleet of new PGA wagons as well as develop six new rail-served stone terminals to be located at Kennett (near Newmarket), Norwich, Radlett (near St Albans), Elstow, Tallington, and Bat & Ball (near Sevenoaks). The first three terminals were in use by the end of 1980, with Elstow and Tallington opening in 1981 and Bat & Ball in 1982. Thenceforth, two air-braked block company trains were timetabled to leave the Mountsorrel loading point each weekday, the morning departure running to either Norwich (MO), Kennett (TThO), Tallington (WO), or Bat & Ball (FO), while an afternoon working served either Elstow (TO) or Radlett (TSX). The Tilbury Roadstone terminal at Barham, near Ipswich, which had opened in 1980 primarily as a destination for a thrice-weekly trainload of limestone from Merehead Quarry conveyed in Tilbury's own batch of 23 PGAs, also handled granite from Mountsorrel with a Barham portion often included in the Kennett trains.

Redland PGAs, including Procor-built No. REDA 14785 stand over the unloading pit at Elstow. Examples from both of the Standard built batches, are seen after arriving as 6C31, the 08.37 from Mountsorrel, on October 3, 1996. Traffic to the Elstow terminal, situated just south of Bedford, had increased considerably since the early years of the PGAs to warrant a daily train. DAVID RATCLIFFE



Bringing up the rear of a Redland company train, No. REDA 14819 illustrates the original livery applied to the PGAs when recorded at Whitemoor Yard in June 1980. TREVOR MANN

Early Examples

Initially Redland ordered a fleet of 71 PGAs from the Standard Wagon Co. of Heywood; sufficient to provide two sets, each of up to 33 wagons, with five maintenance spares. Allocated design code PG012A, they were delivered in three batches between 1978 and 1980 with a nominal tare weight of 13 tonnes and a 38 tonne payload capacity. They were fitted with Gloucester pedestal suspension and clasp brakes, being 6885mm over headstocks with a wheelbase of 4875mm. The hopper body was reinforced by four ribs on each side and three at each end, while three stanchions running from the top of the headstock to

near the top of the body. A ladder at each corner provided access to end platforms from where terminal staff could monitor the load as it was discharged through the pneumatically-operated hopper doors. Short brake levers were situated at opposite corners of the underframe while, somewhat unusually for PGAs, the brake cylinder and distributor were located beneath the solebars rather than between the sloping body end and headstock on top of the floor, which was the more usual practice.

Livery of the PGAs was originally pale green with a broad blue grey horizontal band running along the flat side of the hopper body with the Redland name in red



above. The ladders, raised end platforms, and platform guard rails were also painted red, while the underframe was black with white lettering. However, from early 1985 a new livery was introduced which saw the Standard-built PGAs repainted in a slightly lighter/brighter green, with larger company name, but minus the blue grey band. Following the acquisition of Redland by the LaFarge group in 1997, a further livery change saw the fleet repainted with white bodies, including ladders and end platforms, while the LaFarge name and logo was displayed in green and black.

Fleet Expansion

Demand for granite continued to rise throughout the early 1980s and Redland ordered a further 17 PGAs, six being purchased from Procor in 1984 before the company returned to Standard Wagon for a final batch of eleven PGAs delivered in 1986. The wagons from Procor featured a steeper slope to the hopper body and were fitted with handbrake wheels rather than levers, while at 6880 mm over headstocks they were slightly shorter than the Standard

built PGAs but with a longer wheelbase of 4880 mm. However, all could negotiate a minimum curve of 50m.

The final eleven wagons from Standard also differed from the original 71 and were easily identified as the flat side panel of the hopper body was cut back to neatly meet the sloping end. More significant was the decision to reposition the brake cylinder and distributors above the floor at either end of the body. Here they were more conveniently placed for maintenance, but were also prone to damage from spilled stone during loading. Consequently only a few months after being introduced, REDA 14791 had deflection plates fitted between the sloping end support stanchions, and this modification was subsequently applied to all the 1986-built batch as well as some of the earlier PGAs.

In 1988, Redland further increased its fleet with the purchase of the 23 Tilbury Roadstone PGAs, which were soon re-prefixed and repainted in Redland's green livery, for although the terminal at Bat & Ball would close that year, new weekly services had already been introduced from



Whether there had been an intention to lease rather than purchase the PGAs is unclear, or perhaps delays in obtaining grant aid caused doubts as to the commissioning of the full scheme, but in any event the second batch of Standard built wagons first appeared in Railease livery and with an 'RLS' number prefixes, although it is understood that all were re-prefixed and repainted in Redland colours before entering revenue-earning traffic. RLS 14762 is pictured in store outside the Standard Wagon Co.'s Reddish South Works in March, 1980. TREVOR MANN

Mountsorrel to both Woking and Aylesbury, a part of Aylesbury coal concentration depot having been given over to aggregate storage. In the early 1990s, the Redland PGAs were also used for several short-term flows, including granite from Mountsorrel to Brentford and Hays & Harlington as well as gritstone from Jersey Marine to Elstow. The PGAs would also occasionally carry a backload of sand from Norwich to Radlett. Furthermore, Redland had also acquired the former Dowlow limestone quarry, near Hindlow, and by the mid-1990s a regular weekly working was running from Dowlow to either Kennett or Barham while Elstow now warranted a daily service.

