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+ HATTON'S 'WARWELL'
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No. 237 August 2017 £4.10

MODEL RAIL

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Design and build
layouts that are
small on space but
BIG on operation

Simple
techniques to
make your track
look this good

EVENING PROJECT

Turn Hornby's
train set 0-4-0 into
a realistic shunter

3 layouts to inspire your next project...



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maximise operation



MOLINNIS
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find room for a view



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kit-bash for victory



› Dapol's Class 122
› Dapol IDA container flats
› IRM ballast hopper

REVIEWED

DJModels' Class 71
can it beat Hornby's?



372-033DS 'Nunney Castle'

Running No. 5029 GWR Lined Green

'Nunney Castle' powers through the countryside pulling MK I Pullman Coaches 374-220D & 274-200E



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N Scale Locomotives

Our new Castle Class locomotives all feature a loco drive chassis, a coreless motor, NEM couplings, tender pickup, additional accessory pack (shown fitted below) and are equipt with our compact Next 18 decoder interface. We are also pleased to present the first N Scale steam loco in the 'Nunney Castle' (372-033DS) to be factory fitted with DCC SOUND.



372-030 'Earl of Dunraven'
Running No. 5044 GWR Lined Green



372-031 'Tiverton Castle'
Running No. 5041 BR Green Early



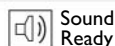
372-032 'Sir Daniel Gooch'
Running No. 5070 BR Green Late



Fitted Accessory Pack



Interior Cab Detailing



Sound Ready



Tender Pickup



Next 18 Ready



Preserved Prototype



1923 - 1947



1948 - 1956



1967 - 1971



1995 onwards

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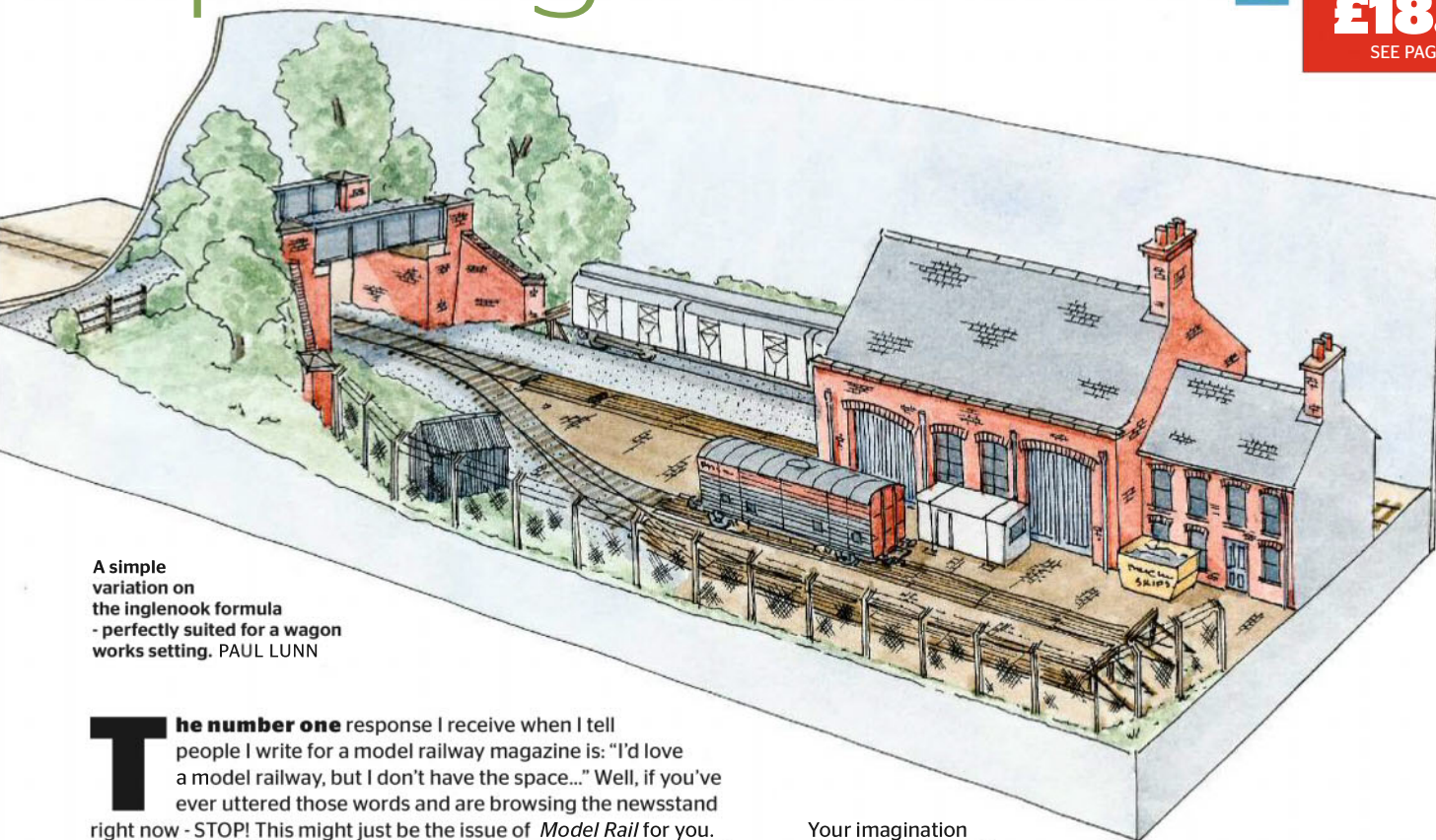
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Model, Collect & Create

Opening the box



6 MONTHS OF
MODEL RAIL
FROM ONLY
£18.50
SEE PAGE 108



A simple variation on the inglenook formula - perfectly suited for a wagon works setting. PAUL LUNN

The number one response I receive when I tell people I write for a model railway magazine is: "I'd love a model railway, but I don't have the space..." Well, if you've ever uttered those words and are browsing the newsstand right now - STOP! This might just be the issue of *Model Rail* for you.

Seasoned modellers will know that little layouts - or 'micro layouts' as they're often called - account for a sizeable chunk of today's exhibition circuit, and it's easy to see why. Small layouts are easy to transport, quick to set up, and require precious little space when stored in the club room or at home.

Sure, small scenic sections often require compromise, but as long as you're willing to forgo that prototypical-length container train, there's no reason why you won't find plenty to whet both your operational and modelling appetites.

In this issue, we'll be paying particular attention to 'inglenook' layouts, from planning, building, and even operating layouts based on Alan Wright's famous trackplan.

It really does amaze me how a combination of two points and three sidings can produce not only endless hours of play, but limitless scenic possibilities, too.

Micro layouts come in many guises, with modellers tackling all manner of themes, and in multiple gauges. From tiny narrow gauge quarries, to engine shed dioramas, and even small sections of main line, we're witnessing increasing creativity across the hobby - and that can only be a good thing.

Your imagination really is the only limiting factor when building a micro layout, but if you do require a little inspiration to kick-start those creative juices Paul Lunn is at hand with eight inglenook-based ideas in this month's Masterplan, while Brian Rolley delves into the inglenook trackplan's history and discusses his own inglenook inspired layout, 'Rosamund Street Sidings'.

In addition, George Dent spices up Dapol's 'O' gauge '08' and a Hornby RailRoad 0-4-0, two shunters that are perfect for compact scenic sections.

There's also no reason why you can't incorporate an inglenook trackplan into a bigger build, but if you're a tailchasing stalwart, you'll still find plenty of interest in the form of this month's latest releases, including Dapol's excellent '122', DJModels' Class 71, and Hatton's long-awaited 'Warwell'. Plus, our usual hoard of jaw-dropping layouts.

So, before you delve into the August edition of *Model Rail*, I'll leave you with one final thought: all of us have to deal with space restrictions at some point during our model-making journey, but if there's one thing that space can't restrict, it's *imagination*!

Mike Harris

MEET THE TEAM

Q: If you were a locomotive which one would you be?



Richard Foster
Editor
Probably a 'Black Five': hardworking, understated, modest...



George Dent
Deputy Editor
From all the aches and pains I have, it'd be one ready for the scrap yard!



Chris Leigh
Consultant Editor
Flying Scotsman - so no matter how knackered I got, the NRM would throw money at me!



Mike Harris
Staff Writer
I thought *Mallard*... Then Chris says I'd be something that didn't work properly!



Peter Marriott
Scenics Specialist



Chris Nevard
Photographer



Dave Lowery
Modelling Consultant



Ben Ando
Modern Image 'N' gauge



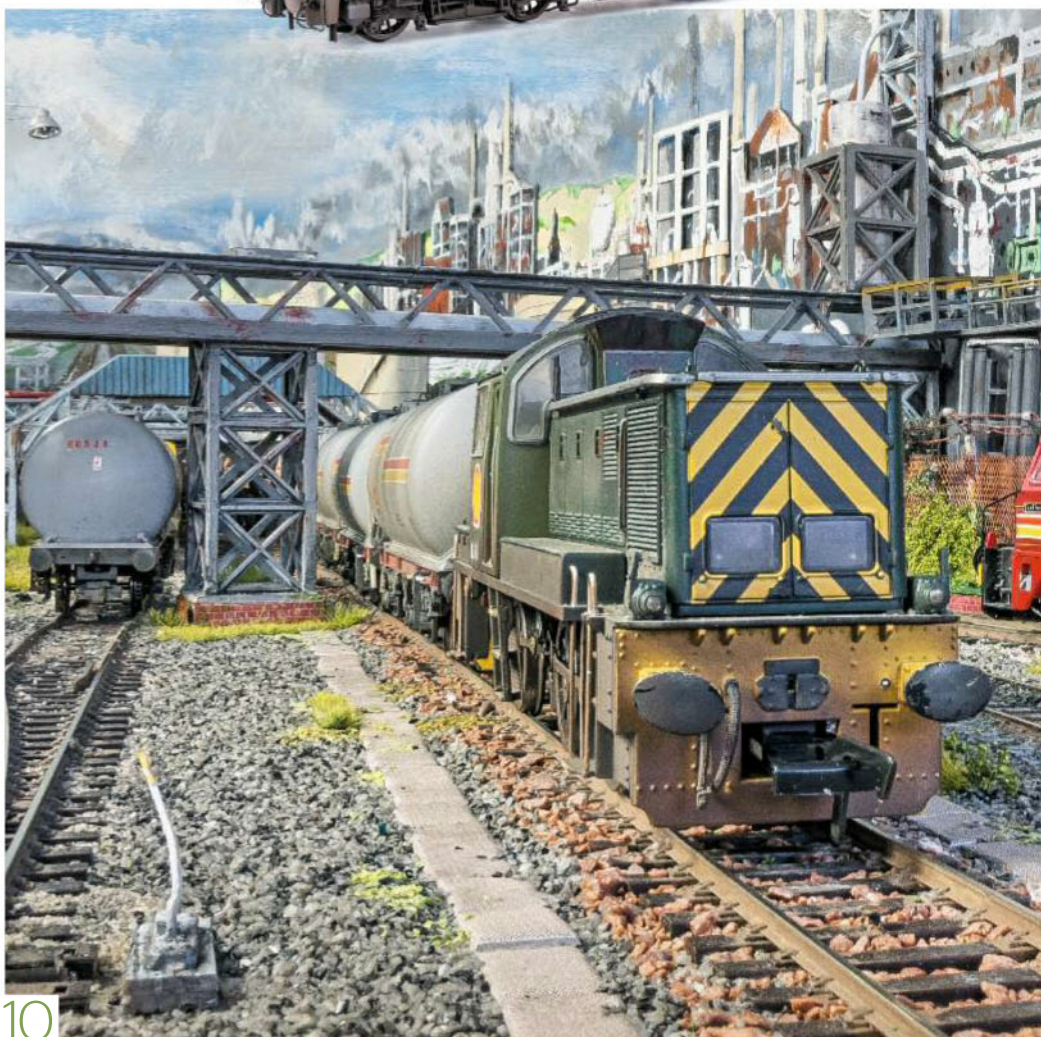
Paul A. Lunn
Layout Design Consultant

August

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Cover: No. 4631 on Chris Nevard's 'Forest of Dean' layout. CHRIS NEVARD



What's New

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News

Find out how to order *Model Rail*'s 'J70'; Revolution Trains unveils a new 'N' gauge wagon project, and Oxford Rail moves into the property market.

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COVER STORY

Reviews

DJM's Class 71 and Mermaid, Dapol's Class 122 and IDAs, Hatton's 'Warwell' and IRM's ballast hoppers are under scrutiny this month.

● WIN a 'Warwell'! See page 101.



Features

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COVER STORY

LAYOUT: Shell Haven

Roy Emery's 'Shell Haven' is a tantalising glimpse into the mysterious world of Britain's oil refineries.

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COVER STORY

Build small, play big

Brian Rolley explains how an inglenook can maximise operation on the smallest layouts, and delves into its history.

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COVER STORY

A handful of sidings?

They may be small, but that doesn't mean inglenook layouts need to be short on ambition, says Paul A. Lunn.

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COVER STORY

LAYOUT: Molinnis

Nick Dibben resisted the urge to add too much detail, so his Cornish layout appears much bigger than it is.

78

COVER STORY

LAYOUT: Operation Abyss

An old Airfix kit inspired James Styles to break the habit of a lifetime and finish this military-themed dockside layout.

145

COVER STORY

Win!

A stack of books worth over £280!



Looking for an article from a previous issue of MR? Search the online index at: www.ukmodelshops.co.uk/ModelRail



Regulars

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An exclusive publication starring 12 layouts never before seen in *Model Rail*.
- 91 **Exclusive 'USA' offer**
Order our exclusive 'OO' gauge 'ready-to-run' 'USA' O-6-OTs.
- 108 **Subscribe to *Model Rail***
Turn to page 108 for this month's special offer.
- 110 ***Model Rail* exclusives**
Order your limited edition *Model Rail* models.
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A sneak peak at what's in store for the next exciting issue of *Model Rail*.
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- 146 **Backscene**
The Old Sage, Chris Leigh, offers some more modelling miscellany.

Workbench

We show you how...

- 46 **Create ultra-realistic track**
Peco's new bullhead track gave fresh impetus to Chris Nevard's stalled 'Forest of Dean' project.
● **WIN a Tim Horn laser-cut baseboard!** See page 51.

- 52 **Improve Dapol's 7mm Class 08**
George Dent modifies Dapol's Class 08 to better represent one of Tinsley's celebrity shunters.

- 58 **Fit Kadee couplers**
Chris Leigh explores the possibilities of this US coupling system to bring realistic, hands-free shunting to 'Polwyddelan'.

- 62 **Build an 'inglenook'**
Peter Marriott builds a layout that's big on play value yet small on space requirements and quick to build.

- 70 **Convert a Hornby 0-4-0 to DCC**
Can you tame Hornby's wild train set 0-4-0s - and add working lights too? George Dent shows you how.

- 74 **Devise a shunting game**
Mike Harris finds out why thinking of your layout as a game could add a new dimension to 'playing trains'.



THREE CHANCES TO WIN

BASEBOARD KIT WORTH £90 P51



RAILWAY BOOKS WORTH £280 P145



HATTON'S 'WARWELL' P101



MODEL RAIL PAY LESS WHEN YOU SUBSCRIBE

TURN TO PAGE 108 TO FIND OUT MORE



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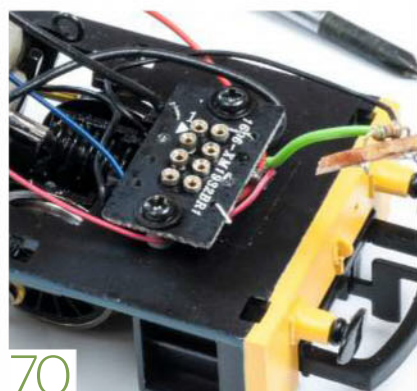


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TO THE TRAINS ➡➡➡



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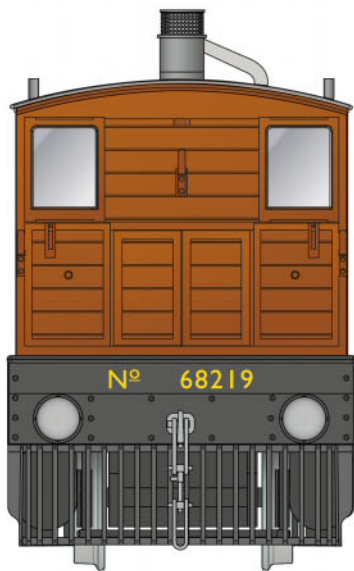


70

Model News

Model Rail brings you the biggest stories from the model railway trade and progress reports on products currently in development.

PROJECT J70 - NOW YOU CAN ORDER



OO
GAUGE



MR-201: No. 68219, BR early emblem, partial skirts

Model Rail is pleased to announce that the order book for our forthcoming 'OO' gauge LNER 'J70' O-6-OT is now open. Rapido Trains' engineers were due to finalise the CAD drawings shortly after this issue closed for press, but we can confirm that the model will have the following specification and detail options:

- Coreless motor
- Provision for sound
- Tension lock couplers in NEM pockets
- Sprung buffers, with two types of buffer shank where applicable
- Bufferbeam safety chains, where applicable
- Full sideplates, without sideplates and

with cowcatchers only

- Two different styles of central lamp iron
- Two different nose end door catch styles
- Replacement cowcatchers with no coupling aperture
- Separate etch for two and three-bolt end mounting plates
- Choice of opened and closed end doors, to be fitted by the modeller

Full retail price for the 'J70' will be **£127.50**. However, *Model Rail* subscribers will be able to take advantage of our 10% discount and can obtain the model for **£114.75**. Each livery/guise will be limited to 500 pieces.



MR-202: No. 68222, BR early emblem, full skirts

SCIENCE & SOCIETY PICTURE LIBRARY

GER - REGISTER NOW

You will note that we've only covered LNER and British Railways ownership. If demand for Great Eastern Railway liveries is high enough, we will consider this for future production runs. To register your interest in a GER-liveried 'J70' (more correctly 'C53'!), please e-mail modelrail@bauermedia.co.uk

Due to the myriad differences between the positions of the end

door bump stops and lamp irons, there will be some minor compromises with the tooling for particular locomotives. We also won't be able to produce locomotives with sections of the sideplates removed.

We will do our best to honour the prices listed here. However, the RRP may increase, depending on exchange rates/rising labour and raw material costs in China.



MR-203: No. 68225, BR early emblem weathered, no skirts

GETTY



DCC's diesel duo

DCC Supplies has commissioned two new limited edition models using some of the very latest Dapol tooling. It has commissioned one of Dapol's forthcoming 'OO' gauge Class 121s as 121034, which was finally withdrawn by Chiltern in May 2017 after 57 years of service. Prices start from £140.00, see bubblecar.dccsupplies.com

It has also commissioned an 'O' gauge Class 08 as 08060 in all-over black Guinness livery, with the name *Unicorn*. Prices start from £225.00, see guinness08.dccsupplies.com

Got a news story or new product?

Send your press releases, details and high-resolution images to mike.harris@bauermedia.co.uk or telephone 01733 395149

Keep up to date with
Model Rail News online.



MR-204: No. 68226, British Railways lettering, no skirts



MR-205: No. 68223, British Railways lettering, full skirts

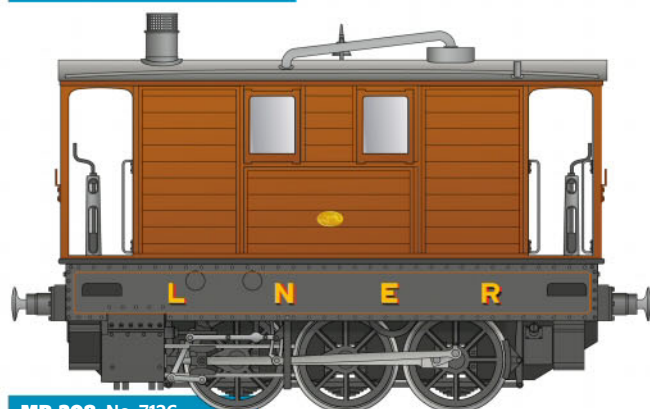
MIKE MORANT COLLECTION



MR-206: No. 7128, LNER wartime livery, full skirts



MR-207: No. 8223, LNER post-war livery, full skirts



MR-208: No. 7126, LNER lined livery, no skirts



MR-209: No. 7137, LNER unlined livery, full skirts



MR-210: No. 7139, LNER lined livery, partial skirts



MR-204

MR-206

MR-207

MR-208

MR-209

HOW TO ORDER

To place your order for a *Model Rail/Rapido 'J70'*, call 01209 613984, or go to www.modelrailoffers.co.uk

Models may differ to diagrams/photographs published.

WILLIAM CLARK/RAIL ARCHIVE STEPHENSON

FERRY VANS ARE AWAITING ORDERS

N
GAUGE



Revolution Trains has unveiled its next 'N' gauge ready-to-run wagon project: the Cargowaggon 'twin' ferry vans, built by Duewag between 1986-1991 for cross-Channel freight traffic.

Due to their flexibility, the permanently coupled four-wheel 'twin' vehicles have been used to carry mineral water, newsprint, bagged clay or cement, whisky, cider, petfood and numerous other goods to and from destinations as widespread as Cornwall, the Highlands, North and South Wales and destinations in Southern France and Germany. They can operate in blocks, or in smaller numbers in mixed 'Enterprise' trains.

Three liveries are planned - original Cargowaggon, Perrier water, plus revised Cargowaggon and revised Cargowaggon with a working flashing tail lamp. Guide price is £38 for each twin, £108 for a triple-pack of twins and £40 for the single set of twins with battery-operated flashing tail lamp. Once Revolution has adequate interest in the model, it will begin work on CAD design and tooling. If demand is strong enough from 'OO' gauge modellers, Revolution would consider producing a 'OO' gauge version.

For more information, see www.revolutiontrains.com



RAPIDO'S '92' IN THE FLESH

Revolution Trains has unveiled the first engineering sample of its 'N' gauge Class 92. Produced by Rapido

Trains, the model features NEM couplers, a heavy cast chassis, finely detailed poseable pantographs with photo-etched collector

heads, numerous separately fitted detail parts and etched windscreen wipers. It will have a Next18 DCC socket and sound versions will have an ESU Loksound decoder and sounds recorded specifically for this model by Legomanbiffo.

Price: £135.00.

Availability:

www.revolutiontrains.com



REVOLUTION ROUND-UP

With so many projects under way, Revolution has published a status update to show what stage each one is at:

Class 321:

CAD artwork is complete and will be assessed. However, unless

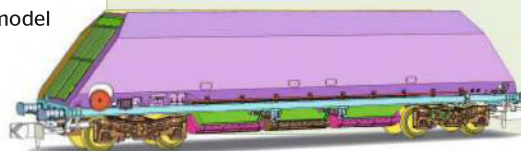
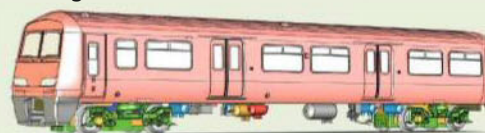
more orders are placed, this project will not be able to progress to the next stage.

HOA stone hopper: CAD artwork has been approved. The order book has now opened and tooling will commence once enough people have signed up. (pictured below)

KFA container flat: Tooling work is complete and the model is ready for production.

TEA tank ('OO'): The order book is closed for this model and it is in production. Delivery is expected before the end of the year.

Class 390 'Pendolino': Production is under way (see right) and delivery is expected by late summer.



OXFORD LAUNCHES NEW RESIN RANGE

Oxford Rail's range of 'OO' gauge locomotive and rolling stock has been joined by a complementary brand - Oxford Structures. As the name suggests, Oxford Structures will offer resin 'OO' gauge buildings, and it made its debut with 14 new models - and promises of more to follow.

'At the Station' comprises a station building, signal box, goods shed, locomotive shed and water tower, in GWR style.

They're joined by straight platform, platform ramp and island platform sections (offered in twin-packs). 'Town & Country' features non-railway buildings. The first batch contains a church, inn, cottage, bungalow and two shops (a newsagent and a butcher).

Prices have yet to be confirmed. However, it is planned that the first items will be available later this year.

For more information, see www.oxfordrail.com/76/structures.htm



Incoming

What's happened to those eagerly awaited new models?



OXFORD RAIL GWR DIA. AA3 'TOAD'

What's planned?

- OR76TOB001: 56471, Paddington lettering, GWR grey, planked sides.
- OR76TOB002: 56034, Acton lettering, GWR grey, plated sides.
- OR76TOB003: 35717, Basingstoke lettering, BR bauxite, plated sides.
- OR76TOB004: 56449, Bala lettering, BR bauxite, plated sides.

Price? £14.95.

What stage is it at? Decorated sample.

Where can I find out more? www.oxfordrail.com



OXFORD RAIL RO-RAIL LAND ROVER

What's planned?

- OR76ROR001: Railtrack grey/blue.
- OR76ROR002: Network Rail white.
- OR76ROR003: British Rail yellow.

Price? £6.95.

What stage is it at?

Decorated sample.

Where can I find out more? www.oxfordrail.com



OXFORD RAIL 'WARWELL'

What's planned?

- OR76WW001: MS1, Ministry of War Transport.
- OR76WW002: DM360331, BR bauxite.
- OR76WW002W: DM360332, BR bauxite weathered.
- OR76WW003: DM748305, British Steel Corporation steel carrier.
- OR76WW006: 36, with Sherman tank load.
- OR76WW009: DM721211, with steam engine load.
- OR76WW010: Southern Railway MS14176, revised bed.
- OR76WW004: MOD KWA triple pack.

Price? From £29.95.

What stage is it at? Decorated sample.

Where can I find out more?

www.oxfordrail.com



AUCTION STATIONS FOR CLASS 15



Little Loco Company worked closely with the Class 15 Preservation Society to produce its 'O' gauge model of the BTH Type 1 Bo-Bo (MR234). Now, the 'O' gauge manufacturer has donated the first model of its 50-piece production run of D8233 in two-tone green to the society - and this will be auctioned to raise money for the continued overhaul of the real D8233.

The auction will take place in the second full week of July, finishing on Saturday the 15th. Please visit www.ebay.co.uk/sch/class15preservationsociety/



TIMOTHY STRONACH

Minerva paints pannier



No sooner have we seen an engineering prototype of Minerva Model Railways' new GWR '8750' O-6-OPT (MR236) than the company has released images of a decorated version. The completed model is expected to be in stock in July, with the '57XX' version due later in the year. You will be able to order etched cabside numberplates, smokebox numberplates and shedplates to personalise your '8750' from Narrow Planet - instructions on how to order them will be included with the model.



LIMITED RUN WAGONS



Kernow Model Rail Centre has commissioned two new limited edition models using Bachmann's 13t steel open wagon. Both sport weathered bauxite finish, but 38-326Z depicts DB479526 with 'S&T Cable

Wagon Guildford' lettering, whereas 38-328Z is ADE282721 with 'AME St Blazey Stores Wagon'. They're both limited to 512 pieces each and are expected to be in stock in June.

