

BRITISH RAILWAY MODELLING

BRM

OCTOBER 2019



REVIEW:
WESTERN PULLMAN - WHY THIS
£1,000 TRAIN PACK IS A BIG DEAL!

NIGHT SHIFT

A 24-HOUR JOURNEY AROUND
BREATH-TAKING ST RUTH

£4.75



TWO MORE LAYOUTS

- Bleat Wharf (00)
- Ellasweet (00)

TECHNIQUES SPECIAL



- Get to grips with wiring
- Learn more about plastic
- Master your brush painting
- Top tips for airbrushing
- How to apply static grass
- And more...

PLUS: HOW TO BUILD A PLASTIC WAGON KIT

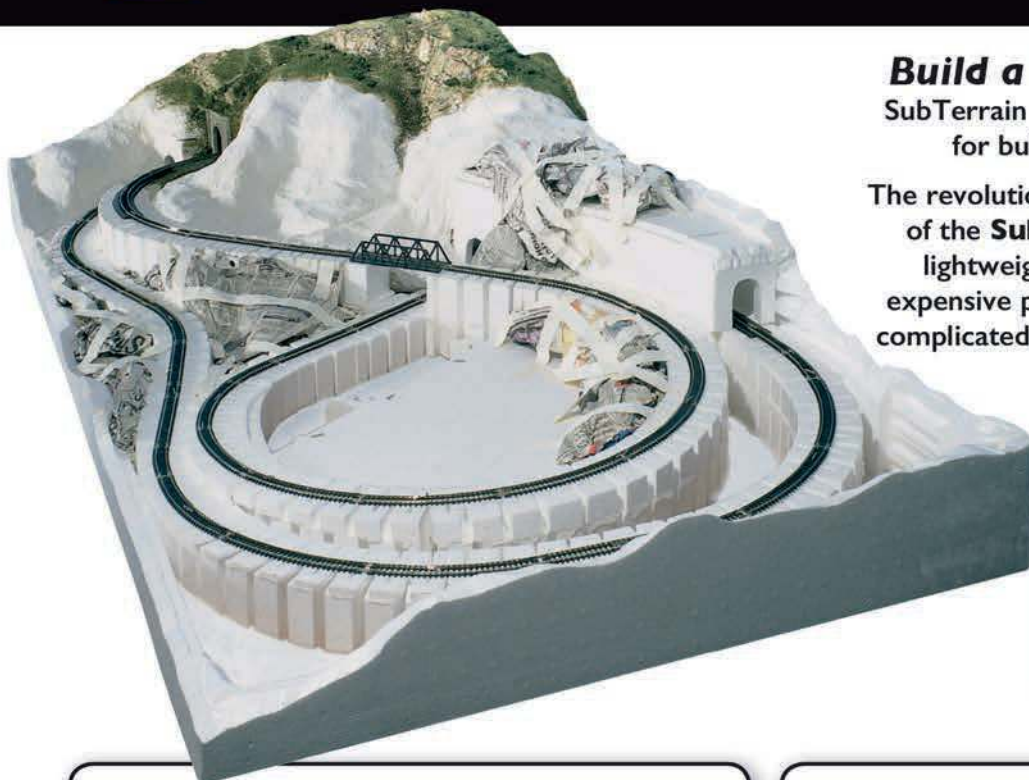
Why a two-axle wagon is a great introduction
to plastic kit construction



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As seen on

THE GREAT
MODEL RAILWAY
CHALLENGE

Step 1 RISERS

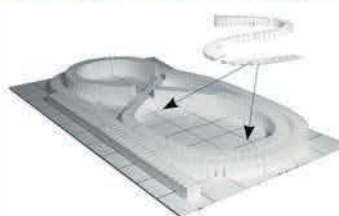


Risers elevate the track from a flat surface so low lying areas can be created.

WST1406	1/2" (x4)
WST1414	3/4" (x4)
WST1407	1" (x4)
WST1408	2" (x4)
WST1409	4" (x2)



Step 2 INCLINE SETS & STARTERS



Inclines provide the proper change in elevation so your train runs smoothly.

WST1410	2% Set (x8)
WST1416	3% Set (x6)
WST1411	4% Set (x4)
WST1412	2% Starter (x8)
WST1415	3% Starter (x6)
WST1413	4% Starter (x4)



✓ No need for power tools ✓ No dusty mess ✓ No complicated calculations ✓ No experience needed

Step 3 PROFILE BOARDS



Profile Boards add sides, so terrain contours can be created with the Hot Wire Foam Cutter.

WST1419 2 Boards & 2 Connectors



Step 4 FOAM SHEETS



Foam sheets are used for flat areas, tunnels and layout bases.

WST1422	1/4" (x1)
WST1423	1/2" (x1)
WST1424	1" (x1)
WST1425	2" (x1)
WST1426	3" (x1)
WST1427	4" (x1)



Step 5 PLASTER CLOTH



Plaster Cloth covers newspaper wads to create a hard shell for landscaping.

WC1203 8" wide x 15' long, 10 sq. ft.



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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Our layout of the month 'Ellasweet Beet Factory', highlights the workings of a sugarbeet factory. Meanwhile, in the studio, Howard Smith demonstrates stone painting techniques and Phil Parker helps troubleshoot common locomotive problems.



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

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



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



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PRACTICAL BRM

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BRM

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Chris Yates, owner of The Model Centre shares praise, his concerns and enthusiasm for the hobby.

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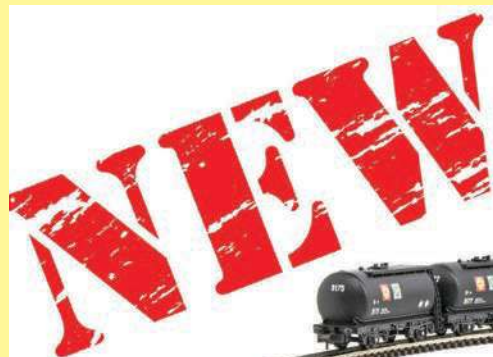
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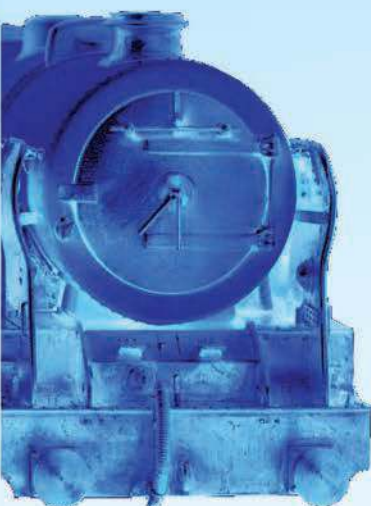
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Welcome to September

In August, the BRM team visited sunny Margate for the Hornby Open Weekend.

Held in the old factory, we found ourselves right back in the company's spiritual home. Nothing emphasised this more than chatting to visitors, who had come along to look at the full-sized railway items, pick up a bargain in the shop, or simply because they had worked for the firm in the past and wanted to nose around to see how things have changed.

One gentleman had booked a trip from Canada with this the centre-piece of his holiday. He regaled Phil with stories of the old warehouse and described the processes that took place in the various parts of the now-empty factory. At one time Hornby was the biggest employer in the area and the place was pretty much self-sufficient with forges, moulding lines, paint shops and every other process required to produce model railways, slot cars, and plastic kits, all carried out under one roof.

Hornby is a firm with a terrific history and this is fully on show in the Visitors' Centre and Museum. Black and white photographs

show the factory in full production with rows of workers manufacturing models. There was a family feel to the place with canteens and social events. Years ago, the firm would crown "Miss Rovex" in a beauty pageant. Times have moved on, though and all the manufacturing now takes place in China or India, but the office staff and sales force have returned home.

As a summer show, the visitors were very different from a traditional event. From the moment the doors opened, we found ourselves talking with families and people who might not find the usual style of exhibition appealing. There were plenty of BRM subscribers in attendance too, who it is always a pleasure to meet, plus many of the very people we need to bring in to the hobby to ensure its continued growth.

We hope they enjoyed the show as much as we did! You can see more of the show on Pages 42 and 43 of this issue.

Some might wonder if the hobby needs another show on the calendar. After all, there are plenty to choose from every weekend of the year, but the numbers

through the door suggest that if you can provide something different, people still have an appetite for model railway events.

A big attraction for this weekend was the chance to get up close to the full-size railway exhibits stored on-site, but you can do this at many preserved railway events too. Maybe the mix of models and prototype appeals to a wider range of people? That's certainly what the numbers suggest.

It doesn't matter why people come to these events, it's up to everyone in our hobby to show just how much fun it is. With the second series of the Great Model Railway Challenge on our screens, railway modelling could be more popular than it's been for many years and we have the chance to see an influx of new modellers swelling our ranks.

Will there be a second Hornby Open Day? The organisers claim this was a one-off event, but it was so successful that perhaps they might be persuaded, after a lie down to recover, to do it again. After all, it is the company's 100th birthday next year...

BRM Team

A few months ago, Hornby discovered that the classic R576 tunnel mould was worn out. It has now found a home in a new Visitors' Centre display, which explains the process of developing and manufacturing models.



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OR76N7003 Oxford Rail BR (Early BR) N7 0-6-2 No 69612 - **Expected Late 2019**
OR76N7003XS Oxford Rail BR (Early BR) N7 No 69612 DCC Sound - **Expected Late 2019**
OR76N7004 Oxford Rail BR Late 0-6-2 Class N7 No.69670 - **Expected Late 2019**
R1234M Hornby Hogwarts Express' Train Set - **Imminent Release**
R3544 Hornby 4-6-0 Holden B12 LNER - **Expected Nov/Dec 2019**
R3632 Hornby BR Merchant Navy Class 35024 East Asiatic Company - **Expected Nov/Dec 2019**
R3649 Hornby BR Merchant Navy Class 35029 Ellerman Lines - Era 4 - **Expected Nov/Dec 2019**
R3679 Hornby Port of London Authority Peckett W4 Class No. 74 - **Expected Nov/Dec 2019**
R3686 Hornby Huntley & Palmers Peckett W4 Works Freight Pack - **Imminent Release**
R3693 Hornby Sherwood Colliery Co. Ltd Peckett B2 Class No.4 'Sherwood' - **Imminent Release**
R3694 Hornby Associated Portland Cement Peckett B2 Class 'Westminster' - **Imminent Release**
R3695 Hornby National Coal Board Peckett B2 Class 1455 - Era 3 - **Imminent Release**
R3698 Hornby ScotRail Class 43 HST Power Cars 43033 and 43183 - **Imminent Release**
R3704 Hornby Ruston & Hornsby Ltd R&H 48DS 0-4-0 No. 269595 - **Imminent Release**
R3706 Hornby War Department R&H 48DS 0-4-0 'Army 802' - Era 4/5 - **Imminent Release**
R3707 Hornby Longmorn Distillery R&H 48DS 0-4-0 'Queen Anne' - Era 7 - **Imminent Release**
R3711 Hornby BR Princess Royal 4-6-2 46206 'Princess Marie Louise' - **Expected Late 2020**
R3713 Hornby BR Princess Royal 46207 'Princess Arthur of Connaught' - **Expected Late 2020**
R3716 Hornby BR Merchant Navy Class 35022 'Holland America Line' - **Expected Nov/Dec 2019**
R3717 Hornby SR Merchant Navy 21C7 'Aberdeen Commonwealth' - **Expected Nov/Dec 2019**
R3721 Hornby GWR Class 61xx 'Large Prairie' 2-6-2T 6110 - Era 3 - **Expected Nov/Dec 2019**
R3723 Hornby BR Class 61xx 'Large Prairie' 2-6-2T 6145 - Era 4 - **Expected Nov/Dec 2019**
R3725 Hornby BR Class 5101 'Large Prairie' 2-6-2T 4160 - Era 5 - **Expected Nov/Dec 2019**
R3731 Hornby BR H Class 0-4-4T 31177 - Era 4 - **Imminent Release**
R3732 Hornby BR (Early) Lord Nelson Class 30852 Sir Walter Raleigh - **Expected Nov/Dec 2019**
R3733 Hornby BR (Late) Lord Nelson Class 30859 Robert Blake - **Expected Nov/Dec 2019**
R3737 Hornby BR A4 Class 4-6-2 60022 'Mallard' - Era 4 - **Expected Nov/Dec 2019**
R3738 Hornby Alan Pegler A3 4472 Flying Scotsman Double Tender - **Expected Oct/Nov 2019**
R3746 Hornby BR Class 31 A1A-A1A 31102 - Era 7 - **Imminent Release**
R3761 Hornby PO Earl of Dudley's Round Oak Works Peckett W4 Class 'Lady Edith' - **Imminent**
R3762 Hornby LNER Hitachi IEP Bi-Mode Class 800/1 'Azuma' Five Car Train Pack - **Imminent**
R3771 Hornby LNER A4 4464 'Bittern' Double Tender - **Expected Nov/Dec 2019**
R3774 Hornby DB Cargo UK Class 67 67024 'Belmond British Pullman' - **Expected Nov 2019**
R3813 Hornby Southeastern Class 395 Hornby Visitor Centre - **Expected Early 2020**
R4826/27/28/29/30 Hornby LNER 61' 6" Gresley Teak Coaches - **Imminent Release**
R6925TTS Hornby Vent Van with TTS Sound - Era 3/4/5 - **Expected Nov/Dec 2019**

OO9 Narrow Gauge:

391-025A Bachmann Baldwin 542 Railway Operating Division Black - **Expected Oct/Nov 2019**
391-028A Bachmann Baldwin Tank Bridget Ashover L. R. Black - **Expected Oct/Nov 2019**
391-029 Bachmann Baldwin Tank Glyn Valley Tramway Lined Black - **Expected Oct/Nov 2019**
391-030 Bachmann Baldwin Snailbeach District Railways - Weathered - **Expected Oct/Nov 2019**
391-032 Bachmann Baldwin Tank E763 'Sid' SR Maunsell Green - **Expected Oct/Nov 2019**
391-051 Bachmann Hunslet 'Britomart' Pen-yr-Orsedd Quarry Blue - **Expected Late 2020**
391-053 Bachmann Quarry Hunslet 'Dorothea' Dorothea Lined Green - **Expected Late 2020**
393-052A Bachmann Open Bogie Wagon Ashover L. R. Grey Includes Wagon Load - **Imminent**
393-075 Bachmann Slate Wagons 3-Pack Grey With Slate Load - Weathered - **Imminent Release**
393-076 Bachmann Slate Wagons 3-Pack Red with Slate Load Includes Wagon Load - **Imminent**

Price Information N/A
Now £55.21 RRP £64.95
Now £115.56 RRP £135.95
Now £115.56 RRP £135.95
Now £135.96 RRP £159.95
Now £135.96 RRP £159.95
Now £135.96 RRP £159.95
Price Information N/A
Price Information N/A
Price Information N/A
Price Information N/A
Now £152.10 RRP £168.99
Now £93.46 RRP £109.95
Now £97.70 RRP £114.95
Now £186.96 RRP £219.95
Now £97.70 RRP £114.95
Now £179.99 RRP £199.99
Now £144.89 RRP £160.99
Now £161.99 RRP £179.99
Now £161.99 RRP £179.99
Now £89.99 RRP £99.99
Now £142.99
Now £99.00 RRP £109.99
Now £99.00 RRP £109.99
Now £99.00 RRP £109.99
Now £261.00 RRP £289.99
Now £71.99 RRP £79.99
Now £71.99 RRP £79.99
Now £71.99 RRP £79.99
Now £170.99 RRP £189.99
Now £170.99 RRP £189.99
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Now £161.99 RRP £179.99
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Now £144.46 RRP £169.95
Now £131.71 RRP £154.95
Price Information N/A
Price Information N/A
Now £25.45 RRP £29.95
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Even if not listed below you can pre-order any forthcoming products from TMC

371-180ASF Graham Farish Cl. 40 D248 BR Green L/Crest Sound Fitted - Expected Late 2020	Now £208.21 RRP £244.95
371-285A Farish Class 55 Deltic D9009 Alycidon Two-Tone Green (SYP) - Expected Late 2020	Now £114.71 RRP £134.95
371-289 Farish Cl. 55 Deltic D9001 St. Paddy Two-Tone Green Weathered - Expected Late 2020	Now £123.20 RRP £144.95
371-431A Farish Cl. 170/5 2-Car DMU 170521 Arriva Cross Country - Expected Early 2020	Now £152.95 RRP £179.95
371-641 Farish Cl. 70 Air Intake Modifications 70805 Colas Rail Freight - Expected Oct/Nov 2019	Now £131.71 RRP £154.95
371-703 Farish Cl. 350 4-Car EMU 350407 First TransPennine Express - Expected Late 2020	Now £246.46 RRP £289.95
371-887DS Graham Farish Cl. 108 3-Car DMU BR Green - Sound Fitted - Expected Late 2020	Now £271.96 RRP £319.95
372-065 Graham Farish MR 3835 4F 43931 BR Black - Weathered - Expected Late 2020	Now £123.20 RRP £144.95
372-162 Graham Farish LMS Stanier 8F 48608 BR Black (Early Emblem) - Expected Early 2020	Now £140.21 RRP £164.95
372-163DS Farish LMS Stanier 8F 48773 BR Black Late Crest Sound Fitted - Expected Early 2020	Now £216.71 RRP £254.95
372-331 Graham Farish BR Standard 3MT Tank 82020 BR Green L/Crest - Expected Early 2020	Now £106.21 RRP £124.95
372-728SF Farish BR Standard 5MT 73049 BR Green L/Crest Sound Fitted - Expected Late 2020	Now £203.95 RRP £239.95
372-755 Graham Farish LMS Fairburn Tank 42062 BR Lined Black L/Crest - Expected Late 2020	Now £123.20 RRP £144.95
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372-777 Graham Farish SE&CR C Class 31227 BR Black Early Emblem - Imminent Release	Now £114.71 RRP £134.95
373-560 Graham Farish BR 102T TEA Bogie Tank Wagon 'Esso' Grey & Red - Imminent Release	Now £36.50 RRP £42.95
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373-562 Farish BR 102T TEA Bogie Tank Wagon 'Gulf' Black - Weathered - Imminent Release	Now £36.50 RRP £42.95
374-066 Farish BR Mk1 SK Second Corridor BR Blue & Grey (ScotRail) Weathered - Imminent	Now £37.36 RRP £43.95
377-226B Graham Farish BR 16T Steel Mineral Wagon BR Bauxite (Early) - Expected Late 2020	Now £14.41 RRP £16.95

WEATHERING SERVICE

Our Standards Explained



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Custom Deluxe Weathering



Value Weathering



Standard Weathering



Custom Deluxe Weathering

VALUE is a light to medium weathering, or lighter if more historically accurate, typically using two colours.

STANDARD you can choose from light, medium or heavy weathering using more colours and showing more detail than value weathering.

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*All prices exclude P&P order and pay now to secure these prices | Prices maybe subject to change without notice. E & OE.



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32-069 OO Gauge Class 43 'Warship'
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39-277 OO Gauge BR MkI General
Utility Van (GUV) Blue
Was £47.95 **NOW £28.77**

CURRENT LIMITED EDITION PROJECTS

G5 0-4-4T Locomotive - This project is currently at the CAD stage, **expected late 2020**, for more information on models being products please contact us or view the website.

24.5T Mineral Wagons - This project is also at the CAD stage, **expected late 2020 to early 2021**, for more information on models being products please contact us or view the website.

32-482Z & 32-482ZSF Bachmann Class 40 - OO Scale model locomotive of D233 'Empress of England' in BR Blue livery with Indicator Discs, **Expected Mid 2020**.

66025421 Heljan Class 25 25102 - BR Two Tone Green Full Yellow Ends, unusual livery as this class 25 survived 10 years into BR Blue still in two tone green! **Expected Early 2020**.

CUSTOMER COMMISSIONS

Either send your models to us to be customised or you can buy ready customised models from our stock. You can also start with a pristine model from our stock to get the model customised to your exact specification. With any purchase from TMC you can enhance the model by choosing from our customisation options.

Customisation options...

- Renaming & renumbering - £60.00
- Gloss ex works finish - £40.00

- DCC fitting - from - £30.00
- DCC sound fitting - £140.00
- Screw link couplings - £15.00

- Cab crew - £15.00
- Fire irons - £15.00
- Real coal - £10.00

- Cab tarpaulin - £10.00
- Fit parts pack - £15.00
- Lamp Fitting - £15.00

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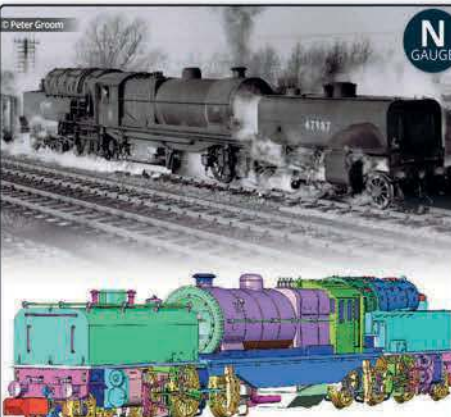
Compiled between 29th July and 21st August 2019

Hattons
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Latest News



All New Heljan Class 47 in OO
Initially covering the 47/0, 47/3 and 47/4s, Heljan will be producing a range of liveries and sub-classes over the coming years
www.hattons.co.uk/tmah35



Hattons N Gauge Garratt CAD
We have released hi-resolution images showing the current CAD progress on our Hattons Originals N Gauge Beyer-Garratt.
www.hattons.co.uk/tmah36



Hornby Princess Royal Sample
The first engineering sample of the forthcoming LMS Princess Royal has been shown by Hornby. See more online.
www.hattons.co.uk/tmah37



Class 66 Delivery Update
Read our revised date for our Class 66 as well as an air freight option if you want your loco 6 weeks before the main batch.
www.hattons.co.uk/tmah38

Revised Delivery Date
December 2019

Air-Freight Postage Option
7 Days from the Factory to your door

Extra Surprises After Delivery
Stay Tuned!



O Gauge A4 Painted Bodies
Take a closer look at some painted body samples of our forthcoming A4 pacifics. Expect in stock by the end of the year.
www.hattons.co.uk/tmah39



Heljan L&B 2-4-2T CADs
Heljan have released images of their forthcoming 2-4-2T following on from the popular 2-6-2T last year. Due Q1 2020.
www.hattons.co.uk/tmah40

Top 5 Best Sellers

1



Golden Valley
GV2016 - £49.50

2



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OR76BOOM03 - £51

3



Oxford Diecast
76PAN009 - £16

4



Hornby
R3292 - £14.50

5



Hornby
R4744 - £9.50

Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk

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

LMS Princess Royal 4-6-2

Pre-order from £171. DCC-fitted £184.50
Due in Stock February 2020



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 5101 'Large Prairie' 2-6-2T

Pre-order from £126. DCC-fitted £144
Due in Stock October 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 August 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 Q3 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

Pre-order for £31.50 each
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.

Mk2F "Aircon" coaches

Pre-order for £31.50 each
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17 variations now available to pre-order. Liveries include: ScotRail 'saltire', Network Rail, BR blue and grey & Intercity Swallow. Numerous vehicle types available to allow prototypical formations.

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge

Class 50

Pre-order from £123.21
Due in Stock: August/September 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

Class 67

Pre-order from £108.76
Due in Stock: August/September 2019



2D-010-008 67006 "Royal Sovereign" in Royal Trail livery
2D-010-009 67027 "Charlotte" in Colas Rail Freight livery
2D-010-010 67021 in Belmond British Pullman umber and cream
2D-010-010 67029 "Royal Diamond" in DB silver

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: TBC



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: October to December 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: October to December 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

BR Mark 1 coaches

Pre-order for £169.15
Due in Stock: October to December 2019



BSK, SO, SK and CK coaches available in multiple liveries, including: BR crimson and cream, BR green, BR chocolate and cream, BR maroon and BR blue & grey.

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£7 guaranteed Next Day delivery

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OO Gauge (1:76 Scale)

Steam locos



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



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



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor).....£149



R3292 Class 0F Pug 0-4-0ST 58011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99)**BARGAIN**.....£14.50



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



32-304A Class 2251 0-6-0 Collett Goods 2251 in GWR green Churchward tender (Bac).....£114.95



OR76DG009 Class 2301 'Dean Goods' 0-6-0 2308 in WW1 Railway Operating Division khaki (Oxf).....£102



OR76DG006 Class 2301 'Dean Goods' 101 in War Department black (Oxf).....£102



32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (Bac) (RRP £109.95).....**BARGAIN**.....£74.50



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor).....£169.50



OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf).....£94



30-525loco Class 49xx 'Hall' 4-6-0 4965 "Rood Ashton Hall" in Great Western green - split from 30-525 set (Bac).....£79



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor).....£153



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor).....£80



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



R3516 Class 6000 'King' 4-6-0 6004 "King George III" in post-war GWR green - "The Final Day" special edition (Hor) (RRP £190.99).....**BARGAIN**.....£179.50



R3370 Class 6000 King 4-6-0 'King Richard II' BR blue early emblem (Hor).....£138



R3643 Class 7MT 'Britannia' 4-6-2 70046 "Anzac" in BR green late crest (Hor).....£162



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest (Hor).....£166.50



R3564 Class 8F 2-8-0 48045 in BR black late crest - Fowler tender (Hor).....£127.50



R3565 Class 8F 2-8-0 8035 in LMS black (Hor).....£127.50



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor).....£171



R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem (Hor).....£171



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



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).....£144



32-858 Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac).....£189.50



R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green (Hor).....£189



R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor).....£81



R3627 Class A3 4-6-2 60103 "Flying Scotsman" in BR express passenger blue (Hor).....£162



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor).....£116



R3438 Class A4 4-6-2 4494 "Osprey" in LNER apple green - gloss finish (Hor).....£149.50



R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor).....£149



35-077 Class E4 Brighton tank 0-6-2T 32558 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) (RRP £189.95).....**BARGAIN**.....£124.50



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



R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (Hor).....£148.50



R3668 Class J83 0-6-0T 8482 in LNER green - Railroad range (Hor).....£40.50



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted (Hor).....£175.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor).....£153



R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (Hor).....£153



R3531 Class M7 0-4-4T 30129 in BR black late crest (Hor).....£132



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor).....£136



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf).....£98



OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf).....£98



3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95).....**BARGAIN**.....£84



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95).....**BARGAIN**.....£84



3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95).....**BARGAIN**.....£84



R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor).....£89



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor).....£104



R3542 Class Q6 'Raven' 0-8-0 63427 in BR black early emblem (Hor).....£136



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



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99).....**BARGAIN**.....£59



R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor).....£117

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20,000 + items available



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-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) £99



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £118.96



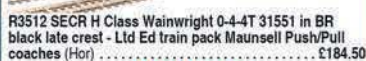
R3547 Standard Class 4MT 4-6-0 75008 in BR green late crest (Hor) £144

Steam train packs

R3797 'Workers Return' - Sovereign train pack (Hor) NEW £229.45



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



R3512 SECR H Class Wainwright 0-4-4T 31551 in BR black late crest - Ltd Ed train pack Mainsell Push/Pull coaches (Hor) £184.50

Diesel locos

R3577 4-wheel Sentinel 0-4-0 'Graham' in red (Hor) £64



R3576 4-wheel Sentinel 4wDH 19 in green chevrons (Hor) £64



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139) BARGAIN £95



2915 Class 07 shunter 07009 in BR blue - weathered (Hel) £127.46



2904 Class 07 shunter D2988 in BR green wasp stripes (Hel) £118.96



2905 Class 07 shunter D2988 in BR green wasp stripes (Hel) £118.96



2906 Class 07 shunter D2991 in BR Eastleigh Works light green (Hel) £118.96



1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel) NEW £118.96



1723 Class 17 'Clayton' D8534 in BR blue (Hel) NEW £118.96



2655 Class 26/0 26008 in BR railfreight coal sector grey (Hel) £110.46



R3661 Class 31 D5509 in BR green (Hor) £153



3437 Class 33/0 D6558 in BR blue (Hel) £118.96



3328 Class 33/2 6593 in BR Blue full yellow ends (Hel) £101.15



3527 Class 35 'Hymek' D7088 in BR green small yellow panels (Hel) £110.46



31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £164.50



31-663 Class 47/0 47209 'Herbert Austin' in Railfreight Distribution Sector (Bac) (RRP £159.95) BARGAIN £154.50



32-818 Class 47/0 47245 in West Coast Railway Company maroon (Bac) £154.50



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



4D-003-014 Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams (Dap) NEW £129.15



4D-003-017 Class 52 'Western' D1016 'Western Gladiator' in BR maroon full yellow ends (Dap) NEW £129.15



4D-003-015 Class 52 'Western' D1034 'Western Dragon' in BR maroon small yellow panels (Dap) £129.15



4D-003-013 Class 52 'Western' D1035 'Western Yeoman' in BR green small yellow panels (Dap) NEW £129.15



4D-003-018 Class 52 'Western' D1041 'Western Prince' in BR blue (Dap) NEW £129.15



R3605TTS Class 60 60044 'Dowload' in DB Schenker red - TTS sound fitted (Hor) £184.50



R3573 Class 66/7 66751 'Inspiration Delivered - Hitachi Rail Europe' in GB Railfreight (Hor) £85



4D-022-013 Class 68 68004 'Rapid' in Direct Rail Services blue (Dap) £131.71



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) £164.50



4D-006-014 Class 73/0 E6002 in BR plain green (Dap) £124.29



4D-006-010 Class 73/0 E6004 in BR green grey solebar (Dap) £124.29



4D-006-011 Class 73/1 73109 'Battle of Britain' in Network SouthEast (Dap) £124.29



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers 'Dutch' (Dap) (RRP £146.22) BARGAIN £91



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



4D-006-013 Class 73/2 73202 in Southern Gatwick Express branding (Dap) £124.29



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



4D-006-012 Class 73/2 73235 in South West Trains (Dap) £124.29



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail '7 Cities' (Hor) NEW £261



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



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted (Hor) £280



R3696 Pair of Class 43 HST Power Cars 43093 and 43016 in GWR green 'Old Oak Common' commemorative (Hor) £261



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



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (Hor) £261

Electric locos

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



7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160



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



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



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

Prices valid until 09/10/19

All prices correct
when going to press.
Errors excepted.



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



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-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) £123.25



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95) **BARGAIN** £54



R3662 Class 153 single car DMU 153368 in GWR green (Hor) £109.50



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



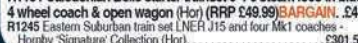
30-430 Capital Commuter train pack Class 416 in Network SouthEast and low relief station building (Bac) £178.46



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



R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45



R1245 Eastern Suburban train set LNER J15 and four Mk1 coaches - Hornby 'Signature' Collection (Hor) £301.50



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £144



R1242 Saturday Special Plus train set LNER B17 4-6-0 in BR green and 4 Mk1 coaches - Hornby 'Signature' Collection (Hor) £324



R1234 Starter train set - 'Hogwarts Express' - Harry Potter range (Hor) **NEW** £180



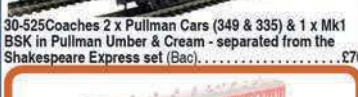
R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (RRP £175.99) **BARGAIN** £130



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



30-525 Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman umber & Cream - separated from the Shakespeare Express set (Bac) £70



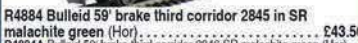
39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) (RRP £59.95) **BARGAIN** £42



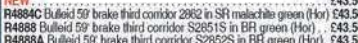
39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95) **BARGAIN** £39.50



R4884 Bulleid 59' brake third corridor 2845 in SR malachite green (Hor) £43.50



R4884A Bulleid 59' brake third corridor 2840 SR malachite green (Hor) **NEW** £43.50



R4884B Bulleid 59' brake third corridor 2861 SR malachite green (Hor) **NEW** £43.50



R4884C Bulleid 59' brake third corridor 2862 in SR malachite green (Hor) £43.50



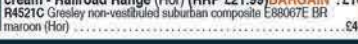
R4888 Bulleid 59' brake third corridor S2851S in BR green (Hor) £43.50



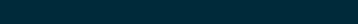
R4888A Bulleid 59' brake third corridor S2852S in BR green (Hor) £43.50



R4888B Bulleid 59' brake third corridor S2853S in BR green (Hor) £43.50



R4882 Bulleid 59' composite corridor 5711 in SR malachite green (Hor) £43.50



R4882A Bulleid 59' composite corridor 5719 in SR malachite green (Hor) £43.50

R4886 Bulleid 59' composite corridor S5714S in BR green (Hor) **NEW** £43.50

R4886A Bulleid 59' composite corridor S5718S in BR green (Hor) £43.50

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

R4521C Gressley non-vestibled suburban composite E88067E BR maroon (Hor) £45



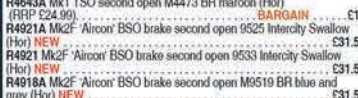
R4744 Maunsell brake third 3563 in SR malachite green - Railroad Range (Hor) (RRP £22.99) **BARGAIN** £9.50



R4817A Maunsell restaurant kitchen and dining car S766S BR green (Hor) £43.50



R4619A Mk1 BG full brake M80532 in BR maroon (Hor) (RRP £24.99) **BARGAIN** £18



R4621A Mk1 TSO second open E4558 in BR maroon (Hor) (RRP £24.99) **BARGAIN** £18



R4643A Mk1 TSO second open M4473 BR maroon (Hor) (RRP £24.99) **BARGAIN** £18



R4921A Mk2F 'Aircon' BSO brake second open 9525 Intercity Swallow (Hor) **NEW** £31.50



R4921 Mk2F 'Aircon' BSO brake second open 9533 Intercity Swallow (Hor) **NEW** £31.50



R4918A Mk2F 'Aircon' BSO brake second open M9519 BR blue and grey (Hor) **NEW** £31.50



R4920 Mk2F 'Aircon' FO first open 3387 in Intercity Swallow (Hor) **NEW** £31.50



R4919 Mk2F 'Aircon' TSO second open 5985 in Intercity Swallow (Hor) **NEW** £31.50



R4919A Mk2F 'Aircon' TSO second open 5988 Intercity Swallow (Hor) **NEW** £31.50



R4917 Mk2F 'Aircon' FO first open M3345 in BR blue and grey (Hor) **NEW** £31.50



R4917A Mk2F 'Aircon' FO first open M3374 BR blue and grey (Hor) **NEW** £31.50



R4917 Mk2F 'Aircon' TSO second open M6011 in BR blue and grey (Hor) **NEW** £31.50

R4918A Mk2F 'Aircon' TSO second open M6015 BR blue and grey (Hor) **NEW** £31.50

R4781D Mk3 TSO trailer second open 42129 in GWR green (Hor) £34

R4781C Mk3 TSO trailer second open 42200 in GWR green (Hor) £34

R4781E Mk3 TSO trailer second open 42581 in GWR green (Hor) £34

BOC07 100 ton BOC tank in BOC Liquid Nitrogen red stripe and Gloucester bogies - 0007 (Hel) £75

BOC08 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0006 (Hel) £75

R6921 20 ton AA15 'Toad' brake van 56705 in GWR grey (Hor) **NEW** £21

R6922 20 ton AA15 'Toad' brake van W68530 in BR grey (Hor) **NEW** £21



R6905 21 ton steel mineral wagon B316500 in BR grey (Hor) **NEW** £15.50



R6900 4-plank open wagon 'C & F' Gann, Port Talbot (Hor) **NEW** £15.50



OR76WW011 45 ton Warwell wagon in MOD olive GPS bogies (Oxf) £25.50



OR76MW5006 5 plank open wagon 'Tilmanstone' (Oxf) £10



R6901 5-plank open wagon 'Hereford Coal Company' (Hor) **NEW** £15.50



R6902 6-plank open wagon 'Cadbury's Chocolate, Bournville' (Hor) **NEW** £15.50



R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor) £21



4F-061-001 BEV Bogie Bolster 'E' 923358 in BR bauxite (Dap) **NEW** £25.46



4F-061-006 BEV Bogie Bolster 'E' 924327 in BR bauxite (Dap) **NEW** £25.46



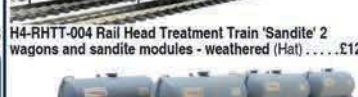
OR76BOOM03 BL 14 inch howitzer railgun 'Boche Buster' (Oxf) **NEW** £51



ICI005DW ICI Hopper wagon 19058 in battleship grey body, underframes & bogies PHV TOPS panel (black 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



4F-039-006 KIB telescopic hood wagon 33-70-0899-032-3 in Tiphook Rail blue (Dap) £25.46