Following the LaFarge acquisition of Redland, little changed - the PGAs continuing to operate their long-established workings from Mountsorrel to the terminals in East Anglia and Bedfordshire, but in 2009 the fleet was purchased by DB Schenker. Gradually they were replaced by bogie aggregate hoppers on the Mountsorrel services. Subsequently some were used to strengthen other DBS-hauled aggregate services, such as the sea-dredge sand workings from Cliffe to Purley and Tolworth, although most were then stored.

At the outset the Redland trains were usually hauled by a pair of Class 25s or 31s, although Class 45s and 47s also appeared, but by the mid-1980s, Class 56s had become the norm and would remain so until 1989 when Class 60s were introduced at Mountsorrel. During the period of the shadow freight franchises, 'Mainline' Class 58s were a common sight on the stone trains, but since the privatisation of Railfreight, Class 66s have held sway at Mountsorrel. ■

Patch repairs are also evident in this view of PGA No. REDA 14828 spotted at Mountsorrel in August 1994. As a result of the repair, and subsequent repaint, it had lost any trace of the Redland name on this side of the body. DAVID RATCLIFFE



The Redland PGAs

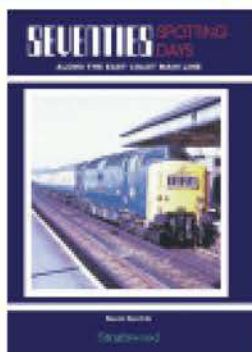
Wagon Nos.	TOPS Code	Design Code	Builder	Notes
REDA 14800-39	PGA	PG012A	Std. Wagon 1978	
REDA 14750-74	PGA	PG012A	Std. Wagon 1979	1
REDA 14775-80	PGA	PG012A	Std. Wagon 1980	
REDA 14781-86	PGA	PG009B	Procor 1984	
REDA 14789-99	PGA	PG012B Std.	Wagon 1986	
REDA 14500-22	PGA	PG013G	Procor 1980	2

Notes

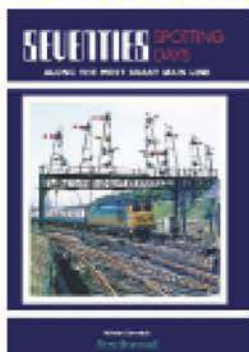
1. This batch were originally given an 'RLS' number prefix.
2. Originally owned by Tilbury Roadstone; purchased by Redland in 1988.

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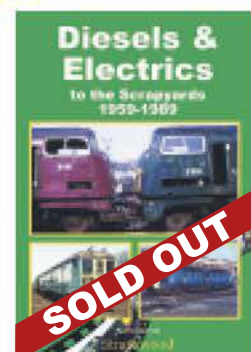
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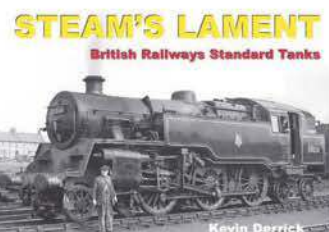
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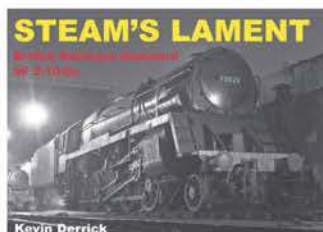
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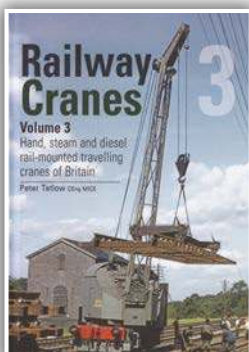
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Peter Tatlow

Railway cranes have always held a deep fascination for enthusiasts, both of the real thing and for those who build models. With regard to the latter, RTR manufacturers have usually had one in their ranges, even though they're relatively rare vehicles in the grand scheme of railways.

The author requires no introduction among enthusiasts, and his various works, particularly on wagons, are standard references, especially for modellers. This latest volume just carries on this excellence and is a further part of that essential library. Indeed, for those contemplating making models of these fascinating subjects, this work is invaluable. Several modellers have made their model cranes 'work', but for most applications they could be just standing at depots or running in trains. This book illustrates such trains, providing a rich pool of further information with regard to ancient rolling stock as well.

There is a wealth of accurate information contained in this volume, with dozens of drawings and a lavish arrangement of top-quality photographs, all printed to the highest standard. A list of crane makers not included in Volume 1 is also supplied in the Appendices. Of course, several of the steam-age cranes can still be found in preservation, and these are noted. The appendices also include specifications, mechanical details, owners, makers and build dates; all most-useful to modellers.

A most-valuable work of reference, beautifully-presented and written with great expertise and experience; thoroughly recommended.