Price: £24.95 each

Availability: Kernow Model Rail Centre.

Tel: 01209 714099.

Web: www.kernowmodelrailcentre.com



AIRBRUSH BARGAINS

West Sussex's The Airbrush Company celebrates 70 years in the airbrush industry with a huge sale on airbrushes, compressors and other accessories. The sale has already started and closes on September 1, so head to https://airbrushes.com/index.php?cPath=406_530 to find an airbrushing bargain.

SHELL HAVEN

ROY EMERY's 'Shell Haven' isn't just a model railway, it's a tantalising glimpse into the mysterious world of Britain's oil refineries.

Words: MIKE HARRIS





If you're lucky enough to visit a working refinery, you'll soon discover that mobile phones and cameras are strictly prohibited. Unsurprisingly, that makes prototypical photography very hard to come by.

Roy Emery has always been fascinated by the mysterious world of the refinery, and always wanted to model one, but the lack of images was always a stumbling block.

However, after Shell Haven oil refinery, in the Thames estuary, closed in December 1999, Roy managed to acquire enough photographs to embark on a realistic prototype build in 4mm:1ft.

The scenic section is only 9ft by 18in, so it's a compromise on a *big* scale. "The prototype is huge," says Roy. "That's why I've only recreated the rail loading area, which is where all rail operations were concentrated after 1983 - before that date, the railway was spread throughout the refinery."

MIX AND MATCH

Roy freely admits that 'Shell Haven' isn't entirely accurate. And yet, his ability to identify suitable areas of compromise, while at the same time introducing authentic-looking freelance elements, is an art form in itself.

'Shell Haven' is a mishmash of both prototypically-accurate and freelance details. 🛠️

2 Right: refinery can be traced back to 1916. Derelict Lathol buildings serve as a reminder of the site's history prior to Shell.



3 Below: The industrial refinery setting is perfectly conveyed through Roy's hand-painted backscene.





SLOP 'TIL YOU DROP

Roy explains that the building just to the left of the grey static tank is where maintenance teams would carry out necessary hot work on wagons. However, placing a welding torch near rolling stock used to transport highly-flammable gases and liquids isn't the smartest idea.

So, to prevent combustion, each wagon had to be emptied and thoroughly cleaned beforehand.

"They'd pump everything off the wagon before steaming it to ensure that no flammable products were still present.

"The waste product would then go into the grey static tank [pictured] and pumped into a system called SLOPS."

You'll notice that some of Roy's tank wagons carry the SLOPS lettering. The system was used to ensure that excess product could be recycled, and not wasted.





Left: The walkway either side of the central line of track would allow the maintenance supervisor access to inspect each wagon.

The layout contains representations of the real Shell Haven's two-track loading gantry, marshalling yard, BR arrivals and departures siding, locomotive shed, off-loading facility and wagon repair depot.

Each detail combines to create a highly authentic working refinery, despite Roy's use of modeller's licence.

For example, the large corrugated building in the foreground was used to load tank wagons, but it's only half the size of the prototype.

"The rail loading

area had two loading gantries, but I had to design it to fit - it's basically semi-relief," he says.

The inclusion of such details, even if compromised, has afforded Roy plenty of operating potential. True to the prototype, Roy's train of tank wagons can pass through the loading gantry to simulate the transfer of oil (see panel: 'Winch by Winch').

FOCUS ON FUN

Two additions that are not prototypical are the bitumen-loading gantry and unloading crane. Roy explains

the significance of running a bitumen train: "Bitumen trains were not loaded at Shell Haven during the time period of my layout (1983 to 1993). They were loaded at the neighbouring refinery (on which Roy's bitumen-loading gantry is based).

"But, to make the layout more interesting to operate, I introduced a bitumen train."

Operation is aided by a central line that is recognisable due to its uniquely-coloured ballast. "BR trains of empty wagons were restricted to certain areas," says Roy. "The terracotta ballast emphasises where the trains can go."

SHELL SHUNT

Stock largely consists of tank wagons and Shell-branded shunters. Roy owns two Hornby Sentinel 4WDHs, which have been finished in Shell colours and professionally weathered.

"They're fairly close to what was there," says Roy. "Although, on the real ones, the exhausts would go through a water tank to prevent sparks." 🛑

ON THE MONET

'Shell Haven's' standout feature is arguably its backscene. The strong colours and rough outline of Roy's hand-painted background is not unlike a Claude Monet impressionist painting. But, it very nearly didn't exist at all.

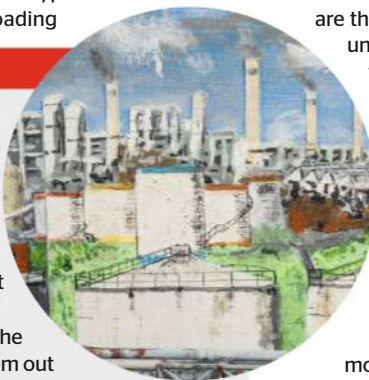
"I have lots of photographs of the surrounding area, so I printed them out as a large panorama," says Roy. However, he wasn't happy with the result.

"I started to paint it myself," he continues. "The sky was painted directly onto the plywood base, but the details were painted onto canvas using artist's acrylics. I used acrylic paint because it dries hard and wears better."

The final touch was to layer building cut-outs over the backscene and onto spacers to provide a semi three-dimensional relief.

But Roy still isn't convinced: "I didn't leave enough space between the cutouts and the backscene, so the relief didn't really work how I wanted it to. But people mention the backscene a lot at exhibitions, and I think that's because it's a little bit different."

For more information on three-dimensional backscenes, see Paul Bambrick's *Plan A Realistic Backscene* (MR235).



6 A hand-painted Bachmann Class 03 shunts a TTA tank wagon, carrying SLOPS.



WINCH BY WINCH

In reality, oil trains would be pulled through the loading gantry via a winching system. But that's a tall order for anybody working in 4mm...

"I couldn't find a way to represent it on the layout," admits Roy. "I've modelled it so that the winch is out of service - that's how I get away with it!"

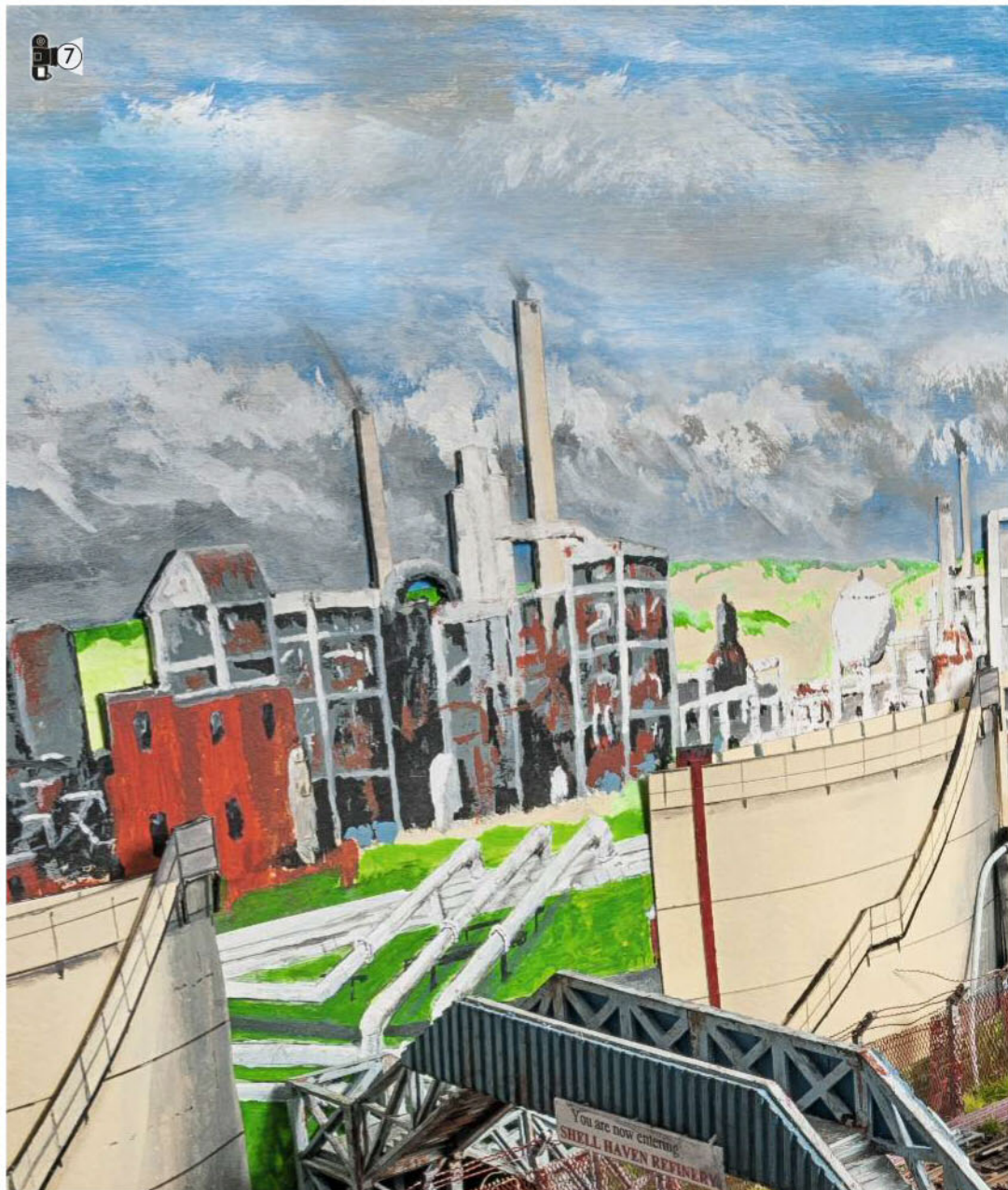
Roy has surrounded the winch with maintenance workers and a crane, to emphasise that it's not operational. It's an ingenious idea, and a valid, prototypical reason for the need to shunt into the loading gantry.

The winch might be a key feature of the prototype, but Roy has worked out a clever solution that doesn't impact upon the authentic feel of the layout.

To explain just how complicated creating a working winch in 4mm would be, Roy outlines the winching process.

"The train would be winched through the loading gantry. You'll notice flaps - almost like miniature drawbridges - in the loading gantry. These allow personnel to access each wagon, open the desired loading hatch and make sure it's empty.

"The train would then be winched through to another part of the building, where a worker would identify what product needed to go into what wagon, via a computer system. A lance would then attach to the desired wagon and automatically load. Once the loading process is complete, a worker would access the wagon once again and shut the loading hatch."



Flares are fashioned from Hornby pylons, which were cut in half. The flame is acrylic sheet, with flickering LEDs to simulate fire.



LAYOUT SHELL HAVEN

Roy's Bachmann Class O3s and Heljan Class 14 have been hand-painted and decorated with transfers from Fox Transfers.

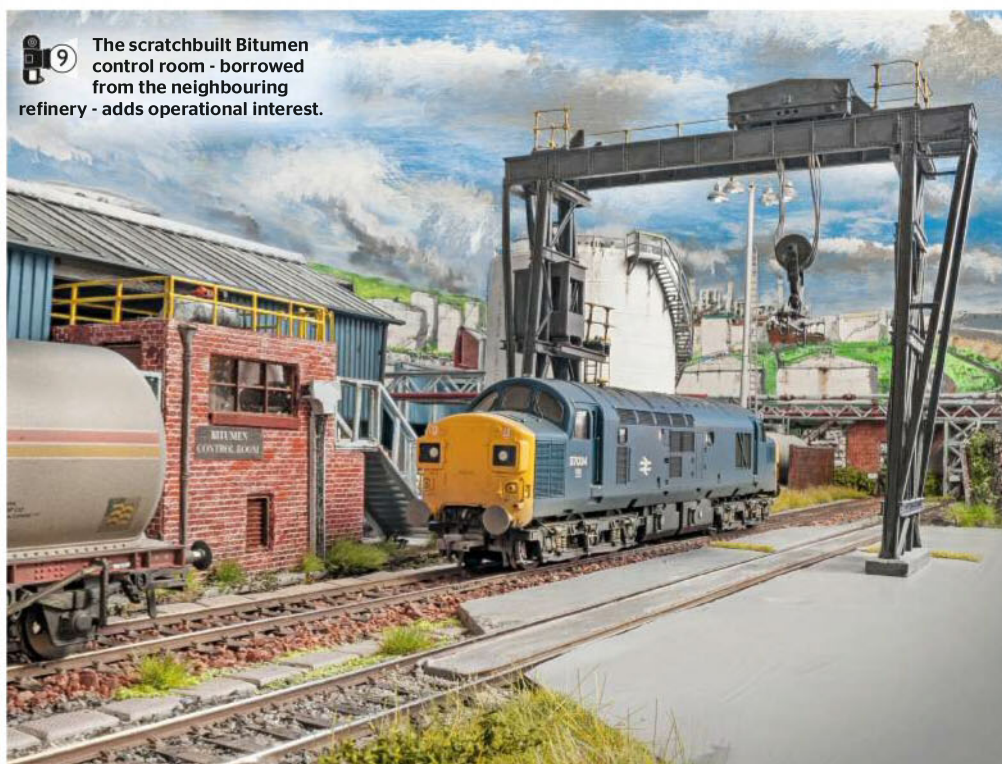
REFINED REFINERY

'Shell Haven' stands out among other industrial layouts because of its distinctive and visually appealing backscene. But it isn't just a pretty model: it's a rare insight into an area of the railway we seldom see.

The very fact that Roy has had to work with relatively few sources only makes his achievement all the more impressive.

He's managed to faithfully recreate a prototype location, while adding his own freelance twist. Yet, remarkably, the layout retains a deep sense of authenticity throughout.

So often we talk of freelance or prototype layouts, but 'Shell Haven' really is a combination of the two. So, the next time you pass up modelling a prototype due to limited sources, take a leaf out of Roy's book. Creativity doesn't have to limit authenticity. **MR**



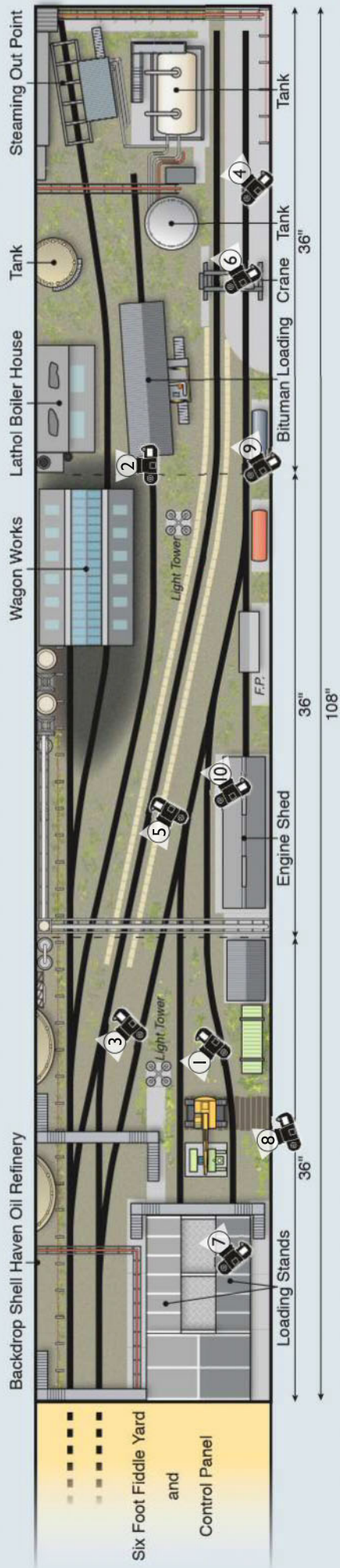
9 The scratchbuilt Bitumen control room - borrowed from the neighbouring refinery - adds operational interest.



10 The line with terracotta coloured ballast indicates where BR trains of empty wagons can operate.

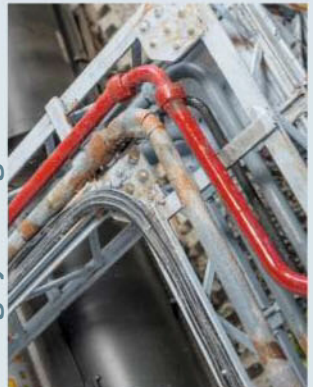
LAYOUT FACTFILE SHELL HAVEN

00
GAUGE



Gauge & scale: 4mm:1ft scale, 16.5mm gauge, '00'
Time to build: 3 years
Period: 1983 to 1993
Prototype: Shell Haven oil refinery
Size: 15ft by 18in **Track:** Code 75
Locomotives: Bachmann, Heljan, and Hornby
Rolling stock: Hornby and Bachmann
Power & control: 12V DC
Buildings: Kit, scratchbuilt, and proprietary resin

Things you might have missed



Roy would like to thank
 Keith, Graham, John and
 Peter - and all members of
 the Basildon MRC - for their
 help at exhibitions.

BUILD SMALL, PLAY BIG

BRIAN ROLLEY discusses how an inglenook-inspired track plan can maximise operation on the tiniest of layouts, and delves into the famed shunting puzzle's history.



DID YOU KNOW?

Alan Wright estimated that there were 451,548,000 possible ways the 'Inglennook Sidings' five-wagon train could be assembled.

At face value, an 'inglenook' is little more than a small layout. But, delve into its construction and you'll find a cleverly conceived track plan that packs almost limitless operational potential onto a baseboard the size of a bookshelf.

In fact, inglenook layouts are so compact, a 4mm:1ft scale modeller can get by with eight wagons, two first radius points and a single shunting locomotive.

The inglenook shunting puzzle can be traced back to an article by A.R. Walkley, published in the June 1926 edition of *Model Railway News*, in which he described his folding portable 'HO' scale model railway, which measured 6ft by 11in.

The layout incorporated a goods yard comprising three sidings - a headshunt and short siding serving an engine shed. For almost 40 years, Walkley's concept was forgotten. But, in the mid-1960s, a layout with a similar track plan appeared at a Manchester Model Railway Society Christmas dinner, where it sparked interest among the guests as a shunting puzzle.

The now commonly used term 'inglenook' first featured in the December 1982 edition of *Model Railways*, where Alan Wright described his small three-siding shunting layout as 'Inglennook Sidings'.

INGLENOOK ANATOMY

An inglenook track plan comprises just two points, three sidings, and a headshunt. The layout can be measured in regards to SLU, a railway term meaning Standard Length Unit - the length over buffers of a standard 12 ton van, or 21ft.

The headshunt should be long enough to accommodate the shunting locomotive and three SLUs. Two of the sidings are long enough to hold three SLUs. Finally, the longest siding should hold five SLUs.

This provides 11 possible places for wagons to stand and the puzzle should be operated using eight wagons and a single shunting locomotive.

GAME ON

Alan Wright enhanced the operating potential of 'Inglennook Sidings' in the form of a game. He assigned each wagon a tiddlywink.

To begin, five tiddlywinks were drawn at random from a pot and laid out. The order in which the tiddlywinks were drawn dictated the order in which the corresponding five wagons were to be made up into a train on the longest siding.

Once the train of five wagons had been shunted into the correct order, the game was completed; the tiddlywinks could be returned to the pot and the game restarted. 

A single shunting locomotive like this '08' is the only motive power that's needed to serve a simple inglenook shunting puzzle.

CHRIS NEVARD



'ROSAMUND STREET SIDINGS'

My layout, 'Rosamund Street Sidings' ('RSS') (MR233 and MR235), was designed to fit in a space of 5ft 8in by 1ft 5in.

Under normal circumstances, a 'OO' layout with such a small footprint would be restricted in terms of operational capabilities - a means of maintaining interest was needed.

Over the years I'd seen any number of 'Ingenook Sidings'-inspired layouts on the exhibition circuit and in the modelling press.

Generally, these layouts depicted a rural setting, but I'd always thought it unlikely that such a small, rural railway

would be as busy as many of these layouts portrayed.

To that end I decided that 'RSS' would suit an urban setting, surrounded by industrial buildings, which would better justify continual railway activity.

Viewed from the front, you can see that 'RSS' is composed of six roads which comprise:

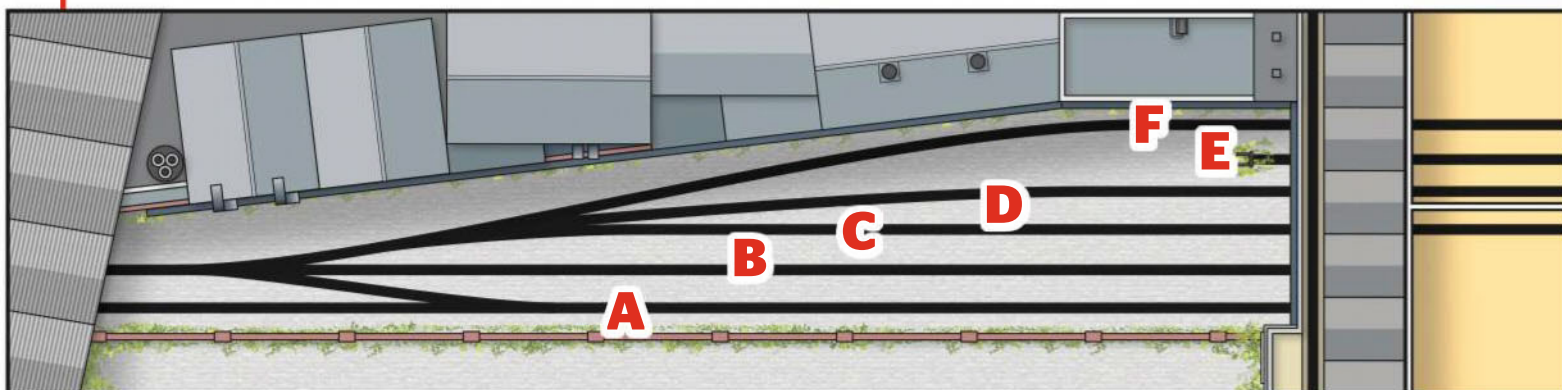
- (A) Loop road
- (B) Through road
- (C) Exchange road
- (D) No. 1 road
- (E) No. 2 road*
- (F) No. 3 road

* The dead end of a siding, accessed off-stage - installed to make the layout appear busier than it actually is.

'RSS' is slightly larger and contains more sidings than a traditional inglenook track plan, but the standard inglenook framework can be found in roads D and F (three SLU) and C (five SLU).

Using a card system (page 74) trains of five wagons are marshalled into the Exchange road (C), from where I imagine that the train departs for other locations on the BR network.

Below: The 'RSS' track plan illustrates just how much operational interest an inglenook-inspired layout can actually house.
ANDREW MACKINTOSH



PLAY THE GAME

I always intended to exhibit 'RSS', and felt that an advance on Alan Wright's tiddlywink game would provide additional operation for myself, while illustrating the workings of the inglenook system to those watching the layout.

I decided on a card game, where each wagon in use would be identified via an individual card, including both a photograph and number.

RULES OF ENGAGEMENT

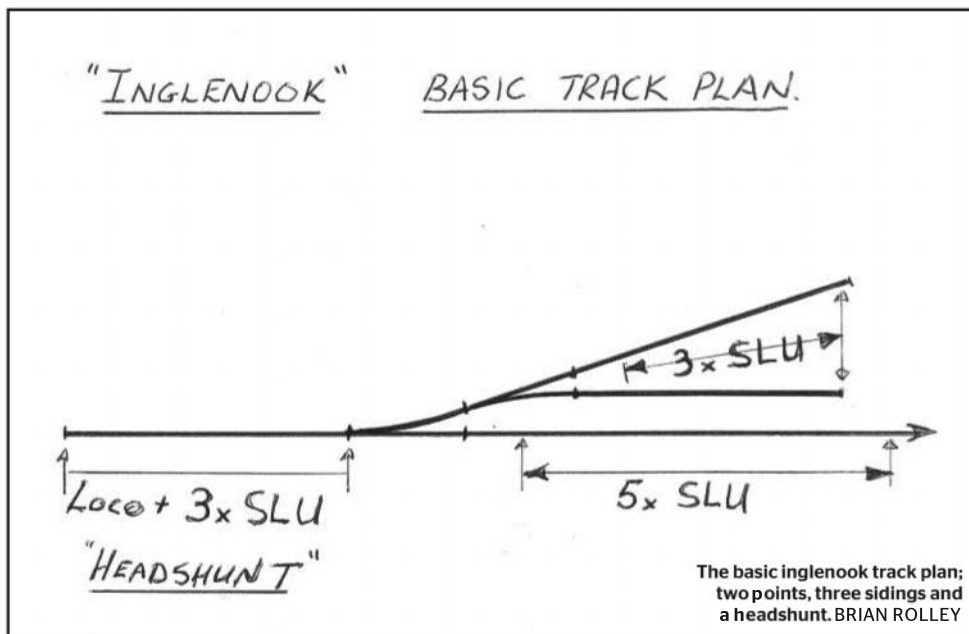
Now for the interesting part - using the card system to operate the shunting puzzle.

At the start of an operating session, the eight wagons are ordered as desired, with three in road F, three in road D, and two in road C.

The eight wagon cards are then shuffled and five cards drawn at random. The yard pilot must now shunt each wagon into road C (the Exchange road), in the order that the cards were drawn.

Once the train is formed and the wagons are arranged in the correct order, the game is complete. The cards can now be shuffled again and the process repeated.

For an even greater challenge, you might want to note down the number of manoeuvres required and how long each game takes, attempting to beat your score in subsequent games.



ROLLING STOCK

The rolling stock found on 'RSS' is largely traditional, including 16 ton mineral wagons and 12 ton vans - some of the most common types seen on the network during my chosen era (late 1960s to early 1970s).

A few 'jokers' are included in order to break up the monotony, as well as add operational difficulty due to increased lengths. Such examples include a 'Weltrol', a 'Lowmac', a couple of brake vans, and an ex-GWR shunter's truck.



Spice up the operational potential of your shunting layout and make your own inglenook cards.

TURN TO PAGE 74



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INGLENOOKS MORE THAN A HANDFUL OF SIDINGS?



They may be compact in size, but that doesn't mean inglenook layouts need to be short on ambition too, says **PAUL A. LUNN**.