R6924 LNER 20 ton 'Toad B' brake van E140580 in BR grey (Hor) £20

R6885 Pack of three HEA coal hopper wagons in EWS maroon (Hor) £38

H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126

H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered (Hat) £126

Opening Hours

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

0151 733 3655

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

NEW



4F-061-002 YNV Bogie Bolster 'E' 923444 in BR bauxite (Dap) NEW £25.46
 4F-061-004 YNV Bogie Bolster 'E' 923791 in BR bauxite (Dap) NEW £25.46
 4F-061-003 YNV Bogie Bolster 'E' 923528 BR S&T bauxite (Dap) NEW £25.46
 4F-061-005 YNV Bogie Bolster 'E' 923962 BR S&T bauxite (Dap) NEW £25.46

Containers and loads

76AC0012 Pack of 4 pallets loads 'Kennebec' (Oxf) NEW £5
 76AC0010 Pallet Load Spans (Oxf) NEW £5

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply (Hor) £94

Digital decoders

R8123 TTS digital sound decoder - Class 50 diesel (Hor) £38

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £41.50

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £34

Digital controllers



R8213 DCC Select unit (boxed) (Hor) £98



36-504 EZ Command Dynamis Ultima DCC system (Bac) £280

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

GM56 Buffer lights x 2 (Gau) £10

GM469 Wall mounted working modern floodlight - pack of three (Gau) NEW £8.50

GM467 Working modern floodlight - version 1 (Gau) NEW £6.50

GM468 Working modern floodlight - version 2 (Gau) NEW £6.50

Accessories

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £39

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (4 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

20KADEE NEM362 Kadec coupling - Extra-Long (11.68mm) - Pack of four (Kad) £5

19KADEE NEM362 Kadec coupling - Long (10.78mm) - Pack of four (Kad) £5

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

10KADEE No.5 Standard Magne-Matic Coupler - Medium 9/32" (Pack of twenty) (Kad) £16

Wheel sets

R8096 12.6mm Metal disc wheels on axles (10 axles) (Hor) £12

Buildings - railways

LK-20X Double length overall arched station roof (Pec) £22.50

NEW



R7236 Platform 9 3/4 complete station set - plastic kit - Harry Potter range (Hor) NEW £45

Man-made scenic structure - railway-related

LK-55 76in Wall type turntable (Pec) £41



R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80

GM465 Station clock - illuminated (Gau) NEW £3.50

R460 Straight Platform (Hor) £18

GM466 Wall mounted station clock - pack of 2 - illuminated (Gau) NEW £6.50

Signals

SSP1 Sensor Signal Starter Pack (Tra) £153

4L-002-001 Signal - Motorised LMS home (OOSIGN3) (Dap) £26

4L-003-001 Signal - motorised, SR lattice home (Dap) £26.68

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50

R8090 Pack of 24 (Hor) £79

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

R801 Double Straight (Hor) £2

R801 Box of 24 (Hor) £47



R070 Electrically Operated Turntable (Hor) £64

R8077 Left hand Express point (Hor) £14.50

R8072 Left Hand Standard Point (Hor) £9.50

R603 Long Straight - 670mm (Hor) £4

R8078 Right hand Express point (Hor) £14.50

R8073 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) £14.50

ST-201 Setrack double straight (Pec) £2

ST-241 Setrack No 2 radius left handed point insulfrog (Pec) £9

ST-240 Setrack No 2 radius right handed point insulfrog (Pec) £9

ST-204 Setrack Quad Straight (870mm) (Pec) £3.50

ST-204 Box of 24 (Pec) £82

ST-100 Setrack Starter Track Set - Second Radius (Pec) £58

R610 Short Straight (Hor) £1.20

R621 Single 970mm length of flexible track (Hor) £1.20

R621 Pack of 24 (Hor) £66

R600 Standard Straight (Hor) £1.50

R600 Box of 24 (Hor) £34

Track - Code 100 Streamline

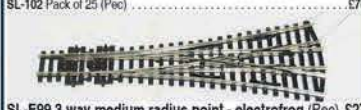


SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

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

SL-102 Pack of 25 (Pec) £70



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

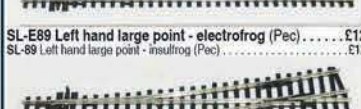
SL-99 3 way medium radius point - insulfrog (Pec) £27

SL-90 Double slip - insulfrog (Pec) £33



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

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



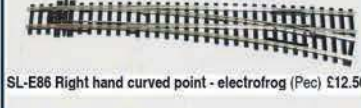
SL-E89 Left hand large point - electrofrog (Pec) £12

SL-89 Left hand large point - insulfrog (Pec) £12



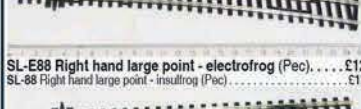
SL-E96 Left hand medium point - electrofrog (Pec) £10.50

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



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

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



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



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

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



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

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



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

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

Track - Code 75 Finescale



SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver flexible track (Pec) £98

SL-108F Single (Pec) £4

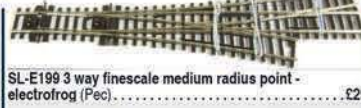
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30

SL-102F Pack of 25 (Pec) £82



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

SL-100F Single (Pec) £3



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



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



SL-E187 Finescale left hand curved point - electrofrog (Pec) £13

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



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



SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



SL-E186 Finescale right hand curved point - electrofrog (Pec) £13

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 - unitfrog (Pec) £28

SL-U1188 Right hand large radius bullhead rail point - unitfrog (Pec) £28

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16'4") (Pec) £10

Buses



UK6510 ADL Enviro400 MMC - 'Yellow Buses' (Nor) £51



76DC002 Duple Commander MkII - Grey Cars (Oxf) £17



76DC001 Duple Commander MkII - Southdown Motor Services (Oxf) £17



76LRT009 Leyland Royal Tiger Alexander Bluebird (Oxf) £15.50

NEW



76PAN009 Plaxton Panorama - NBC Ribble (Oxf) NEW £17



76SB004 Saro Bus - County Donegal Railways (Oxf) £17

Cars

76AA007 Austin A40 MkII Maroon B/Snowberry White (Oxf) NEW £5



76ATL005 Austin Atlantic Saloon Ensign Red (Oxf) NEW £5



76BCF004 Bentley Continental Fastback Gunmetal (Oxf) NEW £5



76CAP009 Ford Capri MkIII Peppermint Sea Green (Oxf) NEW £5



76XR007 Ford Escort XR3i Prairie Yellow (Oxf) NEW £5



76FP006 Ford Popular Red/Black (Oxf) NEW £5



76JXE003 Jaguar XE Navic Black (Oxf) NEW £5.50



76MGB009 MGB Roadster Bronze Yellow (Oxf) NEW £5



76MES006 Morris Eight E Series Saloon Red/Black (Oxf) NEW £5



76VEL001 Range Rover Velar Firenze Red (Oxf) NEW £5.50



76CTR002 Canvassed Trailer Maroon/Red (Oxf) NEW £12



76CIT003CC Citroen H Van Coca Cola (Oxf) NEW £7



76DTR002 Dodgem Trailer Anderton & Rowlands (Oxf) NEW £10



76LRA002 Land Rover Series IIA SWB Hard Top Royal Mail (PO Recovery) (Oxf) NEW £5



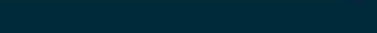
76SHP010 Leyland Sherpa Van in plain white (Oxf) NEW £6



76SHT002 Scammell Highwayman Tanker Pointer (Oxf) NEW £14.50



76SHT001 Scammell Highwayman Tanker Shell/BP (Oxf) £14.50



76BD024 Bedford OX Queen Mary Trailer RAF Blue (Oxf) £15.50

76SET65 Bloodhound Missile Set (Oxf) £23

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Tools

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

N Gauge Steam locos



2S-007-010 Class 57xx Pannier 0-6-0 8700 in GWR green shirtbutton emblem (Dap) £74
2S-007-018D Class 57xx Pannier 0-6-0PT 8703 in BR lined black early crest and later cab - DCC fitted (Dap) £100



2S-012-010 Class A1X 'Terrier' 0-6-0T 32636 in BR black late crest (Dap) £67.96



2S-012-009 Class A1X 'Terrier' 0-6-0T 40 "Brighton" in LB&SCR improved engine green (Dap) £67.96



2S-012-011 Class A1X 'Terrier' 0-6-0T 751 in South Eastern and Chatham Railway green (Dap) £67.96

Diesel locos

2D-018-008D Class 35 Hymek D7043 BR green small yellow panels - DCC fitted (Dap) £119



371-471 Class 37/0 37261 in Direct Rail Services blue (Gra) £114.71



2D-022-009 Class 68 68019 "Brutus" in TransPennine Express (Dap) £119.85
2D-022-009D Class 68 68019 "Brutus" TransPennine Express - Digital fitted (Dap) £145.35

HSTs



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



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

Electric locos



2D-026-004 Class 86/2 86216 "Meteor" in BR blue (Dap) £93.46



2D-026-003 Class 86/2 86243 "The Boys Brigade" in Intercity Executive (Dap) £93.46

DMUs



2D-009-003 Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers (Dap) £114
N01160D Class 142 'Pacer' 2 car DMU 142085 in Arriva Trains Wales - DCC fitted (Dap) £144.50

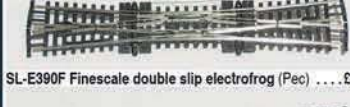
Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
SL-302F Pack of 30 (Pec) £91
SL-E399F 3-way finescale turnout (Pec) £28
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11



SL-E386F Finescale curved double radius right 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 unitfrog (Pec) £10.50



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50
SL-U395F Finescale right hand medium point unitfrog (Pec) £10.50



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

Buses

NRT007 RT Bus Browns Blue (Oxf) NEW £6

Cars

NMMT008 Morris Traveller Almond Green (Dot Cotton) (Oxf) NEW £4

Trams

NTR008 Tram London Transport (Oxf) NEW £6

009 Narrow Gauge Steam locos



9955 Lynton & Barnstaple 2-6-2T "Exe" in L&B dark green (Hel) £209.95



9956 Lynton & Barnstaple 2-6-2T "Taw" in L&B dark green (Hel) £209.95



9961 Lynton & Barnstaple 2-6-2T 190 "Lyd" in plain black (Hel) NEW £186.96



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel) NEW £186.96
9951 Lynton & Barnstaple 2-6-2T 700 "Exe" Southern Railway green (Hel) £189.95



9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (Hel) £189.95



9954 Lynton & Barnstaple 2-6-2T E759 "Yeo" in Southern Railway (Hel) £209.95

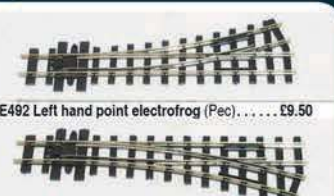
Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec) £68
ST-406 Setrack OO9 left-hand point - insulfrog (Pec) £9.50
ST-405 Setrack OO9 right-hand point - insulfrog (Pec) £9.50

Track - Code 80 Streamline

SL-400 1 yard length of OO9 narrow gauge flexible track worn wooden sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £83
SL-401 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec) £3.50
SL-404 Pack of 25 (Pec) £86

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



SL-E492 Left hand point electrofrog (Pec) £9.50



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

O Gauge (1:43 Scale) Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15



4302 Class 43xx Mogul 2-6-0 5320 in GWR green GWR lettering (Hel) £662.15
7S-024-002D Class 64xx 0-6-0PT pannier 6417 in Great Western green shirtbutton emblem - DCC fitted (Dap) (RRP £430) BARGAIN £315

Diesel locos



2594 Class 05 shunter No.2 in CEEB yellow wasp stripes (Hel) (RRP £395) BARGAIN £195



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN £395



2014 Class 20 in BR blue full yellow ends; TOPS style double arrows on the cabsides and '0000' headcodes - weathered (Hel) £549



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN £395



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) (RRP £599) BARGAIN £427
2559 Class 25/3 in BR blue - weathered and unnumbered (Hel) £446.25



3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hatton's (Hel) £549



3751 Class 37/4 37408 "Loch Rannoch" in BR large logo blue black headcode boxes - Exclusive to Hatton's (Hel) £549



3741 Class 37/4 in BR large logo blue - unnumbered (Hel) £508.15

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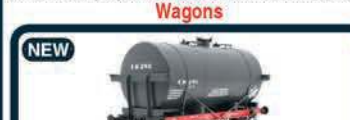
3745 Class 37/4 in Railfreight triple grey - unnumbered (Hel) £509.15

5288 Class 52 D1023 "Western Fusilier" in BR blue (Hel) (RRP £599) **BARGAIN** £470

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

8913 Class 128 parcels DMU M5594 BR blue yellow ends (Hel) (RRP £599) **BARGAIN** £2958950 Class 128 parcels DMU M55995 in BR blue yellow ends (Hel) (RRP £599) **BARGAIN** £2958910 Class 128 parcels DMU W55991 in BR green speed whiskers (Hel) (RRP £599) **BARGAIN** £2958911 Class 128 parcels DMU W55993 in BR green speed whiskers (Hel) (RRP £599) **BARGAIN** £295

4933 Mk1 TSO second open in BR blue and grey - unnumbered (Hel) £169.50

7F-058-009 14-ton Type A tank wagon - "Air Ministry" (Dap) **NEW** £44.637F-058-006 14-ton Type A tank wagon - "Berry Wiggins" (Dap) **NEW** £44.637F-058-008 14-ton Type A tank wagon - "National Benzole" (Dap) **NEW** £44.637F-058-010 14-ton Type A tank wagon - "Shell BP" (Dap) **NEW** £44.637F-058-009 14-ton Type B tank wagon - "Berry Wiggins" (Dap) **NEW** £44.637F-059-010 14-ton Type B tank wagon - "Esso" (Dap) **NEW** £44.637F-059-007 14-ton Type B tank wagon - "Lobitos" (Dap) **NEW** £44.637F-059-006 14-ton Type B tank wagon - "Shell Electrical Oil" (Dap) **NEW** £44.637F-017-004 4 wheel lime van - "George Brown, Kidderminster" (Dap) **NEW** £42.507F-018-005 4 wheel salt van - "Saxa Salt" (Dap) **NEW** £42.507F-019-009 7 plank open wagon - "Vaughan" - weathered (Dap) **NEW** £41

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



SL-700BH Single (Pec) £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43



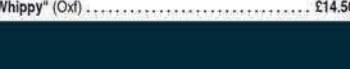
ST-725 Sotrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £9



ST-0750 Sotrack second radius Unitrigr right hand point (Pec) £43



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43

Military ground vehicles

NEW

VA01318 Austin Mini 850, RAF Police (Cor) **NEW** £27

NEW

VA01319 Austin Mini 850, RAF Station Commander (Cor) **NEW** £27

Any or Multiple Scales

Analogue controllers



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



D Double/Twin track power controller (Gau) £86

Q Quadriple 4 circuit power controller (Gau) £149

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £61

PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

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

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50

X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12

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

DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50

X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12

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X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12

Digital control accessory decoders

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

Digital controllers

DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £159.50

DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau) £224

Digital control accessories



DCD-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111

BPDC080 Pack of three DCC autotog polarity reversal switches - for electrofrog points (Gau) £14.50

Point motors



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £220

DCP-CB8DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £118

DCP-CB1DIP Cobalt ip slow-action digital point motor x 1 (DCC) £21

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

PL-10E Single (Pec) £6

PM-2 Sleep point motor (Gau) £4



PM-1 Sleep point motor accessory switch (Gau) £5

PL-11 Side/surface mounted point motor (Pec) £8

Switches and levers

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

PL-26R Passing Contact Switch - Red Lever (Pec) £6

Accessories

SL-14 Track Fixing Pins (Pec) £1.70

Scenic tools & materials

PSG-1 Static Grass Micro Applicator (Pec) £42

Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 30" (Jav) £9

Glues

AD-57 Rocket Card Glue, Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Dial) £6

Display and storage



HZ-OM03 Modular Organizer corner drawers module - flat-pack kit (Hob) £24



HZ-OM01a Modular Organizer drawers module x 6 - flat-pack kit (Hob) £19



HZ-OM02b Modular Organizer flat drawers module x 2 - flat-pack kit (Hob) £15



HZ-OM02a Modular Organizer flat drawers module x 3 - flat-pack kit (Hob) £15

Tools

XU2175B Flexible track cutters (XUPON) (Gau) £16

PSG-3 Pro Static Grass Precision Applicator (Pec) £49

DCM-RR48 Rolling Road - 8 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) £68

GET THE LOOK

1: Bachmann trackside and permanent way workers. Modern railways mean a sea of hi-viz jackets.

2: If you model the southern, then pre-cast concrete buildings are very much part of the scene. This is a fogman's hut built from a Ratio plastic kit, a tiny model 20 by 15mm in size. Although it's moulded in self-coloured plastic, these can be a bit shiny, but Phoenix Precision paints produce both new and weathered concrete colours.

3: Replacing the front plastic tension-lock coupling on a locomotive with a length of wire bent in a U-shape is simple, but greatly improves the look of the model. It allows all the pipes and cables to be fitted on the bufferbeam, while still letting the locomotive couple up to rolling stock.

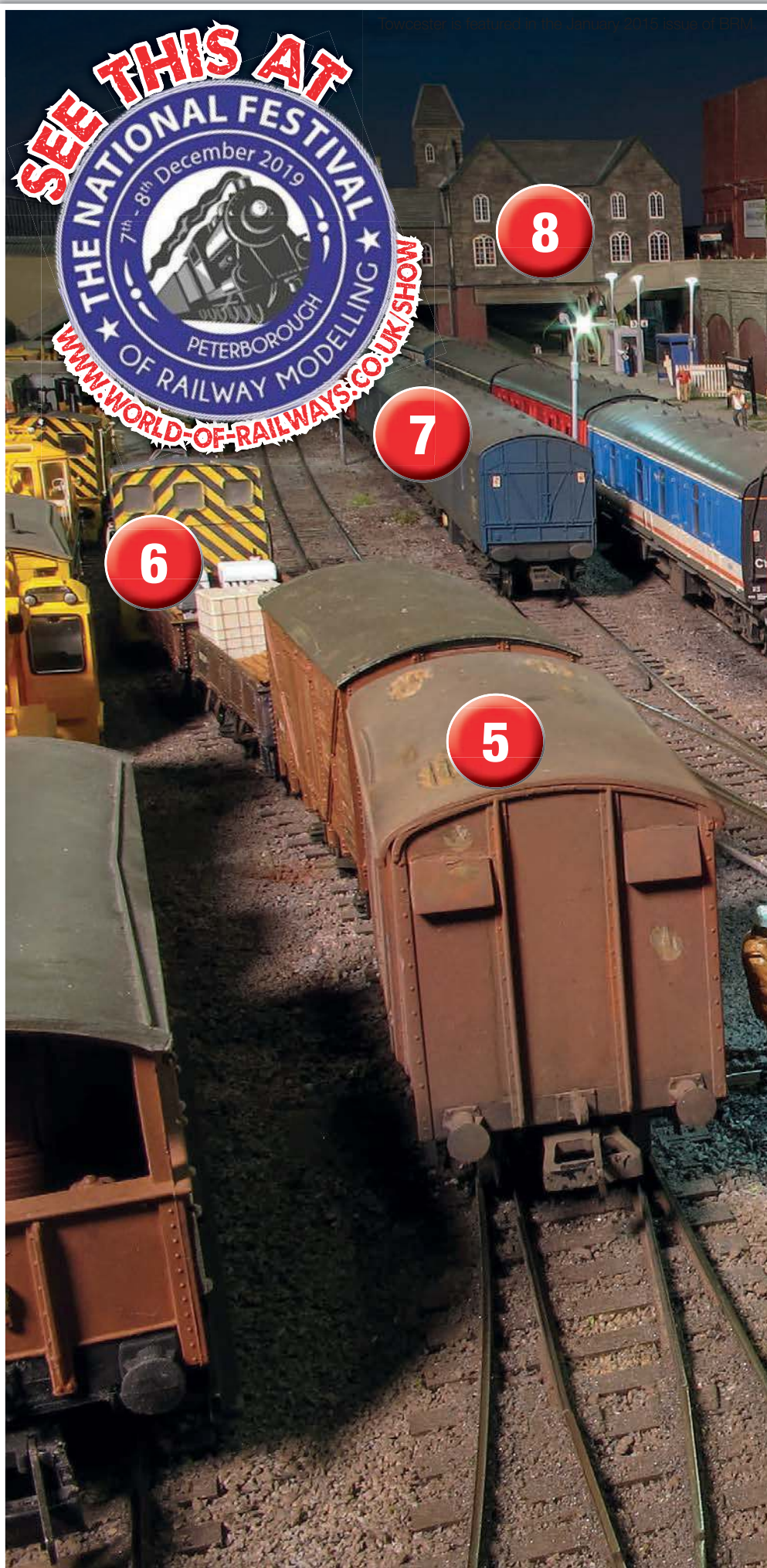
4: Plenty of trackside clutter brings the scene alive. The lever frame, point rodding and trunking are from the Wills range of plastic kits.

5: Worn canvas on a van roof is a nice detail and not too difficult to do. The process is fully described in Martyn Welch's book *The Art of Weathering*, but essentially you start by scribing and painting some planks on the roof. Then blob Humbrol Maskol over the area. Paint the roof grey and once dry, pick the Maskol away to leave a hole in the canvas. It's important to let the paint fully-dry between each step and it's worth practising on an old model first.

6: The O6 diesel is a Hornby model detailed with Branchlines and A1 models etched kits. While the Class 06s had been retired from the main network by the time the layout is set, this one works for the railway engineers where older locomotives often found employment.

7: Working lights are a prominent feature of this model. There are many suppliers including Kytes Lights who will be at our Peterborough show with a wide range suitable for all eras.

8: The high backscene forms a natural scenic break at the back of the layout. Stone arches are from the Wills range but filled-in with brick to give a more modern look. Being picky, they really could do with some weathering, but then a layout is never really finished, is it?



DEVONPORT ROAD

John Anderson and Paul Taylor sought inspiration in Plymouth for a growing collection of nuclear flask wagons. Following a geographic play, 'Devonport Road' was created, a OO gauge layout which appeared in May 2018 BRM.



4

3

2

1

ST RUTH

The Midland Area Group of the 2mm Scale Association constructed this spectacular Cornish-inspired model, after considerable model lighting research.

Words: Andy Carlson **Photography:** Andy York



Factfile

Layout name: St Ruth
Scale/gauge: 2FS (2mm Finescale)
Size: 16ft x 3ft
Era/region: 1960s, BR Western region
Location: Fictitious
Layout type: Terminus to fiddle yard

The two most important passenger trains of the day are side by side awaiting departure from this main line terminus.



I suppose we have all stood near an unfamiliar railway line and watched trains go by, with little understanding of where they are going to or from. But isn't it more involving and enjoyable when we have some information or prior knowledge about what we are seeing? The same observation can be applied to our models and this gives us something to think about. Do we just run what we feel like running as the mood takes us, or do we try to emulate the real thing and have some sort of plan to guide what we do? If we do have anything guiding what runs and when, then how can we inform the viewing public about what is going on?

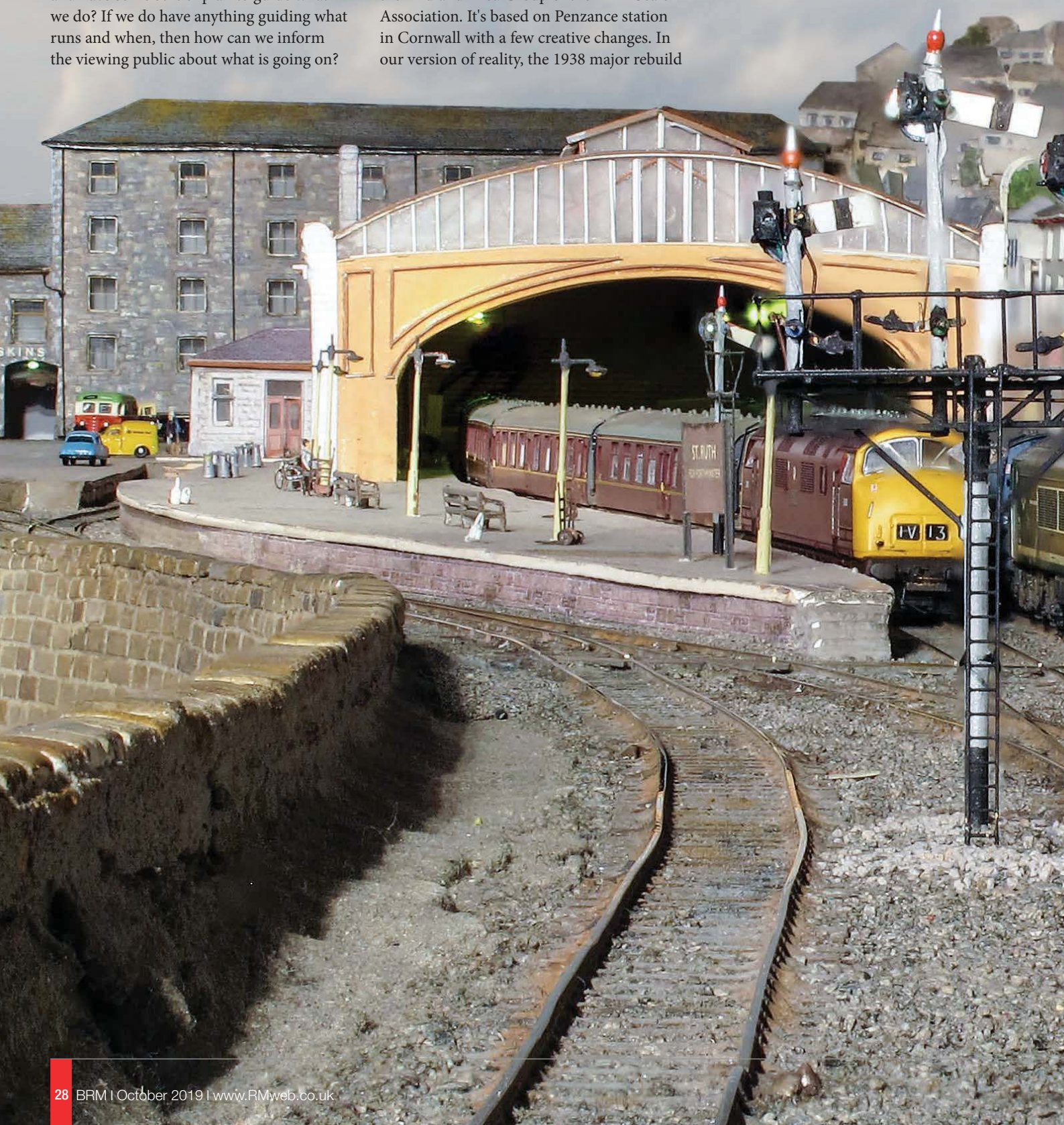
I don't want to suggest that there is only one correct answer, but I would suggest that anyone planning to exhibit their layout should at least think about these questions. Most of our ideas on presentation are borrowed from other layouts that we have enjoyed watching so we don't claim any originality.

Introducing St Ruth

St Ruth is a 2mm Finescale layout built by the Midland Area Group of the 2mm Scale Association. It's based on Penzance station in Cornwall with a few creative changes. In our version of reality, the 1938 major rebuild

of Penzance was delayed and then overtaken by the outbreak of war so the cramped pre-1938 arrangement soldiered on into BR days. We have also assumed that a branch line (a composite of St Ives and Hayle Wharves lines) left the main line at the terminus.

We operate a mix of stock that worked in Cornwall in the mid- to late-1960s, which means plenty of diesel hydraulics. Regular steam ended at Penzance in 1962, but you may still see an occasional WR steam



It is 10:00 and the Cornishman awaits its signal to return its Peak back to more familiar territory. The Cornish Riviera Limited is not due to leave for a further 55 minutes.



locomotive creeping into the mix or even some time-warped interlopers from Ian Smith's Edwardian GWR layout 'Modbury'.

We don't claim to have any superhuman powers – our track is built to 2mm Finescale standards but the vast majority of the models that we run are 'N' gauge, converted to finescale using the wheelsets and other techniques available from the 2mm Scale Association.

Operating Sequence

When we sat down to write the sequence before our first show, we counted 21 down and 27 up trains in the BR working timetable; and that was for a station that in reality had no branch line service. Our fiddle yard has 10 roads available for main line trains so clearly, we needed to do some selective editing. The sequence that we use includes main line arrivals and departures, empty stock moves and also reminders to move the yard pilot clear of an incoming freight or to remove a light engine that will be lurking unseen under the station's overall roof. If we get our skates on then we can run through the sequence at a show in two hours, although in practice it usually takes longer than this.

Our presentation shows a day's activity at our fictionalised version of Penzance. We run the trains according to an operating sequence based on real Cornish working timetables of the period. All but the most clued up of viewers would, of course, be unaware of this, so we have display screens

above the layout to keep them informed about what is happening. As the timetable extends into the evening hours, the main layout lights gradually fade into the sunset to reveal a fully-lit after-dark scene.

Story Telling

We use four LCD display screens to keep everyone informed about what is going on. On the public side, these show the time, the current train, some more information about the train and a list of the next three trains coming up. The operators have two screens behind the layout. These show the same information but have more detail, such as which fiddle yard road to set. Many of them also have a small photograph of some relevant coaches or wagons to help the operators to rapidly identify which train they are supposed to be moving. The fiddle yard also has a full printed copy of the sequence with a low-tech paperclip as a pointer to keep track of where we are.

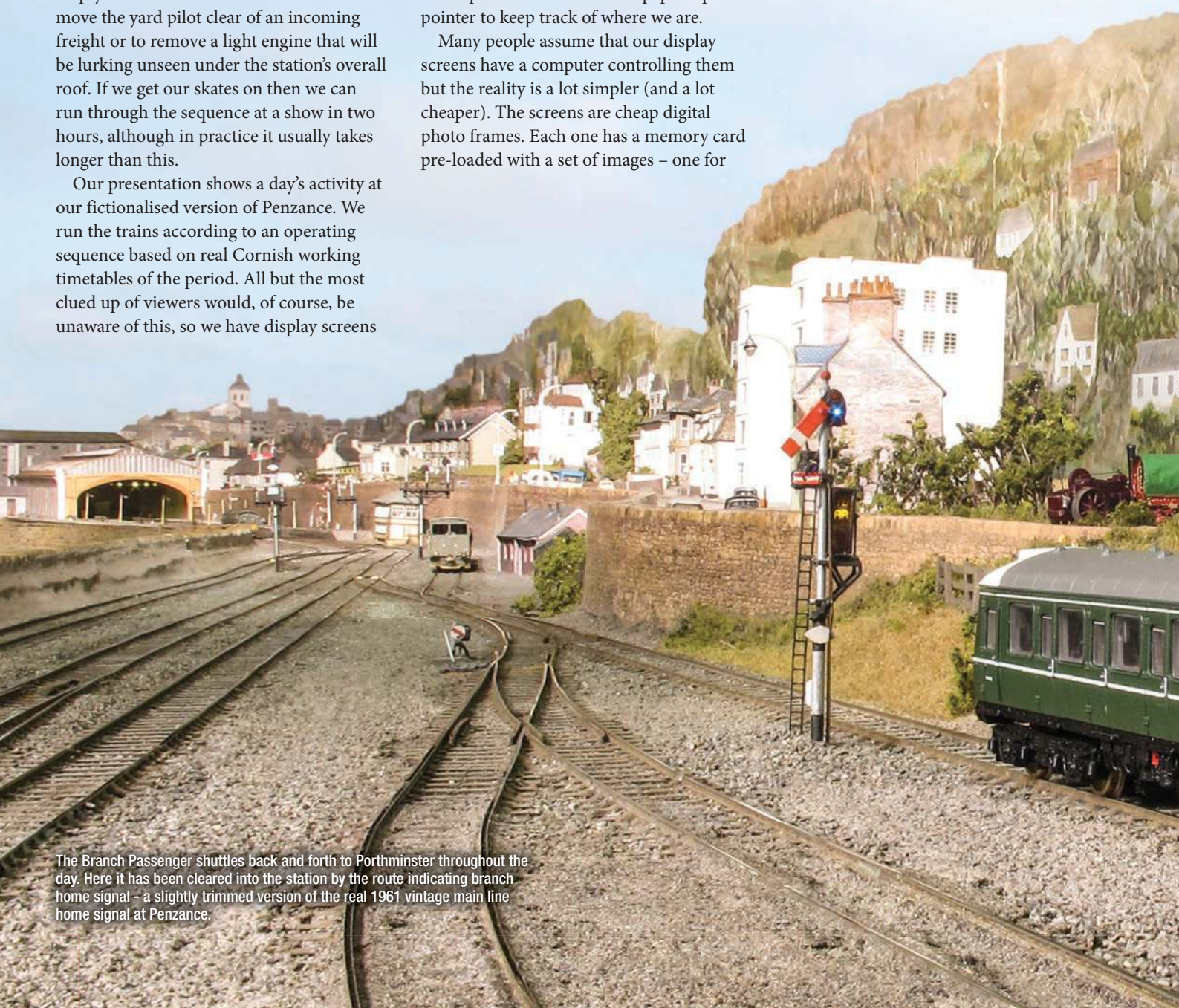
Many people assume that our display screens have a computer controlling them but the reality is a lot simpler (and a lot cheaper). The screens are cheap digital photo frames. Each one has a memory card pre-loaded with a set of images – one for

each movement in the sequence. The images on the public and operators' screens are different but should always be in sync. All of the images were generated from information in a Microsoft Excel spreadsheet, which is the 'master' copy of the sequence.

We have modified the photo frames by attaching wires to the internal circuit board so that we can mimic the 'next' and 'previous' buttons on the back of the photo frame. The photo frames are wired up to a common power supply and a simple control box that allows us to press one button to move all four frames forwards or backwards by one image as we progress through the sequence.

Back Story

The movement of trains is of course not the whole story. We also provide some background information about Penzance,



The Branch Passenger shuttles back and forth to Porthminster throughout the day. Here it has been cleared into the station by the route indicating branch home signal - a slightly trimmed version of the real 1961 vintage main line home signal at Penzance.

plus some of the modelling techniques that we have used, on a set of display boards along the front of the layout. This provides something for viewers to read should they wish to and has the added benefit of keeping viewers at a safer distance. Given the choice, we usually prefer to either have no barriers or to place them quite close to the front of the layout so that viewers can actually see the models that we have built.

St Ruth is operated from the rear and our lighting pelmet makes it difficult for the operators to make eye contact with people on the public side of the layout. Whether this as a good or a bad thing is debatable, but it does mean it is difficult for the public to talk to us. We go to exhibitions to educate as well as entertain so interaction with the public is important. We therefore have a well-informed 'front of house' person positioned near to the buffer stop end of the

layout who can take questions and engage any younger customers with a small quiz to find some detailed cameos around the layout.

24-hour Lighting

The main lights are 12V halogen spots. These are angled to provide directional lighting and throw shadows in the same direction along the length of the layout. The shadows on the buildings and other structures highlight details such as window sills, helping to bring life to the layout.

We have a custom-built transformer and controller to supply the light (they draw a good deal of current). As we reach the early evening part of the schedule, we throw a

switch on the lighting box that uses a triac circuit to gradually dim the main lights over a time span of about 20 minutes. Although incandescent lights are not particularly energy-efficient and generate heat, they do have the big advantage that their colour changes towards red as they are dimmed which is exactly the right thing for sunset.

Our buildings were unlit when they were first made but most had provision to allow wiring and lighting units to be added to one or more rooms. Naturally the lit rooms also need some interior detail. All of the building lighting is done using LEDs, which are attached to what I can only describe as 'sticks' of scrap PCB that allow them to be



poked through tubes into the building and also give them some stability to stay put once there. A problem with many small white LEDs is that their colour temperature is too cool to represent 1960s incandescent lighting. We have solved this by painting each one with yellow glass paint. It's a bit tricky to do this evenly across several LEDs, but it is reasonably amenable to having a second bite at the cherry, which can either add more paint or remove some paint if it has gone on too thickly.

The building lights are controlled by Arduino micro controllers. This allows us to have lights going on and off at different times so that we avoid spoiling the illusion by having all of the lights switching on or off at the same time. There is one Arduino on each baseboard that provide up to 12 separate lighting outputs. Each Arduino also

has a light sensor hidden somewhere above ground to detect when the main layout lights are dimming.