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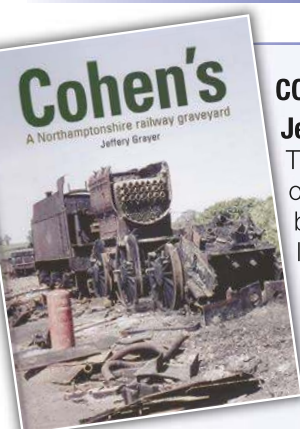
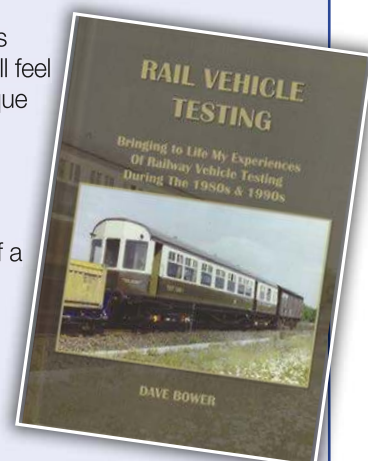
Dave Bower

As might be expected from its title, this is a highly-personal and highly-technical account of the author's career, mainly based at Derby, concerned with the testing of railway vehicles of all kinds. Many of us will feel unqualified to really comment on the material in this book, because it is so technical, so let's keep critique to general observations...

Test coaches and test locomotives are described in detail, which is most-useful to modellers, and there are some very helpful close-up photographs. Regarding the photographs, the use of matt paper throughout means that some have rather filled-in shadows, but the general reproduction is all right. Obviously, the author writes with authority, and there are plenty of graphs and diagrams to suit those of a technical mind.

As mentioned, for those interested in making/adapting models of the test trains of this period in our railway's history, this book should prove to be of great interest. There is a Testing Diary at the end, so modellers who insist on an exact date for their layout's running can get that right too.

Price: £25.00 ISBN: 978 1999935603 W: www.salientbooks.co.uk



COHEN'S A NORTHAMPTONSHIRE RAILWAY GRAVEYARD

Jeffrey Gray

There's something fascinating, even lugubrious about the destruction of railway locomotives and rolling stock, once their careers are ended and disposal awaits. Situated in rural Northants, Cohen's was one of the major breakers of BR's redundant stock and this marvellous record illustrates the end of the lives of some of the loco types from all of the big four, the BR Standards, plus DMUs, LT stock, diesel locos (large and small), carriages, wagons, industrial steam and even trolleybuses.

The book is lavishly-illustrated and beautifully-produced on good gloss-stock. One or two of the images are slightly less-than-sharp, but this doesn't take away from their usefulness. It's that usefulness which will appeal to modellers especially, because much is illustrated which is not normally visible. 'Extreme' modellers might like to get the number of boiler tubes correct on a 4F, for instance! Or, at least estimate the number from the wreckage.

There are some useful images of the types scrapped in everyday service – the starkest of contrasts to how they ended up. There are also four pages showing working ironstone lines in Northants, and a full list of items scrapped at Cohen's. In the case of the 18 Southern Region locos disposed of, it must have been by far the furthest north they'd ever travelled.

An interesting and enjoyable book, despite the sad subject matter; one to read in the comfort of a favourite chair, and highly-recommended.

Price: £25.00 ISBN: 978 0860936800 W: www.crecy.co.uk

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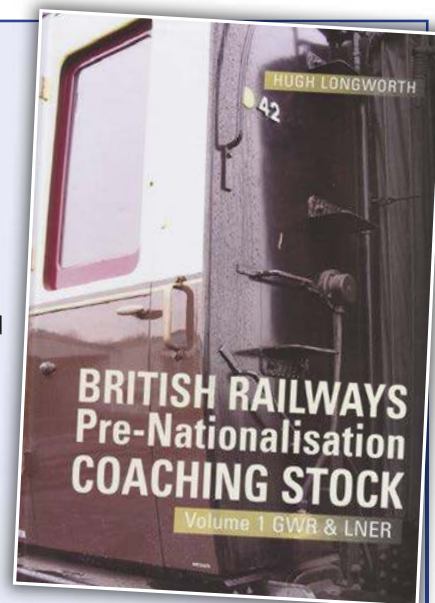
Every now and then, a 'definitive work' on a subject is published; one which is essential for every railway historian's library and (perhaps even more so) one for all railway modellers' library. This is one! Every single carriage operated by GWR, the LNER and the subsequent regions is numerically-listed, along with its build date and withdrawal date. It's not just passenger-carrying cars which are listed – there are all the parcels vehicles, gangwayed brakes, GPO vehicles, bullion vans, milk-carrying vans/wagons, meat vans, fish vans, fruit vans, horse boxes, cattle vans, CCTs, scenery vans, motor car vans, and all the articulated stock run by the LNER/BR. Departmental stock is also listed, along with 'Carflats' and diesel brake tenders.

The lists are supplemented by useful little drawings of many of the different diagrams, and several high-quality photographs. Regarding photographs, it's a pity more could not have been included, but at 480 pages it's a pretty massive tome.