Alan Wright's 'inglenook' shunting layout concept is a railway modelling cornerstone. It has been replicated and modified many times, and continues to find favour as part of the model railway planner's armoury of solutions. The reason is simple:

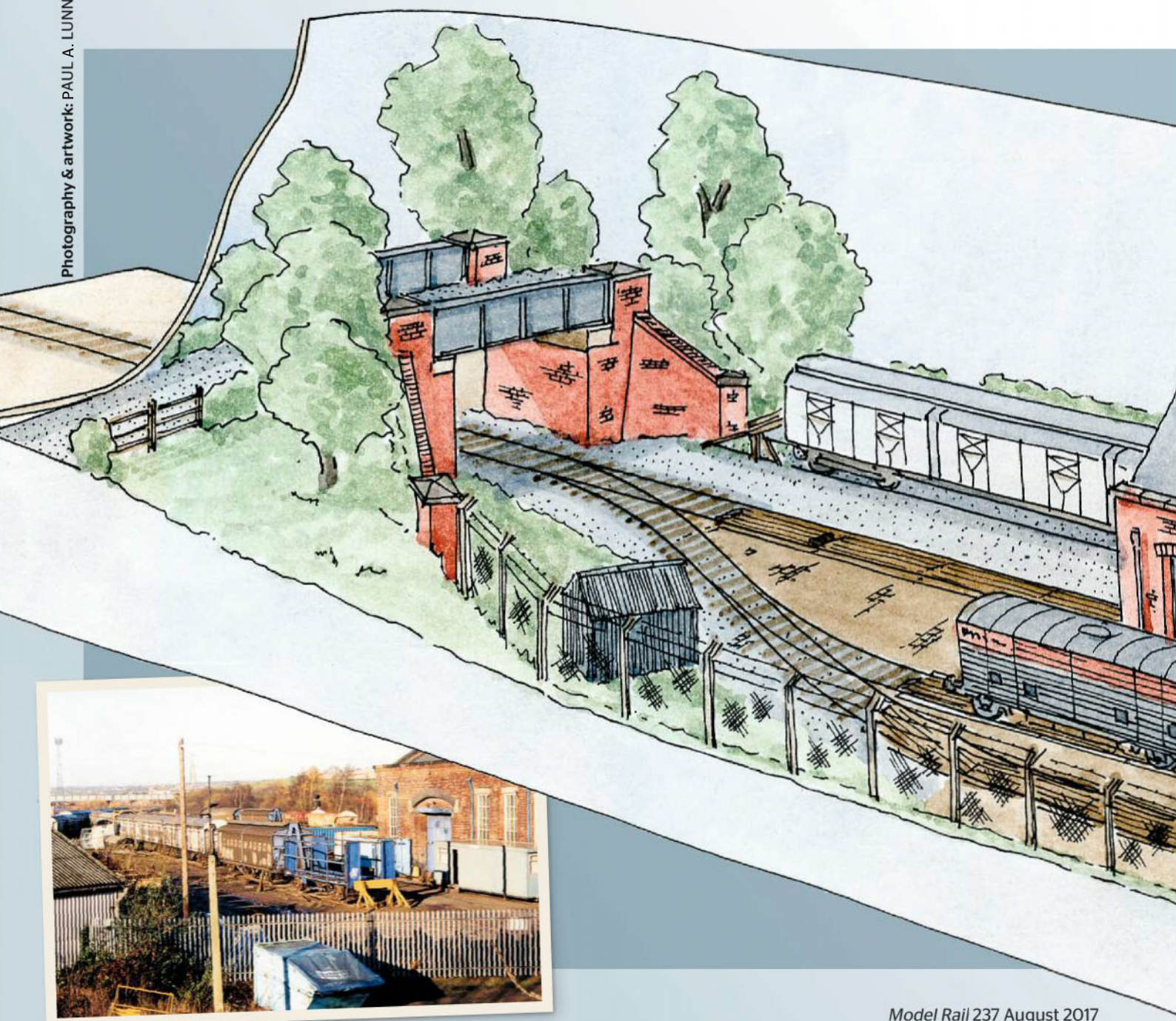
it's quick to build and interesting to operate.

There is, however, much debate about what actually constitutes an inglenook. Are you one of those people who is highly specific about the number and length of sidings, how many points are used and the size of the baseboard? Or are you more

flamboyant, perhaps adding a run-round loop or additional sidings?

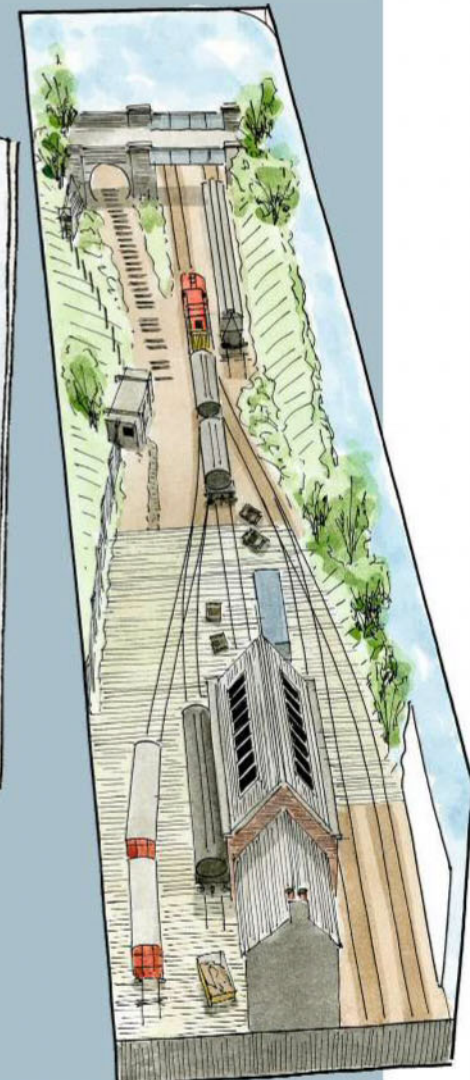
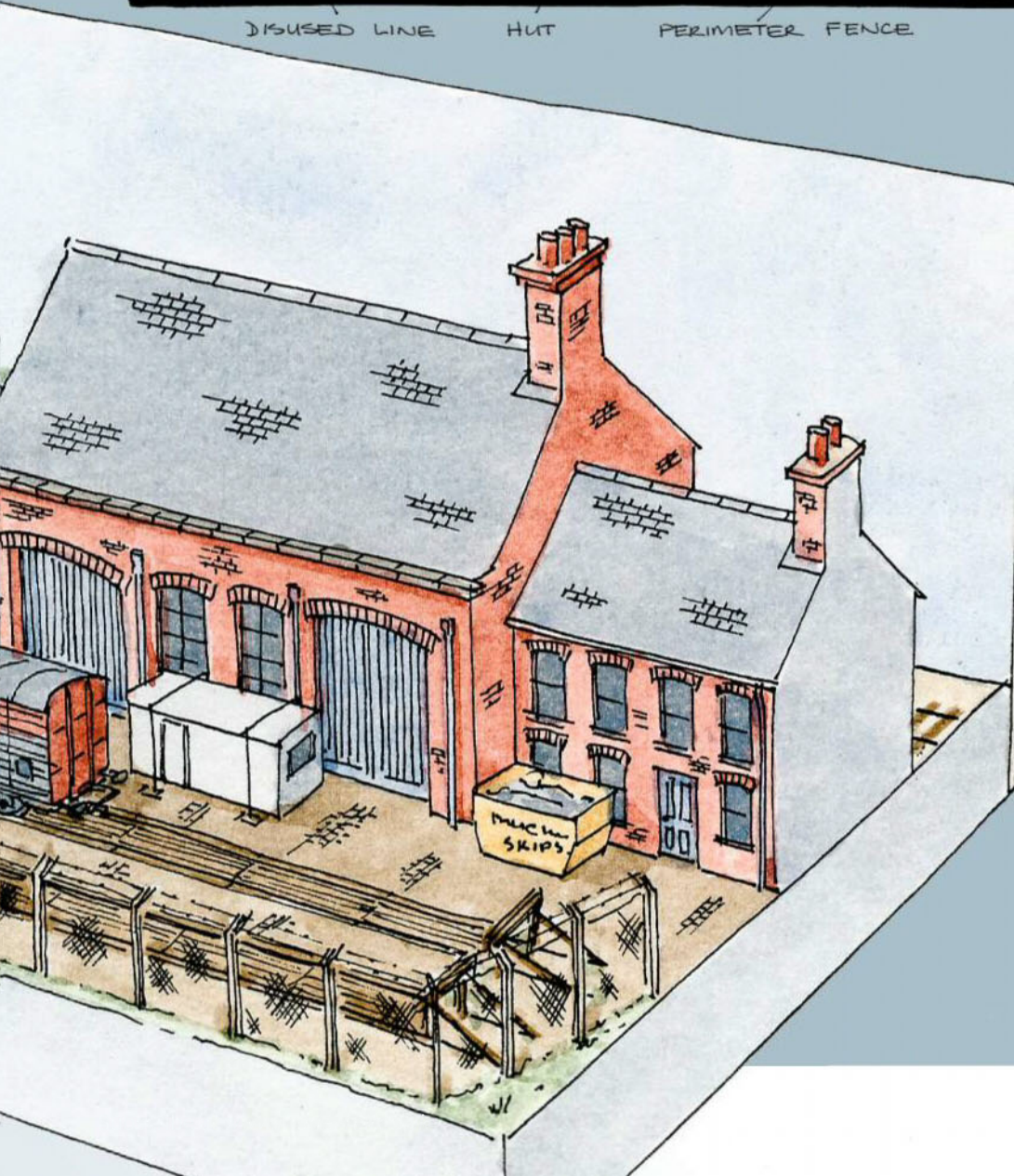
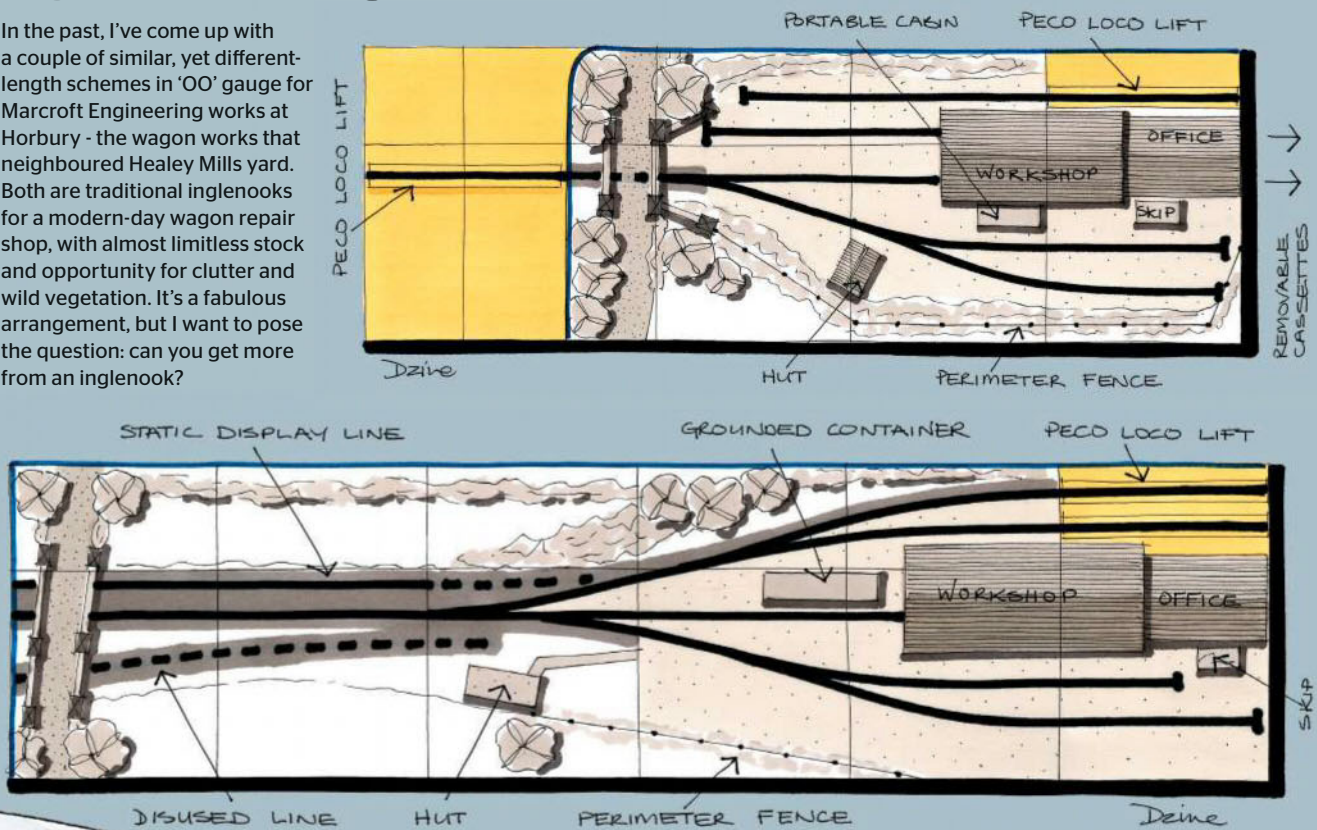
I don't propose to go into that debate here. What I've done is far more exciting: provide you with eight inglenook ideas based on various prototype locations, but the same common track plan. **MR**

Photography & artwork: PAUL A. LUNN



Inglenook 1: Wagon works

In the past, I've come up with a couple of similar, yet different-length schemes in 'OO' gauge for Marcroft Engineering works at Horbury - the wagon works that neighboured Healey Mills yard. Both are traditional inglenooks for a modern-day wagon repair shop, with almost limitless stock and opportunity for clutter and wild vegetation. It's a fabulous arrangement, but I want to pose the question: can you get more from an inglenook?



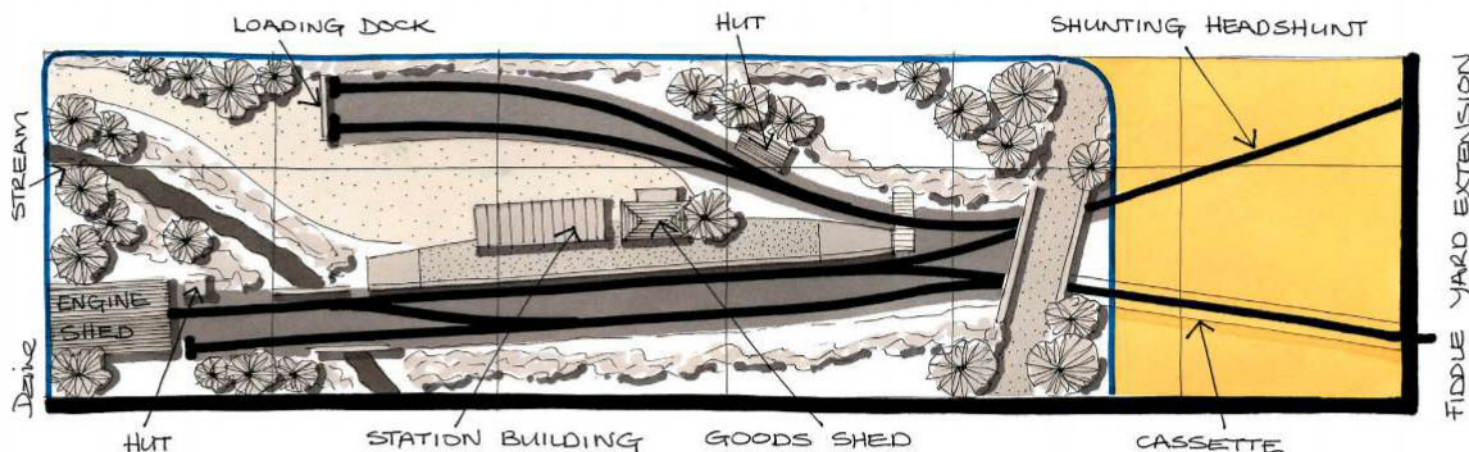
Inglenook 2: Scottish branch terminus

The first design combines features from both Loch Tay and Killin stations on the classic and much-missed branch line in Scotland. Unlike most inglenooks, it features a passenger service with dedicated headshunt.

Passenger trains on the Killin branch usually comprised a solitary Brake Third coach, although some trains were mixed. Goods trains were quite short too, making the branch ideal for an inglenook. Caledonian Railway 0-4-4Ts were the main motive power, until they were replaced by BR '4MT' 2-6-4Ts shortly before the line closed in 1965. A Mk 1 Full Brake was used to transport flowers and bulbs in the appropriate season, and there was a panelled coach - acting as section hut and tool store - for permanent way staff.

In a narrow linear space, I've tried to get away from everything running parallel to the baseboard edge. Operationally, there are three tracks to shunt (two in the yard and one against the platform face), interspersed with passenger trains, and locomotives running round and going on and off-shed. Note that I've provided a combined locomotive and coach cassette for turning trains off-stage.

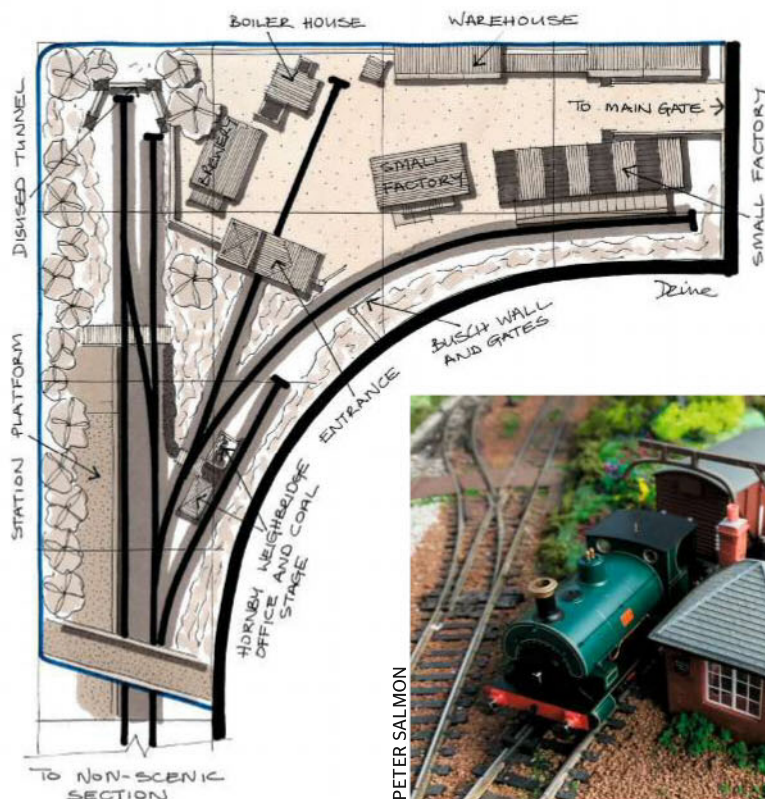
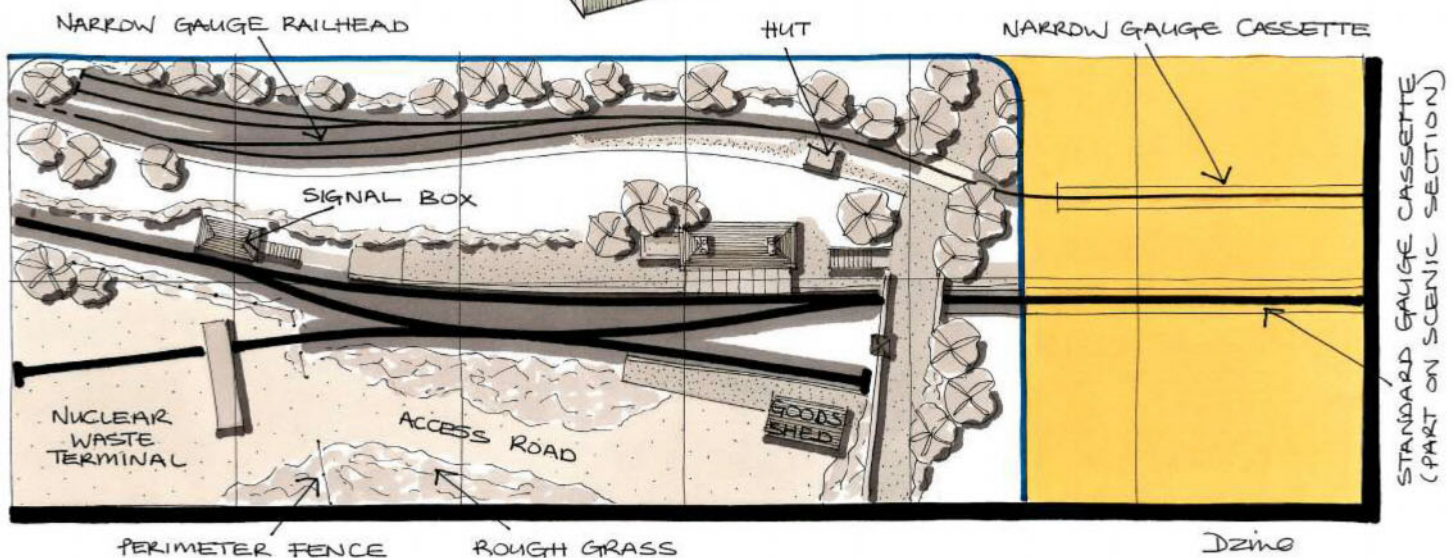
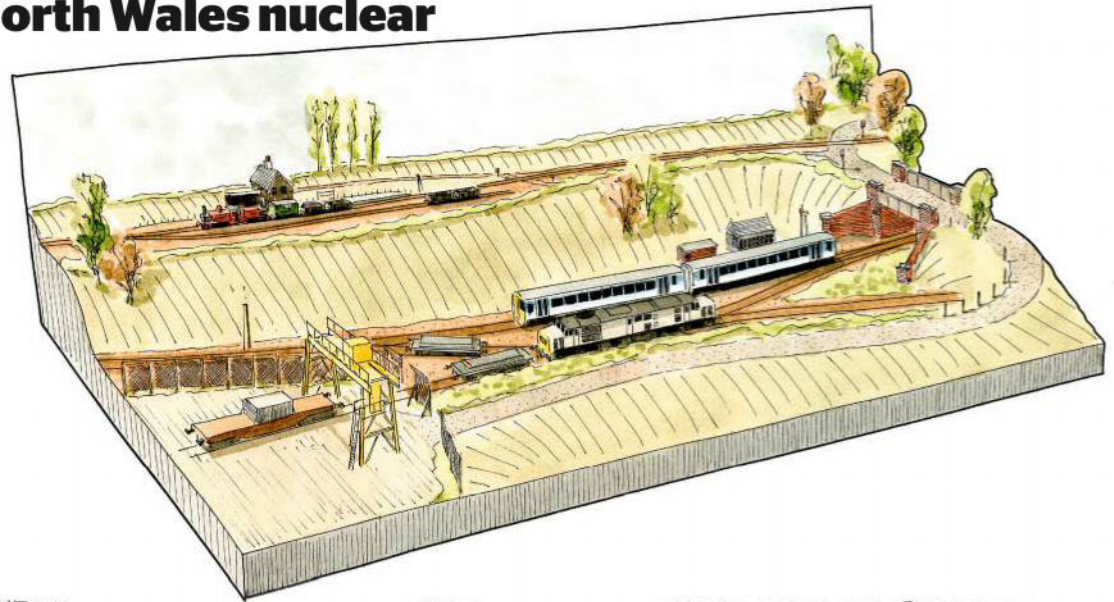
Beyond Killin, the line extended to Loch Tay, but this stretch was only retained in order to access the small engine shed. '4MT' No. 80093 dwarfs the structure on August 4 1965.
JOHN GOSS



McIntosh '439' 0-4-4T No. 55195 at Killin station on April 3 1959.
HENRY PRIESTLY/
ALAMY

Inglenook 3: North Wales nuclear

I've amalgamated several North Wales prototypes, for maximum operation. For standard gauge, there's a nuclear waste terminal and a separate loading bay for gunpowder or other relevant freight. There's also a station for passengers visiting a temporary, off-stage, narrow-gauge terminus. An inglenook shunting arrangement has been provided to the rear (unusually for narrow gauge) as part of a renewal scheme, circumnavigating the original route which was subsequently flooded by regional water authority development... so much for the back story!



Inglenook 4: Brewery

This interchangeable brewery scene is part of my friend Peter Salmon's much larger home-based layout and yet, in itself, is an inglenook. With several sidings to shunt, including one primarily for locomotive use, it differs from previous shelf examples; sidings curve noticeably away from the main line run-round loop, making it ideally suited to a corner location.

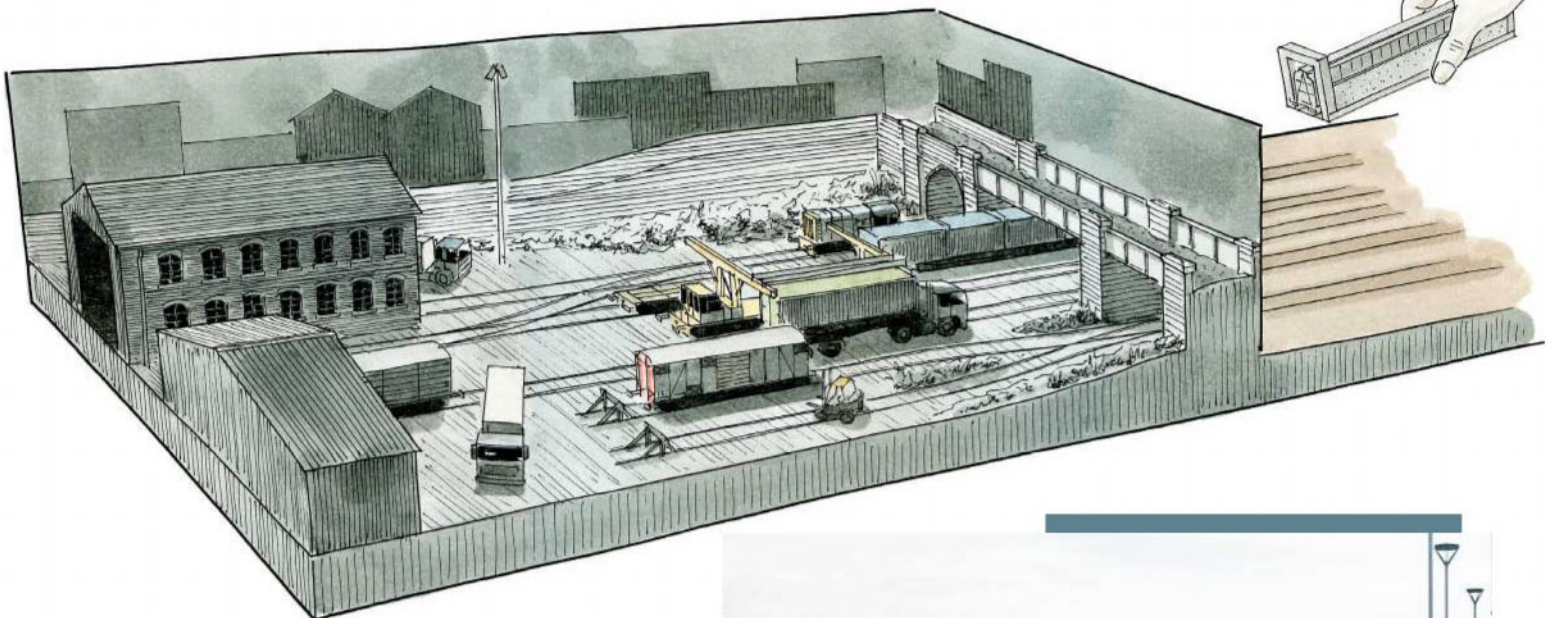
The most significant failing of inglenooks, for me, is that everything tends to run parallel to the baseboard

edge. This is typical of train sets, rather than model railways. In guiding Peter I've tried to ensure that the building arrangement is more organic, with varied ground levels, too. There's a naturally occurring, not forced, perspective from front to back, largely because corners have sufficient depth for such representation.