Building lights are also included in the backscene to help the illusion of a seamless transition from the main model. These come on and go off gradually so they don't distract the viewer.

Lighting the way

The street lamps and platform lamps are all scratch-built in brass and use surface mount LEDs to provide the illumination. One of our members conducted extensive Internet research into the style of street lamps seen in 1960s photographs of Penzance – it's a whole subject with a small bunch of dedicated and knowledgeable enthusiasts. Thankfully the same member also volunteered to build a full set of street lamps for us. The lamp

colours vary – the platform lamps emulate tungsten bulbs but the street lamps are much bluer to emulate the blue/green tint of the early mercury lamps.

One of the effects, which is hard to get right, is the pooling of light around the lamps. For the station lamps, the design allowed a single LED to be attached below the 'shade' with its axis downwards; although the pool is too narrow, the effect is clear. For the street lamps, the pooling was achieved by backing a downward-facing LED with a brass or white plastic washer to act as reflector and form the rim of the lamp housing. The top of the lamp was shaped plastic tube and the viewer is invited to think that there is a glass bowl, when in practice most of the LEDs only have thin covering of clear glue.

The hardest to get right were the street

It is 06:35 and the 22:20 Travelling Post Office arrives on time from Paddington. It has gone the long way around via Bristol.



lights in the backscene. Because of the lack of depth, we needed to direct the LED outwards, and then used two or three more hidden LEDs to fill the area that would be lit by the real lamp.

The street lamps are wired to gradually reach full brightness as darkness falls – the real lights took some time to warm up. They are all triggered by the sensor on the station baseboard and there is a system that relays the brightness level from each board to its neighbour using a red LED and a light sensitive diode on the joining faces of the baseboards.

Because the signals are all scratch-built to suit their location and the available routes, we could include a full set of lamps in each one. These consist of tiny surface-mounted LEDs fed by enamelled wire stripped from an old Farish motor armature. The lamp

body is a piece of small diameter heat shrink sleeve with a hole made for the 'lens' before it is shrunk onto the LED. The power feed usually passes up the signal ladder and into the lamp platform. These parts are insulated from the rest of the signal post, which forms the return path for the power.

Coach Lighting

The trains that run during periods of darkness are internally lit. For this we use battery-powered LED lighting kits from Layouts4U. We use their warm white LEDs but these are still too cool for my liking, so we make them warmer by sticking a square of yellow tape to each one. Kapton tape from DCC Supplies or Tamiya masking tape will do the job. Layouts4U can also supply orange LEDs but we found these too orange. The coaches are only lit when they are 'on scene' – the lighting kits include a latching reed switch that we trigger using strong rare earth magnets positioned above the fiddle yard exit. The fiddle yard operator also has a 'wand' to deal with any lights that remain lit when they shouldn't be – this is usually caused by passing close to a locomotive with one of the older Farish motors. Experiments are ongoing with rechargeable coach lighting.

The Future

St Ruth has been on the exhibition circuit for a little over seven years now and during

THE 2MM SCALE ASSOCIATION

We could not have built St Ruth without the advice and parts available from the 2mm Scale Association. Please visit the Association's web site at www.2mm.org.uk. If you would like to join then you will find the membership form under the 'Join' tab. Either postal or electronic applications are possible depending on your preference.

that time we have been continuously improving it. We are still getting plenty of new exhibition invites so our thoughts are turning to how we can further develop it.

We've pretty much ruled out an extension – the current concept works well but any extension would need to deal with the awkward question of where all of those empty coaches and idle locomotives are stored. Modelling Ponsandane and Long Rock has not really engaged our enthusiasm. No doubt they are far more efficient and less awkward than the pre-1938 station, but they offer a lot less interest in return for the space needed. At the moment we are thinking of introducing a circa 1960 timetable and doing the Cornish steam/diesel transition era. It's not a small project though – we need more steam locomotives and yellow warning panels on diesels had not been introduced, so we'd need a whole bunch of new diesels.

Time will tell what happens, perhaps we will see you at an exhibition in the near future...



The Porthminster Branch DMU will depart at 07:00 closely followed by the 07:25 stopping service to Newton Abbot which is waiting behind it in the Departure platform.

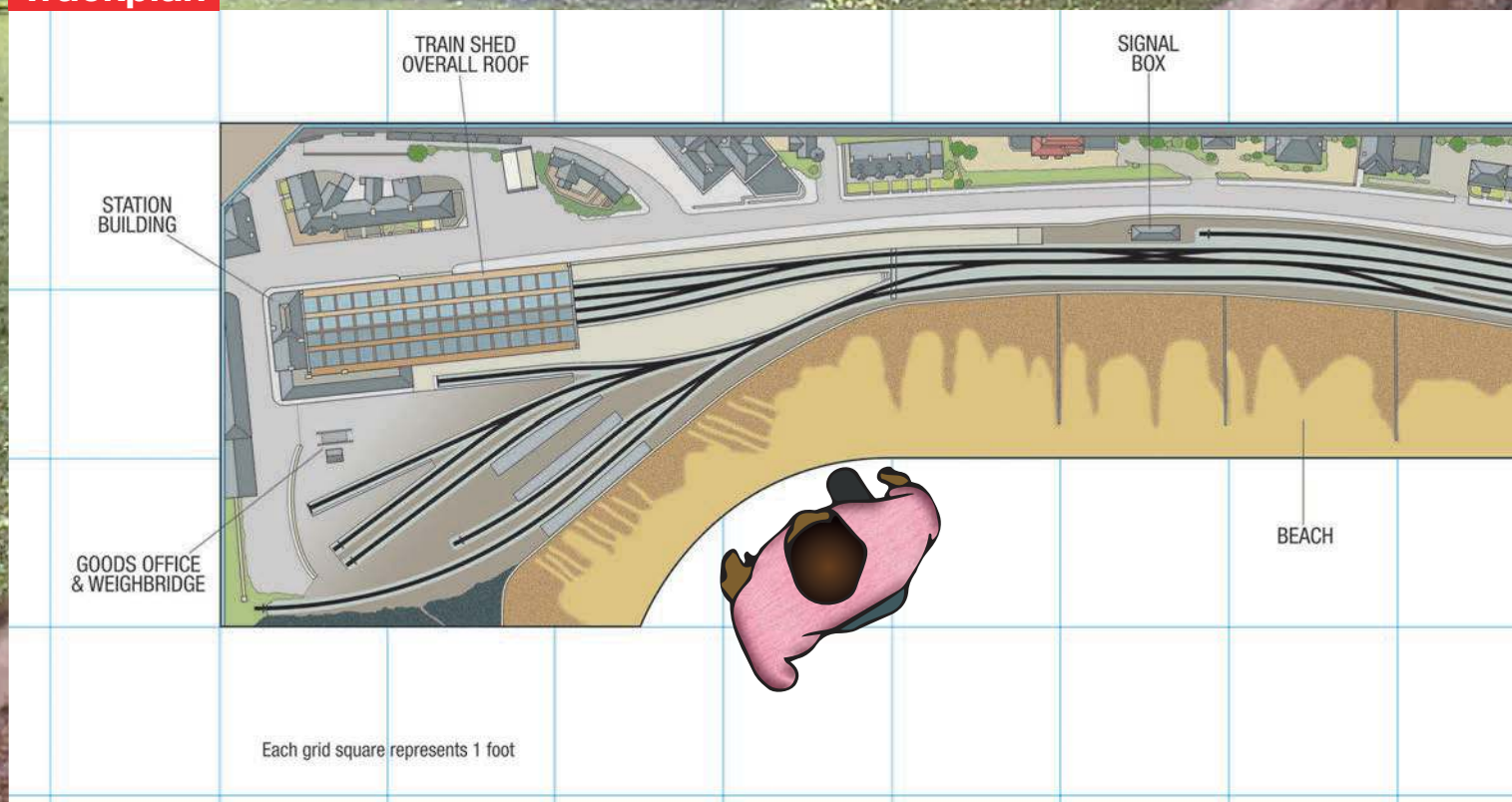


LAYOUT FOCUS

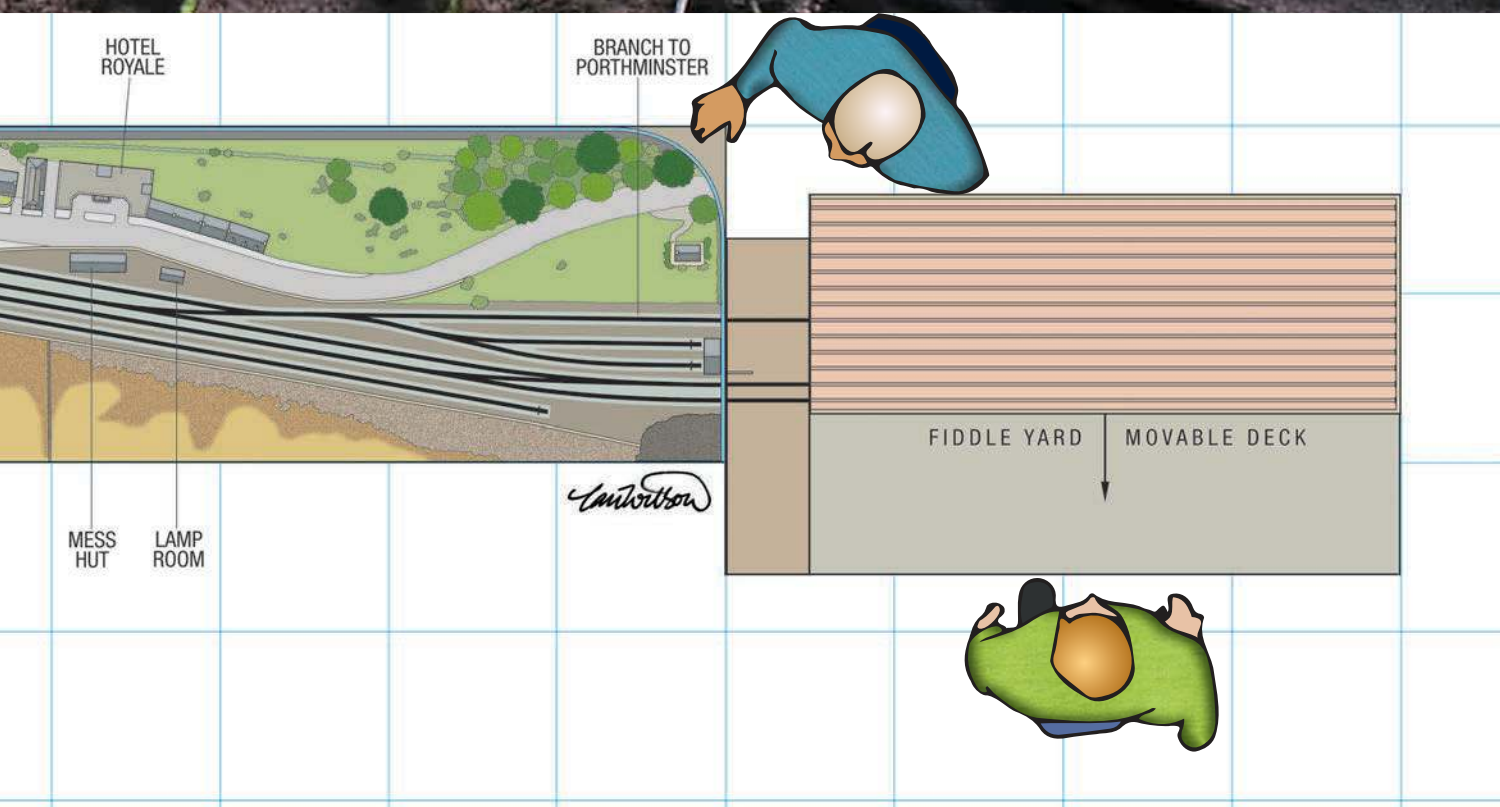
It is 06:18 and St Ruth wakes to the sound of the Goods train from Tavistock Junction near Plymouth. It has been making its way across Cornwall since 02:45.



Trackplan



See
St Ruth at:
Leeds on 26/27th
October &
Tolworth on 9/10th
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Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

ENVIRONMENTAL CONCERNS

I am subscribed to your magazine and I really enjoy reading them when they come through every month. However, I care about the environment more than my model railway, so I would like you to be eco-friendlier. One of my suggestions is you replace the transparent plastic packaging with a paper envelope, then you could print the front cover of the magazine on the envelope. Also, you could do a DVD every other month, because they are not the most environmentally-friendly either. In my class there are two other people who are interested in railway modelling, but our generation are very concerned about the environment. To stay

a thriving business that appeals to children, you must change your ways!

Tom Weston-Simons (Age 9)

Thank you so much for writing to us Tom. The environment is a top concern for everyone here and something we take very seriously. The paper we use for BRM is FSG certified and responsibly sourced, meaning more trees are planted when one is chopped down. The plastic sleeve is also recyclable, but needs to be taken to the right centre. We're constantly on the lookout for new 'green trends', we'll keep you posted on any new developments.

BRIGHTON JUNCTION

On June 1 we had another British Railway Modellers of Australia (BRMA) running session which was held at my house, and Brighton Junction was the main attraction. Brighton Junction is a OO gauge LNER 'what if' layout based on the ECML between Grantham and Peasecliffe Tunnel. The idea is that Brighton Junction was built by the GNR as an overflow for Grantham, but now in LNER days, the trains are far too long for the smaller loops, plus the occasional trains which stop at Brighton Junction are the humble offerings of pick-up goods or small goods trains themselves. Although a fictional place, everything is based on LNER practice.

Planning and researching sprang to mind in mid-2016 and construction started just after returning from my second trip to Warley that year. The layout uses Peco Code 100 track cut down to the proper permanent way. Graham Nicholas helped start off by altering some of the track work and then I mimicked his work for the remainder. In September 2018 during the BRMA convention, I had Tony Wright and his wife Mo stay with my family, during which Tony helped me push an already existing idea of an extension to the layout; by removing the curve at the North end, and replacing it with a continuous straight.

This was the first BRMA running session since the new extension and has more or less been completed. Everything ran well, a small short circuit was apparent but has now been fixed. Everybody enjoyed themselves immensely, we had an hour or two of running trains, a short break, tea and coffee, a talk about the meaning of life and then back in for another hour of running trains and friendly chatting. Being 23 years of age, everybody was offering their advice on small or larger matters, which I take in all the time and appreciate immensely, I wouldn't be the modeller I am today without the likes of some prestige modellers, so I thank each and every one of you who has helped me along these past few years.

The layout is coming along fine, track work and wiring is now completed and I am moving on to the scenery side of things. Apart from all that, there is still plenty of stock to build.

If you are on RMWeb feel free to check out my thread; 'Brighton Junction'.

Jessie Sim



COMPUTER-CONTROLLED CUTTER

Ever since I bought my wife a Silhouette Portrait craft cutter for Christmas, I have been exploring ways of using it for modelling. For those who have not yet come across this machine, it is a relatively inexpensive computer-controlled cutter that will cut paper, card, foil and most importantly as far as I am concerned, plain or embossed Plastikard up to about 30in thick.

The Silhouette Portrait is supplied as a package including the machine (which is not dissimilar to a small computer printer), power supply, USB lead, cutting mat, blade and Silhouette Studio software. The software is easily installed and will run on a Windows PC or Mac computer.

Designing the building and laying out the cuts using the software is by far the most time-consuming part of creating a building using the Silhouette cutter. I build using plain Plastikard faced with embossed Plastikard, but considerable thought needs to go into how the pieces and layers fit together.

To speed-up design, I have created a number of template drawings. One holds the shape and size of plain and embossed Plastikard. As the sheets do not fill the whole design area, this enables me to create a design without accidentally placing lines off the sheet. A second template holds the cutting instructions for specific design elements such as Peco or Wills windows. Using the software, correctly-sized rectangles, with reveals if needed, can be created. A cross is added from corner to corner so that the waste material can be removed easily. By copying and pasting a design element from the template into the design, you can be certain that the cutter will create the correct size for the window, door or other design element. Using this method I have been able to accurately cut embossed Plastikard to receive Wills Corner Quoins – a task that would otherwise drive me to distraction!

If creating your own plans and elevations seems a little daunting, the software also allows you to import a scanned drawing. It will then endeavour to trace around the image to define the various lines to be cut.

You can then edit the drawing as if you had drawn it yourself. Working from a photo or Google Street view, a recognisable approximation of a building can be generated in an hour or so.

Once the design is complete, the cutting can begin. The Plastikard must be pressed onto a Silhouette cutting mat. This is tacky on one side and so holds the Plastikard in place during the cutting.

The Silhouette allows you to use registration marks to ensure the cut is accurately loaded into the machine. However, I have as yet been unable to make these work effectively, so instead I set Registration Marks to 'off' and set the Cutting Mat to 'none'. Trial and error has identified the correct positioning of the mat when using my own templates.

The cutting takes a little time, but as this is computer-controlled, the machine can be left to its own devices. If you have opted for multiple passes of the blade and have set the machine for heavy cut, it could take up to 30 minutes for each sheet to be cut.

When the cuts are complete, you are left with a kind of press-out kit for the building, but if the design has been well thought through, assembly should be straightforward. Some of the cuts may need deepening with a craft knife, but this is simply a case of following the cut already made.

Using the Silhouette, I have been able to complete a building easily (except for painting) in a long afternoon. I have used the machine for a number of buildings of prototypes from Dorset, Devon and Cornwall. These form the nucleus of a village street on my Southern-based layout and best of all – every building is unique.

The Silhouette Portrait is definitely the best present I have ever bought for my wife!

Martin Whiffin



EXCELLENT SERVICE

I am writing to say how well Dapol have treated me. I recently purchased the new Dapol Class 73 in NSE livery at the Gloucester and Warwickshire Steam railway diesel gala and, on returning home, I fitted a 21-pin decoder. However, in doing so, one of the etched bodyside grilles came off and would not stay on, so a bit of superglue and the grill was ruined. I telephoned Dapol asking if they sold the grille as a spare part and they very kindly sent me a new body. I can only express my thanks and I for one will be buying their merchandise more and more. Oh, the Class 73 is a fabulous model by the way. I have no interest in Dapol, other than by being a very satisfied customer.

Jon Barden



Start as you mean to finish



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Stipple Brushes
Perfect for Weathering Powders as well as Acrylic and Enamel paints. Durable, natural hair.



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Coloro Brushes
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Palpo Brushes
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HOW TO BUILD A PLASTIC WAGON KIT

Words & Photography: Michael Russell

Michael Russell proves that this two-axle wagon from the N Gauge Society is a great introduction into the world of plastic kit construction.



The prototype diagram for this wagon was built in 1923 for the Rhymey Railway, then became part of the GWR and was absorbed into BR. It therefore covers many eras and has broad appeal. Variations on the wagon were common, but they all became varieties of 'Lowmac' under British Rail auspices. You could use these wagons to carry tall loads or as a 'runner wagon' for a crane where it would be used to prevent the jib from hitting adjacent wagons.

This simple kit from the N Gauge Society

is ideal for the beginner and could easily be built in a weekend. Being N gauge, it is small, but as long as you are careful, it is no different to building a kit in any other scale. There are few parts in the kit and it is robust, so you're unlikely to damage it during construction. All the parts you need to make a running wagon are included in the kit.

You need to consider your coupling options before you begin, as this will affect the build. You can make alterations later, but it is far easier to get it right from the outset.

SHOPPING LIST

- N Gauge Society Kit 6 (NGSK0060)
- Needle files
- Scalpel
- Super glue
- Wire brush
- Humbrol Liquid Poly



Separate the floor from the sprue by cutting through the tabs at either end. Use a sharp knife and don't cut too close to the floor.



I like to add texture to wooden parts. This can be achieved by using cross length strokes with a brass wire brush to imitate wood grain. You can use masking tape to protect non-metal parts.



To ensure that the coupling isn't glued, add Poly Cement only to the edges of the housing. It will be drawn into the gap by capillary action. Clamp until the glue has set.



Drill the axlebox holes to the size of the bearings. They are 1.66mm in size, so use a 1.6mm drill and wiggle it around in the hole.



Remove the upper mounting tab residue with a file. Start with a coarse file and swap to a finer one as you approach the end of the task. The one pictured to the right shows the result.



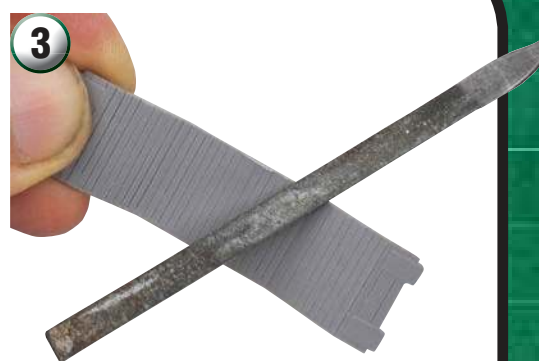
Drop the coupling into the coupling housing without using glue, for a trial fit.



Alternatively you can use Peco coupling housings. Push the retaining piece into place to retain the coupling. It is a tight fit and you may have to remove some material to slim it down.



Only once you have tried each bearing in its hole should you glue it into place. Use cyanoacrylate glue and ensure that the bearing sits square to the base of the axle hole.



Go around the floor with a file to clean up flash from the edges. You can sometimes just run a finger nail along the edges to achieve this. Clean all parts in a like manner.



Now drop the unit into place on the floor of the wagon. Ensure that it is central and pushed back as far as possible to leave room for the buffer beam to be fitted.



The bearings are very small and can roll off your workbench. So as not to lose any components, tip the contents of the wheel bag into a container.



For strength, fit 17.5mm long pieces of 1.5mm styrene and angle to the floor ready to receive the wagon sides. Ensure that these abut the locating blocks.

TOP TIP

In a kit with so few parts, it's often quicker to remove parts from the sprues and clean them in one go. Only do this if you have made yourself familiar with the parts and how the finished model will appear. Use a container to hold the pieces so that you don't lose them.



13



Glue one wagon side into place and glue the centre section of the other. When dry, temporarily fit a wheel set and align the other side so that the bearings are opposite each other.

16



Use a 0.8mm drill to open up the holes in the buffer housings. Test fit the buffers to ensure that they slide home, but don't glue them yet.

19



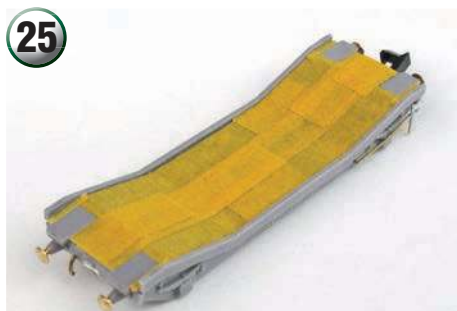
Glue the buffers into place using cyanoacrylate glue. Do not push them fully home, but leave 1mm of the shanks showing.

22



Make finer brake levers from 0.3mm brass wire. Use resin-cored solder and flatten the wire with square-jawed pliers. Use the supplied part as a template.

25



Remove the wheel sets and mask the wooden areas using masking tape.

14



Glue both sides fully and ensure that the ends are glued so that the wheels revolve freely. You can use small squares of 0.005in styrene sheet as packing pieces to help, if necessary.

17



Glue the buffer beams into place ensuring they butt up to the coupling housings and are central.

20



Add 1.5mm high pieces of styrene to form a box under the floor of the wagon.

23



Drill a hole in the solebar and attach each brake lever as per the supplied general arrangement drawing, using cyanoacrylate.

26



Because metal parts have been used, spray with a primer and leave for 24 hours for the paint to harden. Without removing the masking, spray a topcoat using your chosen colour. Grey is correct for GWR livery.

15



If you want the couplings to lift, you need to modify the buffer beam. The latter is only 2.37mm wide, so you may find it easier to break the buffer beam into two pieces.

18



Fit the curb rails either side, ensuring they rest upon the supports along the wagon sides.

21



Apply superglue, then add ballast weight. Leave to set overnight. This will make the wagon run better.

24



Rather than use the supplied part, depict the vacuum pipe using a stronger piece of bent 0.45mm wire, inserted into a hole in the buffer beam.

27



Paint the buffers, buffer shanks and vacuum pipes black and the end of the brake levers white.

28



Remove the masking tape and colour the wooden decking using highly-diluted enamel paint in shades of brown and grey.

30



Small amounts of weathering powder can be used to enhance the model. Black around the axleboxes and small patches of rust and green moss on the wooden floor look great.

29



Represent numbering and lettering using white paint and a cocktail stick. Refer to the general arrangement diagram in the instructions or contemporary photographs.

31



Refit the wheels and test that the model runs freely. Fit the Peco coupling housings to the floor if you have chosen that option.



The wagon is complete and adds variety to a rake of goods vehicles. See more kits from the N Gauge Society at <http://newweb.ngaugesociety.com/>.

HORNBY OPEN WEEKEND

Hornby's first open weekend in August was a success, with much to see. Phil Parker took a pictorial record to give a flavour of the event.



For many, the highlight of the show was to walk through the hallowed portal to the historic Hornby Margate headquarters.



Stars of the show were the 1:1 collection of locomotives including A4 *Bittern*. Stored in part of the factory, the weekend was a chance to get close to these locomotives that aren't normally accessible to the public.



The City of Canterbury railway society had a OO gauge model with a military theme. Here we see tanks being transferred from road to rail. The transporter in the foreground is an Airfix model as is all the armour.



The most unusual visitor to the stand was this Panther Chameleon that rode around on its owners hat! He took a break to pose on the garden railway part of our display. What a magnificent reptile with lovely markings.

Missed the show? Watch BRM TV next month for highlights from the event



Of course, any Hornby stand will have a case of pre-production models on display. As well as giving a guide to the products in the shops, it was fascinating to see the early versions of the B3 'Peckett' and Ruston 48DS to see how our trains are developed.



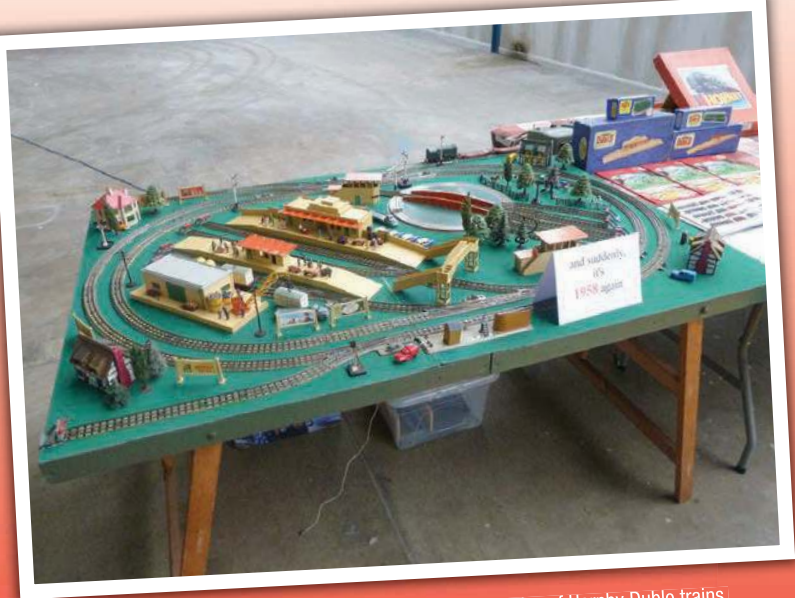
Models of Japan are very uncommon in the UK, but there were some attractive railcars running on this model.



A brand new surprise on the Hornby stand is the Family Fun Project – a model railway in a box. All you need to add is a baseboard as track, train, controller, buildings and scenic materials are included. There will be instructions on paper and video to help and Hornby hope that it will encourage the whole family to get involved.



This small winter scene operated automatically and needed less attention from its owner than any other at the show. It was the quickest to pack away too – it just drops into its carrying box! Despite the size, the public enjoyed it and it kept Callum Willcox, its owner, busy with questions.



This stand took many people back to their childhood with a display of Hornby Dublo trains. Youngsters were just as enthralled watching them rattling around at speed.



Many of us have been on the footplate of a steam locomotive, but how many have sat in a Wickham Trolley? I couldn't resist a try before the crowds arrived and it's not exactly spacious. All weekend, this was a popular exhibit and there are many photographs on social media to prove it.



Factfile

Layout name: Bleat Wharf
Scale/gauge: 4mm:1ft/OO gauge
Size: 7ft x 16in
Era/region: 1950s Western Region Somerset
and Dorset Joint Railway
Location: Somerset

BLEAT WHARF

Known for his previous layout 'Mutton', Rob Gunstone introduces this new compact tribute to the Somerset and Dorset Joint Railway.

Words: Rob Gunstone **Photography:** Andy York



Bath Green Park's 4F, No. 43875, pauses while shunting a couple of 16T mineral wagons. Much use has been made of static grass to suggest a quiet return to nature as weeds and grass poke through the ballast and the yard surface.

LAYOUT FOCUS

Recently transferred to Highbridge, ex-Midland Railway 3F 'Bulldog' No. 43474 arrives at 'Bleat Wharf' with a short freight. Locomotives and wagons are Bachmann ready-to-run and suitably weathered with Humbrol weathering powders.



“Forget motor cars, get rid of anxiety and dream again that ambitious Victorian dream which caused this long railway to be running through deepest, quietest, flattest, remotest, least spoiled Somerset.” So said Sir John Betjemen of the dear old Somerset and Dorset Joint Railway as he travelled across the Somerset levels on the Evercreech Junction to Highbridge branch line. His 1963 TV film, *Branch Line Railway* was part of the inspiration behind my third layout, ‘Bleat Wharf’, which depicts the terminus of a slightly run-down, goods-only branch ‘somewhere close to Highbridge’, sometime in the 1950s.

My interest in the S&DJR goes back a very long time, about forty years in fact. I bought my first book on the S&D with money I had for my fourteenth birthday. I still have that copy of *An English Cross Country Railway* by Ivo Peters, much thumbed but still loved and referred to on a regular basis.

Creating the scene

The construction of ‘Bleat Wharf’ follows my now standard pattern and uses furniture from a well-known Swedish manufacturer as a basis.

The scenic section is a table top measuring 120cm x 40cm x 5cm with a fiddle yard from a TV table measuring 90cm x 26cm x 5cm. These table tops are light, flat and square and I find them ideal baseboards. The scenic section is boxed-in using 9mm MDF.

The trackplan is pretty much the same as my previous layout, ‘Mutton’, with an additional siding for the goods shed. Six small-radius points on the scenic section provide decent enough operational interest. Track is Peco Code 75 Streamline, carefully laid, painted and weathered using Humbrol weathering powders. Once happy with the appearance, the track is ballasted using fine granite ballast, the origin of which is now forgotten. Ballasting has to be my least favourite part of building any layout and for this reason I make a conscious effort not to rush. Tricky to do but time spent at this point will be reflected in the final appearance of the trackwork. I have deliberately left off the buffer stops at one end as I feel this adds to the open feel of the layout. The buffer stop at the other end is a modified Peco item with a wooden beam from strip wood. There are some very fine looking, more prototypical offerings out

there but the Peco items are cheap and easily modified without too much effort. Wiring is as simple as it can be and all points are finger-actuated. Sparks are provided by the now usual Gaugemaster combi.

Scenic touches

The ground cover on ‘Bleat Wharf’ is made using DAS clay laid to the same level as the tops of the sleepers. I find DAS very versatile and some areas have been scribed to represent cobbles, while other areas represent concrete hard standing. The concrete ‘look’ is achieved by first painting the DAS with mid-grey acrylic spray paint before weathering powders are applied and blended until it looks about right. Variation is added to the ‘concrete’ in parts that were scribed to suggest the top layer has eroded to expose the earlier cobbled surface. Some of these cobbles have been removed to further suggest the cobbles themselves are breaking up. I have to say, I found this part of the build to be very satisfying.

Considerable use has been made on ‘Bleat Wharf’ of static grass. To add to the open feel of what is a small layout, I allocated a large area to form a meadow. Layers of static

‘Armstrong’ 4F No. 43875 runs around a couple of ventilated vans and an ex-Southern Railway brake van. It is the mix of stock and infrastructure from the Southern and Midland Regions amongst others that makes modelling the S&DJR so appealing to me.



The brick-built yard office is a ready-to-plant building from Hornby. Woodwork has been repainted to reflect a Southern setting. The building, like all others on the layout has been weathered using the same powders as the locomotives and rolling stock.



grass are added to give height and tonal variation. Various bits and bobs are then added to suggest wild flowers, with flocks and leaves also added at this stage. Quite a bit of static grass has also been added to the track bed to give an impression of the area quietly returning to nature due to decreasing traffic. Further weathering is also carried out at this stage, to blend things together.

Buildings are all from the ready-to-plant ranges from either Bachmann or Hornby.

All are repainted to some degree or another with weathering added using the same powders applied to everything else on the layout. By doing this, I hope the layout and stock has a consistent look to it all with no one item leaping out at the viewer. I am particularly pleased with the combining of the Bachmann Great Central Goods Shed with the Bachmann Pendon Wanborough Barn to produce the main buildings to the rear of the layout.

The goods yard also features a yard crane. This was made by combining a Wills yard crane kit with bits from the scrap box along with the brick base from the Bachmann ground frame used on 'Mutton'. The wooden floor on which the crane sits was made from strip wood, scribed and weathered using pastels and powders. Other details include lamps made from copper tube and paperclips adorned with lamp heads from Wizard Models. These have been modified by removing the white metal glass bowl and replacing with half a glass bead. The loading gauge is made up from lengths of Code 75 Bullhead rail, brass angle and wire. Freelance, but I think it captures the look I was after. Once painted it was weathered and planked in place.

To my mind, one of the peculiarities of the S&D was the mixture of Southern infrastructure with Midland locomotives. Signage is a key element, and those on 'Bleat Wharf' are by courtesy of the excellent etched nickel silver L&SWR signs from Roger Smith. Tricky to paint and weather but well worth the effort in my opinion, especially when a Midland locomotive is alongside.



Rolling stock

Locomotives are from Bachmann and are a variety of ex-Midland Railway or ex-LMS types. A layout representing a backwater of the S&DJR would not be complete without a 3F tender locomotive, or 'Bulldogs' as they were known on the S&D. A 4F or Armstrong also features as does a 3F 'Jinty' or Bagnall. Rule 1 applies to the occasional use of a 1F 0-6-0T which is simply a lovely model. The arrival of the announced Bachmann 1P, another S&D stalwart, is eagerly awaited.

Rolling stock is mostly made up of Bachmann wagons with a few examples from Hornby and Oxford Rail. All have been weathered using powders with the underframes given a dusting of acrylic dark earth from a spray can. I do not possess an airbrush, nor do I intend to buy one. I prefer the medium of weathering powders due in

the main to the ability to blend them and the texture that results. Once satisfied with the finish, all is sealed with a light dusting of acrylic matt varnish. Flicking a soft brush over the metal work afterwards can produce a nice burnished effect that provides further contrast. Tension-lock couplings are retained on all stock, something which some modellers find controversial but again they suit me.

Operation-wise, there is no timetable or card system. I simply make it up as I go along, which is the way I like it. I take my hat off to those who operate to a sequence or use a card system to dictate movements but it is not for me.

What's next?

'Bleat Wharf' is my third small layout in a little under three years. I still have the other

two and have no intention to move any of them on. This does provide a bit of a storage issue at present and moves are afoot to provide a home for them where they can be left set up and ready to operate, along with a small workbench, as well as room to expand.

'Bleat Wharf' needs a few details to finish. Guard rails around the yard crane's plinth, a bit of clutter here and there and a some occupation crossings spring to mind.

And what of the next chapter in the Sheep Chronicles? A return to the London and South Western is likely. I would like to build Lamb Regis, the terminus of the branch where 'Mutton' is the intermediate station. Then again there is also Lambston, which will provide a home for a couple of 'Terriers', and not to forget Eweington Burtle, a junction station on the S&D, and the list goes on...

'Bulldog' No. 43474 pauses before shunting the yard. This view shows the Peco track work sprayed with Dark Earth acrylic spray paint, then weathered using powders.





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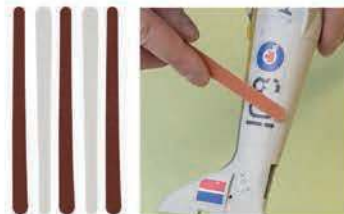


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These masking tapes are ideal for Modelling, Airbrushing, Arts, Craft, Hobby and even those smaller DIY tasks. The tape sticks, stays and removes cleanly. It is also U.V protected for masking in direct sunlight.