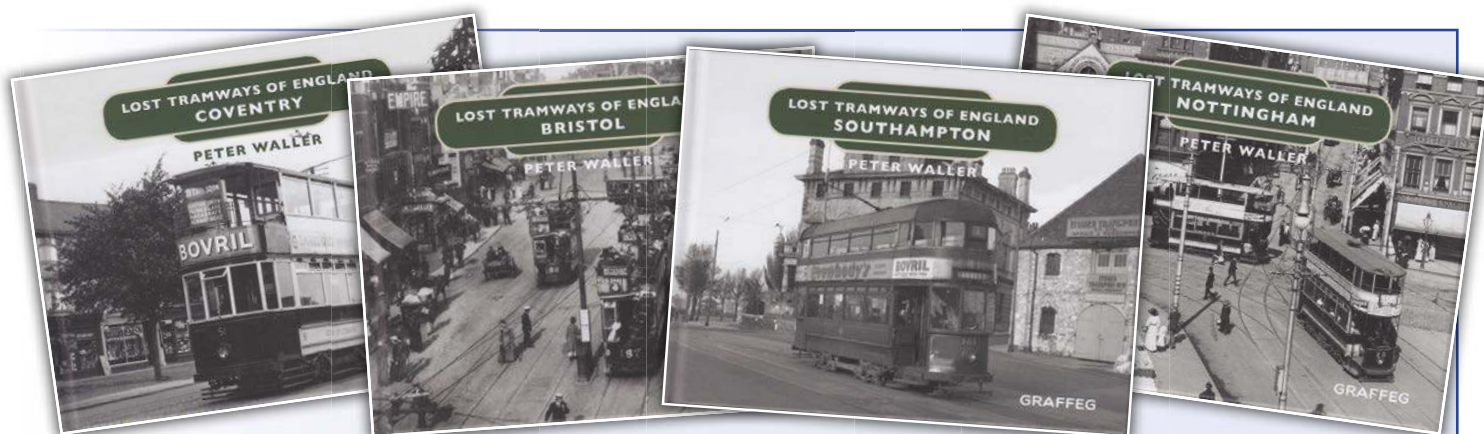
Many of the vehicles described are listed under the CME/Carriage & Wagon Superintendent's name who was in office when they were built. Thus, for the first time, we see 'Peppercorn' carriages described, even though they were clearly of Thompson's design.

It's easy to run out of superlatives to describe this wonderful book. Everything about it is first class and it will sit happily on the bookshelves along with the works of the likes of David Jenkinson, Bob Essery, J. H. Russell, Michael Harris and Nick Campling. This volume can't be recommended highly enough. It really is an outstanding work.

Other related works are also due for publication; the companion volumes on LMSR and SR carriages and BR carriages.



Price: £40.00 ISBN: 978 0860936756 W: www.crecy.co.uk



LOST TRAMWAYS OF ENGLAND SERIES

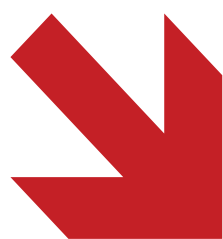
Peter Waller

These are lovely little books, full of nostalgia, pictorially-describing perfectly long-lost tramway systems in four of our major cities. Each system was, of course, unique and it's interesting to compare/contrast the different types of cars running on the various routes, including a bogie car in Nottingham. Given the environmentally-friendly status of electric trams, it's incredible to think that the systems ceased to run in Coventry and Bristol in 1941 (as a direct result of enemy action), Southampton immediately post-War and Nottingham as early as 1936. To be fair, equally environmentally-friendly trolleybuses replaced some of the trams. And, in the case of Nottingham, trams have now returned.

Most-useful little route maps are provided in each volume, together with a history of the systems and the trams which ran over them. The imagery is well-reproduced and these little books will be of great use to modellers in particular. Though obviously printed in black and white, notes on colour schemes are included. At least of equal interest, to those who model a whole scene, are the period clothes on the figures, other road vehicles and shop/advertising signage. Excellent value for money.

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FEBRUARY 23 - 24

Lincoln & District Model Railway Club Exhibition

Lady Eastwood Pavillion County
Showground, Drove Lane, Winthorpe,
Newark, Notts NG24 2NY

Opening Times:

Saturday 1000 - 1700

Sunday 1000 - 1630

Prices: Adults £7.00, Child £3.00,
Family £17.00.

MARCH 2 - 3

Preston Model Railway Exhibition

Sports Hall Preston College,
Fulwood Campus Fulwood Preston
Lancs PR2 8UR

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

Prices: Adult £7.00

Child £4.00

Family £18.00 (2+2)

T: 07776438933

FEBRUARY 24

Barry Stockton Model Train & Toy Collectors Fairs - Port Sunlight

Hulme Hall, Bolton Road, Wirral,
Merseyside CH62 5DH

Opening Times: Sunday 1030 - 1400

Prices: Adult £2.00 Child £0.50

T: 0151 334 3362

MARCH 3

Toy Fairs - Kidderminster Gilt Edge

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

Opening Times: Sunday 1030 - 1400

Prices: Admission £1.50

T: 01270 652773 Tony Oakes

Barry Stockton Model Train & Toy Fairs

- Haydock Park Racecourse Haydock

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WA12 0HQ

Opening Times: Sunday

1030 - 1400 Prices: Adult £2.00

Child £0.50 T: 0151 334 3362

MARCH 6

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

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Barry Stockton Model Train & Toy

- Warrington Warrington & Vale Royal
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Squires will be exhibiting at the following shows in 2019 – Diary updated as bookings are confirmed.