Please note that the annotations on the plan refer to Metcalfe kit descriptions. Very few structures came from their brewery kit and the one that did was heavily modified.



PETER SALMON



Inglenook 5: Intermodal depot

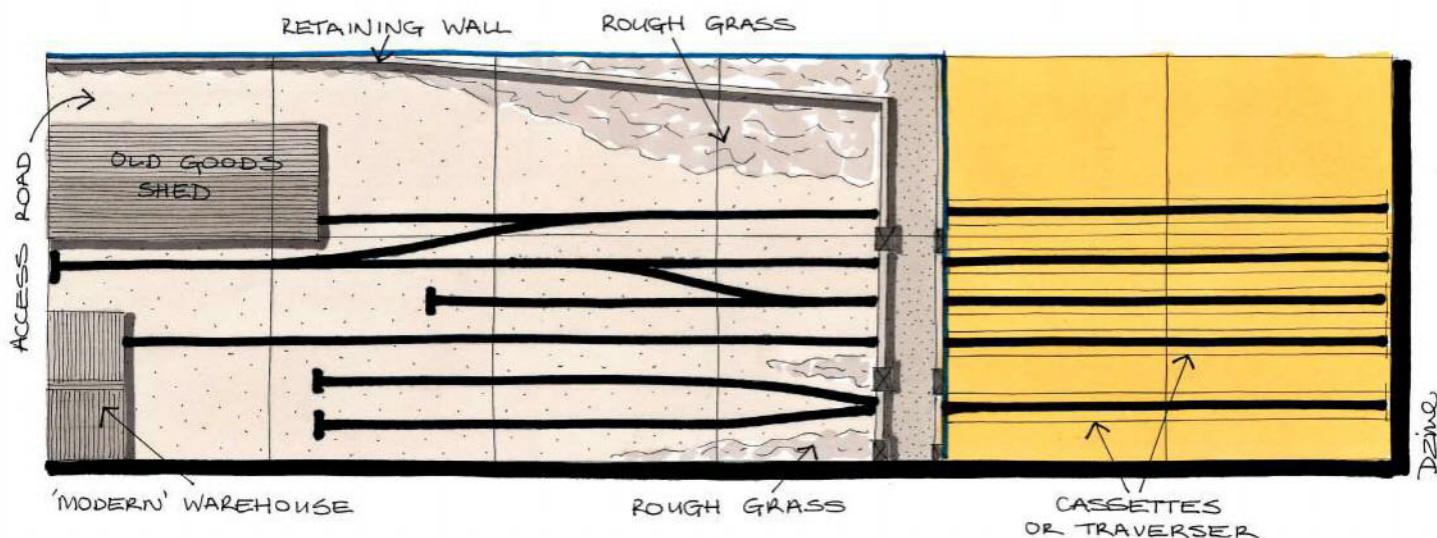
This minimum-space, upgraded old railway yard provides a wonderful opportunity to contrast an atmospheric period scene with modern stock. It's inspired by the work of Iain Rice and encompasses the last section of a line, between the overbridge and warehouses. While in reality we're only going to see the first couple of wagons of any train, we can imagine it to be much longer.

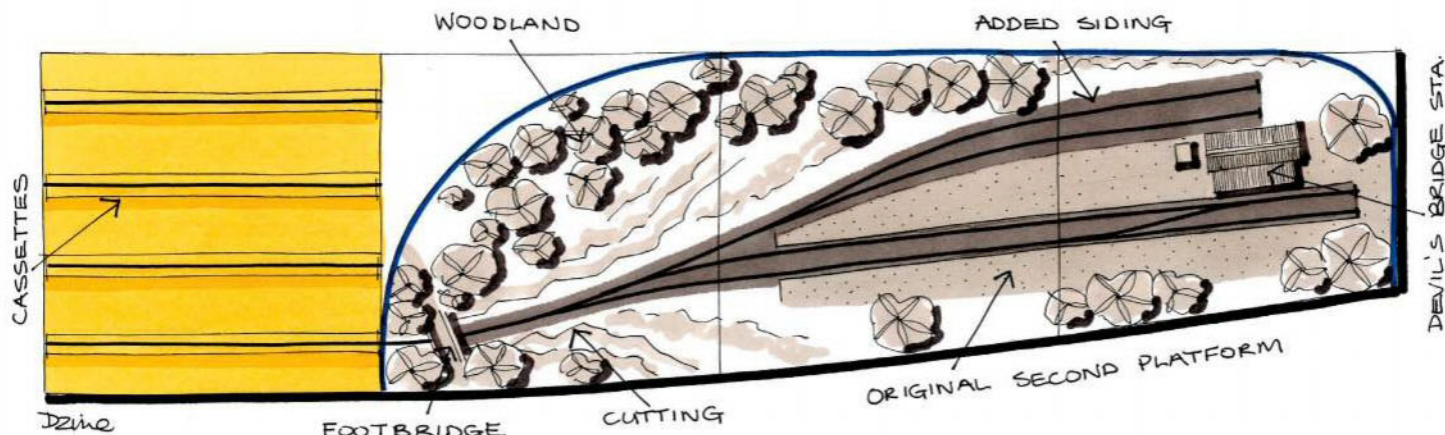


An ideal short intermodal working, photographed at Derby on September 25 2011. The train comprised two FTA container flats, with a pair of VGA vans on each end - a featherweight load for 66004. I've seen shorter trains than this, even down to one or two wagons.

The plan is a dual inglenook made up of three foreground sidings for one set and three partial loops, to the rear, for the other. Both share cassettes for gaining access from one line to another.

Something based solely on container traffic might pale into operational indifference over time. I've gone to Dewsbury Railway Street and Selby yards for additional inspiration - fresh fruit from Spain, and flowers, probably from Holland, respectively.





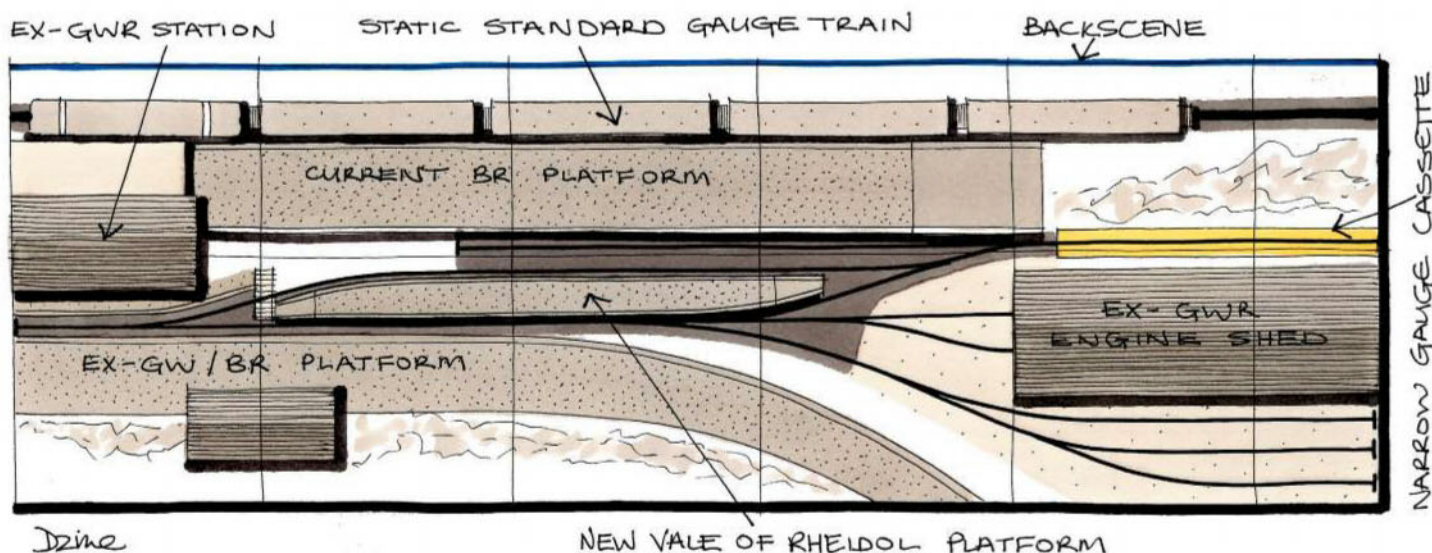
Inglenook 6: Vale of Rheidol

It's often easy to refine a scheme or indeed to improve upon reality. The Vale of Rheidol Railway's terminus at Devil's Bridge is in a beautiful location, but has a very basic and limited track plan.

In upgrading to inglenook status, I'd add at least one, possibly two, extra sidings, for engineer's trains (in modern times) or logging (if you're prepared to set the clock back to the early 1900s). The track and facilities have changed over the years, so research is required if you want period accuracy.

Its Aberystwyth terminus differs considerably. I've manipulated the track plan to accommodate inglenook sidings in front of the ex-GWR locomotive shed and a run-round loop within the station environs, and to hide the narrow gauge line to Devil's Bridge behind the locomotive shed in order to disguise a non-scenic cassette.

A particularly pleasing feature is a standard gauge, static train used as a view blocker to the rear of the layout. Again, it's about visual contrast, and can easily be changed as the fancy takes you. For example, I'd use a Class 40 and Mk 1s.



Inglenook 7: Military dockside

I suspect that most inglenooks are built for fun and comprise a few sidings thrown together for almost endless shunting possibilities. There's absolutely nothing wrong with that.

But I wonder how many people consider the possibility of an inglenook as a fully fledged layout in its own right; well-researched, perhaps following a particular prototype, intensively detailed and compositionally stunning?

This scheme is based on Liverpool docks and set during the Second World War. At that time, the docks covered 500 acres and boasted 29 miles of quays capable of accommodating any ship afloat. It played a vital role in the Battle of the Atlantic, the North African invasion and the invasion of Europe.

During that period 4.7 million soldiers, including 1.2 million Americans, passed through the docks. A staggering 75.15 million tons of cargo was imported, including 73,782 aeroplanes. Among these were Republic P-47 Thunderbolts and North American P-51 Mustangs, as well as Lockheed Hudsons and even Horsa gliders.

Around 660,000 tons of cargo comprised tanks, vehicles and spare parts. Sherman tanks, Buffalo tracked landing vehicles (LVT-1s) and DUKWs were all imported, before being loaded straight on to railway wagons for onwards distribution. But it wasn't all one-way traffic: a number

of British Matilda II tanks were sent to the Soviet Union.

Of particular interest would have been the arrival of USA Transportation Corps 'S160' 2-8-0s and 'S100' 0-6-0Ts which, although landed across the Mersey at Birkenhead, could be worth including. You might need to rethink the design to cater for the discrepancy between the 3.5mm:1ft scale of Roco's 'S160' and the remaining 'OO' layout.

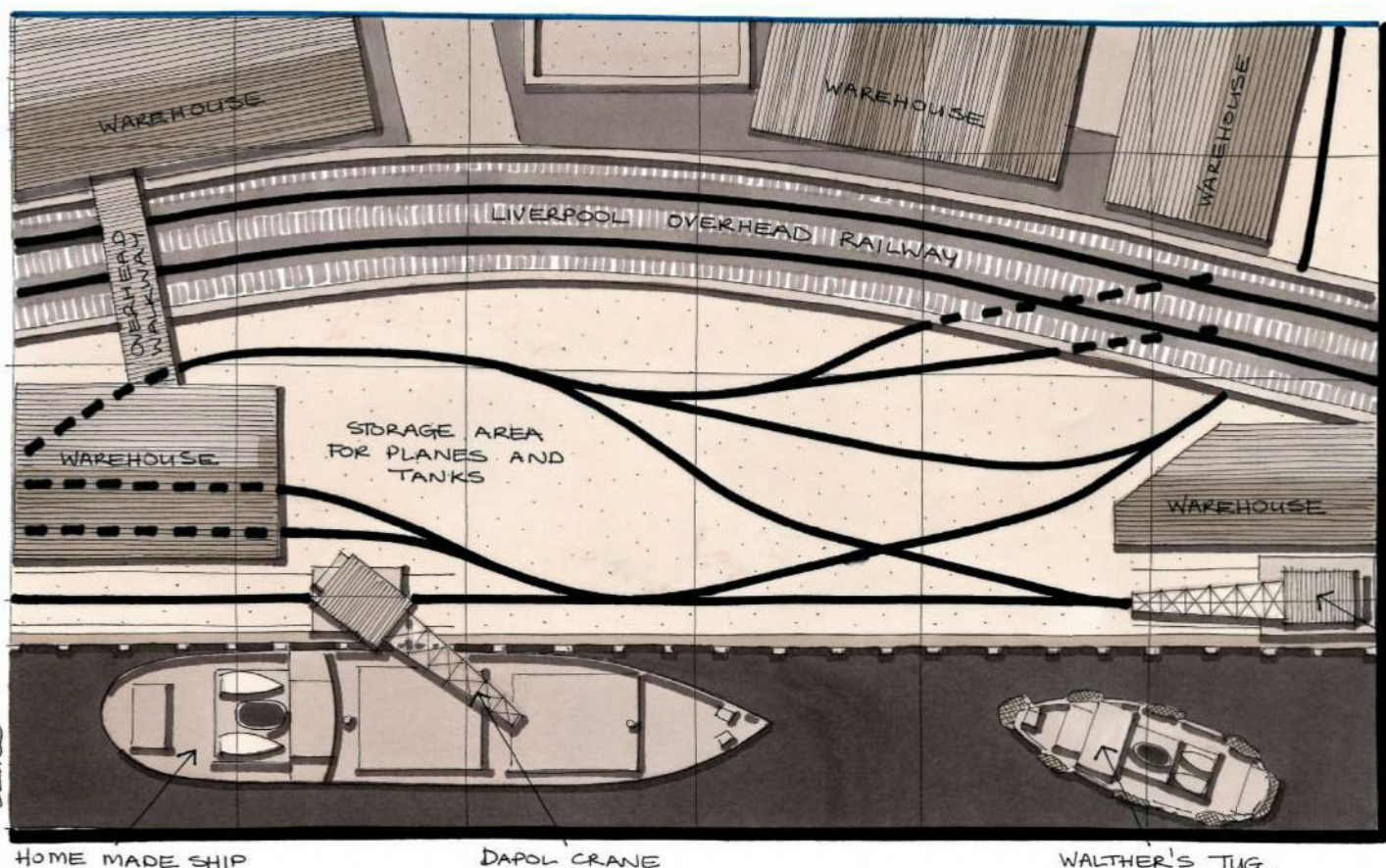
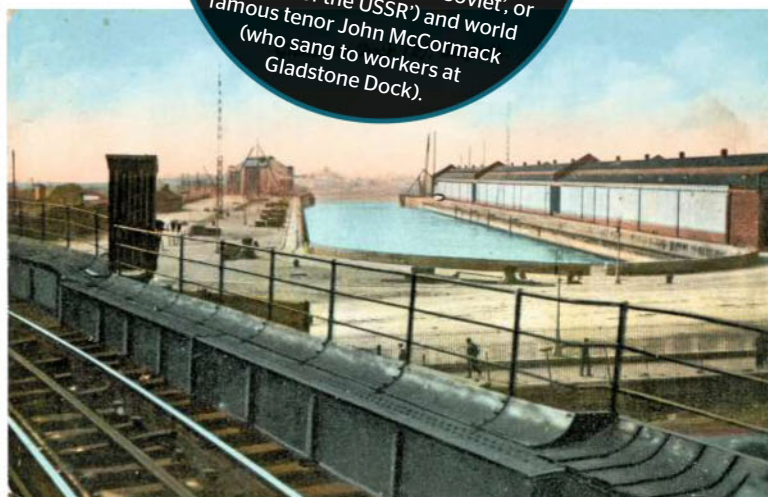
The proposed layout, inspired in

part by Gladstone Dock, comprises a double inglenook track arrangement, each served by a headhunt, left and right, and linked using a diamond crossing and four points. The arrangement can also be used as a quirky run-round loop. Dockside track makes use of Setrack components, including first radius curves. There's a static

view-blocking representation of the Liverpool Overhead Railway, and I draw reader's attention to relevant information in MR233.

DID YOU KNOW?

During the course of the war, numerous distinguished guests visited Liverpool docks, including King George VI, Queen Elizabeth, Winston Churchill, Clement Attlee, Mrs Roosevelt (mainly to visit American troops), Nikolay Shvernik (who became 'Chairman of the Presidium of the Supreme Soviet', or 'President of the USSR') and world famous tenor John McCormack (who sang to workers at Gladstone Dock).



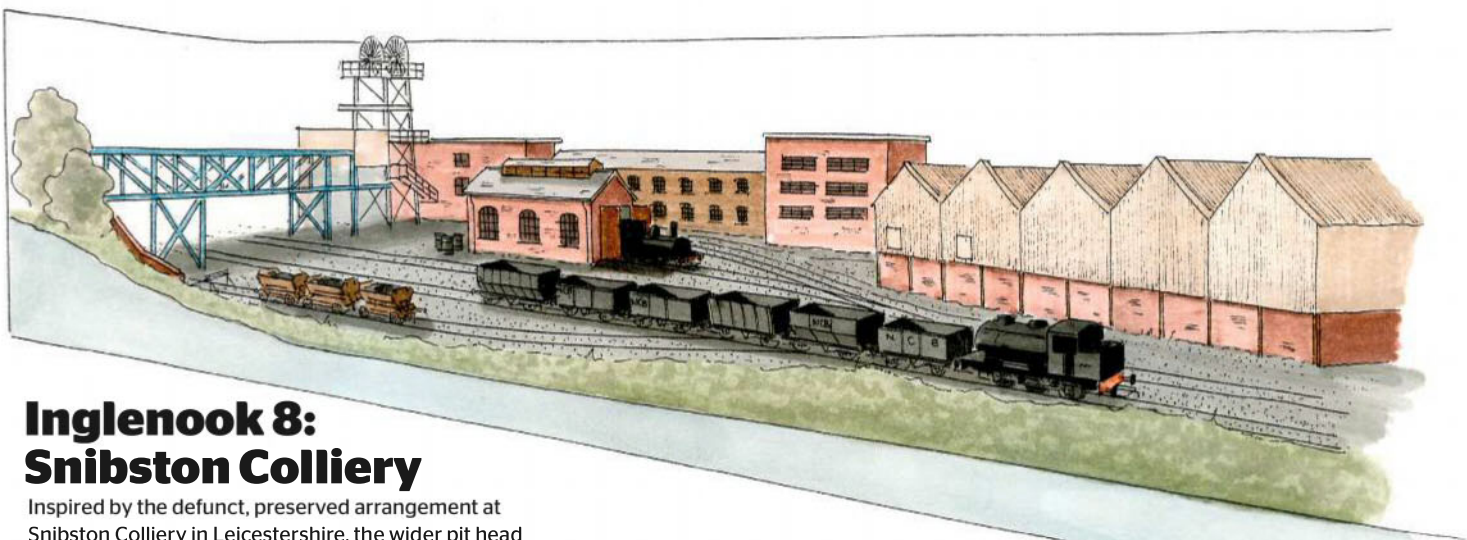


THE MERSEY DOCKS & HARBOUR BOARD (MDHB) FLEET

The MDHB employed a huge variety of locomotives, particularly during wartime.

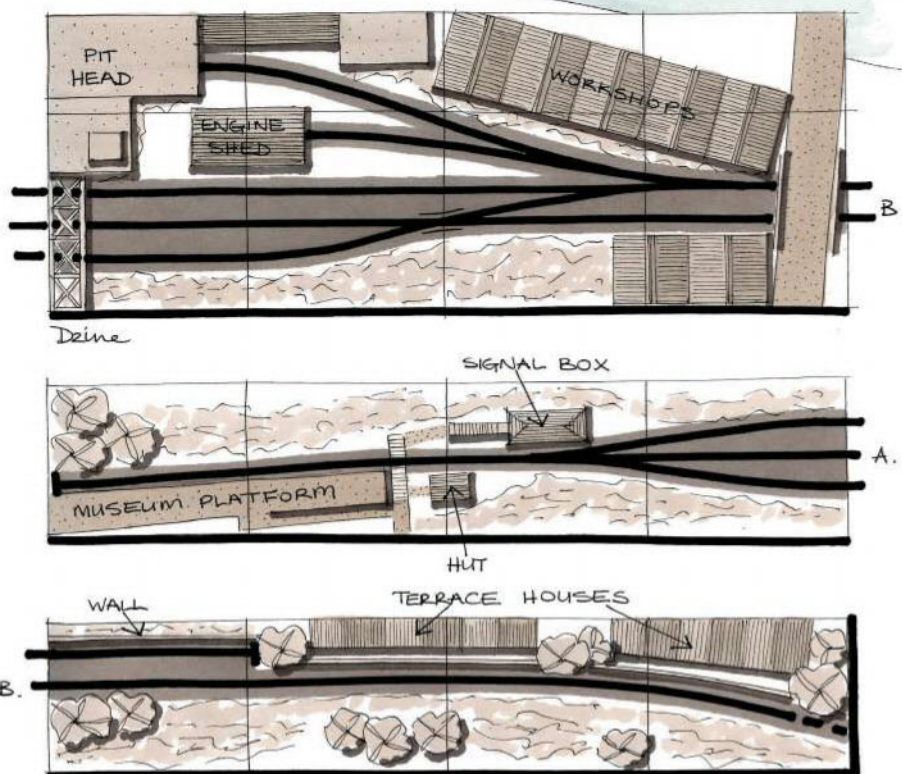
Highlights include:

- Ex-Lancashire & Yorkshire Railway '21' O-4-OSTs.
- No. 1 - an Avonside O-6-OST built in 1904 and preserved by National Museums Liverpool.
- No. 26 - another Avonside product, this time a 'B3', which was also dubbed the 'Mersey' class.
- No. 34 - a 1911 Hawthorn Leslie acquired from the Shropshire & Montgomeryshire Railway in 1923 and rebuilt from an O-6-2T into an O-6-0. Sold in 1927, it has been used to help build Gladstone Dock No. 2
- No. 43 - an Andrew Barclay fireless.
- 'J63s' Nos. 5061 and 5157, loaned by LNER to MDHB during the war.
- Up to ten USATC 'S100s', which were in use at the dock in 1944.
- O-6-ODM No. 32, delivered by Hunslet to the docks in 1944.



Inglennook 8: Snibston Colliery

Inspired by the defunct, preserved arrangement at Snibston Colliery in Leicestershire, the wider pit head section occupies a space of 4ft 6in by 1ft 6in, with modest sidings for shunting and locomotive facilities. At exhibition, the layout would be extended with two equal-length boards (having a combined width of the original to make packing easier), and supported on weighted A-frames at suitable intervals.

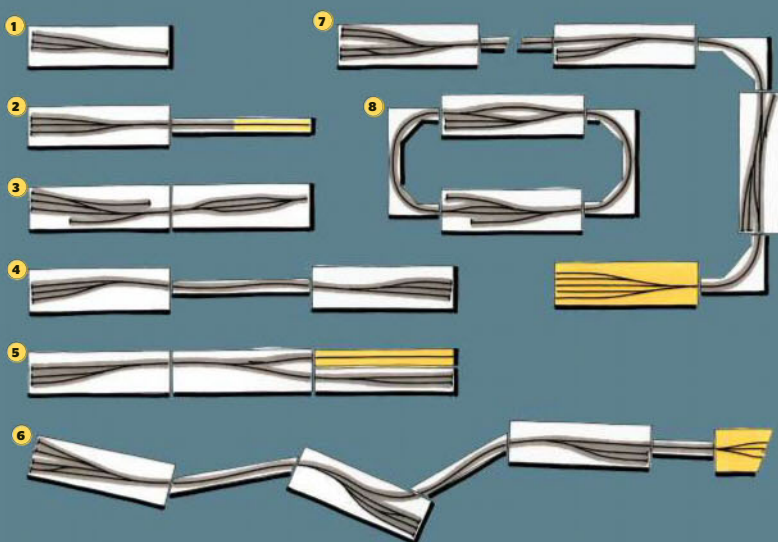


TAKE IT A STAGE FURTHER

Having built an inglenook, that doesn't mean that you can't develop it further. Why not expand it when circumstances permit? Here are a few ideas to illustrate potential inglenook development:

1. Basic inglenook of around 4-6ft long by 1-2ft wide.
2. Basic inglenook with an added scenic/part non-scenic headshunt.
3. Pair of inglenooks, end-to-end. A coal disposal point, such as British Oak, with exchange sidings would be ideal.
4. Pair of fictitious inglenooks, sharing a common central headshunt for added, two-operator complexity.

5. Pair of different-sized inglenooks with a reversing junction. Liskeard (fiddleyard) to Moorswater China Clay, with reversal to Looe, would be a useful prototypical example.
6. Perhaps the most ambitious option: an organic arrangement, for a large room or exhibition hall. Angled boards allow us to follow a 'twisting-turning' prototype route, like the Wisbech & Upwell Tramway.
7. A series of in-line inglenooks, in L- or U-shaped format, to fit a particular room. Inspired by the Clayton West Branch, West Yorkshire.



8. A fictitious pair of inglenooks contrived into a traditional oval. Please note, suggested

prototypes are inspirational only. Areas coloured in mustard yellow represent non-scenic sections.

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- 2D-019-008** - Class 43 HST GNER Blue 43106/43109
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2F-036-029 - Bulk Grain - BR B885325



2F-036-030 - Bulk Grain - BR B885325 Weathered



2F-071-022 - 7 Plank - Ton Philip Rhonda 277



2F-071-023 - 7 Plank - Ton Philip Rhonda 277 Weathered



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7P-004-005 - Autocoach BR Crimson

7P-004-002 - Autocoach GWR Twin Cities Crest Chocolate & Cream **7P-004-003** - Autocoach GWR Shirtbutton Chocolate & Cream

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4F-016-024 - Banana Van - BR Red B881722 Weathered



4F-016-029 - Banana Van - Geest B882125



4F-016-030 - Banana Van - Geest B882125 Weathered



4F-030-015 - 16T Steel Mineral - BR Grey M620225



4F-030-016 - 16T Steel Mineral - BR Grey M620225 Weathered



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- 7F-056-005** - BR Standard Plywood Van Diagram 213 Bauxite B766440
- 7F-056-006** - BR Standard Plywood Van Diagram 213 Bauxite B775624
- 7F-056-007** - BR Standard Plywood Van Diagram 208 Bauxite B755186
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MOLINNIS

NICK DIBBEN resisted the urge to add too much detail. The result is a contemporary Cornish layout that appears much bigger than the modest space it occupies.