MM022 Wooden-Handled Pin Pusher with Depth Stop

This is a slightly larger version of the pen grip pin pusher (MM024), and has the added advantage of an adjustable depth stop to ensure that all pins are pushed 'home' to the same depth. It is ideal for setting miniature n-gauge rail track on to board or for nailing tasks on wooden boat models, dolls houses and picture frames.



MM023 Berna Multi-Clamps (x2) – 40mm Capacity

The multi-clamp beams are made of high-density carbon fibres and the jaws are incredibly supple, giving the clamps a tactile flexibility and pressure sensitivity similar to the human hand. The clamps can be used for holding & pressing, as a spreading tool or creating a jig.



MM024 Pen Grip Pin Pusher with 100 Black Pins

The pocket-sized pin pusher with quality wooden handle is ideal for setting miniature n-gauge rail track on to board or for nailing tasks on wooden boat models, dolls houses and picture frames. Can push pins in 9mm plywood.



TECHNIQUES FOR BETTER MODELS

Words & Photography: Howard Smith and Phil Parker

Many modelling projects require a similar number of set skills. Howard Smith and Phil Parker outline the most common, to help you become a better modeller.

AIRBRUSHING

Despite what many think, airbrushing isn't some strange dark art. When you simplify it, you're literally firing atomised paint at a model. There are only three variables to work with – air pressure, paint volume and paint consistency. Your choice of airbrush should match your application, too – some are more suited to fine detail work, others for spraying large backscenes or terrain.



Airbrushes come in a variety of shapes and sizes. An airbrush is an investment and must be treated as such. Many cheap airbrushes have seals that deteriorate through exposure to solvents and lack availability of spare parts or interchangeable components. Here we've picked five of our favourites.

- 1 Harder & Steenbeck Evolution with interchangeable cup and needle
- 2 Iwata CM-C Plus with moisture trap and lubricant
- 3 Harder & Steenbeck Infinity with interchangeable cup, needle and nozzles
- 4 Neo for Iwata TRN2 with interchangeable side-load cup
- 5 Sparmax GP-850



This duo of airbrushes from Harder & Steenbeck is an excellent all-purpose choice for the discerning modeller. The manufacturer also produces interchangeable needles and nozzles, compatible with the models to enable finer and more precise spray patterns, or wider and more general-purpose patterns from the same airbrush, saving on your investment. Either of these airbrushes can be considered as single purchase items because of the availability of spares, making repairs straight-forward and avoiding waste. Their seals are long-lasting too, providing you use the correct lubricant when in use. The Evolution is a no-nonsense model, supplied with a 2mL and 5mL cup, though side-feed systems have been available, too. Its Infinity is also supplied with a 2mL and 5mL cup, both with caps to prevent paint from leaking.



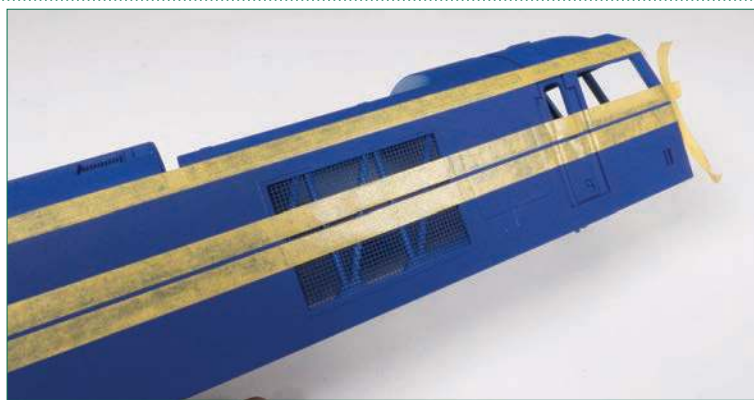
Keeping your airbrush maintained is as important as learning how to airbrush. The needle, cup, and nozzle must be thoroughly cleaned with an appropriate solvent or cleaner after each use to prevent the build-up of paint. Most airbrushes are dismantled in a similar fashion, by unscrewing the rear of the unit and unscrewing the needle clamp. In the case of Harder and Steenbeck airbrushes, the same method is used when changing needle sizes, too.



The needle of an airbrush and its adjustment is one of the key features when airbrushing. It is a fragile component and should ideally be protected by the use of a nozzle to prevent scratching the surface of your work, or worse still, bending the needle. Pulling back the trigger of the airbrush retracts the needle into the body of the unit, increasing the flow of air and paint. The further the trigger is pulled, the more the air and paint mixture will be released. Better quality airbrushes feature a two-stage air/paint release, where the air is released from the nozzle when the trigger is pulled back a little before the flow of paint is introduced. This reduces the tendency for paint to splatter on the work and helps provide a better finish on models.



Whatever the type of paint you choose to use through your airbrush, it must be thinned to the consistency of milk for best results. Under-thinning it will force it to splatter; over-thinning it will make it pool or worse, run on your model. Acrylics, enamels, or two-part paints with activated thinners are the most common types of paint you're likely to encounter, but you must ensure that these are thoroughly mixed without lumps. Be wary of dried paint debris from the edge of the paint tin lid.



Masking is an essential part of airbrushing. You can't expect to rush or skip over this step and obtain great results. Simply put, airbrushing will fire paint across a wide area and you'll encounter a phenomenon known as 'over-spray'. This can be problematic if weathering locomotives because you'll spray everything - glazing included. Modellers' fine masking tape, such as that by Tamiya, can be used in conjunction with a masking fluid like Humbrol Maskol to good effect.



Work from a distance of about a foot when respraying a model, or half that when spraying detail parts with the flow of paint reduced. Spray your work using a methodical approach, avoiding an excessive application, leaving a sufficient drying time. From model scenery to locomotives or rolling stock, airbrushing is a very effective weathering technique and can be used to great effect. Follow these steps and you'll make great progress.

Read the full process of how a model was resprayed in the January 2019 edition of BRM, available to download at www.pocketmags.com/BRM.

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USING ELECTROSTATIC GRASS

Static grass has revolutionised model railway scenery over the last decade. No longer do we rely on ground-up sawdust to represent something that on the prototype is made of individual blades, nor do we have to laboriously plant each one by hand.

The technology is simple, the blades of grass are given a static charge by the grass applicator to scatter them – either an electronic tool or a puffer bottle made of polythene. This fires the fibres at a sticky surface where they stand up straight. Turning a layout green can take a matter of minutes; it's one of those jobs where your model comes to life incredibly quickly.

3 If you are using an electronic tool, the lead will need to be earthed in the glue, so push a pin in and clip it to that. Switch it on and give the fibres a shake in the hopper. Turn the tool upside down so the mesh points downward and shake it back and forth, spreading the fibres around the hillside. If you are using a puffer bottle, no earthing is required, simply fire the fibres into the corners where required or across large surfaces. It is a slower process.



4 Put a clean handkerchief over the nozzle of a vacuum cleaner and suck up excess fibres. As well as tidying up, this ensures those stuck in the glue are standing. The fibres in the handkerchief can be returned to the static grass tool for re-use, making this quite an economical technique.



1 First, mix your fibres. Real grass isn't one shade so neither should your model be. For high summer, the mix needs to be around 50% beige. Earlier in the year, you'll want less and perhaps a yellower green. Look at photographs as colours vary around the country.



2 Paint the hillside with glue and let it dry slightly so the surface is tacky. PVA will work, or there are specific scenic glues that dry with a matt finish.



5 With the glue dry, you should be left with an attractive, realistic-looking hillside. It's worth vacuuming again as the fibres tend to get everywhere and don't look realistic stuck to walls or in the pointwork.

WORKING WITH PLASTIC SHEET

From buildings to wagons or locomotives, these sheets can be used to good effect on models, though the most common procedures used will be the cutting and gluing of parts. Attempting to cut plastic sheet to the uninitiated might require a learning curve because of its smooth nature and the tendency for a knife to slip if not used correctly.

Plastic sheets are sold by a variety of manufacturers, in different colours, and with different thicknesses, though they all respond to the same treatment. There are three stages to working with plastic sheet - the cutting of parts (ensuring that cuts are perpendicular to the surface), the cleaning of parts to ensure a good bond with a solvent adhesive and the gluing of these in their correct location.



3 Plastic sheet components benefit from a clean before assembly to remove cut witness marks or raised edges left by the passing of the knife. Needle files can leave scoring if not held correctly or when excess pressure is used on this soft material. Sanding sticks are widely available from suppliers such as Albion Alloys and make swift work of rough edges. Removing the 'sheen' from the surface of the plastic sheet always guarantees better adhesion with glues.



1 For your safety, always use a steel rule when cutting parts with a craft knife. Plastic rules can be cut easily by steel blades. When cutting a straight line, measure across at both ends, pressing the blade into the plastic sheet each time to create an indent. Join the two indents together by placing the rule in one indent at a time and aligning the rule at either end. DCC concepts retail this plastic sheet with millimetre cut guides that facilitates the measuring of components to scale.



2 Before making your cut, ensure your fingers aren't in the path of the blade. You must press down firmly on the rule, not the knife. Start at the far end and gently draw the blade along the edge of the rule, applying only a small amount of pressure to the knife, still holding the rule firmly in place. Only cut through half the thickness of the plastic sheet, for which a few passes – more for thicker sheet – will be required. The sheet can be snapped along the cut line, keeping the other edge of the plastic sheet free of cut mounds along its edge.



4 Plastic sheet can be glued using superglue, two-part epoxy resins or a solvent. The last-mentioned is best because it leaves little trace of glue behind and fuses the two plastics together to create a stronger bond. Superglue and two-part epoxy resins leave traces of glue behind and don't penetrate the plastic surface to the same extent. Work in a well-ventilated space to avoid breathing the evaporated solvent fumes. Devices such as this Prodes magnetic clamp provide a useful extra pair of hands for holding parts together at a 90-degree angle.

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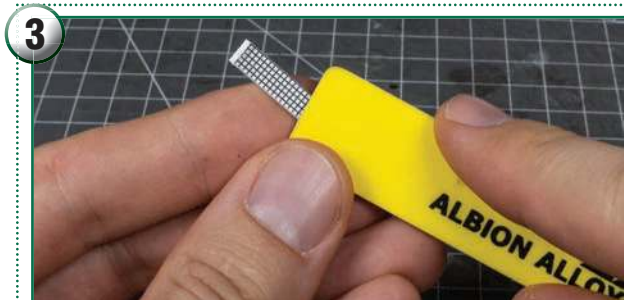


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MAKING HOLES

Whether it's wood or brass, quite often you'll need to make a hole in a piece of work when making something. From small holes for handrails to large openings in chimneys, the methods will differ depending on the material you plan on cutting through. One essential is a set of good quality drill bits, while a mini-drill is also a good investment.

2



For really small bits, the correct tool is a pin vice. Available in several sizes, these hold the drill bit in a set of jaws and then the vice is twisted between your fingers. Try to have as little of the bit sticking out of the nose as possible, because this will minimise flexing and reduce the chances of breakage.

3



A useful trick to stop the drill bit wandering is to place a piece of masking tape over the spot and starting the drill on this. Start the drilling slowly as the moving bit can chew up the tape.

5



A more subtle way of opening a hole is to use a broach. Like the reamer, they are twisted and worked into a hole to enlarge it, but as the taper is very gentle, the action is more controllable. Kit builders will use these to open up axle bearings to ensure friction-free running, handrail knobs where the original hole isn't perfect or holes in etched parts that are too small.

1



Modellers will need a selection of tiny bits, often under 1mm diameter, and these are easily available in graduated plastic boxes. Be warned, not all packs are created equal. The cheapest versions are made down to a price and can contain lots of bits with badly cut points. I've bought boxes for £5.00 where half the tiny bits are useless. Spending a bit more will usually guarantee a full set of useful ones – ask the advice of the trader. Eventually, you will break several of the bits and rather than have half-empty boxes littering the bench, you'll put the leftovers into a small mixed box for times when a hole roughly large enough will do.

4



If your hole isn't big enough, it can be opened and kept round by using a tapered reamer. Using one of these tools is simple – insert it in the hole and rotate while pushing it gently in. If a precise size is required, keep checking as you work as these things can eat up material very quickly.

6

For really large holes in thin plastic sheet, you can't drill, but you can cut using a compass cutter. Either buy a proper tool (these aren't expensive) or for more modest holes, an ordinary pair of compasses fitted with points in both arms will work. Rotate the tool many times rather than trying to go through in one go. Don't forget the removed circles, either. These are very useful for making balance weights for steam locomotive driving wheels, when cut to shape.





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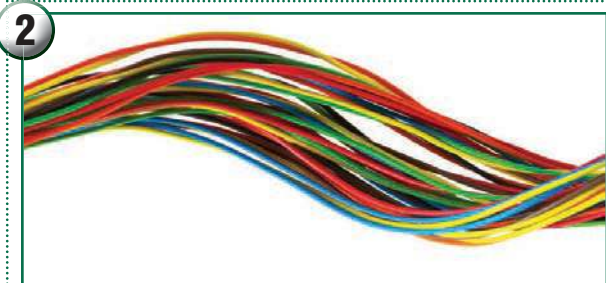
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WIRING

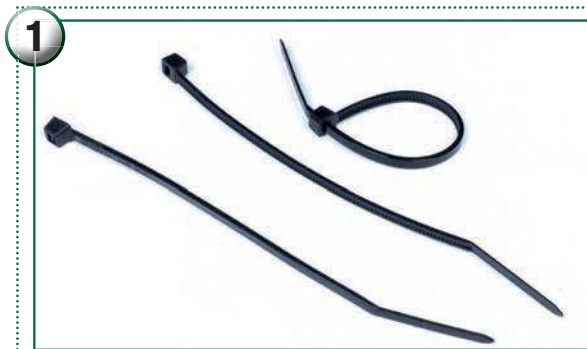
When it works, we ignore its existence, when it doesn't, we can be tempted to lose all patience. Wiring is perhaps the railway modellers' least favourite subject to become enthused about, but it's a necessary requirement to permit all of our track-powered models to function. The way you wire your layout is specific to the way your tracks are positioned, hence a 'one wiring diagram fits all' becomes impossible, but there are some common tips that you'll find useful when wiring a model railway.



Using colour-coded wires is vital. Even with a DCC layout, despite it in theory, having no 'positive' or 'negative' rail, you should use a different colour for each. Change colours for your bus cables and bundle these neatly together, away from your running lines. Some advocate the twisting of certain wires to cancel electromagnetic interference on large layouts, though the majority of users shouldn't encounter problems if this isn't observed. For large DC-controlled layouts, many different cable colours are likely to be required, hence you'll need to invest in colour-coded wires with a tracer colour. Their use prevents the necessity of using the same colour for more than one application, making the pinpointing of potential problems in the future much faster.



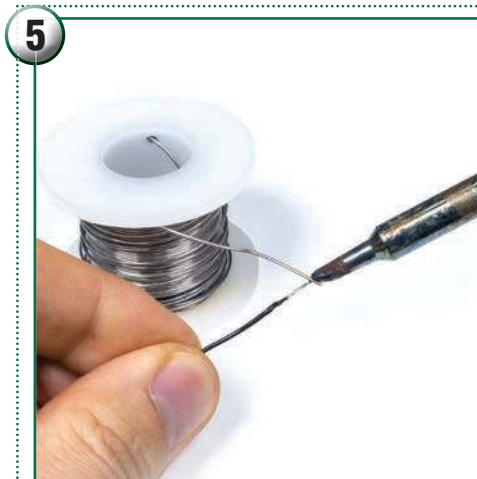
A wire-stripper is an essential tool when wiring your layout. Don't strip cables with a knife as you might cut through strands of the wire, too. This tool makes quick work of cutting cables neatly and stripping wires the correct amount. Its lower part has a guillotine-action cutter, while its top part has an adjustable pre-set cable strip limit. Wiring your layout is so much faster, too.



Keep all of your wiring tidy – wires shouldn't be left to dangle loosely underneath, particularly if your layout is to be made transportable. Zip-ties are a great way of ensuring that cables are kept in neat bundles and are easily traceable.



Labelling your wires is important. Three wires underneath your baseboard that disappear to the underside of the rails in the direction of a point can be difficult to identify when the topside has been ballasted. If your layout is complex and you have crossovers, or a double slip, the problem can be compounded further still. Coming back to these after a few years to trouble-shoot a problem or correct a fault can mean nothing if you're not sure what each one does. A small label on each wire costs nothing and can save a great deal of time later with a multimeter.



When using terminal blocks underneath a baseboard for power distribution, I prefer to twist and tin the wires to protect them before tightening the screws in the blocks. Some say that this can create electrically dead or 'dry joints' with time – I say they're not screwing the wires in tightly enough and cleaning the solder after use. The softer solder allows the screws to 'bite' into the cable better. I've never encountered a problem with wires coming loose or dry joints on layouts that have travelled across and from continental Europe to the UK.

'Resistance is futile' say all the movie villains, but when wiring a layout, understanding this principle is paramount. Resistance is the ability for a given amount of current to pass through a cable. Think of your model railway controller as a bath full of water that is being filled rapidly. Let's assume that the cable is too thin – the plug hole. The plug hole will only allow a given amount of water to pass through – the current. Too much current through the cable will overheat the cable and in the worst of scenarios might melt the insulation leading to a fire. The correct wire for your layout should be based on

Wire Gauge	Current Draw in Amps (12 Volt System, 2% Drop)																			
	1	2	3	4	5	7.5	10	15	20	25	30	40	50	60	70	80	90	100	150	200
22	14.4	7.2	4.8	3.6	2.9	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
20	23.0	11.5	7.5	5.5	4.5	3.0	2.0	x	x	x	x	x	x	x	x	x	x	x	x	x
18	36.5	18.3	12.2	9.1	7.3	4.9	3.7	2.4	x	x	x	x	x	x	x	x	x	x	x	x
16	57.5	28.8	19.2	14.4	11.5	7.7	5.8	3.8	2.9	x	x	x	x	x	x	x	x	x	x	x
14	92.0	46.0	30.7	23.0	18.4	12.3	9.2	6.1	4.6	3.7	3.1	x	x	x	x	x	x	x	x	x
12	x	73.5	49.0	36.8	29.4	19.5	14.7	9.8	7.4	5.9	4.9	3.7	x	x	x	x	x	x	x	x
10	x	x	78.0	58.5	46.8	31.2	23.4	15.6	11.7	9.4	7.8	5.9	4.7	x	x	x	x	x	x	x
8	x	x	x	93.0	74.4	49.6	37.2	24.8	18.6	14.9	12.4	9.3	7.4	6.2	5.3	x	x	x	x	x
6	x	x	x	x	78.7	59.0	39.3	28.5	23.6	19.7	14.8	11.8	9.8	8.4	7.4	6.6	5.9	x	x	x
4	x	x	x	x	x	94.0	62.7	47.0	37.6	31.3	23.5	18.8	15.7	13.4	11.8	10.4	9.4	x	x	x
2	x	x	x	x	x	x	99.5	74.6	59.7	49.7	37.3	29.8	24.9	21.3	18.7	16.6	14.9	9.9	x	x
1	x	x	x	x	x	x	x	94.3	75.4	62.8	47.1	37.7	31.4	26.9	23.6	20.9	18.9	12.6	9.4	x
3/0	x	x	x	x	x	x	x	x	95.2	79.3	59.5	47.6	39.7	34.0	29.8	26.4	23.8	15.9	11.9	x
2/0	x	x	x	x	x	x	x	x	100.0	75.0	60.0	50.0	42.9	37.5	33.3	30.0	26.0	15.0	12.0	x
3/0	x	x	x	x	x	x	x	x	x	94.5	75.6	63.0	54.0	47.3	42.0	37.8	32.5	18.9	15.1	x
4/0	x	x	x	x	x	x	x	x	x	x	95.2	79.3	68.0	59.5	52.9	47.6	41.7	23.8	19.8	x

the maximum current being emitted by your controller with a safety margin of around 15%. Tables for these can be found online.

USING WEATHERING POWDERS

Weathering powders should be considered a useful tool when creating realistic models, though not the sole implement. I find the use of powders over pristine paint to look out of place because their coverage can be thin. Weathering powders work best over a matt paint finish, hence if used on an RTR model, I'd advise a little airbrush work beforehand. Consider powders as a semi-permanent form of weathering. They will stay in-situ if left alone, but must be sealed if you intend to handle the model. Buildings aren't much of a problem, but locomotive, coach or wagon sides should ideally be sealed with a quick spray of matt varnish paint.

1



particulates, brake dust or track dirt. Only apply a little powder to an old brush, testing on a piece of tissue before you touch your model.

This building was painted using Lifecolor acrylics on the May 2019 episode of BRM TV. You could leave this building as it is, but weathering powders are particularly good at depicting an accumulation of dry dirt. This might include chimney smoke on buildings or locomotives, diesel exhaust

2



Working with weathering powders is a messy job and a great deal of what you apply to your model won't stick permanently as you work your brush over it. Holding a container underneath prevents waste and will allow you to re-use it at a later date.

3



Avoid applying too much powder at any one time. Stand back from your work and check it before applying too much. Providing you haven't permanently fixed it with a matt varnish, you can wash the majority of powders from models under a tap with water and an old toothbrush if you're not happy with the results.

4



I regularly mix weathering powders with paint to add texture, or change their colour. Mixing DCC concepts' red oxide powder with Comart's Dry Rust produces an excellent thick matt colour for the painting of bricks; particularly effective when dry-brushing. Alternatively, powders can be mixed with white spirit to create custom washes to fill panel lines to depict a dirty object that has been subjected to rainfall.

BRUSH PAINTING

You dip your brush in a tin of paint, then rub it up and down your model – simple, right? Not if you want a good finish on your model. Painting models isn't like painting emulsion on your walls at home. The model must be clean, the spread of paint must be even and the way it's applied must be methodical. Many a model can be brush-painted, though with the latest RTR models having such an excellent finish, it is best respraying these with an airbrush if a repaint is required.

1



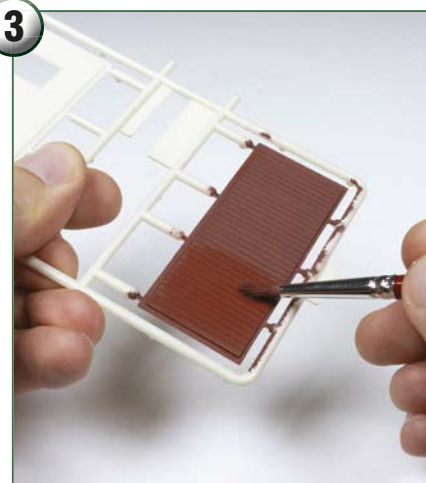
Applying paint directly to a plastic or brass model without first applying a primer is never advised because the paint can be easily chipped or scraped away with a fingernail afterwards. Apply a primer that is specific to your material, such as an etch primer for brass, either filler or standard primer for plastic or a sanding sealer for wood. Work a brush with soft bristles up and down the piece, following the direction of contours. Never apply too much paint with any one application, use multiple thinner coats instead.

2



The chemical structure of different paints means that they can react with each other. As a rule of thumb, use the same type of paint from the same brand when painting a project. For enamel paints, branded thinners are recommended for best results, though if you want to use a white spirit to dilute paints, test on an inconspicuous area first. Keep a small piece of material to hand and paint or spray each of the layers in turn that you would do on your model. At least if a reaction occurs, it won't be on your model.

3



Top coats can be applied before the primer has fully cured to increase the bond between the two layers of paint, though in the case of solvent paints, a few days might be required before the primer is ready to be coated. Ensure an even coverage of paint, avoiding brush lines.

Watch these techniques in use on this episode of BRM TV



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BUILDING CARD KITS

Card kits are an affordable and easy method to rapidly add architecture to your model railway. Ideally suited to beginners, these kits can be enhanced further with a few simple techniques. None require any particular skill, though a steady hand is advised.



Most manufacturers sell brick paper to match their kits. You might be able to cut this out into a decorative shape and use it to cover the corners. Decorative stone quoins cut from plain card can provide the same result.



Viewing a model from normal angles makes the roof more obvious than it is in real life. Printed sheets normally look too flat to be convincing, but scribing along the courses and between each slate improves things a lot. It's not a quick job, but very worthwhile.

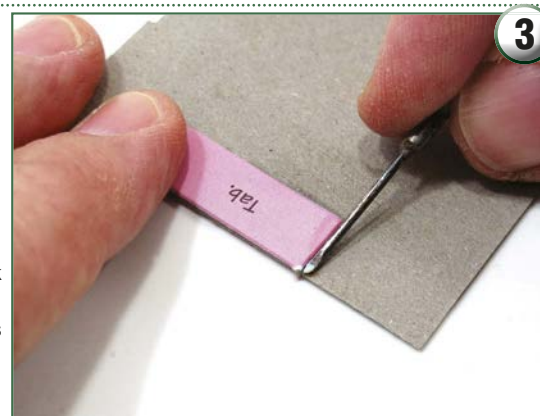


Lead flashing stops rainwater seeping down between bricks and slates on buildings. In model form, it's easily represented using 3mm wide strips of tissue paper and fixed with a tiny amount of PVA. A quick coat of paint will finish the job. Best of all, it covers any less-than-perfect joints.



The classic upgrade for any card kit is to colour exposed edges with a felt-tipped pen. Try to choose a shade slightly darker than the one on the printing next to the edge. If in doubt, brown seems to work. Colour from the back of the sheet to avoid getting ink on the printed front.

Keep a small screwdriver handy and use it to apply glue to the model. It's also handy to run the tip along like a chisel to scoop up and remove the excess glue if it splurges out of a folded joint. Work quickly though, as removing dried glue is nearly impossible.



Chimneys get dirty and so a stiff brush and Humbrol Smoke colour weathering powder adds the all-important grime. As the card surface is very smooth, matt varnish, lightly sprayed and left to dry, helps adhesion



Downpipes are black painted wire. A stripped old electrical cable is perfect, but the green plastic-coated wire used to tie up plants in the garden works just as well if you straighten it. Fitted on the joint between the gable end and main building, it hides the gap too.

The logo for ESU, consisting of the letters 'ESU' in a stylized, bold, white font with a blue outline, set against a blue background with a white grid pattern.

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BRM meets...

2MM ASSOCIATION

Andy York meets with Jerry Clifford, a familiar face from this well-established association, often seen promoting its standards at model railway exhibitions.

2mm scale pre-dates N gauge by quite a time in the UK. In fact, next year, 2020, the 2mm Scale Association will be celebrating its sixtieth anniversary. When a small group of enthusiasts met for the inaugural meeting at founder member David Byram Wingfield's London flat in April 1960 there was almost nothing available commercially in 2mm scale or OOO as it was known then, save a small range of hand-made components from H.B Whall, the Association's first President.

Skilled modellers had been dabbling in 2mm scale since the 1920s and articles on the work of these pioneers would occasionally appear in the model railway press, but by and large OOO was seen as an amusing gimmick, something for the skilled few rather than a serious scale for building model railways.

This was to change in the early 1960s with the construction of the layout 'Rydes Vale' by Mr H.H Grove and his son Bert, which they successfully exhibited at the Model Railway Club show in Central Hall, Westminster in 1961, '62 and '63. The Groves created a new set of track and wheel standards, since adopted by the Association, which proved

that a 2mm scale layout could be built and perform brilliantly under exhibition conditions.

The aim of the 2mm Scale Association has always been to facilitate modelling in 2mm scale. Since those early years, the Association has gone from strength to strength with a wealth of information, products and support to enable the average enthusiast with a bit of determination to achieve their goals.

Supporting the scale

I asked long-standing member, Jerry Clifford, how much more challenging 2mm scale is compared to N gauge. "Working in 2mm finescale is much easier than you may think. Most 2mm modellers are willing to overlook the small difference between British N gauge and 2mm scale. The latest generation of N gauge models are superb and many can be converted with drop-in wheels, making conversion an easy first step."

The advantages of a smaller scale are obvious, but sometimes not practised, "The great advantage in modelling in such a small scale is that it enables the construction of truly portable layouts, placing the railway



in a realistic landscape setting. It can set the railway in context and capture the spaciousness of the prototype, which is rarely possible in the larger scales.

Although our standards are high, they are also practical. With a few simple gauges (available from the Association), track can be built by a careful modeller. The Association's Easitrac is developing into a comprehensive track system with bullhead rail on both 8ft 6in and 9ft sleepers and wooden and concrete sleeper base options for flatbottom rail along with a growing range of point kits and components. Finescale track and wheel standards have an operational benefit - rolling stock will run through crossings more smoothly as the wheels are supported on the rail at all times, whereas coarser standards have to run the wheel on the flange through crossings.

Proof that 2mm finescale looks good and works well in both domestic and exhibition environments can be seen in the many working layouts featured in the model press and at exhibitions."

I asked why the scale benefits from the pro-active Association, "Members of the Association receive our bi-monthly magazine and newsletter, gain access to our extensive range of products and can draw upon the wealth of experience from fellow members.

The 2mm Magazine concentrates on modelling articles, layouts and product reviews and builds into a comprehensive and invaluable 2mm reference library, while the Newsletter section contains news, comments,

2mm spans the globe with even Area Groups in Australia!



notices of new products, area group events and members' sales and wants which all helps to support the modeller on an ongoing basis."

Products required

With the erosion of traditional model shops with a range of kits and parts within an easy journey, does the Association help the modeller with the 'hardware'? "The Association's mail-order shops offers members nearly 500 different items for sale. Just to give you an idea, we can supply all you need for finescale track, such as templates, jigs, roller-gauges, rail, sleepers and pointwork components. For the locomotive builder, we have locomotive kits, wheels, gears, motors, and detailing parts. Our shops also sell carriage and wagon kits, a range of rolling stock wheels, etched chassis, castings and turnings for buffers, axleboxes and many other detailing parts. In fact, we aim to make available to our members all those otherwise difficult-to-make but essential components that enable anyone (without the need of a workshop) readily to model in 2mm finescale. As you can see, the hard part is mostly done for you!"

Support network

Few clubs have active 2mm scale modellers in the membership and face-to-face contact is often useful in learning the skills as well as a feeling of belonging. "Our Area Groups' meetings offer practical experience of 2mm modelling and a chance to meet other members. The Association's membership of over 850 includes beginners and skilled modellers from all walks of life, so you can be sure of a warm welcome, regardless of your experience or skill level. We have groups in

many parts of the UK, who meet regularly to exchange ideas, give demonstrations or build group projects. In addition, there are groups for members with a common interest, such as narrow-gauge modelling."

Some modellers like to work in their own company or might be too far afield to benefit from the group meetings, though. "There is an internet-based Virtual Area Group, VAG, open to all members, which communicates by email and has a repository for documents, pictures and other material. There is also an active 2mm area on RMWeb with some great modelling that's accessible to everyone, not just Association members."

On the road

You seem to be quite active with your modelling missionary work! "I enjoy demonstrating; our 2mm Roadshows are often in attendance at public model railway exhibitions to promote and demonstrate 2mm scale modelling. But don't just take our word for it, look out for 2mm finescale layouts at shows and see how realistic they are! Even better, come to our annual exhibition which is usually held in early summer; a whole

exhibition of 2mm finescale layouts, demonstrations of 2mm modelling techniques and specialist traders." I can personally vouch for that, having seen some great projects in a far more relaxed atmosphere than a large show. "Members can also enjoy our AGM each autumn, which includes the annual Modelling Competitions and an opportunity to purchase products from the Association Central Shop. Details of all these events can be found on the Association website.

We also have many members who model in scales other than 2FS. British N gauge is very much part of the 2mm family.

FiNe or FS160 is an emerging standard for finescale N of US and European prototypes and uses 2mm Scale Association wheel standards but with the track gauge reduced to 8.97mm. Many Nn3 modellers also use 2mm Scale Association parts for their models, and some 4mm scale narrow gauge modellers have used Association products in their models to great effect".

2MM ROADSHOW ATTENDANCES

SEPTEMBER 2019 - MAY 2020

14/15 September 2019 – Shipley, West Yorkshire
05/06 October 2019 – Wigan
26/27 October 2019 – Aberdeen
23/24 November 2019 – Warley Show, NEC
07/08 December 2019 – National Festival of Railway Modelling @ Peterborough
11/12 January 2020 – CMRA Exhibition, Stevenage
25/26 January 2020 – Southampton
08/09 February 2020 – Festival of British Railway Modelling @ Doncaster
21/22/23 February 2020 – Model Rail Scotland
21/22 March 2020 – London Festival of Railway Modelling @ Alexandra Palace
20/21/22 April 2020 – York Show
09/10 May 2020 – Derby Exhibition

MEMBERSHIP BENEFITS

- Bi-monthly colour magazine and newsletter together with an annual Yearbook.
- Access to mail order shops stocking hundreds of components for 2mm scale modelling, many of them exclusive to the Association.
- Events including annual exhibition (early summer) and AGM (September/October) including layouts, demonstrations/tutorials and specialist traders, along with the Association's Central Shop. The AGM features our annual modelling competitions.
- Email-based group to discuss 2mm scale modelling
- Network of area groups (both UK and Worldwide).

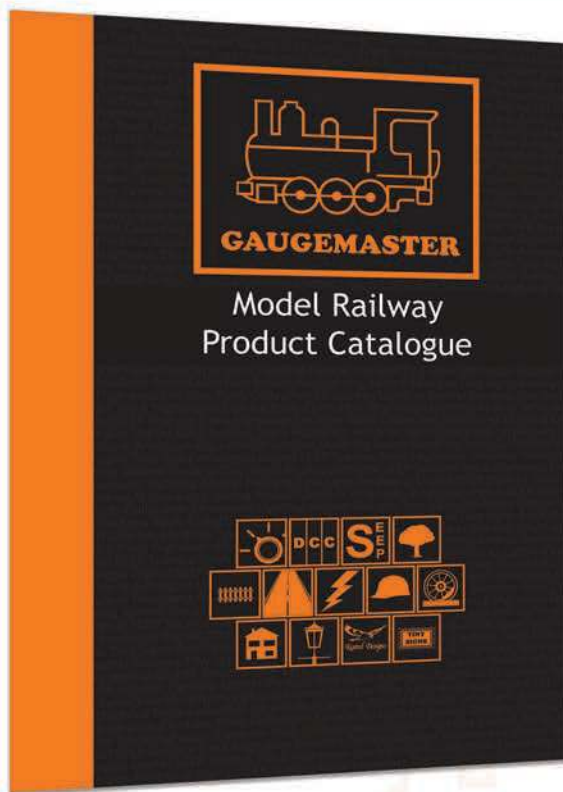
You'll often find Jerry demonstrating 2mm modelling at exhibitions, happy to help anyone with their questions.





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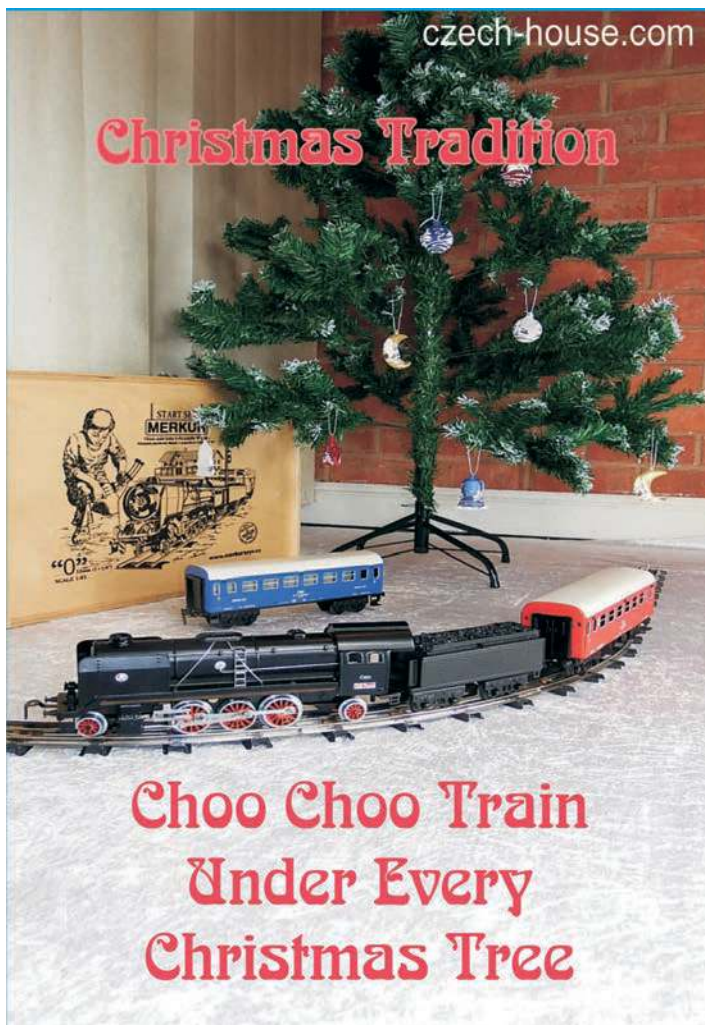


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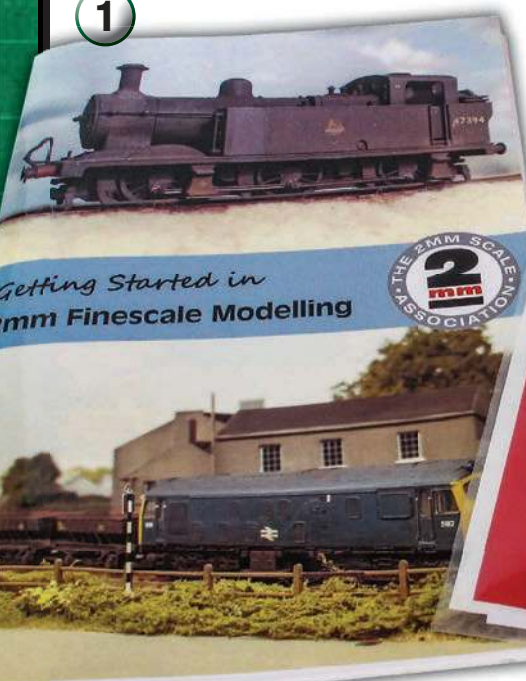
GETTING INTO 2MM FINESCALE

Words & Photography: Jerry Clifford

The 2MM Scale Association's Jerry Clifford, is your guide for initial forays into this set of finer modelling standards.