Feb 22/23/24 - GLASGOW Model Rail Scotland, Scottish Exhibition & Conference Centre, Glasgow, G3 8YW Fri 10.30-6, Sat 9.30-6, Sun 9.30-5
www.modelrail-scotland.co.uk Coming to Glasgow? Why not try Saturday? or Sunday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand!

Note: Squires has two stands at Modelrail 2019
1000's more items on display!!

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, Fulwood, 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 9/10 - BASINGSTOKE Basingstoke & North Hants Model Railway Exhibition, Aldworth Science College, Basingstoke, RG22 6HQ. Sat 10 - 5 Sun - 10 - 4.
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, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.
April 13 NORWICH Model Railway Exhibition, Hellsdon High School, Middletons Lane, Norwich, NR6 5SB. 10-4.30. FREE Parking on Site.
April 13/14 - BANGOR North Down Model Railway Exhibition, Bangor Grammar School, Gransha Road, Bangor, Co. Down, BT19 7QU. Sat 10-5, Sun 1-5. www.ndmrs.co.uk
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 13/14 - HORSHAM Crawley MRS Model Rail Exh, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, RH12 1SR. Sat 10-5 Sun 10-4.30. **FREE PARKING **
April 20/21/22 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. YO23 1EX. Sat & Sun 10 - 5, Mon 10 - 4.30.

Coming to York? Why not try Sunday? or Monday??

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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
April 27/28 - HELSTON Helston & Falmouth MRC Model Railway Exhibition, Helston Community College, Church Hill, Helston TR13 8NR. Sat 10-5, Sun 10-4.
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 - DONCASTER Northern Model Boat Show, Doncaster Deaf Trust, Leger Way, Doncaster, DN2 6AY. Sat & Sun 10-4. *Opposite Doncaster R/course, FREE Parking onsite*
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
June 29/30 - PERTH Model Railway Exhibition, Dewars Centre, Glover Street, Perth, PH2 0TH. Saturday 10-5.30, Sunday 10-5. www.perthmrc.com
Aug 10 - MILTON KEYNES Silverfox DCC Model Railway Exhibition, Oakgrove Secondary School, Brickhill Street, Oakgrove, Milton Keynes, MK10 9JQ. Sat 10-4.
Aug 10 - BEXHILL Model Railway Exhibition, St Richards Catholic College, Ashdown Rd, Bexhill on Sea, TN40 1SE. Sat 10-5. **FREE PARKING ON SITE**
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 24 - BOURNVILLE Model Railway Exhibition, The Hollymoor Centre, 8 Manor Park Grove, Northfield, Birmingham, B31 5ER. Sat 10-4.
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
Oct 12/13 - ALDERSHOT Farnham Model Railway Club 45th Exhibition, Alderwood Leisure Centre, Tongham Rd, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30.