Words: MIKE HARRIS



Refrain from jumping ahead to the track plan for a moment, and estimate just how big you think 'Molinnis' really is.

Before you do so, bear in mind that Nick Dibben's contemporary Cornish layout contains the following: the outskirts of a town, a large factory, a section of main line, part of a housing estate, clumps of forest, a seemingly vast expanse of countryside (including a river) and a branch line flanked by a disused china clay dries.

That's a lot of stuff to fit on a large layout, but at 8ft by 3ft (including fiddleyard) 'Molinnis' isn't particularly big, even if it's built in 1:148 scale.

But Nick's modelling genius doesn't stop there. Not only has he managed to cram a lot on to his baseboard, he's managed to create a real sense of space too.

What I referred to earlier as a vast expanse of countryside isn't actually that vast, but study a close-up photograph and it looks positively huge! The question is, how on earth did Nick do it?

EASY ON THE GOODS

"I think it's partly because I haven't gone over the top with the detail," explains Nick. "There isn't as much detail as perhaps you think there is."

The result is plenty of space in which to allow the layout to breathe: nothing feels crammed in, or like it shouldn't be there in the first place.

Many of the details are also suggestive: a row of housing and a main road signal the outskirts of a town, and a cul-de-sac of eight modest houses is all that's needed to convey a larger estate - imagined off-scene.

Nick cites depth as a key reason for the wealth of space, too. "There isn't a lot of track, but the scenic section is quite deep - the best part of 2ft in places," he reveals.

FLAT? FORGET IT

Although the track is flat, the rest of the baseboard isn't. "The area at the front is lowered by around 10mm," says Nick. "The river itself is lowered by a further 10mm, and at the back it rises up again - by about 20mm to 30mm. I used sheets of 8mm-thick polystyrene, which I found easy to contour without too much carving and hacking."

'Molinnis' is a freelance layout, but is still heavily based on the Cornish main line and Newquay branch. Nick explains why: "I took the operation of the line - local services, through trains and a little freight, which makes it a believable situation. Then you can be creative."

"The layout started life as Bugle station, but I imagined that there was another station on the line. Molinnis is a real Hamlet near Bugle, so that provided plenty of inspiration."

"You could assume that the platform is the other side of the backscene, just off the layout. I decided I wanted a passing loop, a junction for the branch line, and a siding for a factory. I then had to spend time figuring out how I could fit all of these elements on to the baseboard."

MADE FROM CHINA

The china clay dries are based on the China Clay Country Park museum, near St Austell. Nick took photographs

ROAD WORKS

The road was downloaded from www.scalescenec.com and printed using a home computer. Nick weathered the road surface, although only a light coating was needed as the downloadable texture comes already weathered.

Nick used a simple method to hide any joins: "The road surfaces are slightly different widths, so I disguised joins by using a different-coloured strip to represent freshly laid asphalt."



The resin houses in the housing estate are all Peedie Models' 1970s detached houses (PMM85006).



The large
factory
building is
two Pikestuff kits
merged together.
Nick scratchbuilt
the canopy.





The signal gantry is a bespoke item from CR Signals and is intended to function. However, it's not yet been wired to a power source.





during a visit to help him scratchbuild the model.

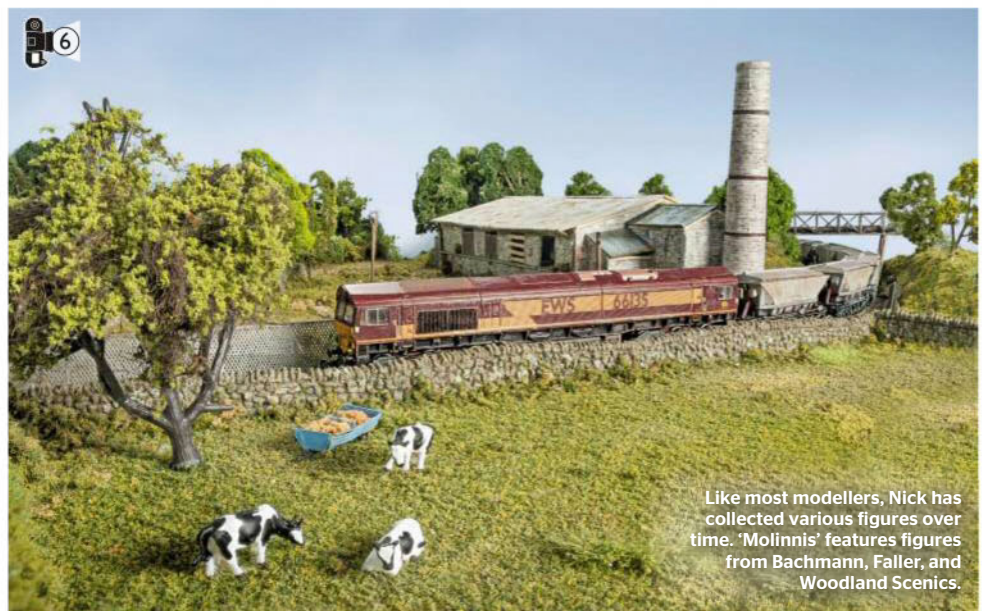
"I used Scalescenes textured paper for the stonework," he reveals. "The chimney [see below] was originally a piece of plastic piping, but it didn't look right. I wanted it to taper, so a friend of mine turned a new one for me on a lathe." 🛠️

TONAL VARIATION

Nick ballasts his track after he's crafted the scenery. He believes this approach creates a more effective join between the two.

"I spray the track a grimy brown colour before applying the ballast," he explains. The ballasting process is similar to his method of applying ground cover.

Nick continues: "It's a mixture. I'll use Woodland Scenics fine ballast, but vary the colours. It's a cocktail of browns, greys and blacks. The main line and branch line sport slightly different mixes, with the branch line being a bit darker to represent older ballast."



Behind the factory, Nick has even recreated the settling ponds, where the clay is placed prior to drying. Next to the dries is a pipe and girder arrangement, which has been kit-bashed to partially hide the scenic break.

STICK TO YOUR ROOTS

Nick is clear about where 'Molinnis' is based. Using the infrastructure and motive power present on the Cornish main line and Newquay branch as inspiration, he's freed up time to focus on tailoring the track plan and

scenery to his own modelling and operational needs.

Time spent refining the track plan and carefully crafting the scenery is evident in what might just be an almost perfect composition. A wealth of scenic elements combine to make 'Molinnis' an extremely interesting layout to view, and clever uses of space allow the model to breathe and seem larger than it really is. **MR**

Main: The branch line is reserved for freight only, such as this train of Silver Bullet China Clay slurry tanks, hauled by a Class 66.

GROUND FORCE

Nick's use of scatter to form ground cover is particularly effective. "I mix about ten different types of scatter material," he explains. "I'll use scatter from a variety of manufacturers and of different sizes, grades and colours, too."

"I mix up a large batch in a sealed plastic bag, which I'll shake before use. I always make sure I've got some of the mixture left over, which I use for repairs. I'll also modify the mix here and there by adding more of a certain colour or grade to vary the mix - ground cover is never completely even."

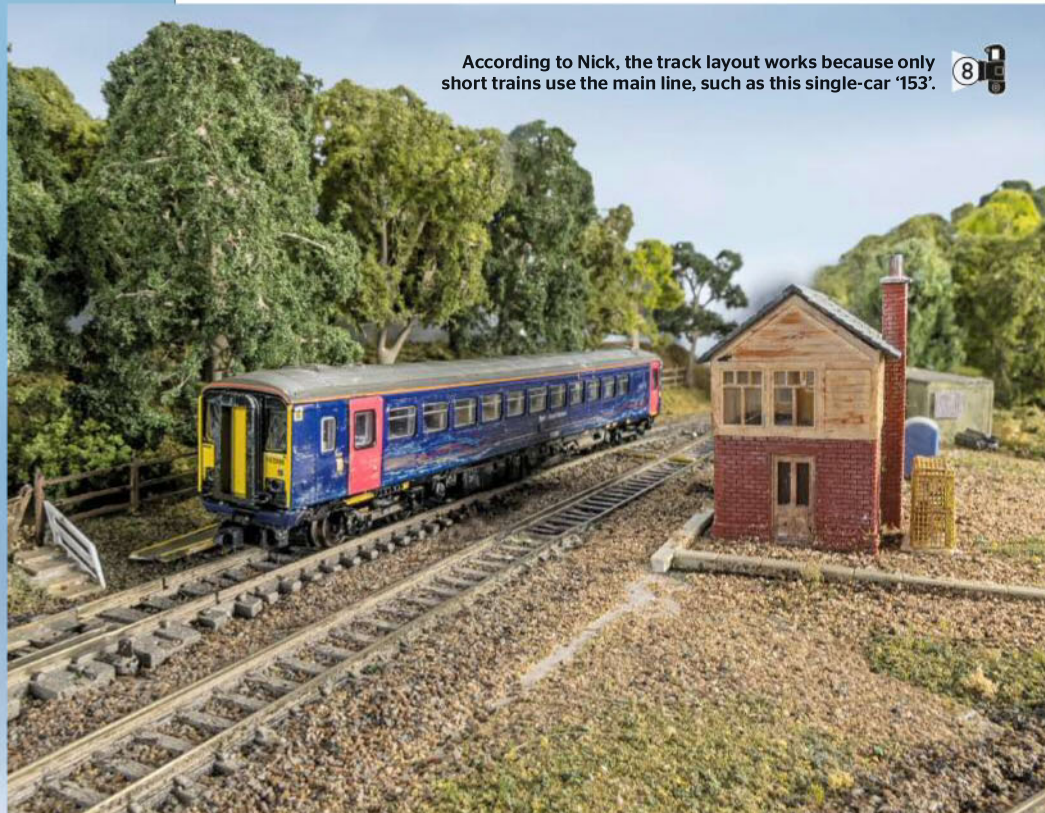
'Molinnis' is home to a staggering amount of trees, and Nick makes it



abundantly clear he was never going to scratchbuild them all. "The trees at the back are from The Model Tree Shop. There's about 100 trees, so I decided I wasn't going to scratchbuild all of those," he laughs.

Nick has made sure to clump trees closely together in order to simulate the thick density of many British forests.

Some of the trees in the foreground are built from various commercial tree armatures, and others from sea moss. Nick uses various scatter materials to represent leaves, with fine scatter reserved for sea moss trees and thicker clumps of flock for larger armatures.



According to Nick, the track layout works because only short trains use the main line, such as this single-car '153'.



“THERE ARE ABOUT 100 TREES, SO I DECIDED I WASN'T GOING TO SCRATCHBUILD ALL OF THOSE!”



The river was created by painting the surface of the baseboard accordingly, before coating it with multiple layers of varnish.



LAYOUT FACTFILE

MOLINNIS



Gauge & scale: 2mm:1ft scale, 9mm gauge, 'N'

Time to build: Two years

Period: 1990s to present

Prototype: Inspired by Newquay branch line

Size: 8ft by 3ft

Track: Code 55

Locomotives: Weathered Farish and Dapol RTR

Rolling stock: Weathered Farish and Dapol RTR

Signals: CR Signals

Power & control: 12V DC

Buildings: Scratchbuilt, kit-built, and proprietary resin

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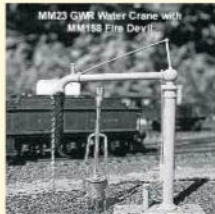
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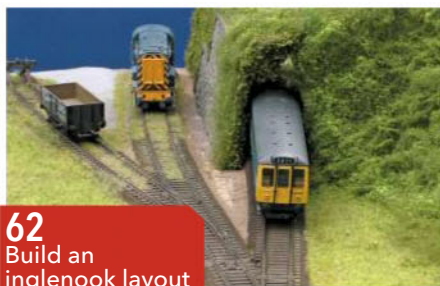
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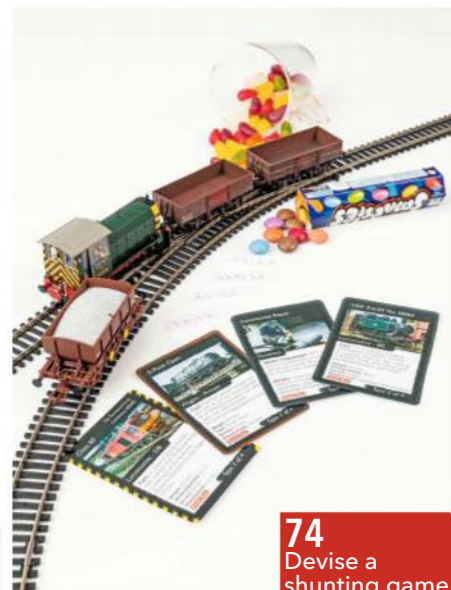
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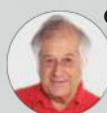
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HOW TO: **CREATE ULTRA-REA**

Peco's new bullhead track gave fresh impetus to **CHRIS NEVARD's** stalled Forest of Dean project.

One of the biggest pitfalls in model railway construction is poor planning. All too often, potentially great layouts fail because things were not thought through properly at the outset.

I'd like to think that, with experience, this becomes less of an issue. Sadly, though, not in my case! Even after four decades of messing about with model trains, my embryonic 'Forest of Dean' project has fallen foul of the same trap.

As the previous instalments (MR221/226) have shown, I'd reached the stage of installing track and hand-built pointwork onto a set of baseboards from Tim Horn's excellent range of laser-cut plywood kits. However, I then struggled to visualise how the completed layout would look. Lack of modelling time has also been a factor. Basically, the layout was becoming a chore rather than fun.

BREAKING TRADITION

A brief diversion into building a tiny layout ('Brew Street', MR229/230) restored my modelling mojo. Slapping down a few lengths of Peco track and turnouts proved a fun, liberating and time-saving experience, compared to my usual preference for hand-built track.

I was thrilled by the recent release of Peco's new bullhead track. Offering an interesting alternative to the excellent C&L and SMP ranges, its main advantage is its 100% compatibility with the existing Peco Code 75 system of track and points.

One thing I've learned over the years is the importance of using techniques suited to the amount of available hobby time. Comfortably juggling modelling between the day job and other interests

is vital: if the fun element goes, what's the point? This is why I think so many layout projects flounder.

Having confined my hand-built trackwork to safe storage, a box of Peco's bullhead rail was purchased and work gathered momentum once again. I prefer to lay my track onto a foamboard base, rather than direct onto the baseboard. This allows me to build up the track remotely, before gluing it to the baseboards. Fortunately, I had yet to secure the track module, so a change of heart was easy.

FULL STEAM AHEAD

After downloading full-size track and point templates from Peco's website, they were printed off and a modified track plan devised. I'd already built most of the buildings for the layout, so they were also placed on the baseboards to gauge clearances and create a workable composition. This 3D planning is far more effective than working on paper alone.

The premise of 'Fountain Colliery' is a re-creation of a small, fictional colliery, deep within the Forest of Dean, Gloucestershire. Set in the post-war years, the production of coal continues, but the long-term future is bleak. Accordingly, the track and infrastructure has a somewhat melancholic air.

By the time you read this, the layout will have attended its first exhibition - the Warminster Finescale Show. Booking the appearance for mid-June was another way of motivating myself to get the layout finished.

An important lesson has been learned with this layout: keep it simple and keep it fun! **MR**



CHRIS NEVARD
Photographer
& modelling master

FOREST OF DEAN PART 3

DIFFICULTY



ESTIMATED TIME
12 hours

TOOLS NEEDED

- Knife
- Straight edge
- Files
- Track cutters
- Pliers
- Paintbrushes



Main: Although work on this layout stalled for nearly a year, Chris has finally finished another masterpiece.

Left: Peco's bullhead track is ideal for sidings and out-of-the-way places like 'Fountain Colliery', set within the Forest of Dean.

LISTIC TRACK

USEFUL SOURCES

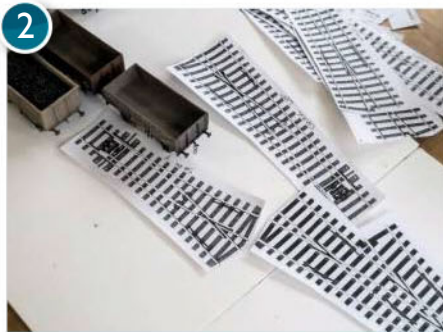
- Peco point templates
tinyurl.com/86334bj
- Tim Horn baseboards and layout accessories
Tel: 07920 510890
Web: www.timhorn.co.uk



HOW TO DO IT: LAY BULLHEAD TRACK



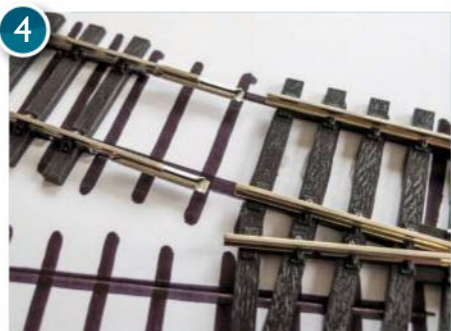
Some of the key buildings had already been constructed, so I had fun arranging Peco paper templates and trying out different scenarios over a fortnight... until my better half decided she wanted the dining room table back!



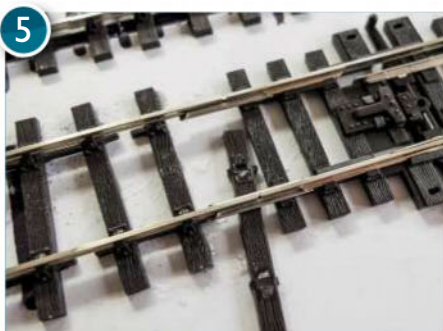
I cut a foamboard base on which to lay the track; it can be glued to the baseboard later. This makes track laying and wiring much easier, especially when working with a diorama/layout-in-a-box type of baseboard.



Once I'd settled on a track plan, the templates were fixed to the foamboard using a Pritt glue stick. It's important to double-check for clearances with rolling stock and buildings before any track is cut or joined.



Thankfully, Peco's new bullhead rail track is fully compatible with the same brand's range of finescale 'OO' turnouts, using standard Code 75 fishplates, making for rapid, easy progress.



With the fishplate rail joiners installed, a gap will remain between the sleepers of the track and the turnout. Popping in a spare sleeper, with the plastic chairs cut away, solves this problem.



To join lengths of Peco bullhead rail, use Peco's delicate new joiners (SL-114) for a realistic effect. No need to modify the sleepers, and the joiners resemble the bolted fishplates of the prototype.



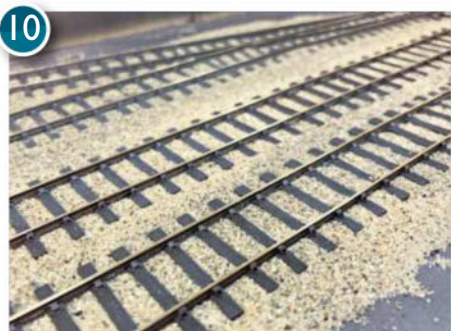
Track sections and points were laid out on the baseboard to check the rail joints were tight, and adequate room was allowed for the buildings and scenic features. A 'dry' run is important, before the track is fixed in place.



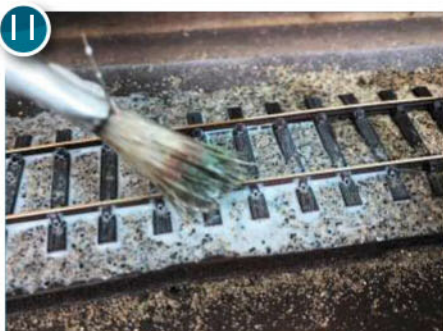
The track assembly was then transferred to the foamboard sub-base and, after soldering power feeds, it was fixed with fast-drying cyanoacrylate glue. Work outside or in a well-ventilated room as the glue fumes are noxious.



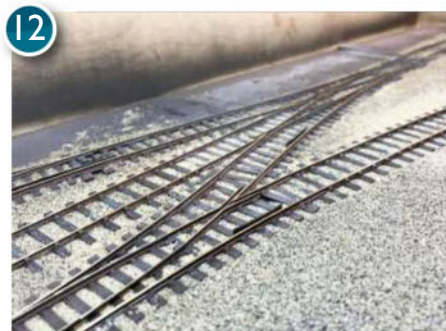
When the glue has fully cured, the foamboard track base can be fixed to the baseboard with PVA glue. Drill holes for power feeds and point motors (if desired) beforehand. Ensure that the foam base is flat and level as the PVA dries.



After wiring and testing, a light layer of Halfords matt black aerosol paint is misted over the track, followed by a hint of red and grey primers. This 'tastes' track colour before ballasting. Clean railheads and switch blades.



Sprinkle and spread ballast over the track, then dribble diluted PVA (50/50, with a dash of washing-up liquid) over it to secure everything in place. Use a loaded brush to touch the top of the rail, allowing glue to flow into the ballast.



Leave for a day or two to set, then scrape any stray ballast off the rail sides, sleeper tops and from around the point blades. If you're portraying a main line scenario, this might be where you want to leave things.

LAYOUT PLANS

Layout dimensions (excluding fiddleyards): length 130cm, width 30cm



13



So, how do I create that smooth fine ballast effect seen in sidings and yards? Well, my method is simple - if a little time-consuming. First, smear DAS modelling clay (Fimo is good too) over the ballast with your fingers...

14



...then use a damp, stiff brush to manipulate the clay, with a smaller brush and a little water to wash away excess from rail chairs. Underlying ballast must be thoroughly dry and, preferably, an exterior grade of PVA glue employed.

GROTTY GROUNDWORK

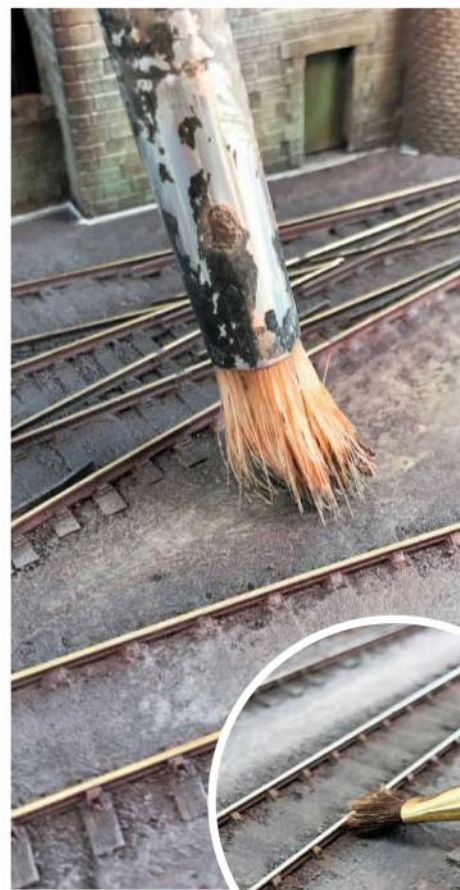
Tester pots of matt emulsion are great for scenic work, with moody shades being ideal for portraying grotty industrial scenes. I tend to begin with a darker colour around the track, before gradually blending paler colours further away from the rails. A little water helps to blend the shades - experimenting on a scrap surface is recommended.

If you make a mistake, just let what you've done dry before starting over again. Be prepared to go over areas a few times until you achieve the desired effect.

There's no point suggesting specific paint colours, as the names tend to change with prevailing fashions. Try to avoid anything too dark, though. How the ground appears in real life, compared to how it looks from a scale of 100 feet away, is very different.

The final job is to paint the sides of the rails. A chocolate or dark leather shade works better than stock 'rust' colours, which can be too orange for old, rusty rails. Rather than paint a solid colour, I employ dry-brushing for a subtle effect, wiping most of the paint off the brush before wiping it over the rails.

Finally, pale grey shades are dry-brushed over the dark sleepers, helping to pick out the surface relief, especially of the simulated wood grain. Don't forget to keep the railheads and point blades clean.



OVERGROWN TRACK

To suit the period and location, I wanted the track on this layout to be overgrown with weeds. Great results were achieved with static grass, grass tufts and a little scatter, secured with small, random blobs of PVA applied with a small brush. Autumn and

winter grass shades are preferred, producing a convincing late summer, bleached look.

After 12 hours, the glue will dry clear and extra grass clumps, from War World Scenics (www.war-world.co.uk) can be added, along with a little traditional scatter here and there

for variety. When happy, a light misting with cheap hairspray will hold everything in place.

Before running trains, you'll need to remove any stray fibres from the railheads, point frogs and blades.

HOW TO DO IT: CREATE OVERGROWN TRACK



I tried to keep the glue away from the rail sides, and lightly diluting the PVA proved beneficial (around 80% glue to 20% water). It's not an exact science, so have a go yourself and see what works best.



While the glue is wet, apply 6mm-long grass fibres over the track (if working in 'N' gauge, try 2mm fibres) with your chosen static grass applicator. Any type of static grass will work, including a simple puffer bottle.



Before the glue fully sets, run a vacuum cleaner over the track (keeping the nozzle a few inches away from the surface) to remove any stray fibres. This also helps the grass to stand upright, but take care to avoid removing it entirely!



**COMING SOON...**

Look out for the next instalment of Chris Nevard's layout building series, where he reveals how he created the wonderful buildings on 'Fountain Colliery'.

Win!

Laser-cut baseboard kit

Chris Nevard's 'Fountain Colliery' uses Tim Horn's laser-cut baseboard kits as its foundation - and we've got one to give away to one lucky reader.

The kit measures 122cm by 47.5cm with a Full Scenic/Photo box and it's worth £91.67.

If you want to win this baseboard, go to www.model-rail.co.uk/model-rail-competition and answer the following question:

Q: Who is usually credited with inventing the 'inglenook' trackplan?

A: Alan Wright

B: Ian Wright

C: Orville & Wilbur Wright



Closing date:
JULY 29

* Kit may differ to the one illustrated

Don't have the internet? Send your answer, plus your contact details, to Baseboard Competition, *Model Rail*, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA. For terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html

HOW TO... **IMPROVE DAPOL'S 7m**



A fan of the late 1980s BR scene, **GEORGE DENT** wondered if Dapol's Class 08 could be modified to better represent one of Tinsley's celebrity shunters.



MODEL
Dapol 7D-008-002
BR Class 08
• **Price:** £225.00 (rrp)

AVAILABILITY
Dapol stockists
• **Web:**
www.dapol.co.uk

DIFFICULTY

ESTIMATED TIME
18 hours

TOOLS NEEDED
• Knife
• Tweezers
• Mini drill & bits
• Mini screwdrivers
• Abrasives
• Pliers



Dapol's first foray into 'O' gauge diesels, the BR Class 08, turned out to be a wonderful model, offering an affordable route into larger scale modelling that has inspired many to consider dabbling in 7mm:1ft scale.

While the overall level of accuracy and realism is impressive, the choice of the earlier style body - with large bonnet door hinges - limits its application, especially to modellers of the late BR and privatisation scenes.