Our feature layout this month, St. Ruth, demonstrates how 2mm Finescale can be a feasible alternative to N gauge. The main difference is the appearance of the track, but that needn't be as daunting as it seems. The 2mm Scale Association has a great pack for you to start the learning process, including a ubiquitous 16T mineral wagon and a 60ft length of plain track. An ideal weekend project to test yourself and potentially make a big leap forward in your standards. Here are the step-by-step stages required, to help shed light on what are perceived to be some of the trickier aspects.

1



COME AND SEE THE
2MM SCALE ASSOCIATION
AT THE NATIONAL FESTIVAL
OF RAILWAY MODELLING
AT PETERBOROUGH ON
DECEMBER 7/8 2019

2



This is what you get for your money - a complete wagon kit comprising body, chassis etch, top hat bearings (mine included five, one for the carpet gods!), buffers, wheels, wire and vacuum cylinder for the fitted option along with enough Easitrac to make up a scale 60ft length. In addition, there are full instructions on how to build your first 2FS wagon.

The 2mm Association's beginners' guide and sample pack, available from the 2mm Roadshow at exhibitions up and down the country. The kit builds into a 16T steel mineral wagon.

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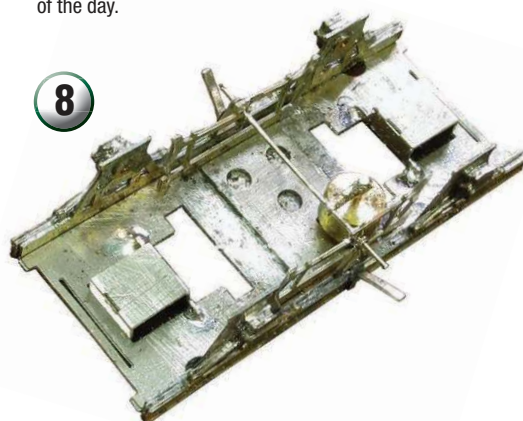
The basic hand tools required to build your sample pack. You will also need a suitable soldering iron, solder and flux. The brown mat at the back is a lump of Tufnol that I do most of my soldering and assembly on. It is perfect for the job, being flat, hard and heat-resistant and can be had from many of the more specialist tool and material suppliers found at exhibitions.

5



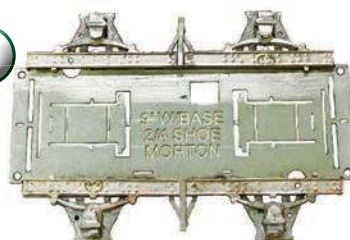
The holes for the bearings are usually etched a fraction undersize and will need opening out with a reamer. Go gently, remove a little at a time and offer the bearings up regularly; we are aiming for a good, snug fit with no slop. To fix the bearings in place I have a hole in the corner of my Tufnol board so that I can hold the bearing flat against the etch while soldering. As with all soldering, particularly in 2mm, a clean, hot iron with minimal solder is the order of the day.

8



The brakes are another simple fold-up assembly; the long and short tabs ensure they can't be fitted the wrong way around. The door bangers will need to be temporarily bent out of the way to get the wire cross shaft in. The vacuum cylinder can also be fitted at this stage for those building the fitted version along with the little half-etched link.

6



I like to solder the solebars and axle boxes to the main chassis etch before folding it to shape. There are two options for these folded, sweated assemblies; either tin the mating faces or use a solder paste or cream. Both methods have merits and I use either, usually depending on whether I can find my solder cream at the time! Both solebars and axle boxes are folded up from either two or three layers. Don't remove the little etched hinges until all is securely soldered in place. The axle boxes are small and I carefully fold them to shape, nudge them into place, add flux then introduce the iron while holding them down with the tip of a scalpel. If all else fails, the Association sells cast and printed axle boxes!

9



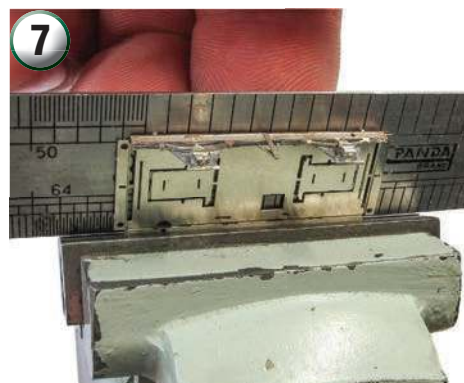
The brake levers are another neat bit of etched origami. The one on the left has been folded and bent to shape, that on the right is still in the flat. The pictures of the finished chassis should make it clear where the bends need to be made, although there are some half-etched dimples on the rear of the etch as a guide. Essentially, the brake lever needs to be able to clear the axleboxes if the brakes were applied – in 2mm they are non-working! The ratchet end can be soldered neatly from the rear where it pokes through the solebar, while the merest wipe of solder is sufficient to fix the handle to the cross shaft. The latter can now be trimmed to length and the door bangers bent to their final shape.

4



The basic body is about as simple as plastic kits get, two sides, two ends and a floor. Simply glue together with liquid cement.

7



The chassis can be bent to shape at this stage. Lightly grip the assembly in your vice with the etched fold line aligned with the jaws and bend down to 90 degrees using a rule or the handle of your square to apply even pressure. Final tweaks can be done between finger and thumb if necessary, to ensure the chassis is twist-free and sits squarely on a flat surface.

10



The finished wagon is now ready for painting.

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ELLASWEET BEET FACTORY

Known for his passion of local Lincolnshire industry, Graham Morfoot introduces his latest creation, based on the workings of a sugar beet factory.

Words: Graham Morfoot **Photography:** Howard Smith



Factfile

Layout name: Ellasweet Beet Factory
Scale/gauge: 4mm:1ft / OO gauge
Size: 9ft x 2ft
Era/region: 1960s
Location: South Lincolnshire
Layout type: Fiddle yard to sidings



A Class 03 locomotive was a more regular visitor than steam locomotives in the 1960s, having run into the yard with more box vans from the main line. The elevated pipework carries oil from the storage tanks into the factory.

This layout was never in long-term planning mode. A friend offered me a ready-made baseboard, which he had made for an 'O-16.5' layout and due to a house move, it was surplus to his requirements.

My previous layout, 'Caroline Concrete Works', was completed, so with time on my hands and looking for a new project, I had an incentive for building a new layout.

I like to use a local interest when building a layout, ideally with an industrial theme. Past layouts have been a potato railway, peat railway, sleeper works and concrete works, all of which were fairly close to my location. So, with this in mind, a representation of a sugar beet processing factory was the theme. In the town where I live there was once a large 'beet factory', served by a branch from a main line.

A typical sugar beet factory could process 4,000 tons of beet per day, producing 700 tons of sugar, 400 tons of pulp for animal feed, and molasses. The beet is delivered by rail and road, and the campaign lasted about four months annually. Sadly, this factory has long since been demolished and replaced with a power station.

As mentioned above, I was lucky enough to be given the ready-made baseboard,



The J94 has positioned a loaded sugar beet wagon under the pressure washout. The beet will be washed out of the wagon onto the concrete wash way and transported to the storage area in a water flume

which measures 7ft x 2ft when set up. It is very sturdily made using 8mm plywood and well braced underneath. The design incorporates a fixed hinge at the rear and a removable central hinge on the front. This allows it to be folded onto itself, making a nice compact unit, 3ft 6in long, ideal for transportation to exhibitions. A removable three-road sector plate was added for extra

stock storage and versatility. Using trestles from my other layouts, its height is 4ft from the floor.

First steps

With the baseboard ready-made and the trackplan formulated, the track was laid. Ideally Code 75 would have been used, but with a large stock of track and points in



Code 100, the decision was made. Points are operated with passing contact switches, which power solenoid motors with a Capacitor Discharge Unit (CDU). The track was laid directly on the baseboard and then ballasted with a fine material that represents a stone and ash mixture. There is a raised siding used for a sugar beet discharge facility, which is laid on a compressed foam base. The back-scene board is only 6in high, which does limit the size of buildings and poses a challenge when representing warehouses and factory structures. Good overhead lighting, which is very important for exhibitions, is achieved with LED floodlights suspended on metal brackets.

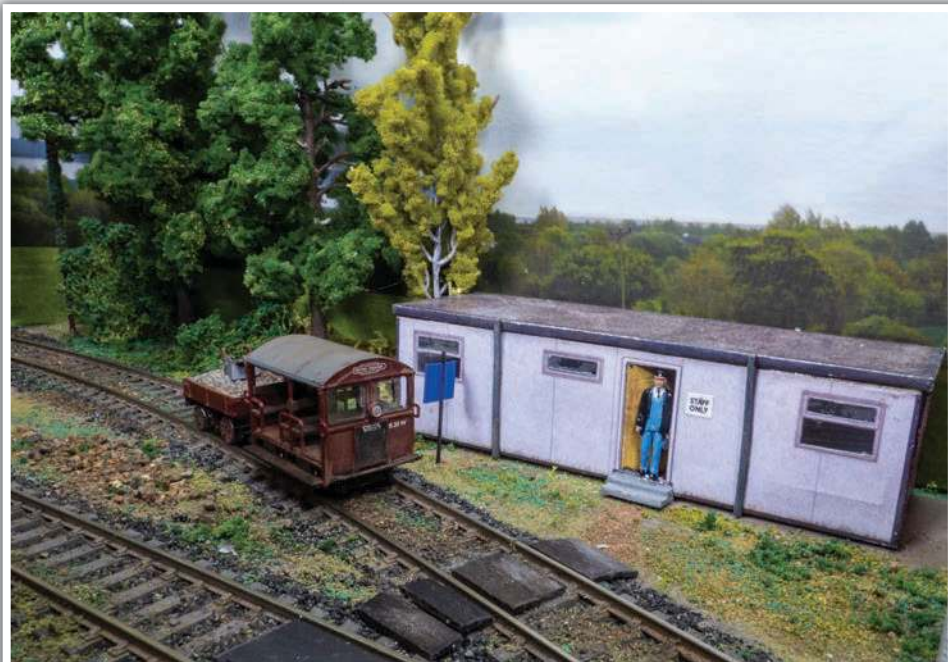
Setting the scene

The warehouses on each end of the layout are scratch-built using card and covered with printed brick-effect paper. The sugar beet unloading facility, the lorry weighbridge and rail weighbridge office are also scratch-built. The corrugated store, Portakabin office, plate-layers' hut and yard office are proprietary kits, as are the oil storage tanks. The newly-erected 1960s office block is 3D-printed. I could not find a kit or ready-made model for this, so my son offered to print the front. I gave him a scale drawing and photograph of a prototype. The result is outstanding, but I may be biased.

The overhead pipework is made from styrene strips and tube. There is also a small steam locomotive service facility, which consists of a platform holding a coal supply and a water hydrant. Although the control system is DC without onboard sound, I have installed background sound. There is a mini-speaker with a microchip inside one of the warehouses, which gives a background sound of a working factory. Two sound recording modules are placed out of sight at either end of the layout; they have the sound of a suitable steam whistle recorded on them. They are manually-operated from the rear of the layout but could be operated by an electronic proximity detector or a magnet in the locomotive and reed switch in the track.

Daily operation

During the campaign, the sugar beet is delivered from the farms in the district by road and rail. With up to 4,000 tons of sugar beet a day being processed at the local factory, I remember the queue of lorries waiting to discharge could be up to a mile long. Rail traffic results in a steady flow of loaded open wagons of sugar beet. Due



The Wickham Trolley has just come down the branch from the BR main line doing some routine maintenance. The crew will make use of the Portakabin, before their return trip.



The maintenance department use this area for storage of concrete blocks and other materials. Pallets are 3D-printed and the ladder is laser-cut wood.

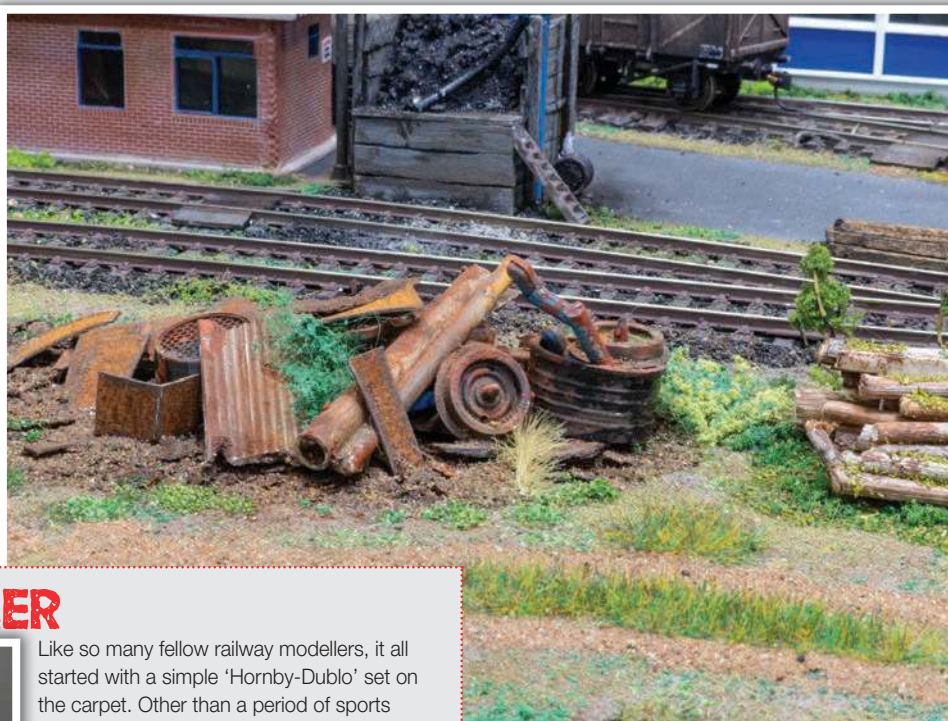
to the restricted length of fiddle yard and sidings, I have to limit train lengths to a locomotive, four wagons and a guard's van. A BR locomotive, usually a J6, Ivatt 4MT, Class 08 or 03 brings the train from an off-site BR yard onto the run around siding. It will then take any wagons for dispatch plus the guard's van off the layout. The company locomotive, a J94, then shunts the wagons to locations on the site. The loaded sugar beet wagons are shunted under a facility which had a manually-operated, high-pressure water jet to wash the beet from the wagon. Other than sugar beet, wagon loads of limestone, fuel oil, coal, packaging materials and machinery will be delivered. Outgoing wagons will be loaded with bagged sugar, molasses and beet pulp, and empties returning to the BR yard.

Locomotives are 'out of the box', ready-to-run with some weathering. The exception is the J6 which is a Nu-Cast white metal kit. Tony Wright thankfully guided me with its construction. All the wagons are ready-made, with various levels of weathering. I use Kaydee couplers with permanent magnets under the track. This usually gives a realistic hands-free operation, provided accurate setting up of the couplings is done when they are installed on the wagons.

This is now my sixth exhibition layout. 'Tates', 'Boston Sleeper Works' and 'Ben Moor Foot Peat' railway now have new homes, which leaves me with 'Billingborough', 'Caroline Concrete' works and this one. The more recent layouts are named after family members, so Ella is yet another. Future layouts are always uncertain and will depend on spontaneous inspiration, but it is usually an industrial theme based in the East Midlands.



A Leyland lorry brings in new parts for the factory refurbishment program. Bulk oil tanks are unloading into one of the oil storage tanks; oil and coal were used for heating in the process.



The ubiquitous scrap heap is in the front, made from bits from the scrap box, painted a rust colour, then weathered with powders. Behind is a very basic steam locomotive service point, with coal supply and water from a hydrant.

MEET THE MODELLER



Like so many fellow railway modellers, it all started with a simple 'Hornby-Dublo' set on the carpet. Other than a period of sports cars and girlfriends, I have always had a keen interest in railways and modelling. I have modelled in most gauges and scales from OO9, to O-16.5. I particularly enjoy making exhibition layouts with an industrial theme, especially if they have a connection with Lincolnshire. These layouts include a Lincolnshire potato railway - 'Tates', a peat extraction railway, 'Boston Sleeper Works', a concrete works, and this sugar beet factory. I have no immediate plans for future projects, but I still have aspirations to model a narrow gauge railway of Ruston's factory in Lincoln.

See
'Ellasweet Beet Factory'
at the following shows:

Loughborough: Aug 31
Spalding: Nov 2
Letchworth: Nov 30
Biggleswade: Feb 15

HOW A BEET FACTORY OPERATES

Sugar initially came to this country from the Caribbean and Commonwealth countries. Beet was first grown in the east of England in 1905, due to lower rainfall and warmer temperatures, and to encourage being self-sufficient. The first factory was built at Cantley in Norfolk in 1912. Growing of beet and sugar production increased with a total of 17 factories before closures started in 1980. Today, three factories remain in eastern England, using around eight million tonnes of beet from 3,000 growers to produce 1.4 million tonnes of sugar annually, which is about half the sugar used in UK.

The beet is harvested in the autumn and transported by road to the factory. There used to be rail connections to all the factories, bringing in the beet and other materials used in the production process.

The incoming beet loads are weighed

and tested for sugar and soil content as they enter the factory. Lorries are either tipped or the load is washed out with a high-pressure hose. Railway wagons were also discharged by the washout method.

The washed beet is shredded into flakes, then boiled in water to dissolve the sugar. The beet flakes are then dried and made into pellets and bagged for animal feed.

The syrup is carbonated using lime, filtered and then passed through a sulphate tank. The solution is then evaporated to give a strong sugar solution, which is seeded with sugar grains, then passed through vacuum pans to remove more water. A centrifuge finally takes out the last water, a granulator breaks up the sugar and it is then bagged or stored in bulk silos.

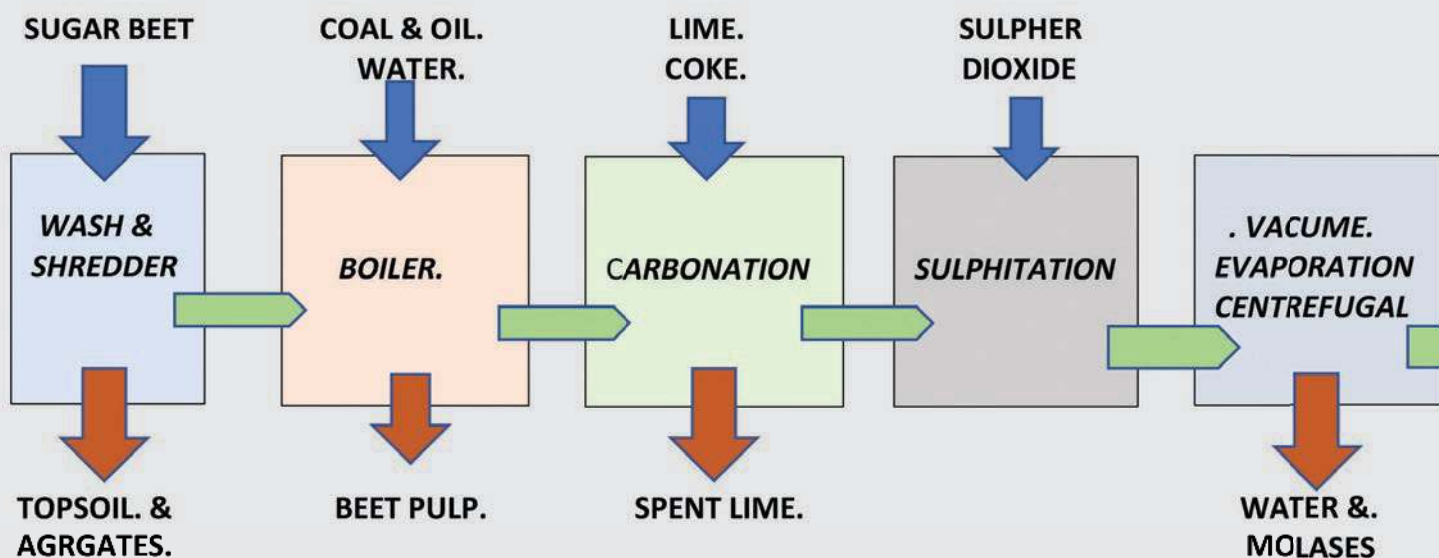
As well as sugar, the by-products include aggregate, topsoil, molasses, animal feed and liming products for farms.

Today the factories also produce Bioethanol, a form of renewable energy. Surplus heat is also used for growing cannabis to produce new prescription medicines for the treatment of debilitating childhood diseases.



This office in Spalding is very similar to the one at the Beet factory and seen at many locations throughout the country. It was the local HM Tax Office. I used this picture to make a 3D-printed model used on the layout.

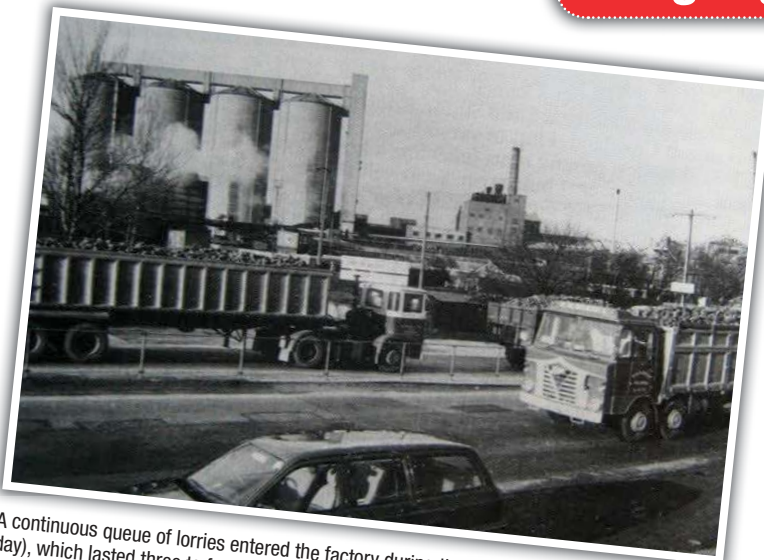
IN.



OUT



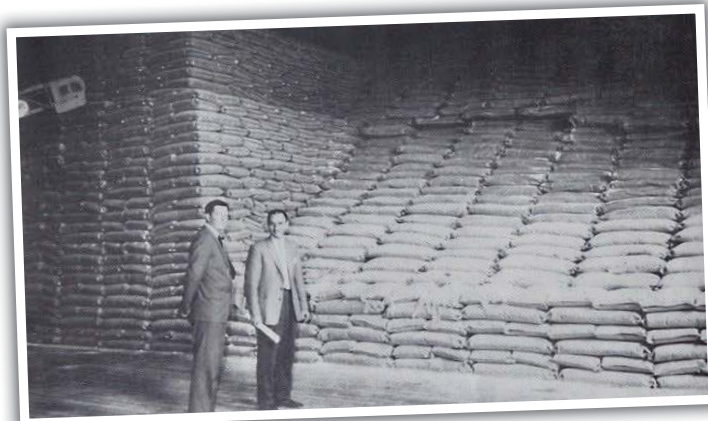
The high-pressure hose operated from a cabin above washed the beet from lorries that weren't able to tip. The beet was washed along a flume to a storage area.



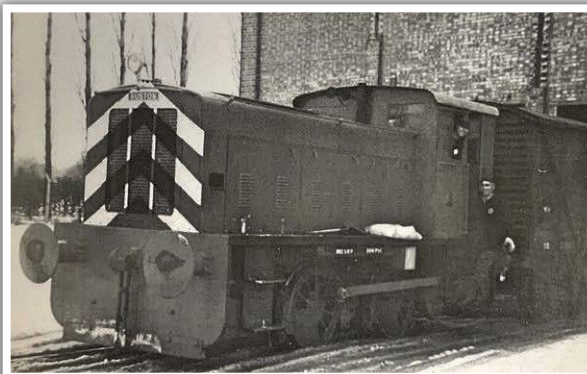
A continuous queue of lorries entered the factory during the Campaign (about 3,000 per day), which lasted three to four months in the autumn, often blocking the roads around the factory all day.



Sugar beet is mechanically lifted from the ground and stored in the field ready for transport to the factory. The sugar content deteriorates once it is lifted, so getting it to the factory is a priority.

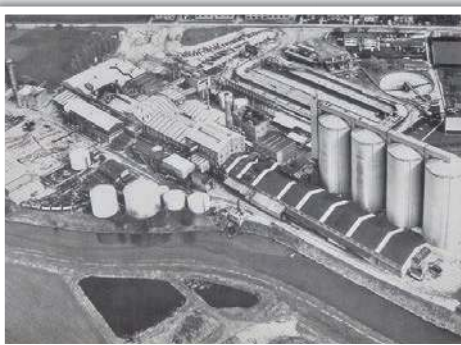
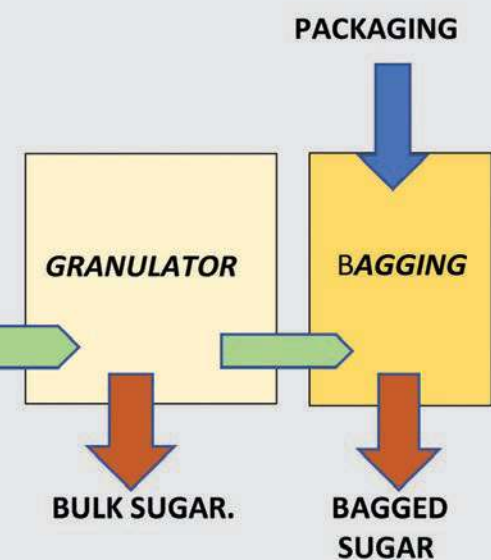


The end result is processed granulated sugar, bagged and stored in a warehouse. In later years, bulk sugar was stored in concrete silos.

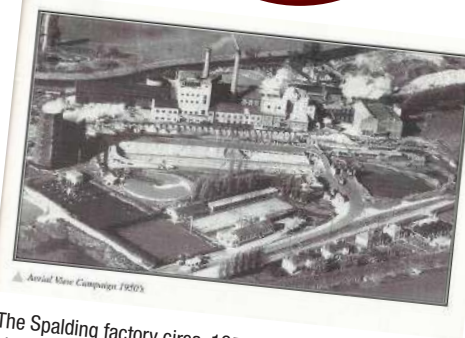


An 0-4-0 Ruston shunter exits the warehouse at the Spalding factory. Rustons of Lincoln was a local manufacturer and supplied most of the diesel shunters for British Sugar.

For
more information:
www.britishsugar.co.uk



The Spalding factory with the processing building, bagged sugar warehouse, bulk sugar silos, unloading and beet storage behind the silos. Top right - the office, weighbridge and sampling station.



The Spalding factory circa 1950. The processing building at the top, beet storage in the centre and lorry washout to the right. The site is bordered by The Vernatts Drain and the River Welland.



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HANDS-ON... SCENIC ADVICE

Howard Smith drops-in on a workshop course hosted by DCC Supplies, aimed at budding modellers looking to fast-track their practical skills.



Model clubs can be a great way to socialise and learn new techniques, but the learning process can be slow and it relies on members willing to dedicate time with sufficient modelling techniques not to misguide those wanting to learn. Not everyone has a model railway club on their doorstep, either. And as for exhibitions, how much hands-on experience can you be expected to learn over a quick chat?

Luckily, there are other ways to learn new modelling skills. And one option is to join a modelling course for a day or two, which can really help boost your modelling confidence. You choose a course that's relevant to your interests and you learn the relevant skills with speed. DCC Supplies offers modelling courses for up to eight attendees at a time, on subjects ranging from DCC to model scenery.

Attending its Worcester store last month for an interview with its proprietors, Fiona and Andy Forty (BRM September), I had the opportunity to oversee a scenic modelling tutorial led by the dynamic duo of Tony Hill, author of *Simple Scenery* and *Creating Realistic Landscapes* and John Lloyd of Greenscene. The two-day course was aimed at beginner or intermediate modellers and led attendees through the cornerstones of scenic modelling.

Sitting around tables to form an arc, the 'students' were keenly listening to an on-screen presentation that was coming to an end, as I entered the room. Tony and John took it in turns to share advice, practical

Water, grass and landscaping techniques having been employed, this diorama nears completion. Despite the sharing of techniques, no two dioramas were identical.

It's not unreasonable to suggest that most railway modellers seek to improve their skills, no matter what their modelling abilities are. Professional modellers earning a living would much rather complete a project faster, better, or with more ease, too. 'He or she who never made a mistake, never made anything', goes the saying. We learn from

experience, but this can take years to acquire. How many mistakes can a beginner be expected to make? Will it be too off-putting? We like to think that BRM – and BRM TV for our subscribers – is great for practical project ideas, tips and advice, but nothing quite beats a one-on-one tutorial with a modelling expert.



hands-on guidance and tips with the eight attendees. Work started the day preceding, with square sections of Styrofoam which the group had hollowed-out in preparation for a model pond. All modelling items and tools used were provided by DCC Supplies. Painting the diorama brown, the underside of a clear section of Perspex sheet was also painted by each modeller to represent water lilies, before applying it over the hollowed-out section of the diorama and bedding it in with filler around its edges. Tony shared his techniques for blending the edges between the Perspex sheet and foam, as John circled the group, intervening where necessary.

The learning of skills continued, using a methodical approach and allowing for drying time to cover many of the basics on scenic modelling, including making specimen trees, applying static grass to create various effects (for which John is renowned), creating shrubs, hedgerows and detailing the landscape. A break for a buffet lunch provided by the shop saw the attendees pause on their creations, and offered me with an opportunity to quiz some of them about their interests and aspirations. Interestingly, not all were railway modellers – aspiring diorama and military modellers were present, too.

Mike Wood, a fast-learner judging by the appearance of his diorama, recounted his involvement with the hobby. “It started

several years ago when my daughter bought a Hachette ship she’d seen on TV. It took 99 editions and two years to complete!” he exclaimed with a smile and simultaneous sigh of relief. “Seeing that I was interested in models, I was given a Flying Scotsman starter pack from Hornby which I laid on a 6ft x 5ft board. It has been left as it is because I’m looking to make a start with the scenery and add to it”, he continued. “I’ve found both days here to be superb. I’ve attended railway exhibitions at Warwick and Newbury before, but the one-on-one tutorials you get here are better than a quick exhibition demonstration.” His view was met with nods of agreement by others, as they gathered around.

It highlighted to me the importance of such courses. We often acquire new skills slowly, over time and brush over the finer details as we explain how it’s done.

These two days were of value to those who attended, not solely because of the extra time afforded to permit the creation of a unique diorama they could take away, but mostly because it was a case of taking them by the hand and physically demonstrating the techniques required. For the newcomer or intermediate modeller seeking to acquire more skills, it proved valuable and I know of at least eight modellers who are about to embark on a journey of better scenic creations.



A custom tree is made from scratch, overseen by Tony. Its super-structure is constructed from twisted wire, coated with adhesive from a hot glue gun.



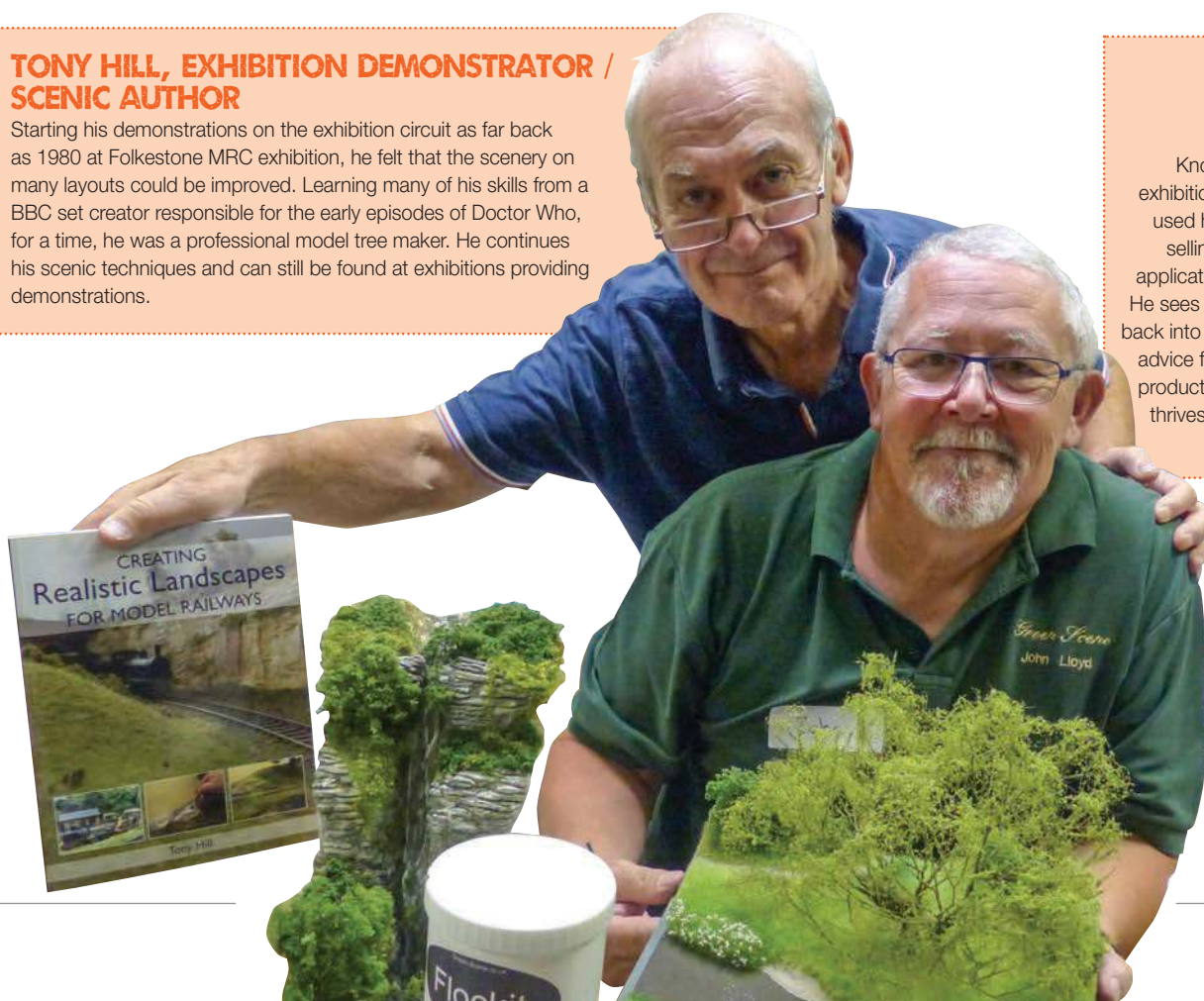
With tools provided, the scribing of stonework is a skill soon learnt. This rock strata was created in under an hour.