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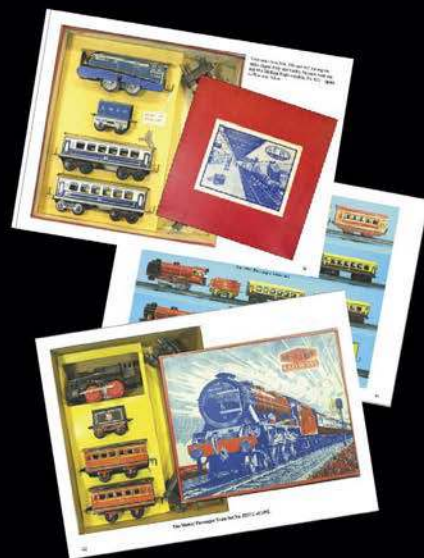
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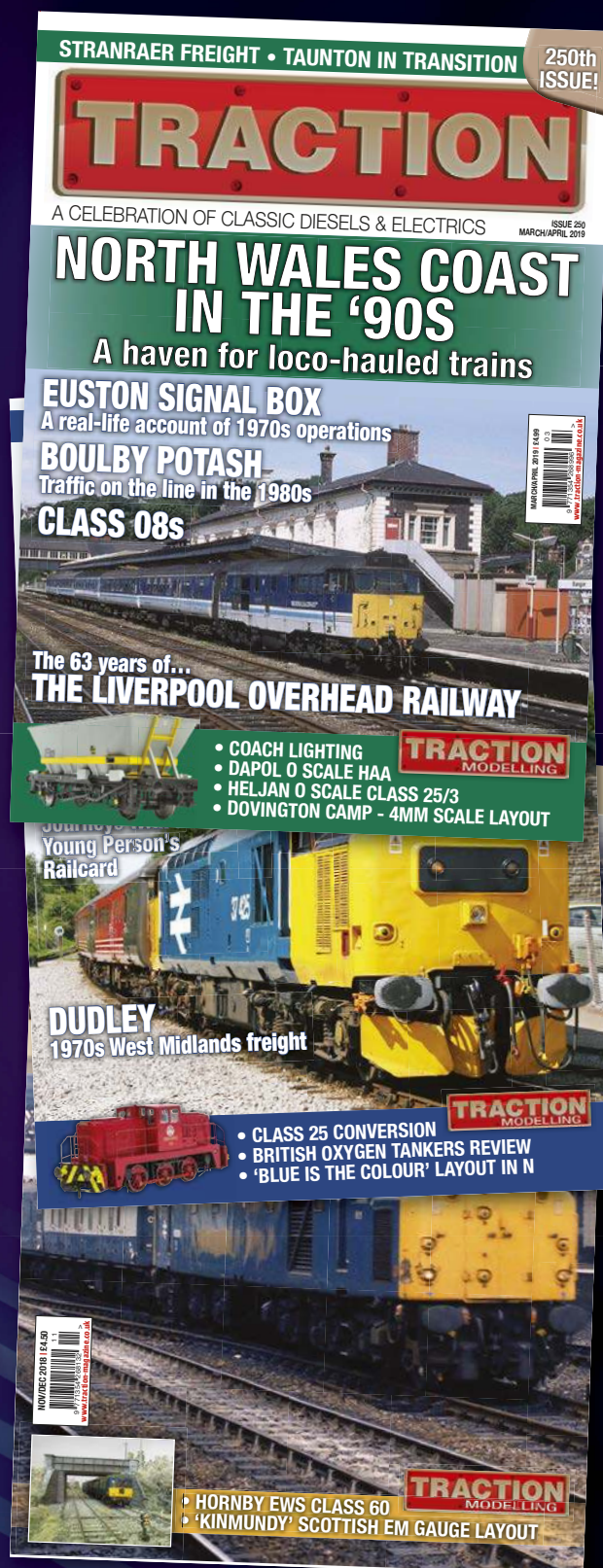
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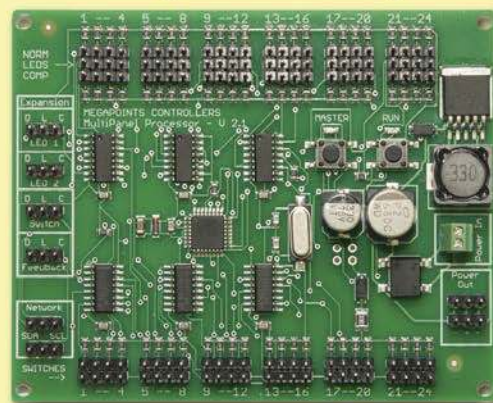
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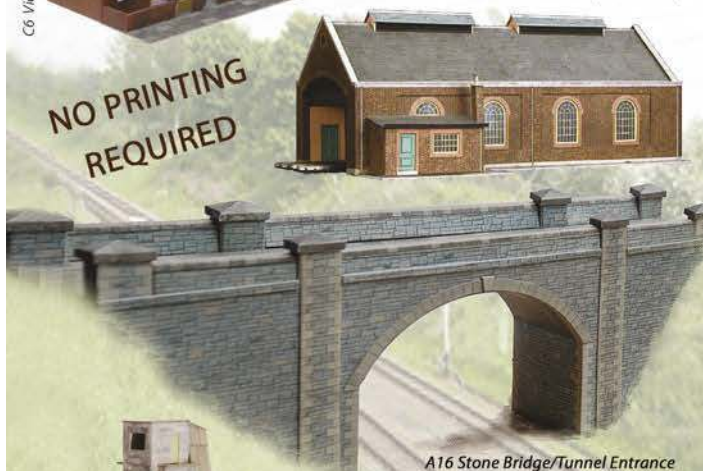
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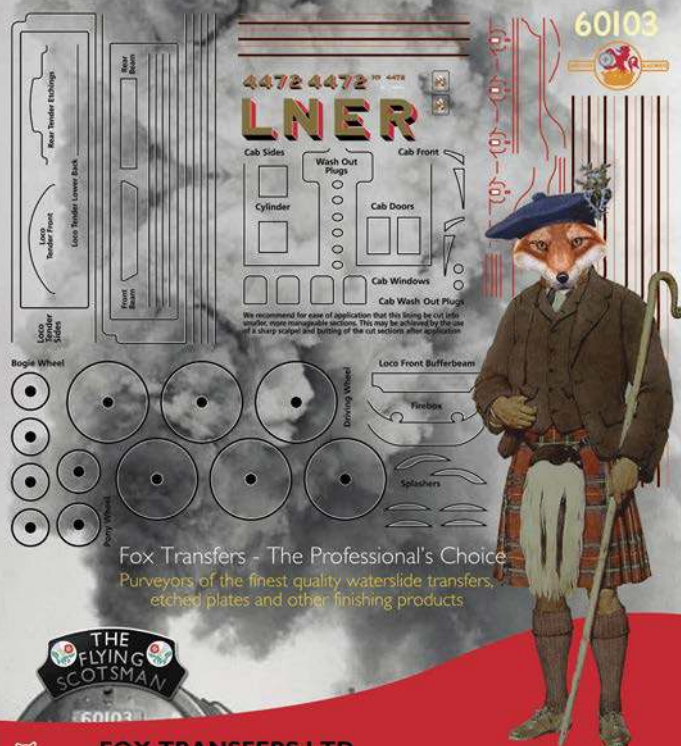
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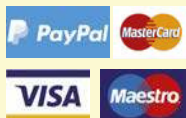
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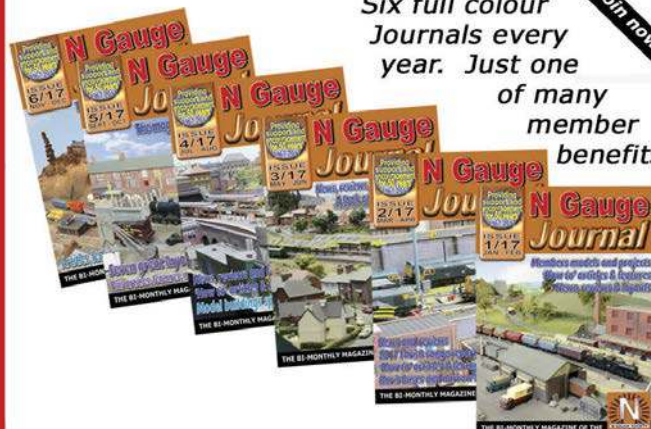
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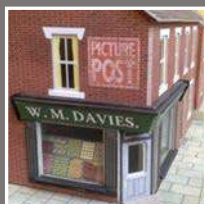
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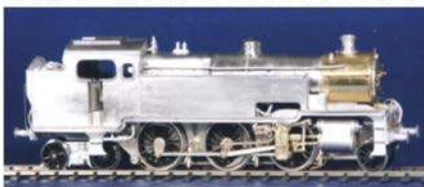
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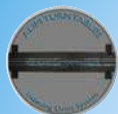