Dapol has yet to announce plans for a re-tooled '08', so I'd been pondering the possibility of modifying the existing bodysell to represent one of the longer-lived 'Gronks'.

After settling on a suitable prototype, research revealed that the model would

The modified bonnet doors and hinge detail have created a much more authentic rendition of a late 1980s BR 'Gronk'.

need a few detail tweaks in order to portray the real 08434. As well as cutting away the bonnet door hinges, one of the louvred equipment boxes must also be removed from the running plate, meaning that the missing door sections would have to be filled in.

QUICK STRIP-DOWN

The conversion work didn't prove overly challenging, helped by the ease with which the model can be stripped down to its component parts. A handful of screws hold the main sections together, while smaller fittings and cab glazing are retained with a strange gum-type adhesive. While it offers a strong bond, the parts are readily pulled apart and the 'gum' simply wiped

away, leaving no residue. This was a real boon, so full marks to Dapol!

As well as the door alterations, a few other minor detail tweaks were necessary. Many Class 08s had the number of headlamps reduced from four to two, while my particular model also needed the radiator access ladders removing. A set of wipers was also added to the cab windows, scratchbuilt from fine copper wire.

There are other potential detail upgrades for the more determined modeller, not least the addition of bonnet top lifting lugs. I'd toyed with the idea of adding these, but decided

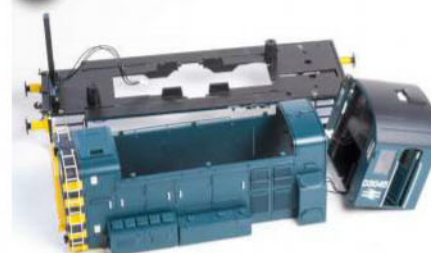
m CLASS 08

HOW TO DO IT: UPGRADE DAPOL'S '08'



Dapol's Class 08 is simple to dismantle, following the supplied instructions. Begin by removing the two small screws affixing the body to the chassis. Keep the screws in a safe place.

2



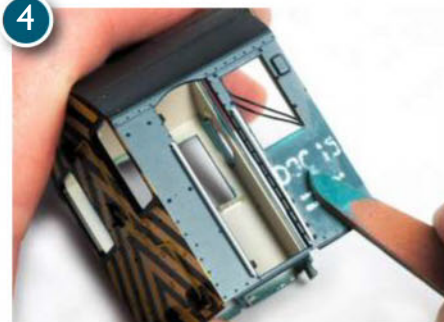
The bonnet and cab is then freed from the metal running plate by removing two further screws. The glue bond needs to be gently broken, peeling the bonnet away from the running plate.

3



If your prototype warrants it, pull away the equipment box from the bonnet side. Remove the handrails and push out the glazing. The radiator access ladders and cab doors are held in place by small wire pins.

4



Remove unwanted numbers and emblems with fine sanding sticks. As I planned to repaint the model, it didn't matter that the black plastic was revealed through the livery. Take care not to remove the fine detail.



not to, probably for the same reason that Dapol left them off in the first place. Given that the bonnet top is designed to unclip to allow access to the interior, any fine detail additions are at risk of damage.

Thanks to some natty decals from Railtec, my rendition of 08434 depicts the humble 'Gronk' in the last years of its life, adorned with the unofficial name 'Midland', courtesy of Tinsley shed staff. With its shabby blue paintwork and weathered finish, my Dapol '08' now looks much more appropriate for the 1980s-era layout that I've been dreaming up... **MR**

SHOPPING LIST

● Alclad II primers, Lifecolor paints & pigments, airbrushes and equipment
The Airbrush Company
Tel: 01903 767800

Web: www.airbrushes.com

● Transfers

Railtec

Web: www.railtec-models.com

● RailMatch enamel paints

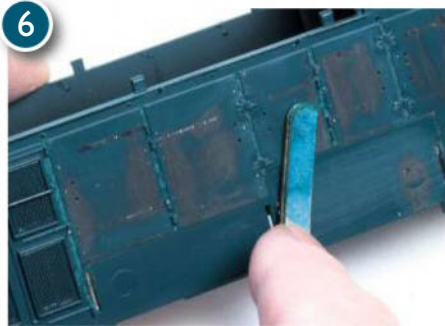
Howes Models

Tel: 01865 848000

Web: www.howesmodels.co.uk



Carefully pare away the moulded door hinges, removing a little material at a time. A shallow wood carving gouge (No. 4 sweep) proved particularly effective. A flat blade brings the risk of 'digging in' and creating a recess.



Finish the flattening work with successively fine grades of abrasive pads. The Flex-i-File range offered by Albion Alloys is particularly useful (www.albionhobbies.com). Avoid damaging other raised details where possible.



15thou' (0.4mm) plastic card made up the missing door sections, secured with cyano glue. When dry, the gaps were filled with putty. Missing door hinges were added from 0.9mm brass wire and plastic strip.



For later era '08s', the two centrally mounted light units must be removed from the cab and nose ends, along with the cable conduit. Pull away the lights and fill the apertures with plastic strip and putty.



Allow the filler to cure before flattening the surface with abrasives or a sharpened mini screwdriver blade. Check your prototype to see if any lamp brackets were removed or repositioned.



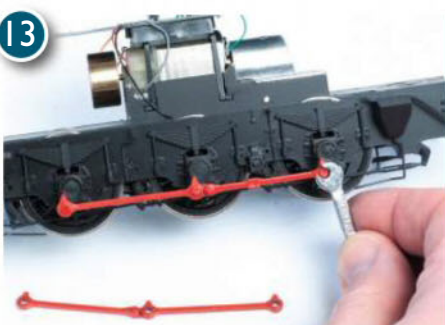
After thorough cleaning to remove debris and grease, a white primer coat was built up over the modified areas of bonnet and cabs. Preserve the wasp stripes on the nose and cab ends with masking tape.



To recreate a typical faded look, RailMatch 207 Rail Blue was mixed with a drop of 412 Weathered Black and airbrushed into recesses and around panels. Next came Faded Rail Blue (451), concentrated in the centre of panels.



Unadulterated RailMatch Rail Blue followed, misted carefully over the model to blend the lighter and darker shades together. The effect can look a little harsh at this stage, but do not fear!



The red coupling rods need to be repainted and it's much easier to treat these away from the model. Gently unscrew the crankpins with a small spanner and keep them in a safe place.



After degreasing the rods, they were primed and painted yellow, along with the modified cab ends. Yellow is an awkward colour to apply and is best built up over several light coats.



Careful prototype study can reveal interesting quirks worthy of replication. A damaged overhead warning symbol has been joined by a later equivalent.

08434 FACTFILE

- Built in 1958, at BR Derby Works.
- Original number D3549.
- Loaned briefly to National Coal Board in late 1980s.
- 'Midland' name applied circa 1988 at Tinsley shed.
- Withdrawn from Derby shed, February 1992.
- Scrapped at Margam in 1994.

TOP TIP

During dismantling, store all parts securely in a re-sealable bag or tin, marking them clearly to avoid confusion during reassembly.



15



The black elements of the wasp stripes were re-established with careful hand-brushing. Perfection wasn't essential, as subsequent weathering would disguise any discrepancies.

16



Re-fit the handrails, re-drilling the mounting holes if necessary (in case they're clogged with paint). Add any extra handrails if your prototype demands it, touching in the paintwork by hand.

17



After several clear gloss coats, the Railtec waterslide decals were applied. Micro Set, applied to the surface before the decals, aids adhesion. Leave overnight to dry before sealing with satin varnish.



A mixture of LifeColor UA701 Dark Rust, UA722 Roof Dirt and UA723 Weathered Black was applied to small areas of the bodywork, then mostly wiped away, aided by Liquid Pigments Remover.



A little LifeColor PG101 Dark Earth dry pigment was mixed with the same paints and stippled onto the chassis with a flat brush, working the medium into all of the nooks and crannies.



The hand-applied weathering was then refined with an airbrush, loaded with a mix of Tamiya acrylics: XF79 Linoleum Deck Brown, ZF24 Dark Grey and XF1 Flat Black. Work around the recesses and body panels.



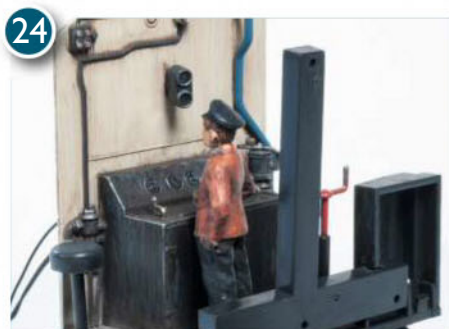
The airbrush also refines the chassis frames. Add a little more black to the mix to create shading around the raised detail and a more brownish tint around the brake gear.



The connecting rods and parts of the chassis were treated to oily streaks, courtesy of LifeColor's Grease Effect paints (UA262 Dirty Grease and UA263 Grease). These dry to an oily, glossy sheen.



Before reassembly, be sure to clean the wheels thoroughly. A liquid cleaner, such as Track Magic from Deluxe Materials, will shift dried paint. Remember to clean the inner faces upon which the wiper pick-ups bear.



The opportunity was taken to enhance the cab interior with weathering washes and dry pigments. Dry-brushing also helped to pick out the various details. A driver in a suitably grubby uniform completes the picture.



After re-glazing and assembly, blend in any areas of the weathered finish with the airbrush, for a seamless transition from the chassis to body. We don't want it to be obvious that the parts have been treated separately.



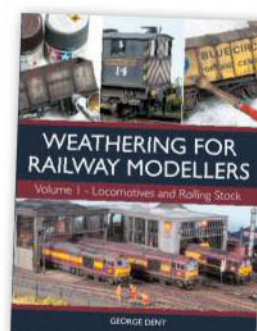
Finally, a set of windscreen wipers had to be fabricated. I used black-coated 28gauge copper jewellery-making wire, bent to shape and secured with a dab of PVA glue within drilled mounting holes.

The modulated livery shades and subsequent layers of weathering really bring the Dapol model to life.



LEARN MORE

Discover more of George's weathering tricks and tips in his forthcoming book, *Weathering for Railway Modellers, Volume One*, due out later this year. See www.crowood.com for more details.





Many locomotives received unofficial adornments in the late 1980s, courtesy of staff at local depots. See next month's *Model Rail* for more on this subject...

SEE MORE

Keep up to date with George's projects by visiting www.model-rail.co.uk and clicking on 'George's Blog' on the navigation bar
■ Also visit www.instagram.com/dentmodelmaker



CHRIS LEIGH
Consultant
Editor

CORNISH COASTAL LAYOUT PART 10

WORK DONE

- MR216 Village planning
- MR218 Lattice girder bridge
- MR220 Medieval castle
- MR221 Cassette fiddleyard
- MR222 Modelling cliffs
- MR226 Modelling a village
- MR228 Build a harbour
- MR229 Install buildings
- MR232 Build a modern station

DIFFICULTY



TIME TAKEN

One day

TOOLS NEEDED

- Jeweller's screwdrivers
- Pliers
- Needle files
- Pin chuck and small drill bits



FIT KADEE COUPLERS

Not a fan of tension locks, **CHRIS LEIGH** explores the possibilities of this US coupling system to bring realistic, hands-free shunting to 'Polwyddelan'.

Couplings have always been an issue for me. I grew up with the Hornby-Dublo/Peco Simplex coupler which was OK when it was made of metal. Though it was prone to uncouple unexpectedly, you could easily adjust it with a pair of pliers.

When Hornby-Dublo started using plastic versions, however, these were more prone to uncoupling and impossible to adjust. Worse still, with the switch to the massive Tri-ang tension lock coupling, it was only marginally improved when both Bachmann and Hornby opted to reduce the size of the tension lock.

However, the current tension lock, in almost universal use on British outline models, is far from satisfactory, in my view. It consists of a plastic loop to

which a vertically pivoting pressed metal hook is attached. The coupler may be clip-fitted into an NEM pocket on more recent models, but on older toolings it may be attached with a self-tapping screw or even moulded as part of the chassis or bogie. In theory, this should operate correctly with the smaller version, but in practice it doesn't.

In my experience, the metal hook of the modern tension lock is usually loose on the pivot and frequently falls off, rendering the coupling useless. As I write, I have one such hook lying on my desk. I've no idea where it has come from - probably a review sample.

Uncoupling requires the use of a ramp arrangement to lift the hooks, but on my layout I found that the standard Peco ramp fouled the

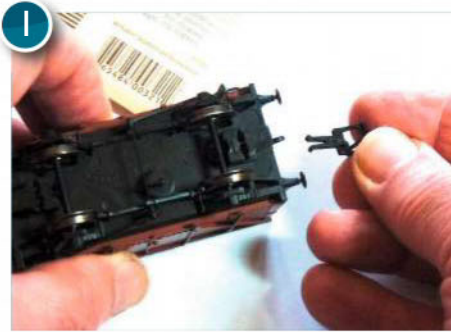
low-hanging gear covers of my Bachmann diesels. I considered home-made ramps using clear acetate, with a lever arrangement to raise and lower it, but realised that I don't have the mechanical skills to make something that would actually work.

Of course, the traditional British full-size coupling, a hook and three large chain links, is coupled and uncoupled by hand. In model form it's impossible to automate. On my 'Black Dog Halt' layout, I used scale three-link and screw couplings because I wanted authentic appearance. It was also a largely straight layout so there was no problem with buffer-locking on curves.

Trying to couple three links, at arm's length, while leaning over the back-scene, proved near impossible. The resultant fiddling and cursing, in front of



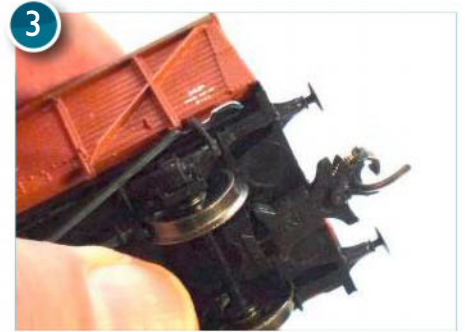
HOW TO DO IT: CHANGE COUPLINGS



On most modern ready-to-run wagons, the tension lock coupler is fitted in a pivoted NEM coupler pocket. The coupler simply unclips by pulling it out.



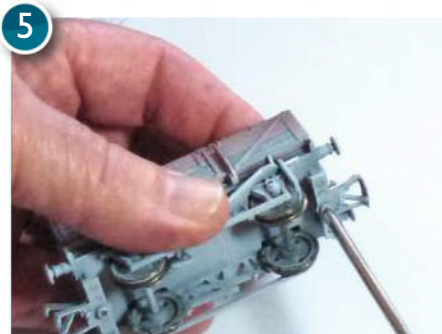
The Kadee No. 18 is the mid-length of the three versions designed to fit in an NEM pocket. There are four couplers in each packet and it is worth having packs of each of the three sizes available.



I've fitted this box van with the mid-length coupling, which will look good for a vacuum-braked train with wagons closely coupled, but might be too short for sharper curves.



The mid-length coupling on this 'Toad' brake van is likely to be too short, allowing buffer faces to come into contact on curves and cause derailments. A No. 19 will be a better choice.



It was disappointing to find that the Bachmann china clay wagon does not have NEM pockets but a larger tension lock, held in place with a self-tapping screw.



For these wagons I used the 'standard' Kadee coupler as supplied for the US market. There are different versions for every eventuality, but Nos. 23 and 28 should be a good start.



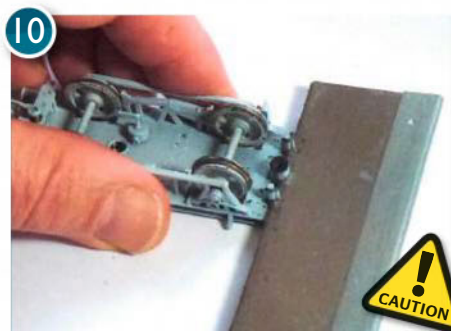
The standard Kadee coupler is assembled from four parts - the coupler, a phosphor-bronze spring and a two-part plastic box, called the draft gear box. A brush of liquid poly cement will ensure the draft gear box remains assembled.



The Bachmann 'clay hoods' don't have NEM pockets, so the tension lock must be removed by simply unscrewing it. I used the screw and mounting spigot to attach a standard Kadee.



Kadee produces a neat little coupler height gauge which fits over the rails and has a coupler pre-installed at the correct height. A quick check showed that my wagon coupling was far too low.



Mounting the coupler direct to the wagon floor would bring it to the right height and it would look better, too. I sawed off the three mounting spigots with a razor saw. Be careful of your fingers!



The remaining stumps of the spigots were filed off. I rested the wagon on an old paintbrush to avoid damaging the rather fragile buffers. The factory weathering was quite thorough!



I drilled out the mounting hole and used the same self-tapping screw to mount the coupler to the floor. The screw protrudes inside the wagon, but these vehicles are to be sheeted over, so it won't be seen.

13



Another check against the height gauge shows that the coupler is now mounted at the correct height. Draft gear box couplers can be glued in place, but a screw fixing is more dependable.

15



A check of the bogie against the coupler height gauge shows that a Kadee fitted on top of the coupler mounting plate will be at the right height. The locating pin can be cut off.

17



The E-Zmate coupler fits the Kadee draft gear box and has its own built-in centring springs, so the Kadee spring is not needed. The long shank on this coupler protrudes far enough for the Mk 3 coach.

an audience, was acutely embarrassing.

There are other couplings which have been devised by modellers to overcome some of the problems. I have no desire to manufacture my own couplings and I dislike the wire-across-the-buffers arrangement, which ruins the look of locomotives and stock.

An alternative is the miniature buck-eye made by Kadee. It employs a simple uncoupling arrangement which uses a magnet mounted between the running rails.

The biggest problem with Kadee couplings has been that ingenuity was sometimes required in order to mount them in the correct position on cars that were not designed to accept them, and which still had the remnants of a much more cumbersome coupler in place. Over time, Kadee produced more and more versions of the same coupler, designed to be

14



On Hornby Mk 3 coaches, the tension lock couplers are clip-fitted to the bogies. The bogie simply unclips from the coach and the coupler and its retaining plate can then be unclipped.

16



I only had one length of Kadee coupler available to fit a draft gear box, and this was not long enough for the Mk 3 coach. Fortunately, I had long shank Bachmann E-Zmate couplers available.

18



A medium-length coupler in the NEM pocket of the Class 57 works well with the long-shank E-Zmate coupler in a Kadee draft gear box mounted on the bogie of the Mk 3 coach.

mounted in different ways. The uncouplers, too, were developed to include electro-magnetic operation and hidden magnets, alongside the original concept. Of particular interest to me were Nos. 17, 18, and 19 couplers, because these have the 'swallow tail' to enable their use as direct replacements in the European NEM coupler pockets.

I began to wonder if Kadee couplings would suit my needs on 'Polwyddelan'. I've seen them used successfully on British-outline models, but I had always discounted them on the grounds that they did not look very British, and that buffers (which are absent from US equipment) might interfere with their operation.

As I reached the point where the coupling issue on 'Polwyddelan' needed to be resolved, I noticed some Kadee items on sale in my local model shop, Trains4U in Peterborough.

COUPLING STYLES

The traditional British coupling consists of three hoops of chain and a hook on each item of rolling stock. There were variations, such as a screw coupling where a bar and thread allowed the coupling chain to be tightened.

Buck-eye 'knuckle' couplers are very North American to British eyes, but there is historical precedent for using them on British layouts: Nigel Gresley fitted buck-eyes to his 'A4s' and main line coaches, whereas they're also used on rakes of Mk 1-Mk 4 coaches, as well as many new types of freight vehicle.



An afternoon spent with a screwdriver and a razor saw was sufficient to change the couplings on all the stock I need for 'Polwyddelan'. Only two trains, a passenger train of BR Mk 3 coaches and a china clay train, will actually have locomotive changes, and these will be simple sequences designed to demonstrate DCC control. Only the couplings on the ends of the rakes will be changed, tension locks being retained within each train. The relevant locomotives will have Kadee couplers on both ends.

Kadee buck-eyes don't look remotely like British three-link couplings, but nor do tension locks. I think the Kadee items look marginally less obtrusive than tension locks, but that may be because I've become accustomed to them on all my Canadian stock. The great advantage of vehicles fitted with NEM pockets, however, is that you can give Kadee couplings a try and, if you don't like them, you can simply re-fit the tension locks.

Initially, I equipped a locomotive and one clay wagon, and installed one uncoupler. It worked first time, and that convinced me I had done the right thing.

Start by equipping yourself with one pack each of Kadee Nos. 17, 18 and 19. These are the three different lengths available to fit NEM pockets. You can use trial and error to find the best length for each particular item of stock. **MR**

RADHARC IMAGES/ALAMY

CLIFF HIDE STOCK/ALAMY

HOW TO DO IT: INSTALL THE UNCOUPLER



Kadee produces several different uncouplers for different types of installation. There's even one that you can hide underneath the sleepers. No. 312 is the simplest to install.



The No. 312 is simply a magnetic strip. The pack contains two strips, which was all I needed, one for my platform road and one for the siding. I rested this one in position while I was deciding exactly where it should go.



I used a sharp point to mark the position on the sleepers and then cut them away with a razor saw. Because the track is mounted on thick Woodland Scenics underlay, cutting was an easy process.



The magnet was temporarily positioned in the slot once the debris of sleepers and ballast had been removed. It needs to sit just above rail level - the instructions say $\frac{1}{64}$ in - but 'just above' will do.



I found that a little packing was necessary, in the shape of a piece of 30thou plastic sheet. It was glued in place and the magnet - chamfered edges downwards - was glued on top.

6 Believe it or not, this was the first test, with nothing adjusted. The 'USA' propelled the wagons over the uncoupler and then backed away, leaving them to be collected by the Class 25.



7 The Class 25 has NEM pockets so the coupler change was a straightforward swap. In order to couple to the wagons, they must be propelled off the uncoupler. They will remain coupled provided they are not stopped over the uncoupler.



8 The uncoupler in the station platform road is positioned to allow a Class 57 and Mk 3 coaches to be uncoupled. Otherwise, it works in exactly the same way. Coupler 'droop' may require the drop-arms to be adjusted from time to time.



KADEES - WHERE TO BUY THEM?

They might be made in the USA, but there's a wide number of stockists in the UK. Mine came from Trains4U in Peterborough, but a quick Google search revealed Gaugemaster, Express Models, Sherwood Models, DC Kits and Hatton's as stockists, among others.



HOW TO... BUILD AN 'INGLENOOK' LAYOUT



PETER MARRIOTT recycles old materials to make a layout that's big on play value yet small on space requirements and quick to build.

Not another small layout from that bloke Marriott, I hear you cry. Sorry, but it's true. I had a couple of reasons for building this one: firstly, I wanted to recycle a baseboard; secondly, I wanted somewhere to run my new NCB '57XX' 0-6-OPT.

I accept that these are pretty unusual reasons for making a new layout, and they must seem even more so when I admit that I bought the NCB '57XX' on a whim.

I missed out when it was a ModelZone limited edition, but then I saw one on Hatton's website, so bought it.

The baseboard was one that I built years ago. I'd removed most of the scenery from it and had planned to take it to the tip, before realising what a waste that would be.

It gave me the opportunity to try something that I'd always wanted to: the 'inglenook' concept. I could build a shunting puzzle layout with just two points on it, while having a play around with a few products I had in stock and had not yet found a home for.

The name of 'Rowley Goods' was inspired by my former West Midlands stamping ground of Rowley Regis. The layout would not resemble that double-track suburban line in any way, other than it plays host to GWR motive power. Currently in the hands of the London Midland franchise, Rowley Regis station has always looked a bit run-down to me.

My inglenook design has three sidings: one is used to store a diesel railcar for passenger shuttles, while the other two are used for a small goods yard. The operational potential is the absolute minimum that anybody would want, but by the same token I wanted to prove that you can build a layout with some 'play value' in a small space.

You may raise your eyebrows at some of the choices I've made - such as using foam ballast underlay - but I also wanted to prove that you could make a layout with play value in a small space really quickly. **MR**

'INGLENOOK' FACTFILE

Scale: 'OO'

Dimensions: 1.1 metres by 0.40 metres on one baseboard

Era: 1940s to present

Location: various - an NCB branch line before closure, GWR rural single branch line or modern single track line

Track: Peco Streamline Code 100 sectional

Weathering of track: Humbrol acrylic dark brown aerosol

Ballast: foam strip

Buildings: Bachmann Scenecraft, Best and Hornby Skaledale

Trees: improved Heki foam-based trees

Landscaping: Woodland Scenics Plaster Cloth laid over hard foam and cardboard landscape formers

Scenic materials: Heki, miniNatur, Noch, Treemendus and Woodland Scenics

Weeds: Model Landscape Company grass tufts, Noch laser-cut plants and Walthers Botanicals

Road: Woodland Scenics Flex Paste

Detailing accessories: Sankey Scenics and Ratio

Locomotives: Bachmann, Heljan and Hornby

Wagons: Bachmann, Dapol and Hornby

Time to build: 20 hours, plus the time to build the baseboard

Total cost of the layout: around £70, plus the baseboard

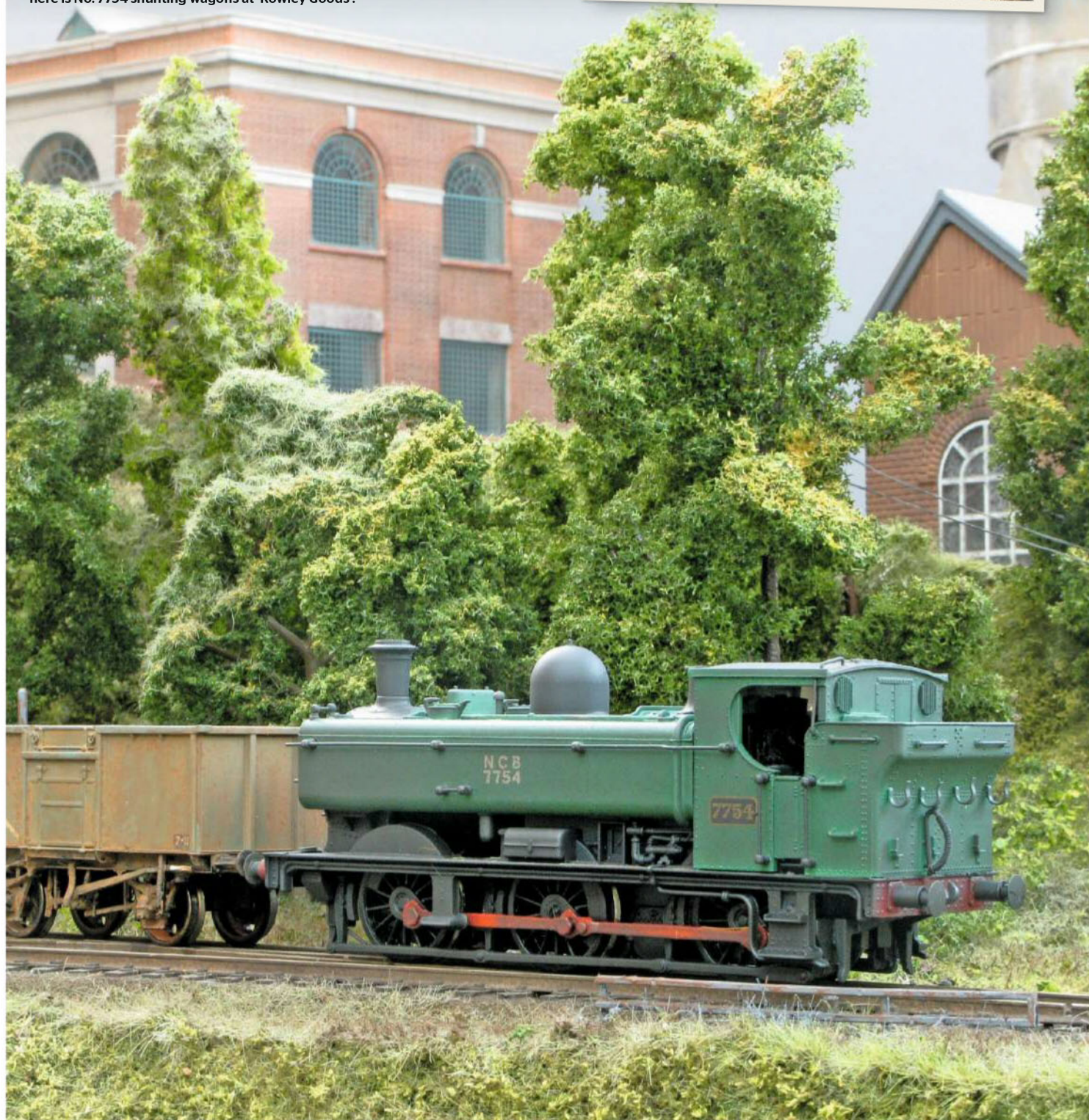


Factfile: No. 7754

The locomotive that kickstarted the 'Rowley Goods' inglenook project was GWR '57XX' 0-6-OPT No. 7754, which was sold by BR to the National Coal Board in 1959. It started work at Talywain Colliery but was transferred to Mountain Ash in 1970, where it worked until it failed in 1975. As the last GWR locomotive in revenue-earning service, it was acquired by the National Museum of Wales and placed on loan with the Llangollen Railway. It is currently under overhaul.