TONY HILL, EXHIBITION DEMONSTRATOR / SCENIC AUTHOR

Starting his demonstrations on the exhibition circuit as far back as 1980 at Folkestone MRC exhibition, he felt that the scenery on many layouts could be improved. Learning many of his skills from a BBC set creator responsible for the early episodes of Doctor Who, for a time, he was a professional model tree maker. He continues his scenic techniques and can still be found at exhibitions providing demonstrations.

JOHN LLOYD, PROPRIETOR OF GREENSCENE

Known to many who attend the exhibition circuit, or those who have used his products, John began by selling and hiring out static grass applicators more than 15 years ago. He sees the courses as “putting a bit back into the hobby” and provides his advice free of charge, using his own products throughout the course. He thrives on enthusiastic apprentices who are keen to learn.



ONE-STEP DIGITAL AUTOMATION

Concluding our series on Bachmann's Dynamis RailController computer software, we explore the use of programmable buttons to simplify complex or repetitive operations.

In the past few issues, we've been taking a closer look at the various features on offer by using model railway software and how easy it can be to set up, in particular using Bachmann's Dynamis RailController. One particular feature that's caught our eye is the Programmable Button command, which allows you to place a button anywhere on your trackplan, select an icon for it and enable it to operate a RailController program, run a locomotive, operate an accessory, set a route, play a sound, alter the view of the track plan, search for a locomotive or operate a turntable.

An example trackplan is provided with the program, which contains a handful of programmable buttons already set up, so you can learn more by studying that plan.

Setting up programmable buttons is straightforward. All you need to do is to go into track plan design mode and click on the programmable button icon on the left of the design window. This will allow you to

select an icon for the button. You can either select from the built-in icons or create or download your own. Transparent GIF is the best format to use, although you can use JPEGs, bitmaps and so on.

When you have selected an icon for your programmable button, it will appear on the screen and you can then drag it to any desired position. Double-clicking on the icon will then present you with the parameters box, from which you can select the type of button to add. The default is to run a program. For this, you can select any pre-defined RailController program from the list. This could be a program already supplied with RailController or one that you have written yourself. It may do something very simple like moving a particular locomotive into a siding – the options are endless.

Using the Loco Decoder option, you can quickly set the direction and speed for the desired locomotive. Just enter its DCC ID and tick the Forward box if you want

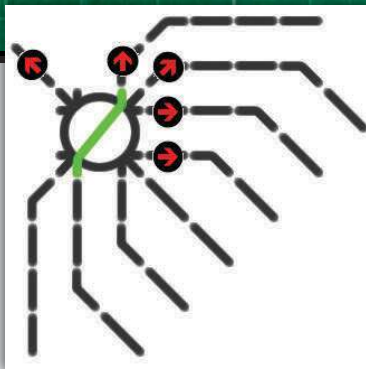
the locomotive to travel forward. Leave it unchecked for reverse. Then enter the speed in DCC speed units (0 to 127) to set the locomotive running. Note this is the DCC speed unit rather than scale speed in MPH or KPH.

You can operate any accessory on your layout with just one button, by setting it up as a programmable button. Accessories include turnouts and signals and, of course, you already have icons on your trackplan for these.

Sometimes, however, you may want to operate something else attached to an accessory decoder that is not a turnout or signal. These may include motorised level crossing barriers, house lights, traffic lights and so on.

One of the more useful functions of a programmable button is the ability to play a sound. You can either select a sound from the list built into RailController or create your own. These can be in MP3 or WAV format.





The turntable option is perhaps the most sophisticated as it allows you to set up multiple buttons around a turntable to set output roads. Essentially, you set up one button per road and you set the DCC port ID and the output road it links to on the turntable icon. A handy sample trackplan is provided with RailController, which shows you how to set up the programmable buttons for each road. Usefully, the icons include arrow buttons that can be placed around the turntable. You may need to play with this feature, employing trial-and-error until you get your turntable operation just right.

Setting up multiple turnouts

You may think that switching turnouts and controlling trains is all part of the fun with a model railway, and while this is true, sometimes when using DCC where you are constantly pushing buttons, a little help can go a long way to making running your layout more enjoyable.

The routes system in the software allows you to list many turnouts and signals to switch automatically at the press of a single button. This can be particularly useful on larger, more complex layouts where controlling multiple trains and turnouts can be daunting.

Using the routes system, you can identify a start and ending point, look at the turnouts in between and set them in the appropriate direction. You can have as many routes as you like and give each a unique name for easy identification.

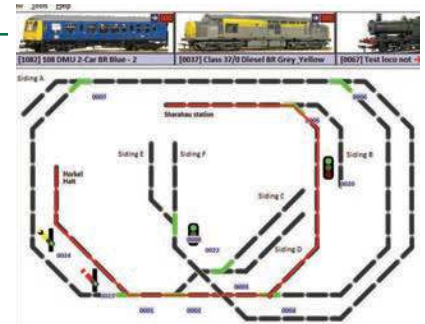
In the example track plan (right), the route from Sharahau Station to Horkel Halt has been highlighted in red. To set the route, in this case only setting turnouts, we need to set turnout 0005 to the right, 0004 to the left, 0002 to the right and 0001 to the right.

Even setting the four turnouts needed for this route will take a little time when operating manually. Firstly, we need to look at the trackplan and take a few seconds to decide which turnout needs setting and click or touch it if needed. With RailController you can set each turnout and the order in which to fire them and the software will do the rest.

To set up the route, just click on the Tools menu in the software's main screen, then Manage routes. You can enter up to 99 turnouts to switch for the route.

Operating the route is simple. On the main RailController window, click or press the turnout button on the left and all of your routes will be displayed in a pop-up box, similar to the example shown.

Clicking or pressing on the route name will instruct RailController to operate all of the previously-programmed turnouts, with a small delay between each one, and in the order listed on the Route Management window.



Screen Display

RailController has four built-in on-screen locomotive controllers and you can set them to appear when you start the program. Not only that, you can tell RailController which locomotive to load in each controller. Just ticking up to four locomotives from your roster in the Settings window will do this. Remember, only locomotives that are members of the current group set to control will be loaded.

Another useful tip is to specify how the locomotive controllers are loaded, whether automatically on start-up or not. The default setting is to "Save positions and size". This means that as you call up the locomotive controllers, you are able to position them anywhere you like on your screen, even on multiple monitor systems. You can also resize the controllers and RailController will remember their positions and sizes for the next time you start the program.

If you like to keep your computer screen tidy, with everything in its place, you also have the option of docking the four locomotive controllers. That means that you can have them all in a row horizontally at the top or bottom of your screen or vertically, one above the other, to the left or right of your screen.

As you operate RailController, like



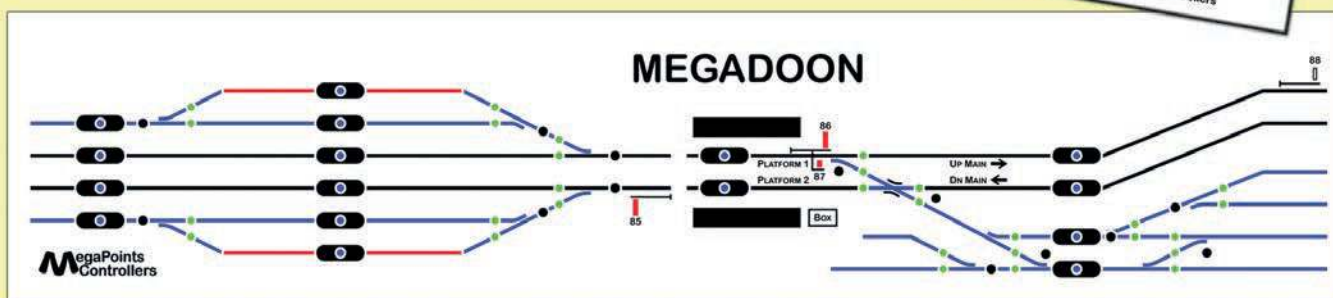
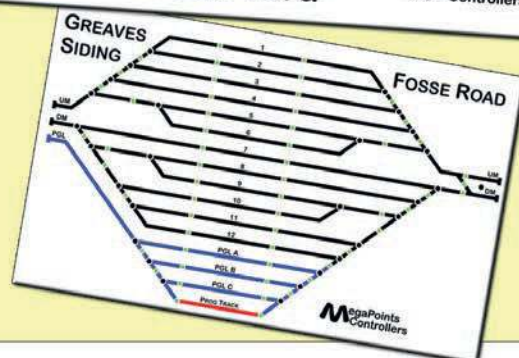
most other Windows applications, if you place a locomotive controller on top of your main RailController screen, then operate something on your trackplan, the controller will naturally now go behind the main screen. This means you will have to refer to the taskbar at the bottom of

your Windows screen or use the Alt-Tab Windows function to bring the controller to the front again. To avoid having to do this, just tick the box "Always on top" to ensure that the controllers never go behind any other window, including non-RailController windows.

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BILLY BOOKCASE LAYOUTS THE N GAUGE MODEL

Words & Photography: Phil Parker

Phil Parker turns back the clock to the 1970s for his latest Billy Bookcase layout.



Stopping Train Britain is my favourite railway book. Written in 1983, it describes a series of journeys around the country in an era when what we now call heritage DMUs rattled along branch lines, providing a vital service to a small number of passengers.

It's the era when I first became properly interested in railways, which was handy

because this was also the last period before the system became less interesting as wagon-load freight and locomotive-hauled passenger trains started to disappear.

When I started the Billy Bookcase project, there wasn't a plan for the N gauge model. I canvassed opinion on RMweb and a number of excellent plans were suggested. If you are looking for ideas, you can certainly find it

there thanks to the efforts of our ever helpful band of modellers.

More recently, I was asked at a show if BRM had ever used Kato Unitrack in a project – the visitor was considering it but as the system is quite radically different to other makes, wasn't sure.

Long-term readers might remember in late 2016, I built a continuous run model that

fitted in a plastic box with this track. At the time, it was handy as the layout was built for speed rather than strict authenticity.

Perhaps it was time to have another go, but see how realistic the track could be made. It's certainly easy to use and, since the point motors are built in to the turnouts, ideal for building on a shelf. The moulded-in ballast looks a bit plasticity though, and the units are awfully tall.

Armed with the list of available track pieces, inspiration from RMweb, and the idea that I'd like to model something from the blue diesel era of the 1970s, I came up with a simple plan. I won't pretend that this is an interesting layout to operate. Truth is, it's more a moving diorama, but shows an era full of nostalgia for people like me.

Presumably that's why we are seeing more layouts set in this period.

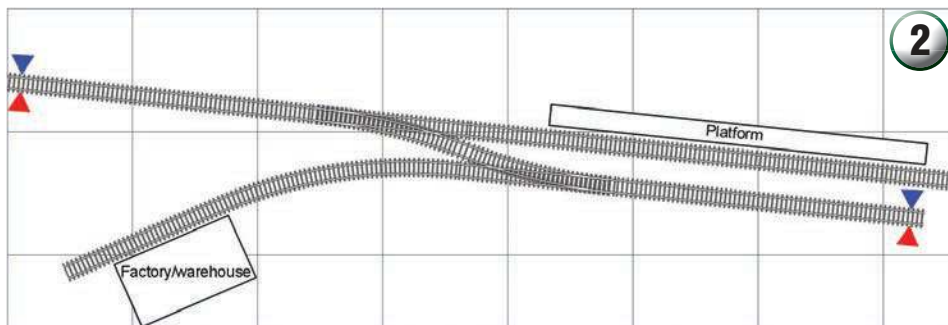
Working in N gauge introduces a number of challenges scenically; the main one being not to overdo textures. Tarmac in the small scale is to all intents and purposes, smooth. Grass is short – my normal 4mm fibres being a scale 2ft tall and even ones half that height represent something that hasn't seen a mower for a very long time.

That said, the techniques used here are relevant to other scales, showing just how much we can all learn from each other.

Anyway, it's time to head back to the era of *Slade*, *The Carpenters* and watching *The Sweeney* on TV, before heading off to an unloved station halt where the shelter might keep the rain off, but smells a bit dubious.



1 A shiny white shelf isn't the greatest base for a realistic model, so I spray a mix of red oxide primer and Railmatch track colour over it. Left to dry, the result is matt and mud-coloured. This step wouldn't be necessary if Ikea made mud-coloured shelving, of course.



2 My plan is pretty simple - a single-road station and siding for a factory or warehouse. All this was drawn up using the free version of AnyRail track planning software. Being able to use the correct track modules means at least I know it will fit on the board.



3 Kato Unitrack is the perfect system for layouts built on a shelf because the operating motors are built into the points so you don't need to allow any space for them underneath. Being able to connect and disconnect the track without damaging it is helpful too, just in case the planning isn't quite as good as it should be.



4 One thing that, in my opinion, is better under the board are the wires, so to allow a bit of space for them, I fit some rubber feet on to the bottom of the shelf.



5 Checking that you can fit enough stock into headshunts and platforms is an essential step. In this case, a Class 20 and long-wheelbase wagon fit with a little shuffling of the plan. Kato track is robust enough for the whole layout to be slid around the baseboard. Once I'm happy, I draw around it with a pencil so it can be removed.



6 A job easier to do on the bench than on the layout is painting the rail sides dirty brown. The bare metal doesn't seem to take paint very well, but acrylic Railmatch sticks reasonably well. Don't paint the area around the tiebars as it's easy to stop the motor working and then you have to dismantle the unit to remove the paint. Something I found out the hard way!



7 Point controls plug in under each motor and are supplied with plugs already fitted to the leads. This means a big hole is required under the board, so I use a 22mm wide spade part in a power drill. Overkill, a smaller hole would work, but this way I don't have to be as accurate with my positioning and the point will cover everything up.

WHAT WE USED

Kato Unitrack

www.gaugemaster.com

K20-000 Unitrack (S248) Straight Track 248mm

K20-140 Unitrack (R381-30) Curved Track 30

K20-221 Unitrack (EP481-15L) Right Hand

K24-039 Unitrack Ballast (200g)

K24-840 Unitrack Turnout Switch

Hornby

(R7208) Bushes

Peco

(NB-66) Platform Ramp Side,

(NB-26) Platform Edging and Ramp, Brick Edging

Ratio

(217) Lineside Fencing, Wood Brown

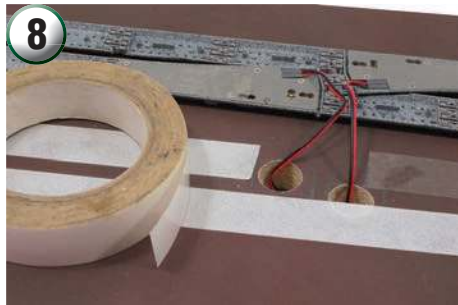
(260) Home or Distant Signal kit

Woodland Scenics

(S190) Scenic Glue

(FS615) 2mm Static Grass Light Green

(FS614) 2mm Static Grass Medium Green



While you can drill and pin the track, double-sided sticky tape works perfectly well. If your baseboard is plywood, carpet tape is a little more forgiving but thin tape from a stationers also works OK.



All the roadways are 2mm thick Daler Board card painted with a mix of Phoenix Precision tarmac and concrete colours. Spodging paint on with pieces of sponge helps the shades to blend and avoid a uniform colour. Dabbing a little talcum powder on the paint as it dries helps a lot too, without producing an unrealistic coarse surface texture.



To reduce the visual height of the track, I fill up the gaps between lines with Kato ballast. This is fixed in the same way as normal ballast, a spray of water followed by a PVA/water mix with a couple of washing up liquid drops to reduce the surface tension.



N gauge grass in a field full of cows would be short, so I start with a layer of Woodland Scenics Scenic Glue which has the advantage over PVA of drying matt so we don't end up with shiny mud showing through any gaps. On to this is sprinkled a good, thick layer of mid-green scatter. Put plenty on and then gently push it into the glue with the palm of your hand.



Where the track leaves the baseboard, it needs to be cut to length and I find a piercing saw with a fine metal blade perfect for the job. Work slowly as the plastic ballast can melt and re-join behind the blade if enough heat is generated in the process.



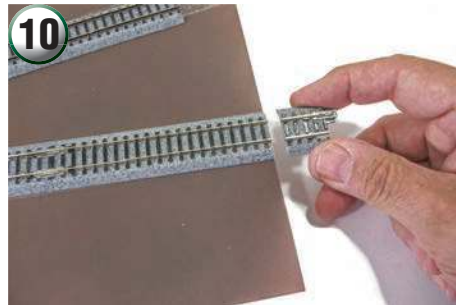
Hills are formed using expanded polystyrene shaped with a Shesto hot wire cutter. Work in a well-ventilated area when doing this as the fumes given off are dangerous if inhaled in large quantities. Although those from a small job like this aren't a serious issue, better safe than sorry. They don't smell nice anyway.



Although there are track pieces in the range to connect the electrical feeds, 'cheapskates' like me just clean the rail sides and solder wires to the rails, exactly as you would do for any other system.



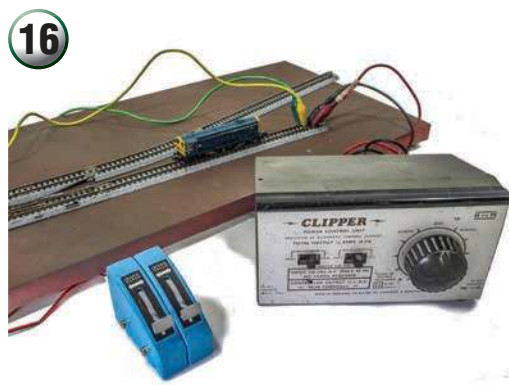
The big advantage of a little layout is it can be turned upside down to shake the excess scatter off. This can be swept back into the pot for reuse. On a bigger project, use a vacuum cleaner with a handkerchief over the nozzle instead.



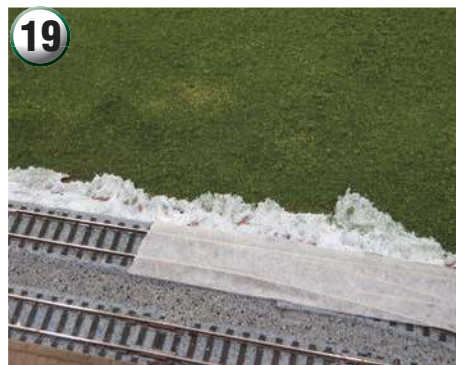
Don't throw away the piece cut from the entrance track as this will be needed when building a fiddle yard in the future. I haven't built this yet, so the piece is safely tucked away in a bag and taped to the bottom of the model to stop me losing it.



Smooth the contours with some DIY store wall filler. A wet palette knife makes this job a lot easier, and if you can find someone who decorates cakes, they will make an even better job of it as it's the same technique for applying royal icing.



Time for testing. The Kato point switches are an essential part of the system and they need to be fed with 12V DC. Kato controllers have press-stud connections on their sides for this, but I cheated using the controlled output from the back of an old H&M unit. Don't connect to the 16V AC output, though.



Once the scatter is fully dry, another layer of Scenic Glue is applied along the line where the lineside fence will be fixed later. You'll notice that the points have been masked to keep glue and other material out of the moving parts.

20



A layer of 2mm long electrostatic grass is applied to build up the less well-cared for grass areas. The photo shows it after vacuuming but before the glue is dry, which is why it looks lighter.

21



To add more texture along the fence line, I cut a mask in some scrap card and spray hairspray through the hole. This creates a sticky surface for more scatter or static grass to be added.

22



Ratio lineside fence is fitted into holes drilled in the baseboard and fixed with Scenic Glue. I use a blob on some plastic and then dip each fence post; it's easier than trying to squirt small amounts from the bottle.

23



Time for some 'bodging'. Where the fence doesn't quite touch the ground, especially over undulating surfaces, a little blob of glue on the bottom followed by coarse flock hides the gap and looks perfectly natural.

24



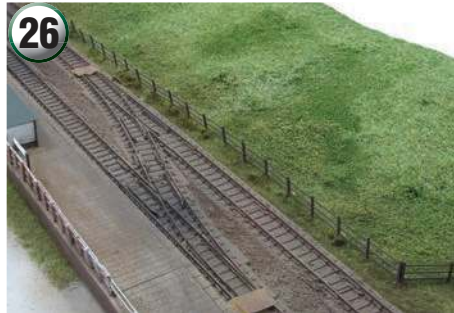
Concrete posts are square section wood, painted and then fitted in holes. There should be wires between each post but these need to be so incredibly thin in this scale, that I decided to leave them rather than use too fat a material.

25



Buffers are plastic Peco kits fixed with superglue. The lugs on the bottom need to be trimmed for them to grip the rail sides properly as they aren't designed for Kato

26



With the tiebars masked, all the track is airbrushed with acrylic paints from the Lifecolor range. Mostly I use Track Dirt, but with rustier and black in some areas. The over-spray deliberately covers the grass, fences and anything else close to the trackbed.

27



The signal is a non-working plastic kit from Ratio. It's a bit fiddly to put together but there's no space under the board for a working Dapol version. Let the glue dry properly between each stage

28



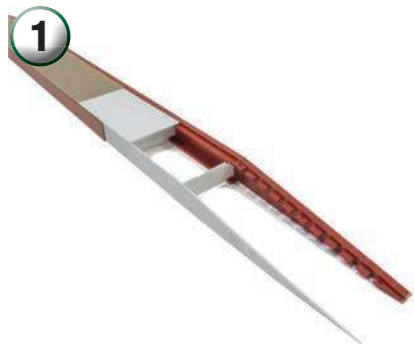
Small trees come from the Hornby OO gauge Skale Scenics range. These have round bases, but I pull them off with small pliers and plant each one in a hole made in the hillside.

29



The finishing touch is the addition of a couple of vehicles appropriate for the era modelled. The Citroen 2CV is from Oxford Diecast and Leyland FG van from Base Toys. Blobs of Scenic Glue are strong enough to hold both in place.

BUILDING THE STATION



1 Peco platform edging pieces and ramp are glued together to make the front face. Behind this, the rest is made from strips of 1mm thick Plastikard topped with more of the same. Embossed Plastikard bricks and paving slabs finish the model.



2 The biggest challenge provided by the Kato track is that with the moulded-in ballast, because it's quite a lot taller than other makes. If you look at the DMU, passengers will have quite a step up to get in the doors, so both the station and factory benefit from being raised on 2mm thick card.



3 Finding some Ratio platform fencing leftover from an old project, I remove a few pieces to make it look a bit worn for the back edge. With none for the ramps, I improvise with some Slater's Microstrip, matching the distances between the posts, but just putting on a couple of rails.



4 The basic shelter needs to be made from very thin material so I'm using 0.2mm thick brass. Cut it with an Olfa cutter, scoring the lines until the metal can be snapped along them. There aren't any plans, but according to the Internet, bus shelters are 7ft tall, so I assume station shelters will be the same. Photographs suggest the panels are square, so I'll improvise.



5 The walls are soldered to a brass roof. Using metal might seem like overkill, but you'd need at least 0.5mm thick plastic for this job, a scale 3in thick, which would make the building look clumsy and yet the model would still be fragile.



6 The framing is very fine Slater's Microstrip fixed with superglue. This is much easier than trying to solder wires in to do the job. I know, because this is my second attempt at this shelter and the first is in the bin.

7



After a coat of primer, the model is brush painted, then dusted with weathering powders. The sign is made from plastic strips with a name designed on the computer. The correct font for this can be downloaded from RMweb – the link is in the Billy Bookcase section of the site.

BUILDING THE FACTORY

1



The starting point for my model is this somewhat battered Metcalfe Models card kit unearthed from a cupboard in my local model shop and bought very cheaply.

3



My first plan had been to scribe the roof tiles, but when I discovered that sliding a sharp blade along the joints with the walls would release the cardboard roof, I took out the windows and made a complete replacement from corrugated Plastikard.

2



Using a template made from scrap paper, pieces of Slater's embossed Plastikard are cut out and stuck to the surface with solvent-free UHU. Allowing an overlap at the corners lets me cut these back accurately, once a wash of plastic solvent applied in the corners has dried.

4



After painting the walls with pale cream (Humbrol 121) and then dry-brushing the bricks with Humbrol No.70, the model is given a generous dose of dark brown weathering powders to make it look suitably mucky.

EXPERT TIP



Changing scales

Working in a different scale to the one you normally model in presents some challenges, but can also be great fun.

My biggest problem is that I don't have the stash of pieces in N gauge that I have for OO gauge modelling. If I need Plastikard or kit bits, I have to plan ahead and buy them in especially rather than just rooting around in a cupboard. I need to be organised.

N gauge initially seems so small, but after a while, you get used to this and your cutting and painting skills improve, something that will pay dividends when moving back up a scale or two (O gauge figures now look massive!) for the next project.

The biggest downside? Needing to wear my reading glasses to see what I'm doing more often. It makes me feel old!



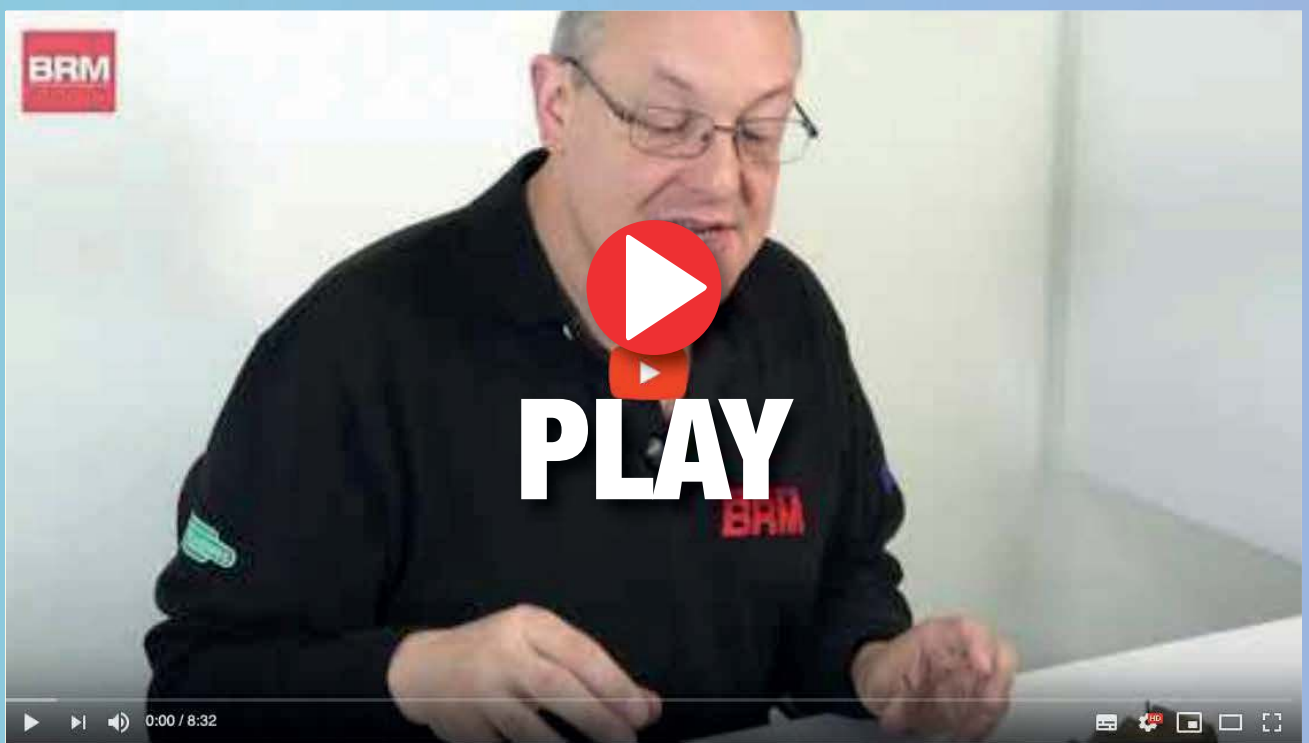


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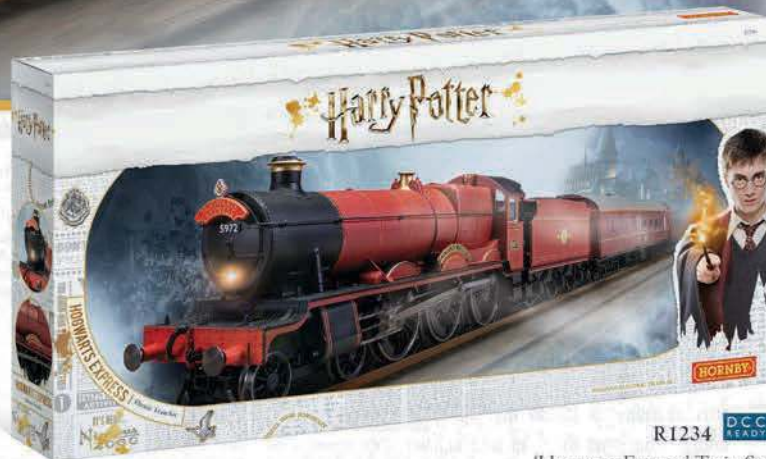


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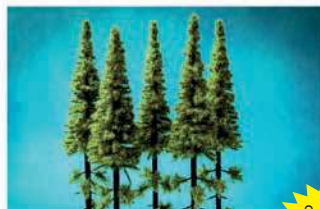
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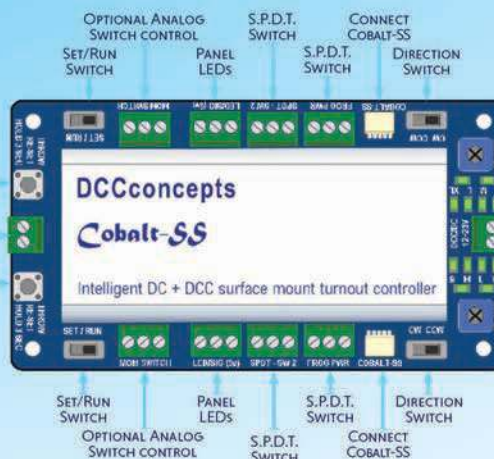
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BRM meets...

THE MODEL CENTRE

TMC puts digital at the heart of its business with the launch of its latest website, Debbie Wood pays the team a visit to find out what else is in store.

Nestled away in the very heart of the North Yorkshire Moors National Park, TMC's idyllic spot is quite possibly the most beautifully-sited model shop in the UK.

Located in the small village of Beck Hole, its stunning backdrop is the ultimate juxtaposition from the company's Manchester Trafford Centre beginnings back in 1998.

The family-run business specialises in custom finish models and prides itself on its premium service. Now, with the launch of its new website, father and son, Chris and Alex Yates plan to take the digital world by storm, reaching even more customers than ever before. With so much going on, we decided to pay the team a visit.

Digital Evolution

Over 95% of TMC's business is mail order and, because of this, coupled with some fierce competition, continuing to develop online has been a key priority.

Over 16 months in the making, TMC's latest rejuvenated website was launched last month and offers far greater communication

for the railway modeller.

"We've got a pre-order policy that's really prominent so that customers know exactly what they're getting; it's all clearly written out for them. We've not only improved the look and functionality of the website, but we've also aimed to make it as easy as possible," explains Alex.

TMC wanted to be competitive online and recognised that it was missing out big by not offering pre-orders, something Chris admits was a mistake not setting up initially.

"There was such a scramble. It was like the gold rush for manufacturers to announce things, almost to stake a claim on it. It meant that products were being launched earlier and earlier, even at artwork or tooling stage, and we wanted to avoid that and advertise only available products. But by taking this approach we were missing out massively to our competitors," Chris explains.

Now TMC has launched a pre-order facility online, but aims to only announce products a year to 18 months in advance. On pre-orders, customers can add all the various features TMC offers into the basket including weathering and DCC, and when the new

model is available, it'll be delivered to the specification they want.

"You have to look at things from the other side of the counter. If you have a budget to work to and you've already spent it on a new locomotive and six months down the line it hasn't arrived and then a year, how is that helping the industry? The customer continues to chase and the retailer is at the sharp end. With our special commissions we like to advertise them when we have a confirmed delivery date," says Chris.

Communication is King

In the initial stages of development, launching a pre-order facility was hot on the agenda, but ensuring excellent communication with the customer has also been a key focus. Back in early 2018, the team at TMC was busy collating all the customer feedback received and quickly realised there was a greater need for more information. Now all products come with a variety of detail including the era the model is from, if it's DCC ready, the number of pins required to make the models DCC ready, whether it's weathered or pristine, and the



expected delivery time.

"The more information we can put on the listings, the more the customer is at ease. So unless they have an issue, and our quality control process eliminates that, it should move as smoothly as possible," Alex explains. "It's all about communication for online. Most of our business is repeat business and we want to shout about the fact we have this new website that makes it easy for the customer to communicate with us."

To help improve things further, another of the website's latest developments is the contact form, which Alex admits, the team will reply to even out of hours, sometimes as late as 22.00 at night!

A good reputation is built on consistently offering quality and surpassing customer service expectations, and TMC has a very strict quality control process. All models are tested as they arrive and it helps to speed the process up massively and reduce the likelihood of anything being returned. Now, with the improvements online, it is also less likely that the weathering isn't exactly what the customer wants either, as they can specify more information.

"There might be an occasion when something hasn't gone exactly right; no one is perfect. It's how you communicate and correct those mistakes that are important because we don't want to lose any customers," Chris says.

"A lot of the customers are very individual and we just try and cater for what they want," Alex adds. "We had a customer the other day who wasn't happy and it wasn't what he wanted in terms of weathering. He was happy to leave it at that, but I persuaded him to send it back and he gave me the exact details of what he wanted and now he's over the moon."

In-house Expertise

Its stunning location to one side, the greatest surprise during the visit to TMC is the sheer amount of stock on display and stored at the site. It feels like a Tardis and to get that amount of variety in such a rural location is quite rare.

When Chris brought the farm in 2005, he had little comprehension of the size that TMC would grow to and he puts all of its success down to the hard-working staff, most of whom have been there since the beginning.

"It's about being in the right place at the right time," he explains. "Not locality but at the point of view of coming out of traditional shops and going into an internet



environment, spurred on by some of the staff. They wanted to do it and have been with us since they were teenagers. Continuity and retention of expertise are all part of the ingredients - when you get great staff you don't want to lose them.

When we set out, we never imagined we'd ever grow to the stage we're at and we're probably in the top 10 dealers in the country in terms of stockholding and sales, and that is something we want to build on. But we are of the same mind as some of our suppliers in that we want there to be lots of choices, and we want there to be lots of dealers. We don't want it all, we just want to provide what customers want with good service and a bit of a smile. And that's it really. We have no plans for world domination."

Weathering is an important part of TMC's history and Chris was one of the first to bring it to market. Back in 2000, when catalogues were filled with shiny locomotives and people liked the 'fresh out-of-the-box' look, it was a customer request that led to TMC's first weathered locomotive.

"We were based in the Trafford Centre at the time and we'd sold hundreds of the *Duchess of Hamilton* locomotive," Chris recalled. "We were converting them from *City of Liverpool*, changing the numbers on the cabside, on the smokebox door, and putting etch brass nameplates on. They looked lovely, even then when they had the shiny valve gear. Then a guy asked for one but asked that we make it look dirty. He wanted soot on the top, brake dust on the wheels and generally weathered to make it look like it had been in service. I looked at him confused but went away and did it and when we presented the model to the customer, he was over the moon with it. I have to say, it looked fantastic and that's how we started weathering."

Future Products

TMC is constantly building its ranges to broaden what they offer, and exclusives which find the right niche is an important part of the growing the business. Chris

admits that specials don't sell quite as fast as they used to because there are more manufacturers and more choice, so research is essential to ensure new products are successful.

A key new model for the team will be the LNER Class G5 from Bachmann, which was announced at Model Railway Scotland a couple of years ago. TMC commissioned Bachmann to produce a OO gauge model of the G5 with a fitted speaker and firebox LEDs, due to hit the shelves next year.

TMC also has its exclusive Bachmann Class 40 that will be ready for customers in the spring. Despite being on order for nearly 18 months, it was only announced a couple of months ago because TMC doesn't want customers to wait too long.

Another exclusive commission is a Class 25 from Heljan - the last locomotive to wear BR green. The team is hoping to have the new model here in time for Christmas.

"We don't want to be different for the sake of it," Chris concludes. "But we did want to have exclusive products with lots of customisation options and then have this in-house workshop which, as well as all the things you programme, offers customers the complete package."

"There's always been lots of aspects to model railways and what makes them attractive. You learn so many things. Some people are interested in the running, others the electronics, or trackwork, and some people are interested in the scenery. We are simply here to help them on their way to creating the layout they want."