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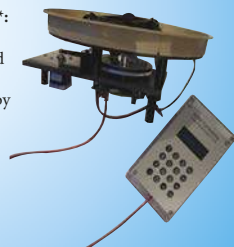
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HANDY HINTS

Phil's Blog - April

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

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

RMweb - Casting plaster for buildings

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

If you've ever used plaster, [read on](#).

Handy Hints – Using plaster for scenery

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

[Read our scenic advice](#)

EXTRA ARTICLES

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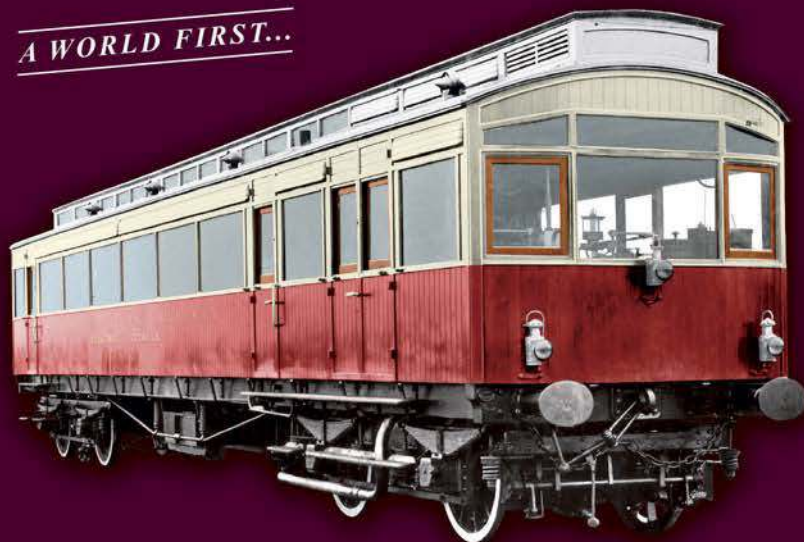


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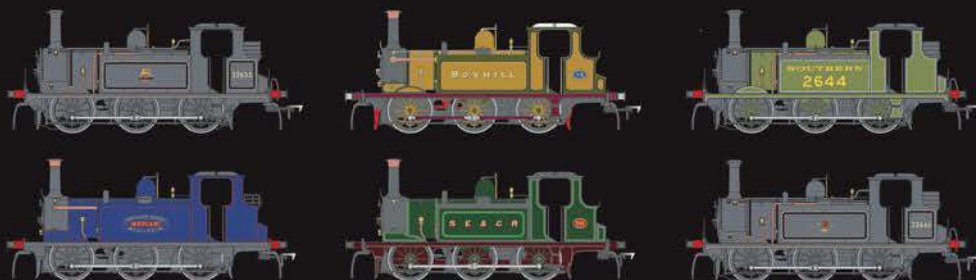
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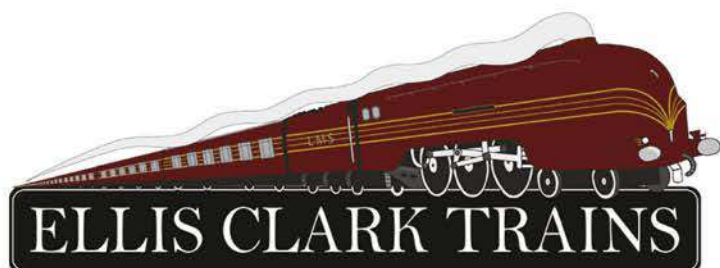
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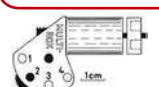
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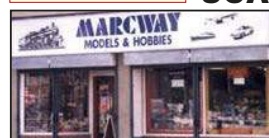
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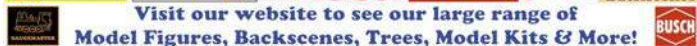
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+ Ealing Road (00) – Missenden Railway modellers' London scene tribute

+ Heybridge Wharf (3mmFS) – An imaginary Suffolk quay, set in the 1950s

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TAIL LAMP

Hornby's Simon Kohler reflects on two years of managerial progress and looks ahead to the manufacturer's centennial anniversary.