ModelZone commissioned a limited run of 500 Bachmann '57XX' as NCB No. 7754 in 2010. I missed it the first time around, but subsequently found one second-hand. Pictured here is No. 7754 shunting wagons at 'Rowley Goods'.

Right: No. 7754 rests inside the shed at Mountain Ash Colliery on June 28 1972. GORDON EDGAR/RAIL PHOTOPRINTS





AVAILABILITY
In the UK: ER-Decor
from Train Terrain
Tel: 01603 737430

DIFFICULTY



**ESTIMATED
TIME**
20 hours

TOOLS AND MATERIALS NEEDED

- 2mm mounting card
- Resealable cutting board
- Steel ruler
- Craft knife with a new blade
- Woodland Scenics Poly Fiber
- Extra-hold unscented hairspray to fix the scatters to the Poly Fiber
- A selection of fine scatters
- PVA or other adhesives to hold the Poly Fiber and retaining wall to the cardboard
- Acrylic paints or weathering dyes or chalks (if weathering the retaining wall)
- A selection of paintbrushes

TRACK AND BALLAST

I normally favour finescale track, which makes a big visual difference to a layout. However, because this is a quick and economical project, I reused some Peco Streamline Code 100.

The quickest way to improve Code 100 is to weather it by giving the whole thing a blast with Humbrol acrylic aerosol. It takes two minutes, is really effective, and easy to remove from the rail heads. I accept that foam ballast underlay is unrealistic, but I feel justified in this case as I'll probably reuse the baseboard again in the future. With that in mind, it's easier to remove the foam than it is to chip away at glued ballast grains.



HOW TO DO IT: BUILD AN INGLENOOK



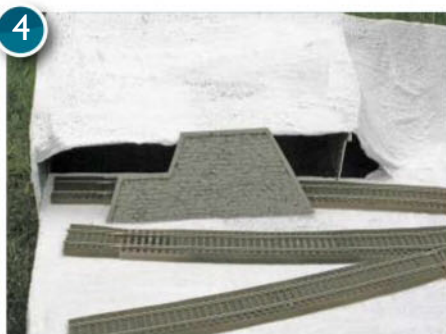
This baseboard has already been used for two previous layouts. It's actually one of the best I've ever built, but the timber for the frame is a little too large, which makes it rather heavy. I decided to keep the hard foam Woodland Scenics Riser.



I needed to provide a foundation for the goods yard, so I used more Woodland Scenics Risers. Cut the risers with a foam cutter or knife, butt the pieces against each other and then use foam tack glue to fix them in place. Hold with foam nails until the glue clears.



With the foam landscape in place, I covered the whole layout with plaster cloth. I cut up small pieces, dunked them in water, and laid them in position, slightly overlapping. Then I laid out the track, complete with foam underlay (see panel, left).



A framework of 3mm mounting cardboard was the basis for this storage tunnel, with several layers of plaster cloth on top of the cardboard. In this shot, a piece of ER-Decor retaining wall is positioned to see what its effect would look like.



The first step is to apply a base colour. By doing so, if the subsequent scenery is knocked, you won't see white coming through from underneath. I used green Humbrol aerosol for the scenic areas and a grey colour for the goods yard.



It's been quite a long time since I last used foam underlay. I set myself the challenge of making it look as realistic as possible by weathering it with some Humbrol 93 Desert Yellow.



After cleaning the railheads with a track rubber, I started to assemble layers of static grass to create weed-infested track. Apply drops of PVA glue and use short fibres so that they don't get snagged by your rolling stock.



The tunnel roof and side were made from 2mm mounting card. After painting with green aerosol, I applied a base layer of static grass. The ER-Decor retaining wall was glued in place.



The top and side of the tunnel was covered with Woodland Scenics Poly Fiber, fixed in place with PVA. By adding Poly Fiber on to the top of the wall, a good blend with the landscape was possible. The join is not that apparent!

10



To blend the retaining wall still further into the surrounding landscape, I carefully teased out some Woodland Scenics Poly Fiber and fixed a selection of fine scatter material to it using extra-hold hairspray.

11



By using Poly Fiber both on the top of the hillside and on the removable side of the tunnel, the join on the top of the hillside has been hidden. A Hornby Class 153 DMU emerges from the storage siding beneath the trees.

12



To cut the ER-Decor retaining walls, a steel ruler, a self-sealing cutting board and a sharp craft knife are needed. Multiple passes of the knife are required before the excess piece can be 'snapped' off.

13



A section of concrete-effect retaining wall is positioned alongside the road. PVA glue was used to fix the wall to the foam landscape and Woodland Scenics Foam Nails (T pins) were used to hold the wall upright as the glue dried.

14



Once the PVA glue had completely dried, I then used a combination of Woodland Scenics foliage mats or Heki Blätterflor to blend the concrete-effect retaining wall into the landscape around it.

15

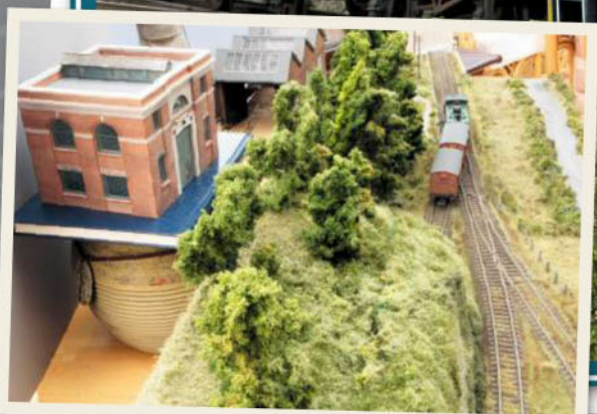


Weathering is an optional next stage: dyes, chalks and dry-brushed acrylic paints are just some of the products that can be used for this. If the layout is in an urban environment, you might want to add some graffiti.

TOP TIP



I really wanted to make 'Rowley Goods' deeper, but just didn't have the space to do so. However, when I get it out to play, I position various buildings behind it, mounted on all sorts of household odds and ends and, when viewed from lower down, it works well.



16



As a base colour to the white plaster cloth I used Humbrol green acrylic spray paint. Once this was dry, I added a layer of green sawdust-based scatter material on top of a covering of PVA glue to add a little depth to the base scenics.

17



I wanted to portray a late summer landscape. The first layer of static grass was made from bright green 4.5mm fibres. I half filled an FMR electrostatic applicator with 6mm late summer fibres and applied them to wet PVA.

THE HIDDEN SIDING

A fiddleyard serves both a practical purpose (you have a space in which to swap trains around) and a symbolic purpose (your trains leave the layout and go somewhere else, in the wider world).

This layout was so small (110cm by 40cm) that I didn't have room for a fiddleyard. However, I wanted somewhere to represent the 'rest of the world' - somewhere to hide my railcar so that it looks as though it has embarked on a journey somewhere.

I decided to create a hidden tunnel from one of the sidings. Inspiration came from Germany. At Emmelshausen, in the Rhine Valley, a single track line leaves the terminus and curves its way through tall and overhanging trees that are so densely packed they made a virtual tunnel. I thought that something similar would work here.

18



To add the illusion of thick undergrowth on the banks and the top of the tunnel I spread out more PVA and then teased out Woodland Scenics Poly Fiber thinly over the wet glue and pressed it in lightly.

19



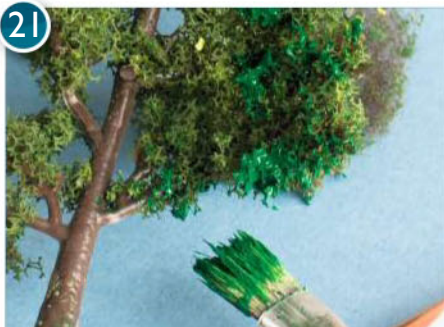
Once the Poly Fiber was firmly stuck to the landscape, I sprayed it with extra-hold unscented hairspray before immediately sprinkling on very fine, light green scatter to represent leaves. The spray holds it in place.

20



I use acrylic paint to hide Heki's shiny plastic tree trunks. Look at real trees to see if the trunk needs to be painted grey or shades of brown. Only the trunks will be visible, so you don't need to worry about the rest of the tree.

21



I chose a shade of green that was a little darker than the foliage. I dabbed a little on to the underside of the branches, as well as on to the foliage itself. This will create the impression of shade.

22



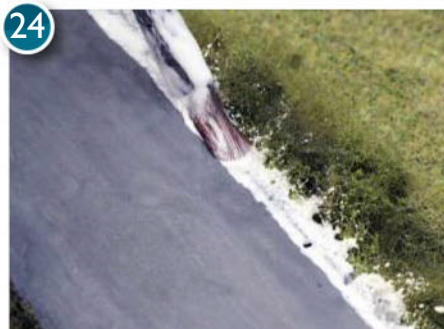
Spread a little PVA adhesive or spray a little unscented extra-hold hairspray over the foliage. Sprinkle on a slightly lighter shade of coarse or fine scatter, or some Noch Laub or Treemendus scatter, to represent individual leaves.

23



The road on an incline to the small goods yard was mainly made from mounting card. Once the road was given its first coat of paint (Woodland Scenics Road Colour) I could see that it was still too rough to be realistic.

24



I used some fine Tamiya glass paper to smooth the surface and then repainted it. When I was happy with the road surface, and the paint had dried, I turned my attention to the verges. The first job was to apply some PVA.

25



I then applied more static grass fibres to the road verges to make them blend into the landscape. There was no need to add any other markings because it's only a single-track access road to the small goods yard.



I am still not sure why, but once the surrounding landscape was completed I noticed various 'potholes' in the road surface which I needed to remedy. That's where Woodland Scenics Flex Paste comes in handy.



The white Flex Paste is quite easy to work with, and is lightweight. I pushed the paste into the dents in the road surface with a damp spatula, then smoothed the surface with a damp wooden stick.



There are just two small buildings on the layout. The smallest is a laser-cut timber hut from BEST (Bollinger Edgerly Scale Trains) of USA. You can order from www.besttrains.com. The other is a weathered Hornby Skaledale lamp hut.

MODEL
Peco SL-40
rail-built bufferstop
• Price: £1.70

AVAILABILITY
Peco stockists or
www.gaugemaster.com

DIFFICULTY



ESTIMATED TIME
30 minutes

TOOLS NEEDED
• Scalpel with fresh, sharp blades
• Paintbrushes
• Acrylic paints
• Polystyrene cement

Bufferstop

All sidings need some form of protection to prevent railway vehicles from rolling off the end. The most common are bufferstops, triangular-shaped devices often made from curved and bent rails, although a sleeper chained to the rails is commonly used as a low-budget alternative. Other options include stockades made from sleepers, infilled with earth and rubble.

Bufferstops are seen all over the railway network and are a finishing touch to all sidings. There is a huge range of suitable products, in all scales.

Again, the nature of the project meant that I went with the simplest option - Peco's SL-40 rail-built bufferstop. If I'd had more time, I'd have gone with something a little more elaborate, perhaps featuring an illuminated stop light, such as those available from DCC Supplies, Train-Tech and others.

HOW TO DO IT: FIT A PECO BUFFERSTOP



Here are the three pieces of the Peco rail-built bufferstop. Remove any flash with a sharp blade or sanding sticks. You might want to reduce the excessive length of the locating pins. This can easily be done with a sharp craft knife.



A rail-built bufferstop opposite the passenger platforms at Northampton station.



To assemble the stop, push the locating pins through the beam and secure with some poly cement. It can be fixed to the rails using a few blobs of PVA, contact adhesive or instant adhesive (cyanoacrylate).



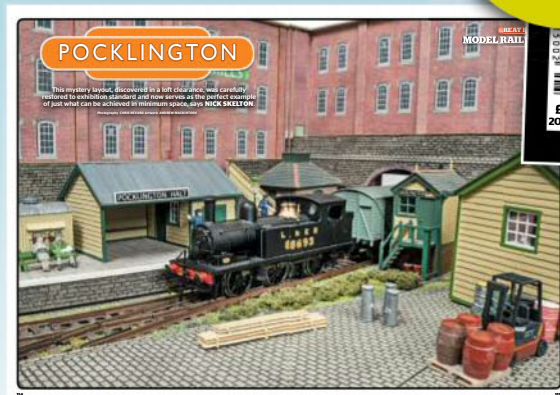
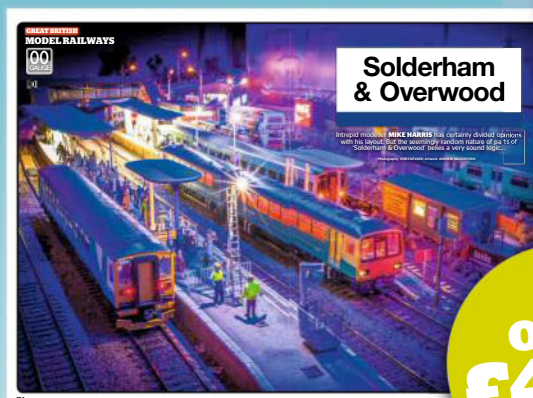
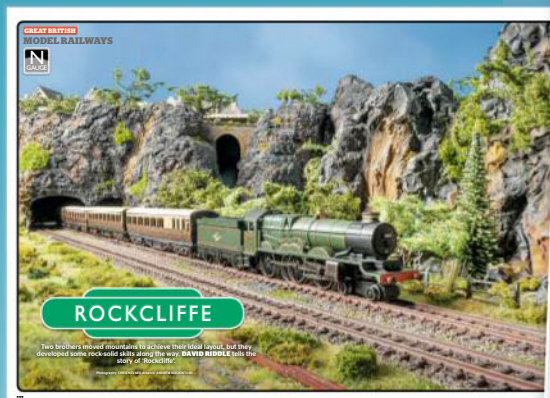
The Peco kit is rather glossy, and therefore slightly unrealistic for my requirements. To make it more in keeping, I toned down the finish with acrylics, followed by dry-brushing and weathering chalks.



The finishing touches are to apply weeds around the base and to pick out where the buffers would make contact - as well as the oil lamp - in white.

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HOW TO...

CONVERT A HORNBY 0-4-0 TO DCC



Can you tame Hornby's wild train set 0-4-0s - and add working lights too?
GEORGE DENT finds out.

It's a sign of the times that buying new 'OO' diesel locomotives for pocket money prices has become a distinctly retro experience. But there are still bargains to be found: I managed to get hold of this Hornby '06' for a smidgeon under £20 from Hatton's - that's what I paid for a new Lima Class 33 in 1986, having saved my 50p-a-week allowance for months.

OK, so you might not get a great deal for your £20 nowadays (you didn't in the 1980s either), but budget models certainly offer plenty of potential for detail upgrades and repaints.

But what about DCC conversion? Few locomotives in this price bracket come DCC ready and, with such a small subject, there's not a great deal of room inside for the digital goodies that we've become used to.

Happily, with macro-sized decoders, going digital is easier than you may think, and adding a 'Stay Alive' unit can drastically improve the running characteristics of the basic mechanism.

DIGITAL UPLIFT

The Hornby Class 06 shares a similar chassis and mechanism with a number of steam-outline 0-4-0s, such as the Caledonian 'Pug' ('Smokey Joe') of train set fame. Therefore, the following project applies equally well to any of these models, although the closed cab of a diesel provides more room to conceal a decoder.

The '06' is fairly primitive on a number of levels, both internally and externally. Some cosmetic detailing and a weathered finish would greatly improve its appearance, but here we'll concentrate mostly on the model's innards.

Smooth, slow-speed running is



MODEL
Hornby (Railroad)
R3065 BR Class 06
• Price: rrp £19.00

AVAILABILITY
• Hatton's
Web: www.hattons.com
• Hornby
Web: www.hornby.com

DIFFICULTY



ESTIMATED TIME
Six hours

TOOLS NEEDED

- Knife
- Tweezers
- Mini drill and bits
- Mini screwdrivers
- Soldering iron and equipment

essential for shunting locomotives. Anyone with any experience with these models will know that 'smooth' and 'slow' are not part of their vocabulary. Converting to DCC, however, offers the potential for superior control.

I'm not usually keen on hard-wiring DCC decoders into older models, preferring to install a decoder socket, as found on DCC ready RTR products. If anything should go wrong with the decoder in future, or if I wish to upgrade, I can effect a swap without recourse to a soldering iron.

As only one of my layouts is DCC-operated, I like having the simple option of reverting to analogue control, too. By removing the decoder and inserting a blanking plug (again, as offered with DCC ready models), the locomotives can run on my analogue layouts.

Luckily, I have a few spare eight-pin decoder sockets in stock, salvaged

SHOPPING LIST

- DCCconcepts Zen ZN8H decoder with Stay Alive, £22.95
- BR/LNER DML-LNERR locomotive lamps, red aspect, £19.95
- BR/LNER DML-LNERW locomotive lamps, white aspect, £19.95

Gaugemaster.

Tel: 01903 884321.

Web: www.gaugemaster.com

mostly from Hornby models that have been upgraded in the past (I never throw anything away!). In this case, the socket comes from a Class 121 'Bubble Car' chassis and was complete with a pair of mounting screws.

DECODER CHOICE

As only an occasional DCC dabbler, I'm not *au fait* with the great number of decoders currently on the market. However, I knew that I needed something small that would slot into



With resistors installed, the oil lamps emit a realistic amount of light and the model now runs sweetly under digital control.



The use of flux when making solder joints is recommended. It allows the bonds to be made quicker and more effectively. Use a non-corrosive formula, such as a No Clean Flux Pen from DCC Supplies (01905 621 999, www.dccsupplies.com).

HOW TO DO IT: CONVERT A HORNBY 0-4-0 TO DCC

1


As well as a DCCconcepts Zen decoder and Stay Alive module, I needed an eight-pin decoder socket. Luckily, I had one spare, taken from a Hornby Class 121 chassis.

2

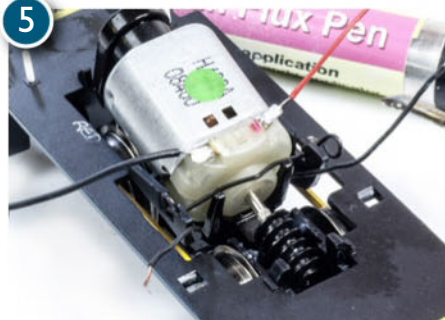

After test-running the new model on analogue control, the body was removed. Two tabs need freeing under the footplate to release the cab. The bonnet section then simply lifts away.

3

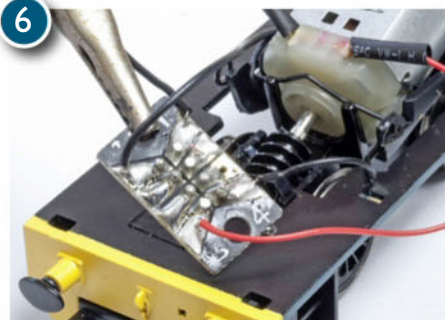

If removing the motor, gently release the spring clamp, but be careful not to distort the wire or break the plastic brackets. I managed to effect the conversion without having to remove the motor.

4


De-solder the wires and suppression capacitor assembly, which is no longer required for DCC operation. Note that one motor terminal has a red dot, so we'll treat that as the 'positive' input.

5


New power cables can be soldered to the motor terminals. For easy identification, I used red wire for the positive terminal and black for the negative. Use a drop of no-clean flux for a quick solder joint.

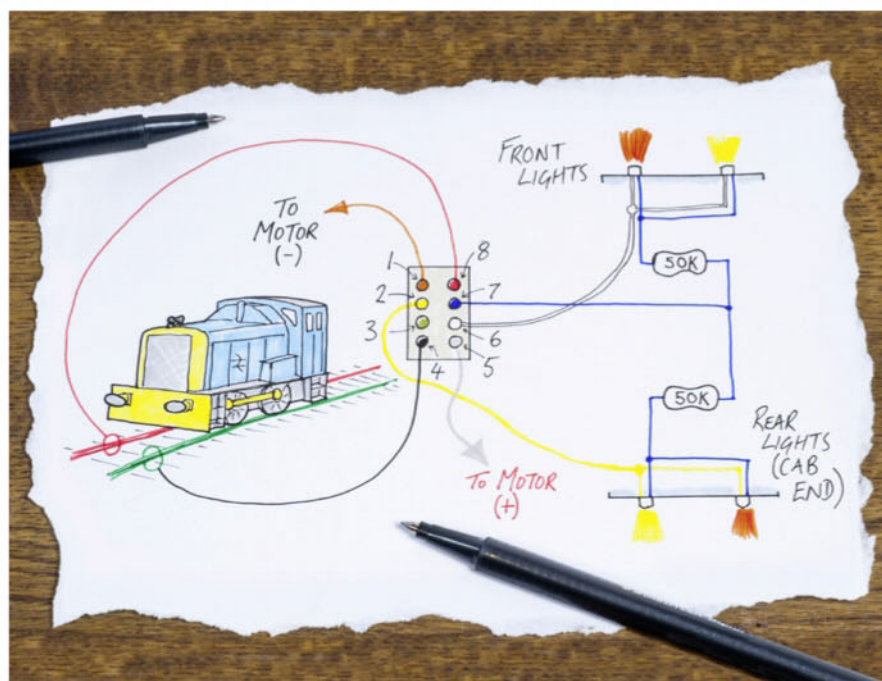
6


The power cables need to be soldered to the eight-pin socket, extending if necessary. The motor wires then follow (see Wiring Guide). Write the pin numbers onto the underside of the socket to avoid confusion.

WIRING GUIDE

Eight-pin decoder socket connections...

- Pin No. 1: To motor (negative terminal)
- Pin No. 2: Rear lights (negative polarity)
- Pin No. 3: Not used
- Pin No. 4: Track power input (negative)
- Pin No. 5: To motor (positive/red terminal)
- Pin No. 6: Front lights (negative polarity)
- Pin No. 7: Lights (common positive polarity)
- Pin No. 8: Track power input (positive)


7


If adding working oil lamps, trim away the moulded lamp brackets from the cab end before drilling small holes for the wires to pass through. Secure the lamps with thick cyano glue, applied with a cocktail stick.

8


At the front end, the lamps can sit on the footplate, with the thin wires passing under the bonnet, eliminating the need to drill holes. Identify the long and short lamp leads and tape in place for now.

an eight-pin socket. Due to the '06's' short wheelbase, I also wanted a 'Stay Alive' facility to help the model cope with point frogs, crossings and baseboard joints with less risk of stalling.

I plumped for a Zen ZN8H four-function decoder from DCCconcepts. Described as 'Ultra-small' and supplied with a wired eight-pin plug and a 'Stay Alive' capacitor module, it ticked all of the boxes as far as my needs were concerned.

Another advantage of digital control is the ability to add working lights, which would help bring this model to life. The prototype employed small sealed light units, similar to those on a Class 08, but Hornby rendered them on the cab end only.

Traditional oil lamps were still occasionally employed on BR diesel shunters into the 1970s, so I opted for a set of working lamps, again from DCCconcepts. The protocol for shunting engines, constantly moving backwards and forwards, was to have both a white and red oil lamp displayed at each end, so I needed a pack of each.

The lamps come pre-wired but, as they're polarity-sensitive, we must be careful to connect them properly (the longer lead is the positive). A variety of resistors is provided, allowing the user to tailor the intensity of light emitted. As oil lamps give off only a modest amount of light, I plumped for the 50K resistors, fitting one to the positive lead of each pair of lamps.

Despite being a small locomotive, there's actually a fair bit of room within the empty cab, plus a little space above the motor in the raised section of bonnet. That said, great care was needed to bundle up the cables as neatly and safely as possible.

SMOOTH OPERATOR

After installing the decoder, I was a little perplexed by the model running backwards instead of forwards, but this was quickly solved by reversing the cables to the motor.

Apart from this minor hitch, my methodical approach was rewarded with an otherwise successful test run. It may have taken the best part of two working days to achieve the conversion, with the headlamps proving the fiddliest aspect, but it was time well spent.