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REVOLUTION TRAINS MMA/JNA EALNOS BOX WAGONS

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Expected to arrive mid-August, the second OO gauge model to be produced by the manufacturer represents the MMA/JNA 'Ealnos' box wagons. Available in DB red, Ermewa grey, Ermewa/Tarmac grey and VTG dark blue (pictured) from its website, or alternatively, in GBRf (pictured) and VTG/Mendip Rail silver liveries exclusively from Kernow Model Rail Centre's website. A choice of five running numbers per livery is provided, one of which has a battery-operated working tail lamp, hidden by a false floor.

Price: From £41.00

W: www.revolutiontrains.com

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UNIT MODELS OO-087P SKIP TWIN PACK



From smaller house renovations, to large building sites or industrial wasteland, skips can be found in many locations and in varying states of repair. This pair of injection-moulded 'midi' six cubic yard skips, formerly manufactured by Unit Models, is now produced and stocked by Frizinghall Model Railways under the Unit Models name. Weather at your leisure for a distressed look.

Price: £4.99 (pair)

W: www.modelrailshop.co.uk

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Price: £ see your local stockist

W: Find your local stockist at www.albionhobbies.com

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SCALE MODEL SCENERY LX232-OO PAVING SLABS AND LX212-OO TV AERIALS

Representing 3ft X 2ft paving slabs as often used on platforms, outside stations or on many street pavements, this 144mm x 271mm x 1mm laser-cut sheet could see use on many areas around your model. Lightly mist the surface with an aerosol held at a distance to create a textured stone or concrete effect. Those with OO gauge houses should take a look at its pack of TV aerials and satellite dishes for authentic detail. A choice of dishes and aerials is provided for properties from the 1960s.

Price: LX232-00: £5.99, LX212-00: £3.99

W: www.scalemodels scenery.co.uk

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SCENIC ROUTE MODELS TICKET BOOTH

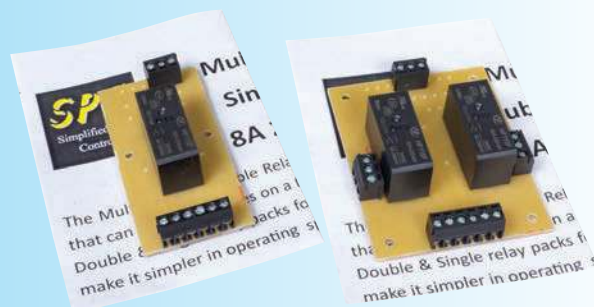


From platforms to attractions in country parks or theme parks, this small laser-cut kit is designed to be easy to put together, measuring 60mm x 40mm x 42mm when assembled. The roof will require covering with a suitable finish of your choice, such as slate, tile or corrugated iron. Tab and slot construction ensures a neat fit to bricks on the corners of the building.

Price: £5.00

W: www.scenicroutemodels.co.uk

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UNIT MODELS O-105P 3D-PRINTED PAINTED LINESIDE HUT

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Lineside huts were once commonplace on the rail network, used to store smaller items and platelayers' equipment for maintaining the track. Of varying designs depending on the railway company, these small huts could be found at regular intervals along lines where platelayers or 'gangers' stored their tools. This 3D-printed model is hand-painted and has a little weathering, is ready to add to your layout.



Price: £12.99

W: www.modelrailshop.co.uk

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HEATER KIT

Designed to be fitted to Hornby A1s and A3s to depict The White Knight and Shotover is this ACFI water feed heater kit from Niu Models. The set of parts include the ACFI pump, ACFI support bracket, zenith separator, boiler feed clear and smokebox mixing chamber. The parts are 3D-printed and come with a set of etched nameplates, requiring brass rod in 1mm, 0.8mm, 0.5mm diameters for pipework and 0.25mm plastic sheet to complete.

Price: £19.50

W: www.niumodels.co.uk

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Designed for artists, but equally useful when using models, this selection of nylon brushes stocked by DCC Supplies feature a plastic push button that can be squeezed to control the volume of fluid more precisely. The nylon hair brush keeps its shape, so it will not spray or smear. The brushes can be used with water or ink too, ideal for figure painting.

Price: £2.00 each

W: www.dccsupplies.com

GAUGEMASTER GM422 SITE OFFICE AND GM417 BUILDING SITE ACCESSORIES

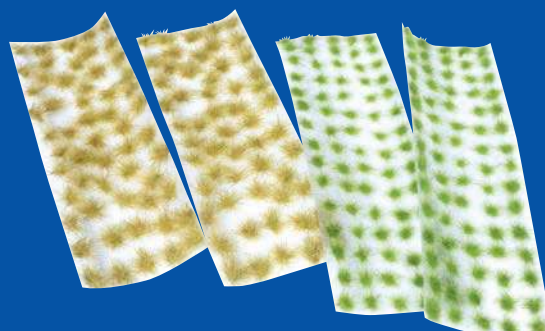
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These two kits can be used separately, or paired together for the ultimate building site cameo. Injection-moulded in coloured plastic to make their painting easier, its site office kit is a fair miniaturisation of the many containerised cabins that are temporarily placed on building sites to act as offices or mess rooms. Its building site accessories kit comprises of scaffolding, cast concrete shapes, a mobile generator, compactor, toilet, skips and smaller sundries.

Price: GM422 £16.25, GM417 £22.00

W: www.gaugemaster.com



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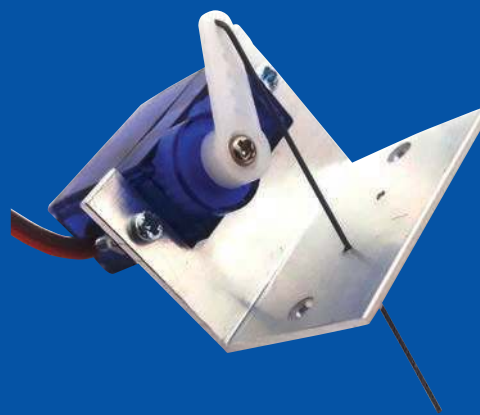
MODEL SCENE 050-21S SPRING AND 050-47S BEIGE GRASS TUFTS

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Price: £ see your local stockist

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W: www.rkeducation.co.uk

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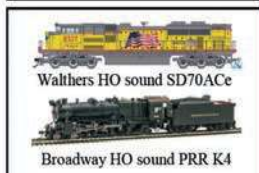
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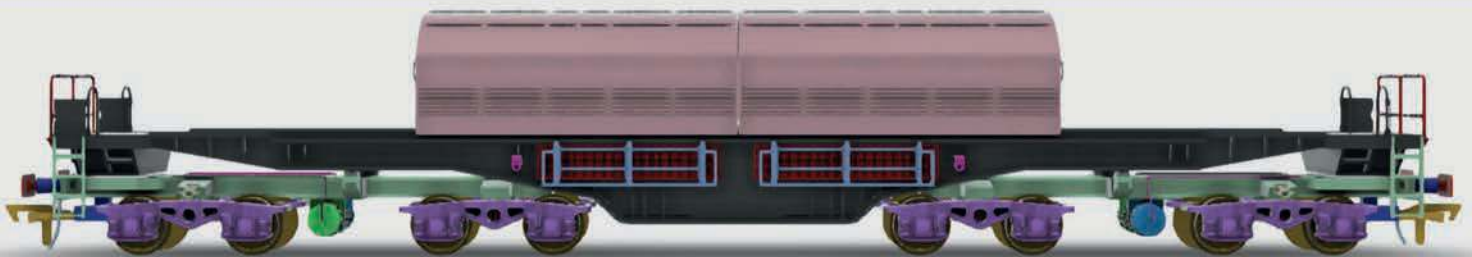
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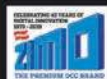


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CHELTENHAM MODEL CENTRE DAPOL 'WESTERN'

Words & Photography: Andy York



I surprised myself when I looked back to find when Dapol first introduced its model of the 'Western' and discovered it was early 2013. I will admit that I am biased with my interest in the WR hydraulics, but Dapol's 'Western' is still one of my favourite OO gauge ready-to-run models and the years have not aged or condemned it.

At the research stage, moving toward the CAD development there was a lot of input from RMweb members in analysing dimensions, shapes and the look of a prototype, which had seen several iterations from different manufacturers failing to capture, with accuracy, Misha Black's attractive design.

Cheltenham Model Centre has commissioned Dapol to produce three exclusive editions, all wearing the classic maroon livery with small yellow warning panels. The intent of both the design and the livery was to match BR's Mk.1 coaching stock in use on express services at the time.

D1000, the first of the class, initially wore its unique Desert Sand livery from delivery in December 1961 to October 1964 when it was repainted into maroon livery but retained its unique, to the class, cast

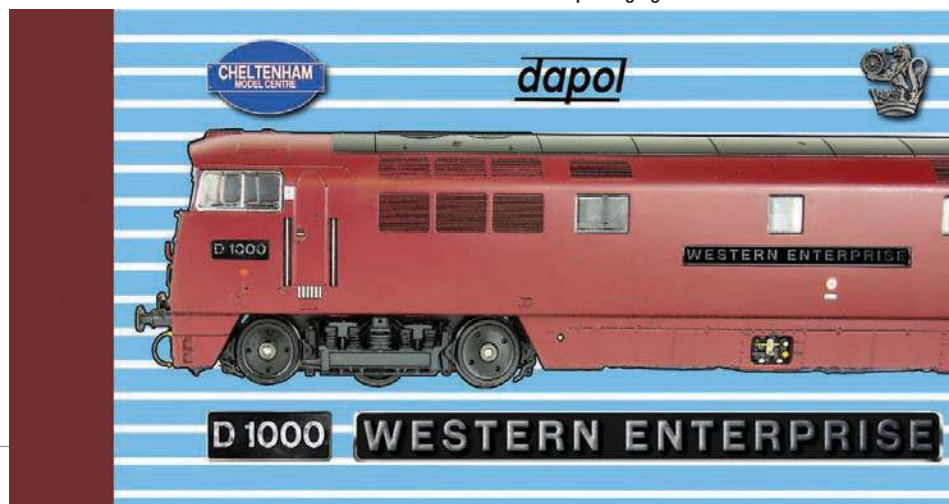
aluminium lion and wheel motif beneath the secondman's windows, which has been accurately captured on this model. The model also captures the grille modifications made at this time to the valances below the buffers that were later plated over when repainted into corporate blue livery. The model also correctly features the larger cast nameplates than the rest of the class, which *Western Enterprise* carried through its life.

D1006, *Western Stalwart* was released to traffic from Swindon works in July 1962, carrying the all-over maroon livery. It only lasted in this livery for a little of five months

before having a small yellow panel added. It was while in this livery that *Western Stalwart* became the second Class 52, after D1039, to be fitted with a circular Clear View Screen on the driver's side windscreen. The experimental wiper was fitted in November 1965 until removal of the feature in March 1967.

D1039, *Western King*, was built at Crewe Works and released to traffic in September 1962, carrying the all-over maroon livery with yellow bufferbeams. It was in this condition for less than a year when the more conventional yellow panel was added,

Cheltenham Model Centre have undertaken additional box art for the packaging.



in May 1963, and the yellow bufferbeam reverted to the standard maroon livery. In March of 1964 D1039 appeared sporting an experimental Clear View Screen. Over a period of seven months the experimental wiper was evaluated with mostly poor results; not necessarily because of its ability to clear rain, but the bulky surround was in impediment to a 'clear view'. The screens were removed from D1039 in October 1964.

The production of these models is strictly limited, with 300 models of D1000 and 350 models each of D1006 and D1039, which are now available to purchase at www.cheltenhammodelcentre.com, in store and at its many exhibition attendances.

The model captures the look of the class better than any which have gone before. It has a high specification for its price tag with a purposeful mass of 500g, all wheel pick-up and drive from its smooth and powerful five-pole motor with twin brass flywheels giving exemplary performance. I have a small fleet of these models that have given faultless service over the last six years or so, capable of handling 13+ coach trains.

The model hardly skimps on detail, though, as it comes out of the box with etched roof fan grilles and walkways (correctly offset), fitted etched name and number plates, separately-fitted wire handrails throughout, windscreen wipers, lamp brackets and the most lightly sprung of buffers. The modeller is saved one of the very time-consuming detailing tasks with these exclusive models as the roof panel lifting eyes come pre-fitted, but time can be well spent in fitting the bufferbeam detailing pipes and brake rigging outside the outermost wheelsets, plus cab steps and speedometer cable if layout curves permit the owner to get the best from the model.

Below body level, Dapol have accurately captured the look of the holed disc wheels,

which are readily visible on the prototype and still probably the best representation of bogie springing. The model features directional lighting, and cab lighting that highlight the superb representation of the driver's dash and the cab rear.

Access to the innards for fitting an appropriate 21-pin decoder is straightforward with four screws to remove at each corner of the chassis. It is worth noting that the chassis was designed for sound installations with a large space above the chassis block. The black foam can be peeled back from beneath the headcode display to allow insertion of the supplied headcode characters behind the glazed sections. I find these characters a little undersized, so the modeller may wish to source aftermarket alternatives.

Six years on and it's a model I can still love. These latest modifications widen the horizons for modellers - heartily recommended.

datafile

BASICS

Manufacturer: Dapol

CATALOGUE REFS:

Dapol - Class 52 Western D1000 'Western Enterprise' BR Maroon Small Yellow Panel
Dapol - Class 52 Western D1006 'Western Stalwart' BR Maroon Small Yellow Panel
Dapol - Class 52 Western D1039 'Western King' BR Maroon Small Yellow Panel

RRP: Standard version - £159.95

DCC Fitted - £186.95

DCC Sound Fitted - £284.95

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

Era: 5 to 7 and preservation

Company/Operator: BR

Weight: 550g

Body and chassis: Plastic and Die-cast metal

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension-lock

Accessories: Buffer-beam detailing, headcodes and panel lifting eyes



BACHMANN 'WESTERN PULLMAN'

Words & Photography: Andy York

The phrase 'rich uncle' has been used for premium train sets before, but most of us won't have such to put one of these sets under the Christmas tree, so we're going to have to take care of ourselves! This is an amazing flagship model for Bachmann with not just the much-acclaimed six-car Pullman at its heart, but it also includes the well-featured Dynamis Ultima DCC system.

The Ultima system may seem overkill for a train set, but it should be considered as the future system for your entire DCC layout. It contains the Dynamis handset and the Pro box, which boosts the power capabilities to three amps with the potential to add further power boosters for a very large layout. Up to four Dynamis handsets can be linked to the same Pro box to cater for multiple operators and additional infra-red receivers to position around a large layout if necessary. The Ultima system includes a USB interface to utilise the evaluation version of the Dynamis Railcontroller Software included within the set. This excellent software allows you to recreate a representation of your layout for controlling accessories such as point motors or signals and control your locomotives or units from a database on a Windows PC. A wonderful feature of this software is the 'RealSpeed' control where you can program movements at selected speeds for specific periods. The database includes all Bachmann and Farish products, which means that if you select a speed of, say

20mph, the software recognises the motor characteristics of a model and accurately reproduces just that. Complex sequences can be built up with comparative ease and be repeated by selecting that macro created by the user. This means that a sole operator of a large layout can start to build up a timetable of movements so that they can just watch trains go by while they enjoy the experience, or take up some yard shunting on a portion of the layout.

This set features a standard oval of track,

ideal for setting the system up and testing all the features and functions of the Pullman unit before setting it free on your layout. We covered the Dynamis Railcontroller software in detail in BRM April 2019 if you would like to delve into the potential of the system further.

Often referred to as a 'Blue Pullman' there were always two distinct variations, the six-car Midland Pullman, which ran between St. Pancras and Manchester and the eight-car Western Pullmans that ran between





Paddington and Bristol/South Wales.

The previous incarnations of the six-car unit have been in Midland Pullman form, but this model portrays the two Midland sets that were cascaded onto the Western Region in 1967. Soon after arrival, the two units were modified to run in multiple with each other as a 12-car train, which meant removing the lower part of the nose fairing to expose the coupling hook (it was behind a panel in Midland Pullman days) and the addition of high-level multiple working cables. Will we ever see a pair of these running on a layout to replicate the full 12-car train I wonder? Bachmann has replicated these changes by altering the tooling of the original model, which means that we will not see further production runs of the original Midland Pullman style of unit for the foreseeable future.

The reverse blue and grey livery of the six-car set was applied in 1967 and was carried through to withdrawal in 1973. The

model reflects the modifications made to the units before this date, with the cutaway section of the nose fairing to permit easier access to the drawbar gear for coupling the units together and the addition of the multiple-working cables to run the electrical and control systems between the two units. A six-car unit comprises of a pair of three different vehicles - a Driving Motor Brake First (DMBF), a Kitchen car (MFK) and a Parlour First (TF). The cars are lettered A-F and have handed electrical connectivity through the special connectors. The connectors between cars C and D are blanks so the two halves operate, in model terms, independently of each other but are paired under the same decoder address and thus respond to the relevant commands together.



datafile

BASICS

Manufacturer: Bachmann Europe PLC

CATALOGUE REFS:

30-420 Western Pullman 6-car DEMU in BR blue/grey livery

RRP: £949.95

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

Era: 5 to 8

Region: Western Region

Company/Operator: BR

Weight: 400g power cars / 200g passenger cars

Body: Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Couplings: NEM mounted tension lock between units, special connector between cars.

Accessories: Lamp cover discs, tension-lock couplings, uncoupler tongue, DC blanking plugs, re-railer

Under TOPS classification, the power cars became Class 251, whereas the eight-car original Western Pullman sets had different vehicles – DMBS, MS, TFK and only the TF common to both sets. This is the reason we are unlikely to see eight-car Western Pullman sets in model form anytime soon.

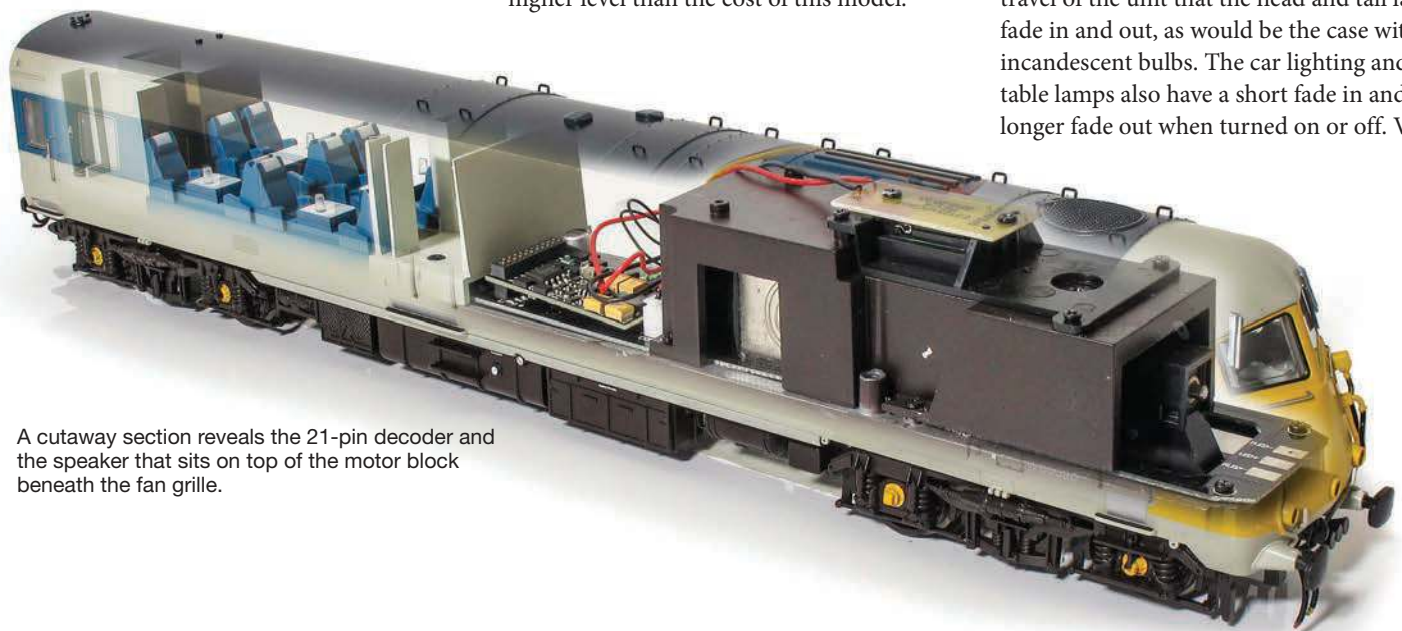
We know this is a good and well-regarded model and, whether you like this livery or not, it is exquisitely rendered in 4mm

scale. I regard Bachmann's decoration as the best in the market and the clarity of the white BR arrows, Pullman branding and car numbering against the pale grey background is spot on. Not only that, the definition between different coloured areas is perfect. A point to note is that the underframe detail and bogies are not black, but a deep chocolate tone; something I have failed to notice on contemporary photographs until I reviewed the N gauge version of this model in BRM April 2019. I have been fortunate to see some of the stages from the factory

and I have come to appreciate how exacting and how time-consuming some of the processes are. The masking and tampon printing processes are miniature wonders to behold. It is the time taken which makes the quality and the price tag applied to this and other models. When you add the time taken for each of the manufacturing stages and processes, the numbers start to make sense. Even if a kit were available to make such a model, the realisation of how much time would be taken to paint and decorate it to this standard makes it apparent that you would value such a creation at a much higher level than the cost of this model.

Some retailers will inevitably give customers the option of buying the unit without the Dynamis Ultima system, so if that's what you want then hunt around. If you need to justify the price to yourself or others, simplistically you can say that it includes a £300 control system and two £100 sound decoders!

A step onwards from previous versions is the remarkable additional light and sound features of the model. Directional lighting of the head and tail lamps on the nose is a given, but we can add in the controllable coach lights and table lamps too. It is noticeable when selecting the direction of travel of the unit that the head and tail lamps fade in and out, as would be the case with incandescent bulbs. The car lighting and table lamps also have a short fade in and a longer fade out when turned on or off. Very



A cutaway section reveals the 21-pin decoder and the speaker that sits on top of the motor block beneath the fan grille.



Cab lights are controllable and the LED head lamps fade in and out to give the effect of incandescent bulbs being turned on and off.

Bachmann has deployed two Zimo MX644C direct 21-pin sound decoders with a speaker in each of the power cars. No power cars survived into preservation, unfortunately, so the sound files have been synthesised from scratch, referencing archive footage. Also, a basic array of lights and engine sounds will be produced under analogue power.

Turn the lighting on and you'll hear a click of the driver flicking the switch at the leading end of the train. Start the engines in the power cars and one car will start before the other. There are multiple horn sounds to use and different files for different directions determined by which power car is leading the formation. While underway, there are options to increase or decrease the engine revs independent of the speed to assist in giving the impression of a lively start of a heavy train, which gives a pleasing variability to operating the unit with sound. The sounds are truly impressive, certainly

making the greatest impact I have ever seen from an out-of-the-box product.

The accessory pack includes head and tail lamp covers, tension-lock couplings to mount if you wish to run multiple sets and the all-important plastic tongue to assist in coupling and uncoupling the sets together. I have found that it is easier to assemble the two three-car halves of the train on their sides (on a suitable surface), then place onto the track and then bring the two halves together via the electrically blank connectors, as this is likely to cause less damage to the electrical connections. It is unlikely that you will need to access the interior of the vehicles unless you want to carry out further detailing, but the comprehensive instructions do cover this, as with all other maintenance and operational

matters. You'll want to keep the sound function leaflet to hand to refer to as there are so many functions.

I've enjoyed my brief time with this set immensely. My colleague Phil would prefer to have one in Nanking Blue, but I find this end-of-life livery far more to my taste, but then I love the railway of the 1970s.

The roof detail includes an excellent representation of the fan with fine etched grille and lifting handles for the power car roof panels.

The special inter-car connectors give electrical connections through each half of the train and maintain close contact on straight track.





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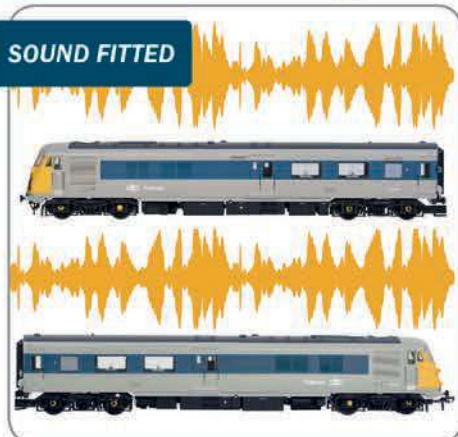
After transfer from the Midland Region in 1967, the two 6-car Pullman units had multiple working equipment fitted, enabling impressive 12-car trains to be operated; our model faithfully captures these modifications, prototypically taking as its basis our exquisite Midland Pullman.

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RIVAROSSA 'BIG BOY'

Words: Howard Smith Photography: Tony Wright

It's rare that we review a model based on a non-British prototype, though when offered the opportunity, on this occasion, we made an exception. Few locomotives gain a reputation that makes them worthy of the railway enthusiasts' 'hall of fame'. This internationally-recognised list sees Stephenson's Rocket, Mallard and Flying Scotsman – among a few others, some would argue – representing the UK. Battling for the US, surely the Union Pacific's 'Big Boy' 4-8-8-4 locomotives must headline? A mechanical testament in man's taming of steam power, these were arguably the heaviest steam locomotives built – weighing more than a Boeing 747 – and a pinnacle in engineering for their time, capable of hauling 3,300T trains up inclines reaching 1.14-in-100.

Hauling ever-longer freight trains at speeds of 50mph became increasingly strenuous for the Union Pacific's 4-6-6-4 'Challenger' locomotives over its main line between Green River and Ogden in Utah. A more-powerful class of locomotive was required. The American Locomotive Company (Alco) devised a new design with an enlarged firebox and increased boiler pressure. An axle was added to each of the driven sets, taking the 4-6-6-4 design of

the 'Challenger' to a 4-8-8-4. The class was a success, though their heavy demand on coal made them less economical as post-war diesel-electrics became increasingly wide-spread. Nine locomotives survived into preservation.

Historic Model

The class of 25, built between 1941 and 1944, was the subject of a model by Rivarossi around 50 years ago and its tooling has been updated several times over the years. Falling under the Hornby umbrella of brands sees the tooling appear in a beautiful, sturdy and large 32in x 8.5in black box – marking the 60th anniversary since the beginning of their withdrawals. Neatly-packaged inside the black foam-padded interior is a 3in-wide front number crest, painted gloss black and silver with a metal stand should you wish to display it. An accessory bag contains a plated lapel badge with the Union Pacific shield – a thoughtful extra.

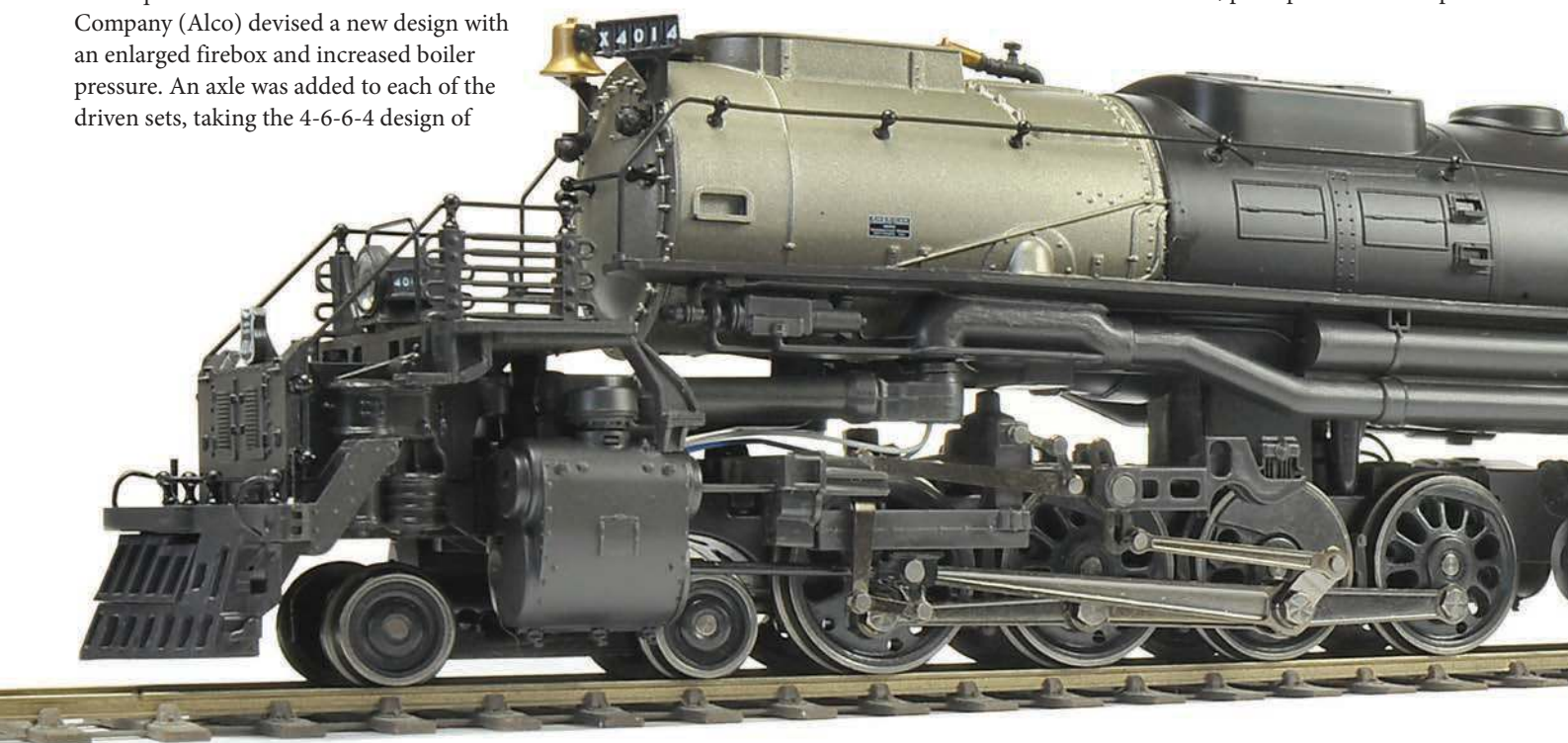
This celebratory model carries the number 4014, representing a member from the

second order of 10 locomotives in 1941. The final five of the class would be built in 1944. No. 4014 has undergone a recent restoration to main line condition, making this model a timely-release.

Gaining Traction

The key attribute of this locomotive class was its tractive effort. A first port of call before scrutinising the detail, I tested its haulage ability on 90 two-axle wagons, which it handled from a standing start. To test its limit, I increased this to 105, still without wheel slip, though the weight of the train became unstable on the curves. The locomotive's great power is largely because all of its 16 drivers are powered, combined with a locomotive-only weight of 542g.

The locomotive is powered by a large motor, driving worm gears via cardan shafts to two gear towers, one for each of its 'engines', powering the third axle from the front. Strangely, the foremost of these third axles has a traction tyre – something that is being increasingly phased out on new models – overkill, perhaps? Curves of up



to 18in radius don't phase the model, such is the level of articulation. Side-play in the axles of its tender, coupled with a trailing truck and articulated bogie offer freedom to negotiate complex tight-radius points. At full power, the locomotive appeared to run close to, or at its top speed, with plenty of torque.

Scaling Down

Rivarossi's effort to miniaturise this giant of railed steam power remains very acceptable by today's standards. Compromises – chief amongst which, its wheelbase stretched by a scale foot – provide sufficient clearance for model railways. Mould lines are a little apparent, most notably down the centre-line of the boiler, safety valves and along the high-pressure steam delivery pipes ahead of the front cylinders, though these aren't so apparent from normal layout viewing distances.

The backhead of these notoriously complex-to-drive locomotives is a one-part moulding – a far cry from Hornby's latest locomotives, but the enclosed nature of the cab keeps it hidden from view. Instead, more recent updates to this model have seen it fitted with cab glazing, anodised valve gear, finer brake gear and refined wheels with reduced flange size. The wheels benefit the locomotive the most – the raised running plate combined with the high axle count makes them prominent below the waistline. The dished front bogie wheels pose a common problem with manufacturers attempting to capture their shape.

Recent iterations of 'Big Boy' have seen a higher standard of paint finish with painted handrails applied, exemplified with this model. The latter are solid wire items and

withstand handling – as does the rest of the detail. An area that has stood the test of time particularly well is the 'pilot deck' – the term used to describe the raised front platform. Curved air-cooling pipes – a feature of earlier locomotives – have a little flash around the edges. The level of detail continues, the protuberant front cow catcher rotating to reveal a buckeye coupling – an impressive feature, though the tooling reveals its age with two air hoses moulded into the plastic.

The application of the satin black over detail is to a very high standard, as is the painting of the safety valves. Prototype photographs show the handrails extend too far on the smokebox door and lack the curvature to the pilot deck. Trimming or replacing with nickel silver wire is a quick cure for discerning modellers. Cab handrails and a spare geared driving axle is provided in the assembly pack.

Collector's Piece

This locomotive is aimed firmly at the collector. A few small flaws aside, in every other respect the model is very palatable by today's standards. Wonderfully-presented in its quality box, Rivarossi's latest 'Big Boy' belies its age. Where it

datafile

BASICS

Manufacturer: Hornby Plc

CATALOGUE REF:

Union Pacific No. 4014 (HR2637)

RRP: £384.99

Gauge/scale: 16.5mm / 1:87 scale (H0)

Era: 3 to 5

Company/Operator: Union Pacific

Body: Plastic **Chassis:** Die-cast metal

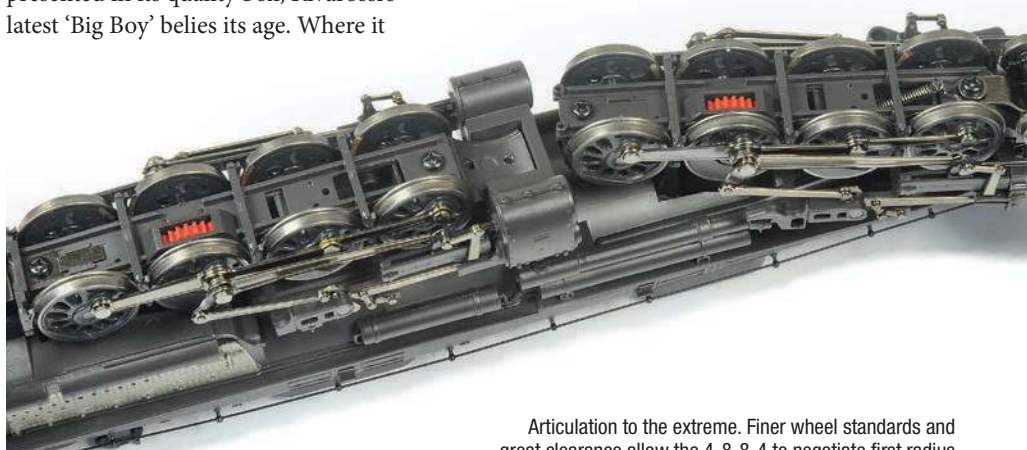
Minimum Radius: First (371mm)

Wheel Profile: RP25 **Weight:** 488g

Couplings: Die-cast metal

Accessories: Handrails, driving wheelset, pin badge, cast resin plaque with metal stand

excels in its haulage abilities – the very task for which the original class was built. Watching it haul lengthy trains with ease is guaranteed to raise a smile every time it hits your miniature rails. This proves how a good tooling can stand the test of time – particularly important on such an engineering icon as this. I don't model US-outline in H0 scale, but would I want this model as a collector's piece? You bet, buddy!



Articulation to the extreme. Finer wheel standards and great clearance allow the 4-8-8-4 to negotiate first radius curves - incredible! Weathering and patina can be used to highlight detail and bring the model to life.





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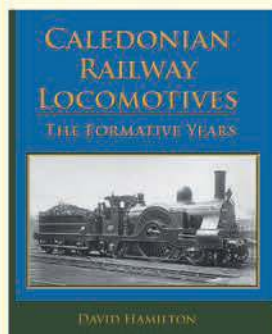
passenger service was withdrawn in 1953 although freight services continued, the route being converted to a light railway but farmers and growers had transferred to road transport. The central section closed to all traffic in 1960, whilst the eastern and western ends survived until August 1965 and April 1966.