When I walked out of the lift on the third floor of The Gateway Building, Discovery Park, Sandwich, I stepped back into the world of Hornby. It was October 5, 2016 and I was part of a three-man management team that had been brought into Hornby to provide new direction.

I had left Hornby at the end of March 2014 with no animosity on either side, only a deep sadness that for some reason I had not completed my task. The Hornby I walked back into on that bright sunny October morning was one I did not recognise. True, there were familiar faces who seemed to have a welcoming smile, but there were others who looked at me with strange curiosity in their eyes as if to say, 'what can he and the others do that we haven't done already?' As it happened, there was much that could and needed to be done.

We needed to start building trust with the Hornby retailers. Over the previous years, Hornby had arguably not played fair with them, offering products either direct to the consumer or the retailers at heavily-discounted prices. This, in essence, had devalued many of the retailer's stock to such an extent that they were more than wary about placing significant orders with Hornby. Such actions seriously affected Hornby's credibility, therefore it was our job to instil confidence with the Trade. We immediately introduced a 'no discounting' strategy.

Our next task was to finalise the Hornby brands 2018 ranges. Much had already been decided, but there was still plenty of house-keeping issues that needed to be sorted and that was a top priority.

Where railways were concerned there seemed to be little or no real direction. For me, a product range is built-up and devised over a period of years. Plans for introductions are made sometimes three or four years ahead. There were some wonderful items planned for 2018, but there seemed to be no strategy. On examining the intended range, I

immediately identified items that wouldn't be suitable. Some I tried to cancel, while others I delayed with some now appearing in 2019. Luckily, the Hornby Development Team had remained largely unchanged and those that had joined during my absence were excellent assets and have proven to be as such over the past year.

The Hornby range is a system product. There is a natural flow from sets to locomotives, to rolling stock, then track and of course accessories. Some accessories aren't always fast turnover items, but form part of the system. What had happened some month's prior was that many of the 'bread and butter' products had been culled from the range, leaving many retailers and consumers somewhat perplexed because there were no direct replacements on offer. Having recognised this, as well as listening to the demands of the retailers, we set about returning those missing items into the range - an action that received universal approval. To augment the accessories range for 2019 we decided that once again Hornby should reinstate the SkaleScenics range but also SkaleAutos, thus offering an even broader selection of accessories suitable for a model railway. At the same time, we announced mid-year releases of locomotives that had been 'short delivered' in 2016/17 as well as one or two new models such as the GWR Hitachi 'Paddington Bear' IEP, all of which were well-received by retailers and their customers.

However, as a team we had to focus on compiling the 2019 Hornby range, not necessarily an easy task. I have always been keen that Hornby should endeavour to produce all new products in the year they are announced. In recent years, this has not always been possible and for that, Hornby has been justifiably criticised. In my new position, I'm very keen to correct this situation. A tall order and some might say impossible, but as a company we need to try.

I was determined that all approval paperwork for each newly-tooled item was processed as soon as possible once accurate tool costs had been received. Approvals were and are now my top priority. So successful has this process been that pre-production samples are now available for several of the newly-tooled items that are scheduled for 2019. Of course, there will be mishaps and unbudgeted delays, but the signs are promising that we will be able to reach the majority, if not all of our delivery goals during this year, fingers crossed.

As I mentioned earlier, when I walked back into Hornby I recognised very little and I knew that we did not have a magic wand that could be waved and all would be right. However, we have a dedicated and passionate development team and hardcore of employees who are keen to get things moving onwards and upwards.

Changing the direction of a company like Hornby can be a slow task and one that can take more than just a year, but 2020 marks the 100th anniversary of Hornby Trains and I am convinced that we will have much to celebrate then, if not sooner. ■



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2F-071-054/55 - 7 Plank - Blue Circle Cement 178/Weathered

4F-011-023/24 - Ventilated Van - LMS Bauxite 155016/Weathered

4F-012-021/22 - Ventilated Van - GWR 123550/Weathered

4F-014-023/24 - Fruit D - GWR 2850/Weathered

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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							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	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							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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 86/0	hattons.co.uk/hel86	£145 (EST)	Nov 2018							
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 A1/A1X Terrier 0-6-0T	hattons.co.uk/hornbyterrier	from £81	Jan 2019							
Peckett B2 Class 0-6-0ST	hattons.co.uk/peckettb2	from £89	Jan 2019							
4wDM Ruston & Hornsby 48DS	hattons.co.uk/ruston48ds	£72	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							

	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 10/01/19.