256 pages, laminated board covers. ISBN 9781911038 58 0. **£30.00 + £4 p&p**

British Railways The First 25 Years Vol. 8: North East England County Durham and North Yorkshire J. Allan & A. Murray

In the eighth book of the series, we start on the ECML north of York and travel up to Darlington, stopping to visit the Works and shed, before continuing to Durham but stopping short of Newcastle. After exploring some of the branch and secondary routes off the main line, we move into the industrial regions, from Sunderland to Hartlepool and Teesside, visiting the new depot at Thornaby as well as the older steam sheds which provided the locomotives that worked the extensive freight traffic. We then turn towards the seaside, starting with the line which forms the bottom edge of our route, between York and the east coast via Malton and what is now the NYMR. Finally we travel down from Teesside to Whitby and end at Scarborough. Until 1957 the scene had hardly changed from pre-war days but then DMUs arrived and swept away the passenger tanks. Dieselisation of main line passenger services started around 1960 and 1961 saw the introduction of the 'Delatics'.

208 pages, laminated board covers. ISBN 9781911038 60 3. **£22.50 + £4 p&p**

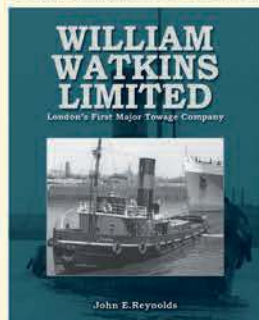


CALEDONIAN RAILWAY LOCOMOTIVES THE FORMATIVE YEARS DAVID HAMILTON

The Caledonian Railway was a major company, requiring a large stock of goods and mineral locomotives, whilst passenger trains varied from expresses linking the major cities to humble tanks operating rural branch lines on relaxed schedules. The first lines of the Caledonian Railway opened in the late 1840s but some of its later absorbed constituents dated from the 1830s. The locomotives varied from the 8ft singles to the humble shunting tank. The author describes all the locomotives built for the Caledonian and its constituents up to 1882, a convenient point to conclude this volume as it marks the retirement of George Britain. Several significant developments

are covered, as the early engineers struggled to understand the basic principles of locomotive design. Coal took the place of the more expensive coke and the proportions of smokebox, firebox and boiler had to be adjusted. Proper braking had to be installed and even the poor footplate crew had to be treated to more than a thin weatherboard as speeds increased. By treating these early aspects of design in detail, this book will appeal to all those who want to know more about how the Victorian steam locomotive developed.

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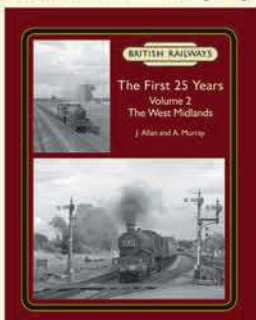


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On 27th February 2018, GBRf proudly unveiled their latest class 66 newly renamed 'British Rail 1948-1997' (formerly DB Cargo 66 250). The loco marks the 70th anniversary of British Railways.

As well as the spectacular repaint into BR Large Logo Blue, the locomotive also underwent a number of modifications to bring it up to GBRf 66/7 standards and reliability. This locomotive is something of a celebrity with railway enthusiasts and will be popular with collectors and modellers alike.

Our thanks go to GB Railfreight and Dapol for bringing this product to market.

Details:
DCC Type: 6 Pin Ready
Liveries: GBRf
'British Rail 1948-1997'
(BR) Large Logo Blue
Class: 66
Era: 10 (2006 Onwards)
Wheel Configuration: Co-Co
Finish: Pristine

Features:
Detailed body with etched grills and separately fitted hand rails.
Darkened wheels and pin point bearings.
5 Pole motor for smoother operation.
All wheel drive.
All wheel pick up.
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Dapol GBRf Class 66783 'The Flying Dustman' Biffa Livery



N Scale - Due Q1 2019 **RRP: £119.95 - PRE ORDER NOW**

On 28th March 2018, GB Railfreight 66783 (ex-DB Cargo UK 66058) was named 'The Flying Dustman' at York station. This locomotive was painted in Biffa corporate colours to mark the partnership between GB Railfreight and Biffa, the well known waste management company.

The name was chosen following a competition amongst the staff at Biffa who thought it an appropriate tribute to the somewhat better known train 'The Flying Scotsman'. Being a named example in an eye catching livery, this locomotive will be very popular amongst railway enthusiasts and modellers alike and we're grateful to both GB Railfreight and Dapol for bringing this product to market.

PLEASE NOTE - The picture we have used was taken prior to the naming of the locomotive. Our model will be of the named locomotive.

Details:
DCC Type: 6 Pin Ready
Liveries: GBRf
'The Flying Dustman'
Biffa Red/Orange
Class: 66
Era: 10 (2006 Onwards)
Wheel Configuration: Co-Co
Finish: Pristine

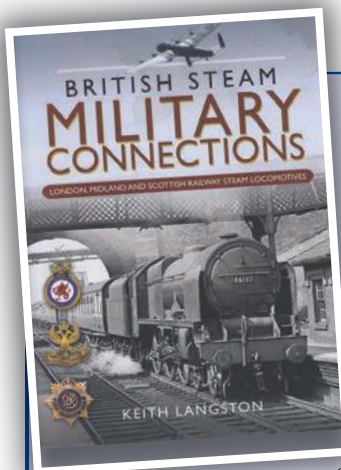
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BRITISH STEAM MILITARY CONNECTIONS LONDON, MIDLAND AND SCOTTISH RAILWAY STEAM LOCOMOTIVES, by Keith Langston, published by Pen-and-Sword

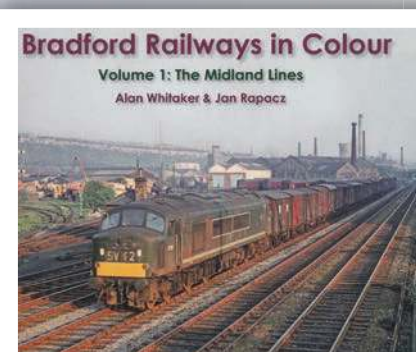
This is a fascinating book, exploring in great detail a subject not often covered in railway books; the close links between the railway and the military when it comes to naming locomotives. It's beautifully produced and printed, on high-quality gloss stock, with every photograph reproduced to a very high standard (some in colour). It's also very well-written; the author having a real grasp of his subject (other than his not knowing the difference between the lamp code for empty stock and an express – page 17). There are numerous views of immense help to modellers showing the individual locomotives carrying the military-themed names. There are also pictures of relevant, formal occasions and of the various characters involved. What I also found most-interesting were the photographs of the numerous warships after which many of the 'Jubilees' were named; the locomotives carrying on the time-honoured tradition of being named after something, named after something else; for instance, the names of mythical heroes/heroines or famous seamen being carried by ships of war, after which the chosen 'Jubilees' were then named. There are also most-useful histories of the various regiments and members of those armed forces after which many of the 'Royal Scots' were named. I was particularly intrigued by the contemporary correspondence highlighting the LMS' reluctance to name 6127 *Old Contemptibles*. Thankfully, any 'prejudice' was ignored. The day of the £30.00 book (and more) is now firmly with us, though this particular volume represents outstanding value for money. As mentioned, for modellers in particular it is invaluable, and for railway historians it's an absolute must. Indeed, I'm reminded of the 'education' I obtained as a trainspotter, all those years ago, just by learning about steam locomotive names! Thoroughly-recommended.

Price: £30.00 W: www.pen-and-sword.co.uk

BRADFORD RAILWAYS IN COLOUR VOLUME 1: THE MIDLAND LINES, AND BRADFORD RAILWAYS IN COLOUR: THE LANCASHIRE & YORKSHIRE AND GREAT NORTHERN LINES, both by Alan Whitaker & Jan Rapacz, published by Willowherb Publishing

These delightful, full-colour pictorial volumes are by a new publisher to me, but they're both a wonderful addition to any railway modeller's or railway enthusiast's library. As expected from Amadeus Press, the printing and production values are all to the highest quality. Unless I'm mistaken, it would seem none of the photographs has been published before. And, what a selection of photographs is presented therein to delight the eye! Most are taken quite late in the piece – really towards the end of steam, with most of the coal-fired motive power being rather run-down and dirty (often running without the names they once carried). New diesels are shown as well, some of these quite grimy, but also some brand new. This transitional time (now over 50 years ago!) is gaining in popularity among modellers, and these books will be of great help to those who wish to replicate the time. Despite the 'shock of the new', the pictures also show a steam-age railway infrastructure which has all but completely disappeared today; showing, as they do, mechanical signalling, long-closed stations and complex track formations. Without doubt, books to delight the eye, and, for this reviewer, a wonderful trip down memory lane; did I really, like one of the photographers (Derek Phillips), photograph green 'Deltics'? Entirely-recommended.

Price: £19.95 W: www.willowherbpublishing.co.uk

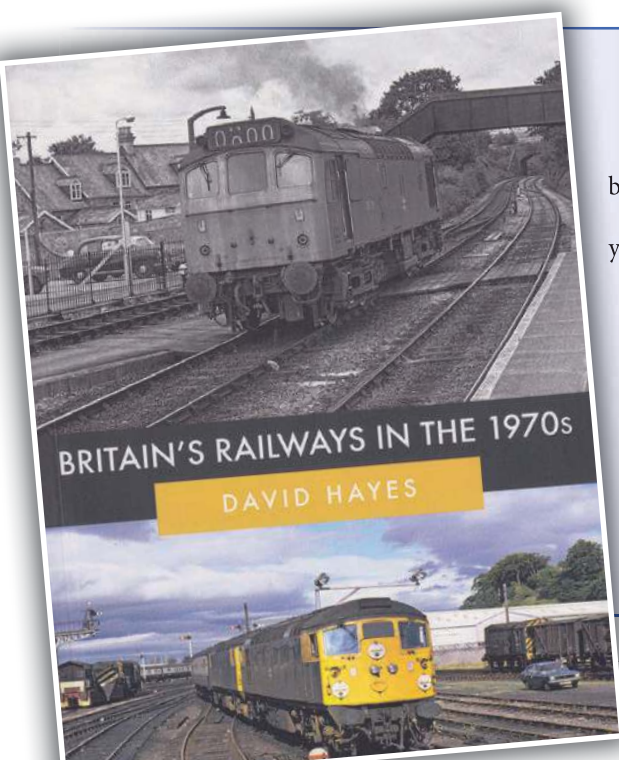


BRITISH RAILWAYS IN THE 1970S, by David Hayes, published by Amberley Publishing.

This is the latest in this popular, pictorial, mainly-colour A5 soft-back series from this publisher. The 1970s was a decade often looked down upon by railway enthusiasts, because it represents the BR corporate blue era (now fondly-remembered?). However, it's a good job that the likes of the author took so many excellent pictures during those ten years, because the variety on show is incredible. It's not just the number of different types of motive power and trains which feature, but also the wide geographical coverage as well. The author/photographer certainly knows his stuff about taking pictures, and the Nikon equipment he used was as good as anything in its day (I had a Nikon F and F2 for my picture-taking, so I know of the high-quality). And, that quality of imagery has been very well-reproduced within the 96 pages. The author's contemporary note-taking appears to be very diligent as well, with accurate dates and locations given. As with many pictures from 40+ years ago, what's also shown is a railway infrastructure now long-gone. For these images alone, I recommend this book to all railway modellers.

Excellent value for money.

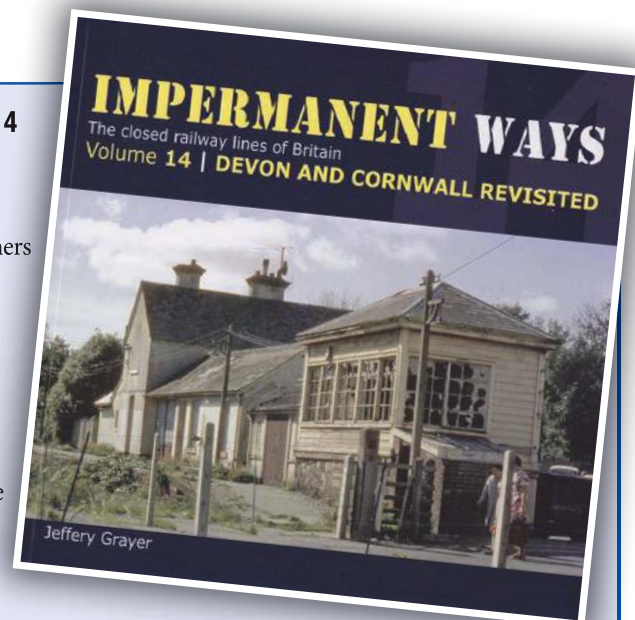
Price: £14.99 W: www.amberley-books.com



**IMPERMANENT WAYS, THE CLOSED RAILWAY LINES OF BRITAIN, VOLUME 14
DEVON AND CORNWALL REVISITED, by Jeffrey Grayer, published Crecy**

On occasions, there's a morbid fascination for closed, lifted and derelict railway lines. I think it buys into the nostalgia those of a certain generation feel, and this pleasant soft-back certainly taps into that. We should be grateful that photographers pointed their lenses at such abandoned relics - rapidly being reclaimed by Mother Nature. Once-delightful railway locations such as Tiverton, the Culm Valley, Moretonhamstead, Lee Moor, Sidmouth, Seaton and Callington feature within its 127 pages, along with many other sites. Even some stations still open are illustrated, but their current status is now so reduced. The pictures have reproduced well, and the captions are informative and accurate. It's probably highly-unlikely that a current photographer would find anything left at some of the sites to indicate that there ever was a railway present. Remember, many of the images featured herein were taken 50 years ago. A lovely book, if rather sad.

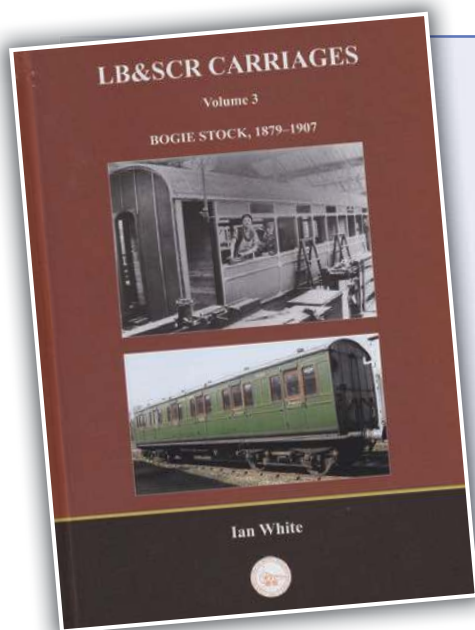
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**LB&SCR CARRIAGES VOLUME 3: BOGIE STOCK, 1897-1907, by Ian White, published by the
Historical Model Railway Society**

I've mentioned before that, as a past-President of the HMRS I have to express an interest, which means I always praise anything published by the Society very-highly. This lavish volume continues with the highest traditions of works written for the HMRS. It carries on entirely naturally from the previous two volumes on the subject, which described the 4- and 6-wheeled carriages of the London, Brighton & South Coast Railway. For any follower of the 'Brighton', this splendid book is an absolute must for the library; indeed any modeller's or railway historian's library. Once more Amadeus has printed a volume to the very highest standards, on high-quality gloss stock. The informative and accurate text is complemented by scores of rare photographs and excellent drawings. There are also a number of invaluable appendices relating to diagrams, build dates and withdrawal dates of the stock, along with much other useful information. Much of the stock described lasted well into Southern Railway days, so this is not just a book for devotees of the pre-Grouping scene. Some even lasted into BR days, and there are preserved examples still running. I look forward to Volume 4, which also includes Pullman cars. Entirely-recommended.

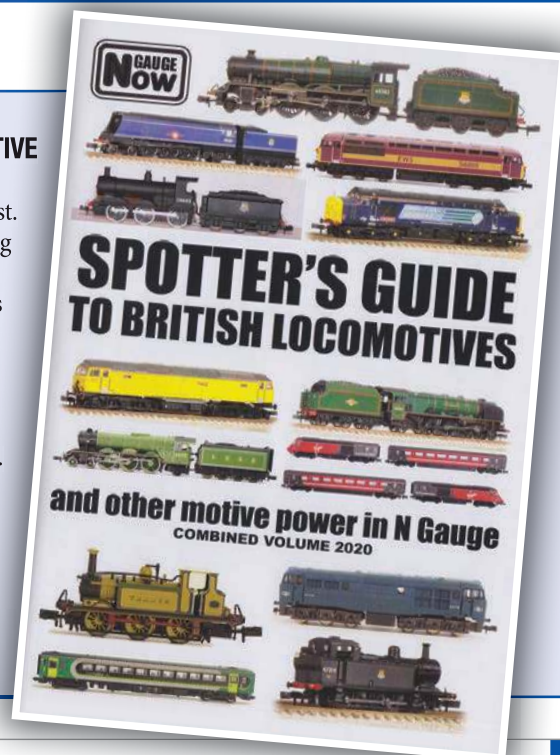
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POWER IN N GAUGE, COMBINED VOLUME 2020, compiled by Howard Foy**

For anyone interested in N Gauge modelling, this modest volume is an absolute must. Not being a follower of the smaller scale myself, I can only assume it does 'everything it says on the tin', because the coverage appears to be entirely comprehensive. Many of the numerous illustrations appear to be manufacturers' catalogue shots, which (as expected) have reproduced very well. All the variations of each individual model are listed, together with the relevant catalogue numbers. The dates of introduction and current status are also listed. The fact that 54 pages are needed to cover all the various models show how wide the range is. No current prices are given, but these could be obtained by consulting the various manufacturers' websites and catalogues. Most-interesting.

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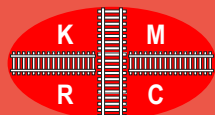


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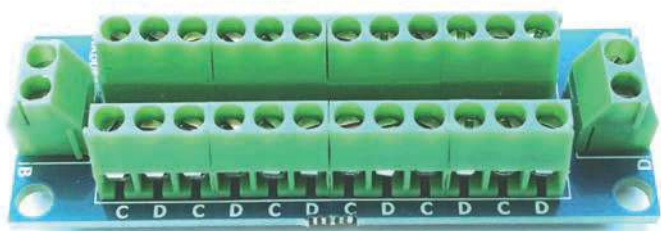
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EVENTS

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Warwickshire Event Centre, Leamington Spa, Warwickshire CV31 1XN
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
T: 01926 614101
W: www.meridienneexhibitions.co.uk

SEPTEMBER 28 - 29

Wessex Association Of Model Railway Clubs Autumn Exhibition The Blandford School, Milldown Road, Blandford Forum, Dorset DT11 7SQ
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prices: Adults £6.00 Children FREE
W: www.wamrc.co.uk

Boston Model Railway Society
Model Railway Exhibition Stickney Village Hall, 7 Miles North of Boston on the A16, Postcode for Sat Nav PE22 8BG
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prices: Adults £3, Family £7 (2+3)
Child £1
T: 07958 137122

OCTOBER 4 - 6

Taunton Model Railway Group
Exhibition Platform 1 Bishops Lydeard Station, Station Road, Bishops Lydeard, Taunton, Somerset TA4 3BX
Opening Times: Friday, Saturday and Sunday 1030 - 1630
Prices: Admission charges will apply
T: 07879 852736

OCTOBER 5

Sheffield Model Railway Society
Exhibition Davy's Sporting Club, Prince of Wales Road, Sheffield, Yorkshire S94ER
Opening Times: Saturday 1000 - 1600
Prices: Adults £4, Child 5-16 £2, Under 5 Free
T: 01709 555578

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WEBSITE

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www.world-of-railways.co.uk

Closing date for the
December issue is 15th Oct

Sudbury Model Railway Club

Exhibition St Peters Church, Market Hill, Sudbury, Suffolk CO10 2EA
Opening Times: Saturday 1000 - 1630

OCTOBER 5 - 6

Dorking & District Model Railway Club
Autumn 2019 Exhibition Oddfellows Hall, High Street, Dorking, Surrey RH4 1QT
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prices: Adult £5.00 Child £3.00 Family £10.00 (2+2)
T: 07810514070

OCTOBER 6

Ilford & West Essex MRC - Becontree
Showcase Bethel Christian Centre, Bennetts Castle Lane, Dagenham, Essex RM8 3XP
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prices: £2.00 all day Child (under 16) free when accompanied by an adult
T: 01708 701290
W: www.iwemrc.org.uk

OCTOBER 5 - 6

Fareham RailEx 2019
Park Lane, Fareham, PO16 7JU
Opening Times: Sat 1000 - 1730
Sun 1000 - 1630
W: www.fareham-mrc.org.uk/railEx-2019

OCTOBER 12 - 13

Renfrewshire MRC Model Railway
Exhibition Johnstone Town Hall, 25 Church Street, Johnstone, PA5 8EG
Opening Times: Saturday 1000 - 1700
Sunday 1200 - 1600
Prices: Adults £5.00 Child £2.00
Concession £4.00 Family £11.00
W: www.renfrewshiremrc.co.uk

OCTOBER 19 - 20

16th Wirksworth
Model Railway Exhibition
4 Exhibition Halls DE4 4FB
Opening Times: Saturday 1000 - 1700
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Senior/under 15 concession £5.00
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W: www.evra.org.uk

Lincoln & District Model Railway Club

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Sunday (0930) 1000 - 1630
Prices: Adults £8.00 Children £4.00
Family £20.00 (2 + up to 4)
W: www.ladmrc.co.uk

Hartlepool Model Railway Show

Hartlepool College of Further Education, Stockton Street, Hartlepool, Sat Nav TS24 7LB
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prices: Adult £6.00 OAP £5, Children £4, Under 5s Free, Family (2+3) £18
T: 01708 701290 **W:** www.gbmr.com

OCTOBER 27

Colchester MRC Exhibition Colchester County High School for Girls, Norman Way, Colchester, CO3 3US
Opening Times: 1000 - 1600
Prices: Adults £5.00, Family (2+2) £12.00
T: 07751623647

NOVEMBER 9 - 10

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T: 01708 701290 **W:** www.gbmr.com

TRAIN & TOY FAIRS

SEPTEMBER 8

Kidderminster - Toy Fair Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: £1.50
T: 01270 652773 Tony Oakes

SEPTEMBER 22

Ray Heard Train & Toy Fair - Newton
Abbot Racecourse Newton Abbot Racecourse, Newton Road, Kingsteignton, Newton Abbot, Devon TQ12 3AF
Opening Times: Sunday 1000 - 1530
Prices: £2.00 **T:** 01823 480097

SEPTEMBER 22

Haydock Park Racecourse Exhibition Hall, Racecourse, Newton le Willows WA12 0HQ (M6 Junc 23- 1 mile)
Opening Times: Sunday 1030 - 1400
Prices: £2.00 Child 50p **T:** 01513343362

SEPTEMBER 28

Jim Corr Toy & Train Fair - Gateshead
Gateshead Stadium, Neilson Road, Gateshead, Tyne and Wear NE10 0EF
Opening Times: Saturday 1000 - 1500
Prices: £3.00 Senior £2.00 Child £2.00
T: 07504035955

Ludlow - Toy Fair Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Opening Times: Saturday 1030 - 1400
Prices: £2 **T:** 01270 652773 Tony Oakes

OCTOBER 12

Chester - Toy Fair The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester CH12 1PR
Opening Times: Saturday 1030 - 1400
Prices: £2 **T:** 01270 652773 Tony Oakes

OCTOBER 20

Wirral Hulme Hall, Port Sunlight, Wirral CH62 5DH (off the A41 - in the beautiful village of Port Sunlight)
Opening Times: Saturday 1030 - 1400
Prices: £2 Child 50p **T:** 0151 334 3362

Tewkesbury - Toy & Train
Collectors Fair Tewkesbury School, Ashchurch Road, Tewkesbury, Gloucestershire GL20 8DF
Opening Times: Saturday 1030 - 1400
Prices: £2 **T:** 01270 652773 Tony Oakes

OCTOBER 27

Reading - Toy Fair & Exhibition
Rivermead Leisure Centre, Richfield Avenue, Reading, RG1 8EQ
Opening Times: Saturday 1030 - 1500
Prices: £4.00 Early entry 8.30am £10
T: 01270 652773 Tony Oakes

OCTOBER 31

Joe Lock Toy & Train Fair
- Theydon Bois Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100
Prices: £1.00 **T:** 07866 641215

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Sep 21/22 - AYR Model Railway Exhibition, Citadel Leisure Centre, South Harbour Street, Ayr, KA7 1JB. Sat 10 - 5, Sun 10 - 4.
Sep 28 - BURY ST EDMUNDS 70th Anniversary Model Railway Exhibition, Thurston Sixth, Beyton Campus, Drinkstone Road, Beyton, Bury St Edmunds, Suffolk, IP30 9AQ. Sat 10 - 5. **Plenty of FREE Parking on site **Refreshments available all day****
Sep 28/29 - HALIFAX Model Railway Exhibition, North Bridge Leisure Centre, Halifax, HX3 6TE. Sat 10-5 Sun 10-4.
Sep 28/29 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Worthing, West Sussex, BN13 1LA. Sat 10 - 4.30 Sun 10 - 4. Durrington station is only about 10 - 15 minutes walk away **Ample FREE Parking on Site**
Sep 28/29 - LYDNEY Model Railway Show, The Dean Academy, Lydney, Glouce, GL15 5DZ Saturday 11 - 5, Sunday 10 - 4. **Ample FREE Parking on Site**
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 5/6 - FAREHAM Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, PO16 7JU. Sat 10-5 Sun 10-4.30 **Under 16's FREE**
Oct 5/6 - FOLKESTONE M/Railway Exh, Leas Cliff Hall, Folkestone, CT20 2DZ Sat/Sun 10-5.
Oct 12/13 JOHNSTONE Model Railway Exhibition, Johnstone Town Hall, 25 Church Street, Johnstone, Renfrewshire, PA5 8EG. Saturday 10-5, Sunday 12-4
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
Oct 19/20 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, TN22 1AE. Sat/Sun 10-5.
Oct 26 - CHICHESTER Lions Club Model Railway Exhibition, Chichester High School for Boys, Kingsham Rd, Chichester, West Sussex, PO19 8AE. Sat 10-4.30.
Oct 26/27 - LEEDS Model Railway Society Annual Exhibition, The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds, LS17 9NA. Sat 10-5 Sun 10-4.30.
Oct 26/27 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Farburn Terrace, Dyce, Aberdeen, AB21 7DW. Sat 10 - 5 Sun 10 - 4. *FREE Parking*
Oct 26/27 - HAZEL GROVE Model Railway Exh, Hazel Grove Sports Centre (adjacent to Hazel Grove High School), Jackson's Lane, Hazel Grove, Stockport, SK7 5JX. Sat 10-5 Sun 10-4.
Nov 2 - HIGH WYCOMBE WYCRAIL 2019, Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe, HP12 4UD. Sat 10.00 - 5. **Just off of the M40**
Nov 2/3 - SPALDING Model Railway Exhibition, Springfield Events Centre, Camel Gate, Spalding, Lincolnshire, PE12 6ET. Sat 10 - 5 Sun 10 - 4.30. www.spaldingmrc.co.uk - Plenty of FREE Parking *Enlarged Stand - 100's extra lines on display*
Nov 9 - IPSWICH Model Railway Exhibition, Rushmere Hall Primary School, Lanark Road, Ipswich, IP4 3EJ. Sat 10 - 5. www.irma.org.uk
Nov 9/10 - TELFORD IPMS Scale Model World, Telford International Centre, St Quentin Gate, Telford, Shropshire, TF3 4JH. Sat 10 - 6, Sun 10 - 4. **FREE Entry and admittance from 9am on both days to IPMS Members**
Nov 15-17 - WAKEFIELD Railway Modelers Society, 58th Annual Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY. Fri 5.30 - 9 Sat 10 - 5.30 Sun 10 - 4.30.
Nov 16 - PORTSMOUTH South Hants MRE, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Saturday 10-5 *Plenty of Free Parking*****
Nov 16/17 - FALKIRK M/Rail Exh, Forth Valley College, Grangemouth Rd, Falkirk, FK2 9AD.
Nov 16/17 - WORKINGTON Model Rail Show, Energus, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10 - 5, Sun 10 - 4.

Nov 23/24 - BIRMINGHAM Warley National Model Railway Exhibition, Hall 5, NEC Birmingham B40 1NT. Sat 9.15-6, Sun 9.15-5.
Coming to Warley? - Why not try Sunday??
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Dec 7 - READING 31st Reading O Gauge Trade Show, Organised by Guildford O Gauge Group, Rivermead Leisure Centre, Richfield Avenue, Reading. RG1 8EQ. 10-4
Jan 25/26 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, LA9 7HX. Sat 10 - 5. Sun 10-4.30

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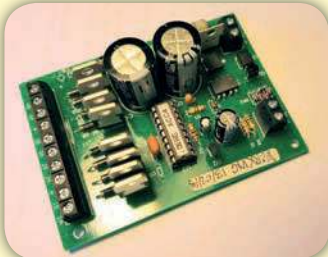
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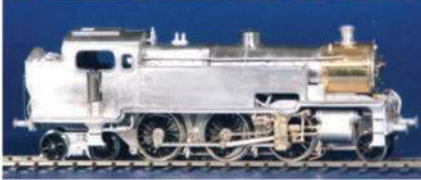
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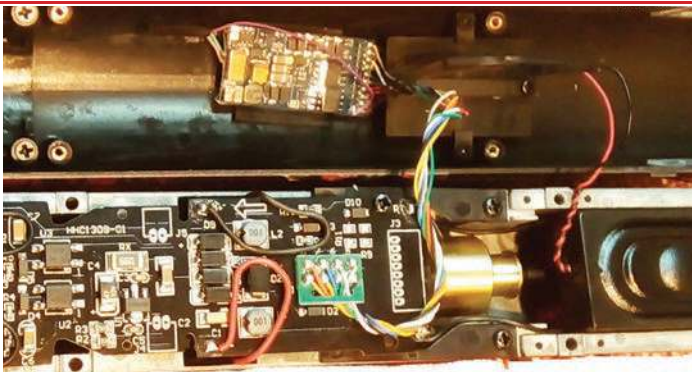
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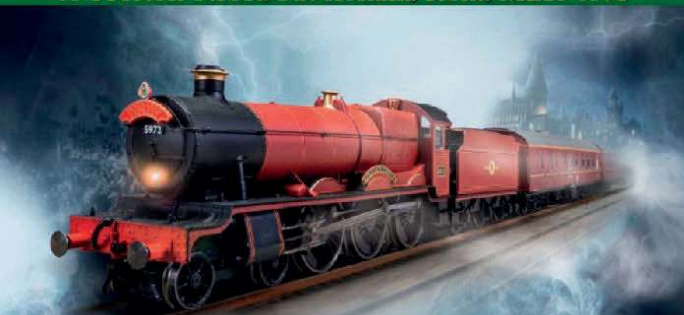
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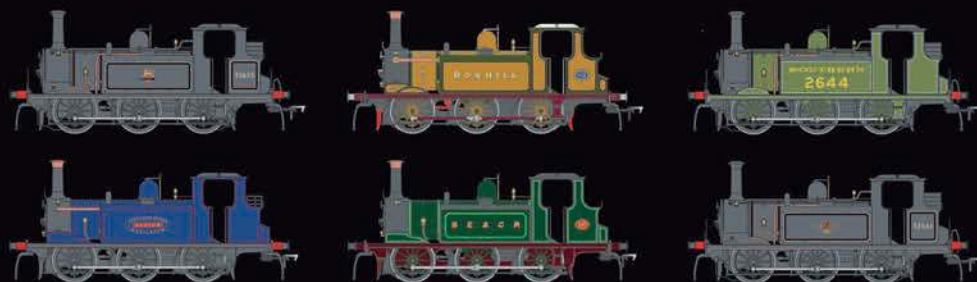
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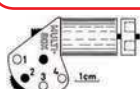
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A tribute to the ECML of the 1960s

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- Make an industrial shunter from Heljan's 00 gauge GWR 1361 0-6-0PT
- Fit close-couplings to Hornby and Bachmann Mk. 1 coaches: we show how
- Make a plastic wagon kit: top tips for a smooth first build
- Tackling model scenery on the latest Billy Bookcase layout
- Winners of the BRM cakebox challenge revealed



TAIL LAMP

Ever the conversationalist, Chris Yates, owner of The Model Centre shares praise, his concerns and enthusiasm for the hobby.

I have been involved in the hobby from a very early age, joining The Doncaster Model Railway Club in 1974. Memories from this time are of Harry Teasdale with his Nonsuch layout, which really entertained the public at exhibitions with rabbits popping out of holes - while at the same time infuriating the more serious club modellers. That was innovation of its time.

Our incredible hobby has numerous aspects that satisfy the many skills and interests of enthusiasts, from collecting models, to building and running layouts from simple to more complex designs. Whatever your skill level or ambition, there is something in this educationally-stimulating hobby to suit everyone. One could argue with the number of new models being released by an increasing number of manufacturers, we are enjoying a very special period for the model railway industry.

This very special period, while very good for the consumer, comes with a number of risks and one has to wonder if it is sustainable. The two big long-established manufacturers have had their problems but now seem to be getting their act together, meanwhile the smaller and new manufacturers entering the hobby have meant that the variety of product available has never been so great. TMC has no intention of becoming a rolling stock manufacturer but as a long-time commissioner of either limited-edition runs or exclusive tooling, I hope we can continue down that path.

With more players in the market there are more risks. I receive suggestions from customers, or read forum comments about what they would like TMC to do next, which I really welcome but most hobbyists have no idea of what is involved with regard to researching a model, minimum run quantities to make it economically viable, timescales from initial thought to boxes hitting shelves or how the dollar exchange rate can affect the price of a model. Who knows what the next 12 months holds for this

country, but I for one will be monitoring the dollar exchange rate because it really could affect the prices paid in our hobby, and not in a good way.

One aspect of the hobby that I used to find frustrating was the perception that model railway enthusiasts were dull and boring. I know an individual who had a serious career in the City who told me the story that when he retired, he was asked the usual, 'What are you going to do with your time now you've retired?'. His answer to the first person was 'Build a model railway', which got a mocking 'really' response. His answer to the second person was, 'Oh I've got something planned that I haven't done since I was 14. It involves carpentry, electronics, painting, studying and recreating the past, plus a few other skills as well'. That conversation went on for a long time. It is pleasing to see that in recent years there have been efforts, with varying degrees of success, by the wider media to represent the hobby in a much better way. I believe this is vital if the younger generations are to take up the hobby, which let's face it, is where our future customers are.

If you go back 20 years, RTR weathering was unheard of. If you go back 15 years DCC wasn't that common, and if you go back 10 years, DCC sound wasn't that common. Now all three account for a significant proportion of sales. I don't know what the next innovation will be, but having had something to do with the introduction of bespoke weathering, my colleagues and I are always throwing around ideas as the hobby thrives on new products and new ideas.

I like to think that TMC has done its bit in investing in the younger generation as half of our team members have been with us virtually since leaving full-time education and we now have school age children on work experience to learn about the hobby. The last one built a working coal drop from Plastikard. Getting the younger generation interested is also key because innovation technology has an important role to play going forward. The demise of the High Street

local store, mainly as a result of the internet and unsustainable rent and rates on a low margin business, means that, in my opinion, it is vital that the manufacturers, retailers and model railway societies remain active on social media and internet forums so as to remain visible to all.

I fondly remember my first two locomotives - a second-hand Tri-ang-Hornby Transcontinental Blue Diesel with lights, and R59, a BR standard 2-6-2T in lined green numbered 82004. Then I learnt about retailing during my many years at Hornby before taking the plunge proper with TMC.

I hope there are many good times still to come, including the not-too-long-to-wait-for exclusive LNER G5, where it is great to be associated with a real steam locomotive which is being brought to life by The Class G5 Locomotive Company in Shildon. They are recreating a legend and it's over two thirds of the way there! Railways get in your blood and no wonder with them having had so much to do with shaping the nation, before during and hopefully after our lifetimes. May the very special times we currently enjoy continue for many years to come.



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O Gauge LNER Class A3	hattons.co.uk/recordbreakers	£750	Aug 2016							
Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeateaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
Plasser 12t YOBB Crane	hattons.co.uk/gpc	£69	Nov 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
N Gauge Class 50	hattons.co.uk/c50	£123.21	Feb 2013							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
Class 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogauge121	from £254.15	Jun 2018							
GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
Class 47	hattons.co.uk/hel47	TBA	Jul 2019							

	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							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbypairie	from £126	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
LNER Class J27 0-6-0	hattons.co.uk/oxj28	from £94	Jan 2019							

 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 21/08/19.