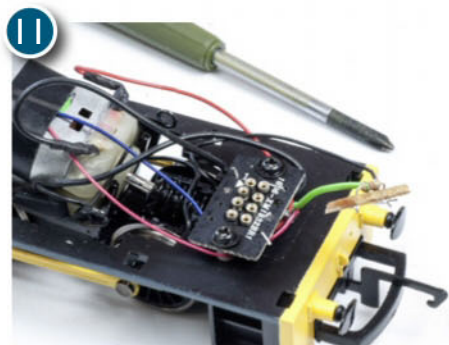
The difference in performance has been marked, with even my basic Bachmann EZ Command DCC setup allowing the '06' to run smoothly at slow speeds. The working lamps bring an extra degree of realism too. I really ought to get around to detailing and weathering the locomotive now... **MR**

TOP TIP

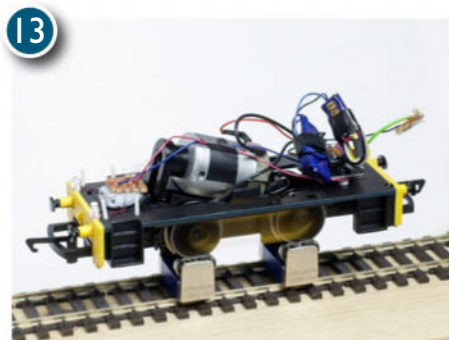
Heat shrink tubing is essential to cover any exposed contacts or wire joints, especially the motor terminals. Shrink the tubing with the outer edges of the hot soldering iron tip.



At each end, solder the positive (longer) and negative cables from the pairs of lamps to a small circuit board, incorporating a 50K resistor to the positive polarity to create a suitable level of illumination.



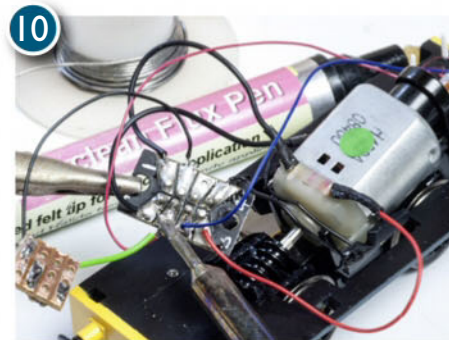
Drill two holes in the metal chassis (protect the motor and gears with masking tape), and screw the socket in place. Short spacers were cut from plastic tube, while insulation tape offers further protection from short circuits.



With the decoder slotted into the socket, test-run the motor on a DCC track to ensure correct operation. Note that the lamps at the cab end have yet to be soldered to the mini circuit board.



Make the solder connections for the cab front lamps and cover the mini circuit board with insulating tape. Carefully arrange the cabling and decoder to allow the cab to slot back onto the frames.



The positive and negative polarity cables for the lamps are then soldered to the appropriate terminals on the eight-pin socket. Check that blobs of solder don't bridge the gaps between each terminal.



The cables should be arranged as neatly and safely as possible, checking for clearance under the bonnet and cab. The blue and black cables from the DCC decoder and Stay Alive unit need connecting and insulating.



After an initial test fitting, I found it helpful to trim away the tabs on the inner cab face to allow more space for the cables. This will not be visible once the cab is re-fitted.



Test again on the DCC track, ensuring that the locomotive runs properly and that the lights function correctly. If there are any issues, check for a short circuit or loose connection.

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HOW TO... **DEVISE YOUR OWN SHUNTING GAME**



MIKE HARRIS follows in the footsteps of Alan Wright and finds out why thinking of your layout as a game could have you playing trains for hours.



Want to increase the operating potential of your shunting layout without extending the baseboard or laying more track? Then perhaps it's time you devised your own shunting game.

The godfather of the inglenook layout, Alan Wright, assigned each of his wagons a different coloured tiddlywink. He would place the tiddlywinks in a pot and draw five at random. The order in which he drew each tiddlywink would determine the order, and indeed wagons, that would make up the train he needed to shunt (see page 22 to find out how to play an inglenook shunting game).

The problem is, tiddlywinks are hard to come by, unless sourced from the internet. But I've found an altogether tastier solution - sweets.

You can use whatever takes your fancy, but a combination of jelly beans and Smarties provide enough colours to cover a typical eight-wagon inglenook layout. And guess what? You get to eat them afterwards!

ON THE CARDS

However, many modellers have taken to using dedicated cards in place of tiddlywinks, which can range from a simple wagon number written on a piece of paper to a photograph of the wagon in question, or even a detailed trading card (see panel: 'Wagon Card').

But why go to the trouble of devising a shunting game in the first place? Well, using chance to determine what train you need to shunt introduces a competitive element to your layout's operation.

If you introduce a timer - or simply count each manoeuvre - you'll find yourself attempting to better your score with each game. Suddenly, your shunting has an objective, and that makes operating your layout highly addictive.

You can even bring a friend or two into the mix, as you try to better each other's scores, or simply work together to solve the most challenging of shunting puzzles.

Ingleenook cards can take multiple forms: strips of paper with handwritten wagon numbers, dedicated inglenook cards, and even sweets. That said, the sweets do tend to go missing... Chris!
JACQUES PORTAL



CARD SHARP

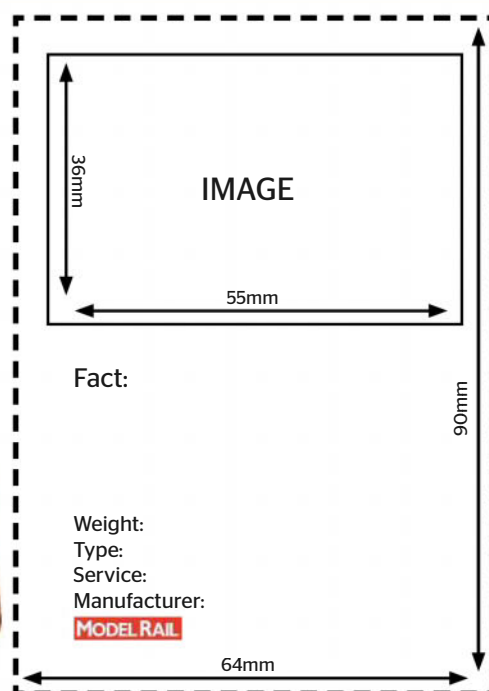
Shunting games needn't be limited in scope, and are certainly not limited to inglenook-inspired layouts. I'm confident you could apply a shunting game to virtually any layout, so long as it has a couple of sidings.

In fact, there's even room to expand upon Alan Wright's tiddlywink game, by introducing both locomotive cards and situational cards (see panel: 'Situation Card' on page 76).

I have designed my own inglenook cards, using popular trading card games as inspiration. As such, I've added additional prototypical facts that guest operators or audiences at exhibitions may find of interest.

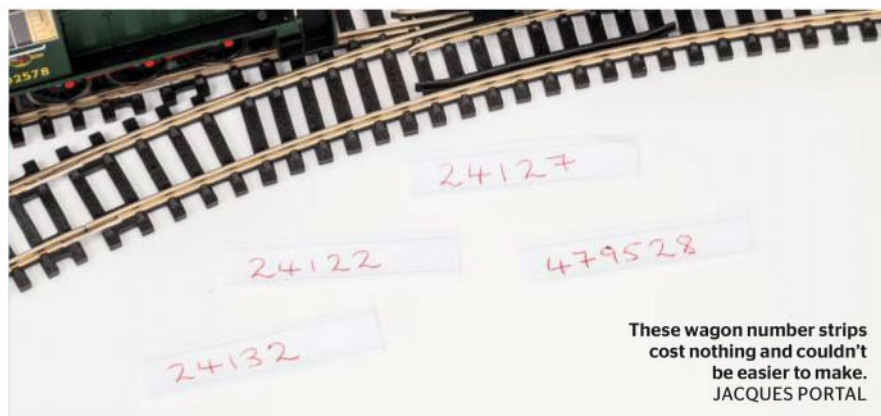
64mm by 90mm is a suitable card size, and I would suggest using rigid, quality card stock. You could even laminate your inglenook cards to protect them from the inevitable bends and creases. **MR**

WAGON CARD



Fact:

Weight:
Type:
Service:
Manufacturer:
MODEL RAIL



These wagon number strips cost nothing and couldn't be easier to make.
JACQUES PORTAL

Wagon cards are all you need to play a conventional inglenook game and will make up the bulk of your deck - should you wish to use inglenook cards.

The illustration (above, left) is a concept I came up with using industry standard design software Adobe InDesign. However, not every modeller will have access to InDesign, so I've provided an inglenook template (above) which you can scan into your computer and edit digitally, or simply photocopy and handwrite/ glue your own information directly on top.

The image (left) illustrates inglenook cards in their simplest form - strips of paper containing the desired wagon number.

LOCOMOTIVE CARD



Class and name/number

Image of model

Locomotive region

Prototype information

Type number

If you've got more than one shunting locomotive to play with, you might want to consider creating special locomotive inglenook cards, too. You'd simply draw a locomotive card at the beginning of each game (as you would wagons) and use it to perform the shunting manoeuvres.

This system would be particularly effective if your layout has an engine shed or fiddleyard large enough to house two or more locomotives, so you could move the desired shunter on-scene, without using the 'hand of God'.

If you're making your own inglenook cards, why not be creative? I've decided to add a wasp stripe border to my Class 60 card (right), to differentiate it from my steam-era 'USA' tank card (left). You could have great fun dressing up cards to represent various eras or regions.



SITUATION CARD



Back in MR224, Paul Lunn suggested the idea of using situations within a model railway game. My situations take the form of a card which describes a random event that could befall a driver in reality.

The example I have created (left) is nothing more complicated than a broken down locomotive. However, it adds lots of interest to the game by forcing the player to draw a locomotive card - or use an already designated locomotive - to shunt the 'faulty' vehicle back into the engine shed, or a designated repair zone.

If you find it difficult to run two locomotives simultaneously, you could send out a repair crew (at the cost of a set number of manoeuvres) before continuing to shunt the necessary wagons once again.

The possibility for interesting and varied situations is endless, so be creative and devise your own situation cards and the necessary means for players to overcome them.

As for when to draw a situation card, you could choose to draw one after a set number of manoeuvres, or you could leave things entirely to chance and roll a dice at the beginning of every (or every other) manoeuvre. Roll a six, for example, and you're forced to draw a situation card.

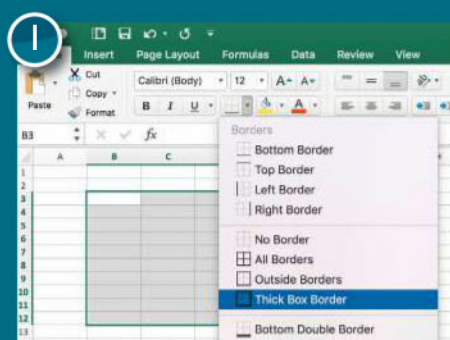
Situations don't have to be all negative. Perhaps you could create cards that allow you to ignore a manoeuvre or two, or allow for a second locomotive (should it prove helpful) to share shunting duties.

HOW TO DO IT: MAKE INGLENOOK CARDS USING EXCEL

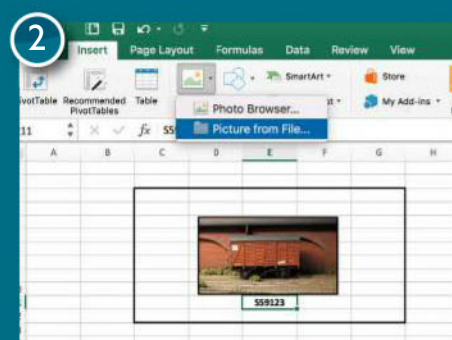
Brian Rolley has devised an extremely simple and quick method of creating digital inglenook cards for his inglenook inspired layout 'Rosamund Street Sidings' (see page 20).

The advantage of designing and saving inglenook cards on your computer is that you can quickly make new cards and can always print off more in the likely event that your existing deck gets lost or damaged.

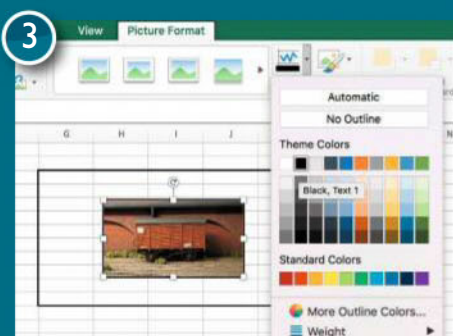
Brian has rather ingeniously created his inglenook cards using Microsoft Excel. By following five simple steps, you can make your own digital inglenook cards, which you can then print and reuse indefinitely.



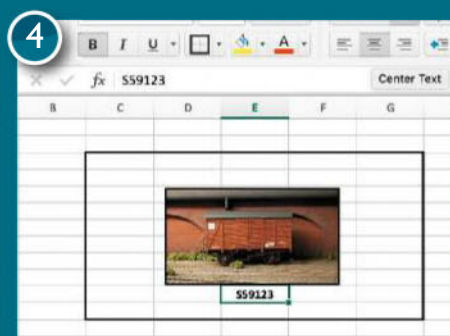
Begin by opening a fresh Microsoft Excel document. Highlight a border of cells - 5 by 10. Then select the border dropdown menu and click Thick Box Border.



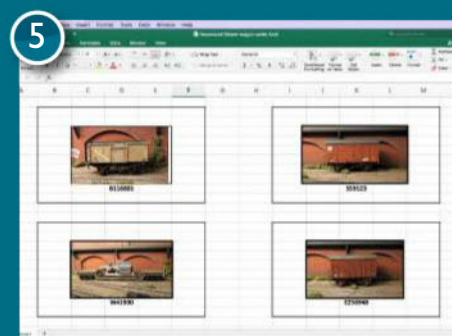
Import your desired image by selecting the insert panel and selecting the picture dropdown menu before clicking on Picture from File. Simply select the image you want to use and place/resize accordingly.



Click on your image and select the Picture Format panel. Now select the outline dropdown menu and select a suitable colour for the image border.



Select the central cell just below your image and input your wagon's number. Select the Bold button to increase the weight of the type and make it easier to see.



Once you're finished you can create more inglenook cards before printing your designs on sturdy card, cutting them out, and laminating them if desired.

DON'T HAVE EXCEL? Check out Google Docs as a free-to-use alternative.



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OPERATION ABYSS

An old Airfix kit and the setting of two clear goals inspired **JAMES STYLES** to break the habit of a lifetime and finish this military-themed dockside.



Here at *Model Rail*, we believe nothing can evoke that childlike sense of nostalgia quite like a model railway. But toy soldiers certainly come close.

And there's no shortage of these - or boats, tanks and War Department rolling stock - on James Styles' 'Operation Abyss', a layout that would surely delight every schoolboy in the country.

Indeed, it's childhood memories of train sets past that fuel James' passion today: "We had a large layout in a spare room at home, when I was a child. The memory has stayed with me," he says.

But despite this lifelong love for model making, 'Operation Abyss' is James' first completed layout. "I've started many," he explains, "but this is the only layout I've actually ever finished!"

So where did James find the motivation to stick with 'Operation Abyss'? He recalls: "I set myself two goals: to exhibit the layout and to get it featured in *Model Rail*."

James has fulfilled both objectives, having already exhibited 'Operation Abyss' at two exhibitions and, of course, it has now been immortalised in print.

SHIPSHAPE

When visiting the layout my eye was immediately drawn to the Vosper Motor Torpedo Boat that sits dockside.

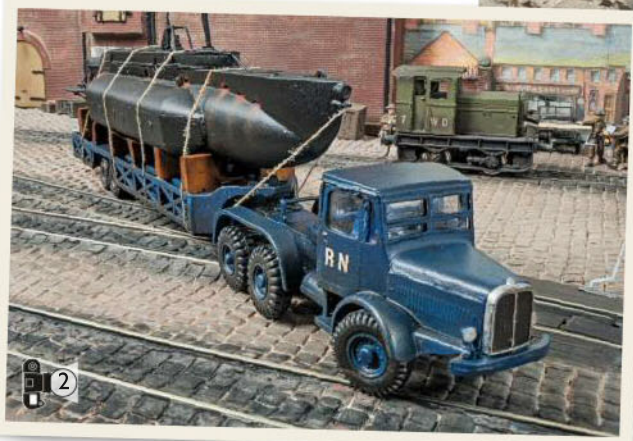
James explains its significance: "The Torpedo Boat started the whole layout. My mother and father bought me the Airfix kit and the layout was built around it."

The layout also includes an X-Craft midget submarine, which is an ode to James' grandfather: "My grandfather was in the Royal Navy during the Second World War," he explains.

"He served on an X-Craft, which had a crew of just two. He's the last surviving crew member, and finished his naval career as a Destroyer Commander.

"I couldn't source a kit in the UK, so I ended up ordering a resin kit from Pavla Models - imported from Eastern Europe.

"The midget submarine was 🍷



The layout was built around James' Airfix Motor Torpedo Boat. A wartime dockside made the perfect setting.



Figures from The Plastic Soldier Company populate the layout, and can be found engaged in various duties - or simply chatting while standing guard.



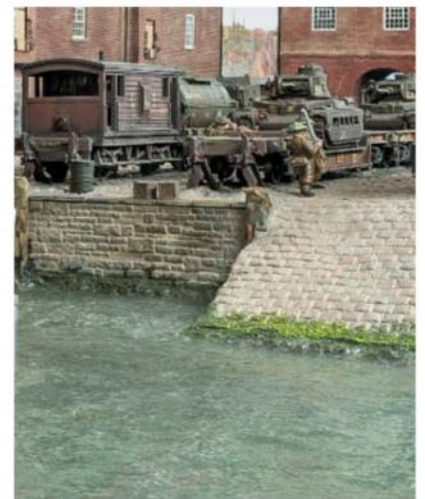
QUAY TECHNIQUES

The dockside is made from embossed stonework plastic card. Balsa wood stakes have been glued in between at regular intervals and then filed to appear battered and worn.

The water is made from multiple coats of PVA glue, following an unsuccessful attempt at using a specialist modelling product.

"I didn't seal the area properly," says James. "My garage floor now looks like it's covered in water!"

James used 35 coats of PVA glue, and brushed coloured streaks onto the cured surface after every five coats. This built up variations in tone for a realistic representation of murky dockside water.



9 James has added interest to his buildings by recreating bricked-up window apertures, inspired by prototype photography.



SMOKESTACK LIGHTNIN'

Hornby's RailRoad 0-4-OST *Smokey Joe* is known for its lightning pace, but James has managed to turn the entry-level saddle tank into a serious exhibition-ready runner.

"It was my first locomotive," he says. "My nan bought it for me when I was seven. I was originally going to use it as a static model but, after stripping it down, cleaning the mechanism and installing a DCC decoder, it's probably one of the best runners on the layout!"

"*Smokey Joe* certainly isn't known for slow speed running, but having tweaked the decoder it creeps along perfectly."

Want to convert a RailRoad 0-4-0 to DCC? Turn to page 70.





This Airfix GMC six-wheel truck has been kit-bashed with a Ratio wagon chassis.

originally painted dark grey, because that's what it looked like in the prototype photographs I had. But when I showed it to my grandfather, he told me that the X-Craft was spot on, but should be painted black, so I repainted and weathered it accordingly."

James is no stranger to painting: "I enjoy painting large resin military figures. Merging my love of model railways and figure painting seemed like a natural progression." This has led to some fantastic cameos, making for a suitably bustling wartime dock.

The somewhat niche subject matter has made it difficult for James to source ready-to-run items, so he's spent his time modifying existing stock or building from scratch.

"I have a passion for scratchbuilding and kit-bashing," he says. Indeed, several LMS flat bogie and well wagons have been modified for military service.

An Airfix GMC six-wheel truck has been turned into an item of stock, thanks to a Ratio wagon chassis and a motor bogie. James has even added

several personal touches: "I put my wife's name on the bonnet, since army vehicles were often personalised."

"The number on the side is my collar number, too, as I'm a police officer. Silly little things like that allow me to identify with the layout - it was a really fun build."

COBBLED TOGETHER

The dock is covered in setts, which have been painstakingly scratchbuilt. James explains the process: "I'll scour the Internet for anything that inspires me and with regards to this layout, I paid particular attention to prototype photographs of docks."

"Originally I was going to recreate circular cobbles, but found that most docksides have rectangular granite setts. I considered using embossed plastic card, but this looked too regimented." Instead he scribed clay.

"It took two kilograms of



A Hibberd 'Planet' 4wPM locomotive in WD livery shunts the dockside.





DAS clay," he recalls. "You have to work in small sections or else the clay will become too hard to work with."

BUILD FOR VICTORY

The buildings are all scratchbuilt, apart from a modified low-relief Skytrex kit. "The brickwork is embossed plastic card," says James. "I never use paper-based card, because the layout is stored in my garage, and I worry about warping due to fluctuations in temperature."

The main block of factory buildings adds height and variety to the flat

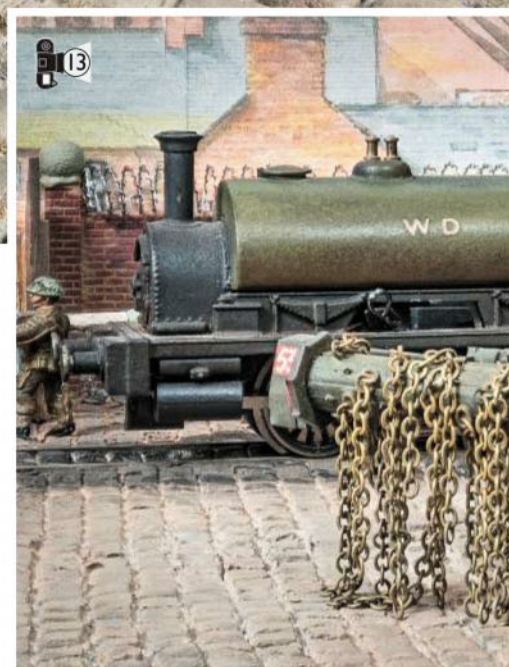
dockside setting, and is a real centrepiece.

"I look at real architecture and work out how I can mimic it in 4mm," says James. "The ghost sign was made using a vinyl cutter. I cut out the lettering and then used the backing sheet as a stencil with which to drybrush each letter."

The window frames are laser-cut wood from an eBay seller called Lcut Creative. James explains: "They sell window frames of all shapes. They're a really good price, too."

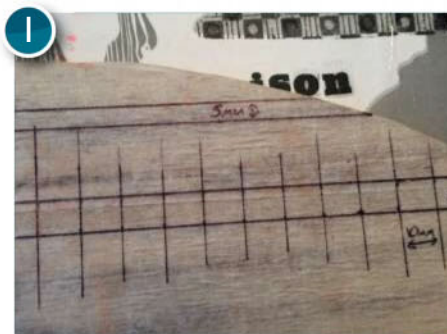
Other neat structural details include

Right: The Sherman Crab was fitted with a mine flail. James replaced the plastic flails on his Airfix kit (02320) with carefully-cut chain.

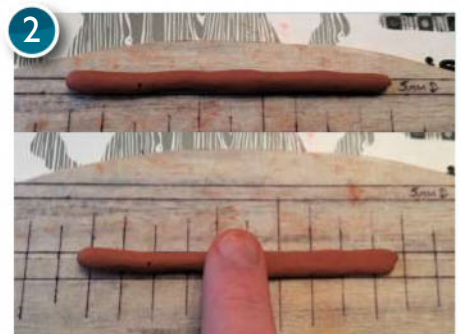




HOW TO DO IT: SCRATCHBUILD SANDBAGS



Use an old piece of wood as a flat base to create a guide. Then draw two horizontal lines (5mm apart) and then another two parallel lines (8mm apart). Divide the latter at 10mm intervals.



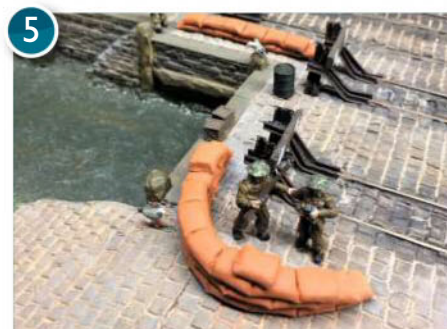
Roll a small lump of DAS clay into a sausage that fits snugly between the 5mm guidelines. Now place the sausage on to the 8mm guidelines and evenly push it down so that it spreads to fit.



Press a thin piece of metal (upturned scalpel blade will do) into the clay at 10mm intervals - using the guide for reference. I tend not to cut all the way through when representing a long line of sandbags, for ease and stability.



Frequently brush the clay with water to prevent it from hardening. Repeat step three and build a wall to your desired height. Cut through the clay to create individual sandbags, and place where necessary.



Position the sandbags on your layout while they are still moist so that you can curve and position them accordingly. Once satisfied, leave to dry fully.



Finally, paint and weather your sandbags. Although originally straw coloured, sandbags would often darken when exposed to rain or mud - something you may wish to reflect.



RESIN BUILDING

Modified, low-relief, single-storey left-facing north light building façade (4/001) from Skytrex.

Web: www.skytrexmodelrailways.com

BACKSCENE SKY

ID Backscenes Overcast Sky.

Web: www.art-printers.com

FIGURES

British soldiers sourced from The Plastic Soldier Company.

Web: www.theplasticsoldiercompany.co.uk

3D PRINTED

James' father owns a 3D printer, which he used to produce barrels and crates. If you don't have a 3D printer, a wealth of items are available from 3D printing specialist Shapeways. **Web:** www.shapeways.com

BACKSCENE BUILDINGS

Townscene, Town Roofscape 1

Web: www.freestonemodel.co.uk

rolls of barbed wire, which James painstakingly made himself: "I spent ages twisting two bits of wire together, before winding them around a pen. It was only then found out that Jarvis produce rolls of almost identical barbed wire, which would have saved me a lot of time..."

OPERATING ABYSS

'Operation Abyss' is the perfect example of a small layout that has been optimised

for operation. "The track plan was purely designed as an interesting shunting puzzle," says James.

"It's good fun because you've got three-lane sector plates, so there's no need for using the 'hand of God'."

The layout is clearly built with exhibiting in mind. The buildings can be removed during transit and are held in place with hook and loop fasteners.

A rather clever inclusion is the tall chimney on the end of the main factory buildings. "It was an

"I NEVER USE CARD - THE LAYOUT IS STORED IN MY GARAGE, AND I WORRY ABOUT WARPING"

COACH

Hornby LNER Teak coach (repainted)

Availability: Hornby stockists**PLASTIC CARD**

Embossed plastic card brickwork from Jarvis and Wills.

Web: www.jarvis.co.uk
www.peco-uk.com

CLAY SETTS

DAS Clay, scribed to form granite setts.

Availability: DAS stockists.



'Operation Abyss' is populated with military vehicles, allowing James to indulge in his second modelling passion, military kit-building and figure painting.



afterthought," says James with a chuckle. "I think the chimney actually makes the building. It looks too flat without a chimney, but the only reason I added it in the first place was to hide the backscene join!"

MISSION DEBRIEF

It's little wonder that 'Operation Abyss' is James' first completed layout. Not only did he set himself two clear and achievable goals, but it's jam-packed with personal touches and, most importantly, combines two childhood passions.

'Operation Abyss' epitomises exactly why this hobby means so much to so many. Don't be afraid to add in the odd personal touch, and if you're struggling to complete a project, take a leaf out of James' book and set yourself a couple of goals. Who knows, perhaps you'll end up in *Model Rail*, too! **MR**

FIND OUT MORE

'Operation Abyss' was hosted at The Little Layout Company shop. To find out more about Mike and Chris' visit, head to the *Model Rail* website: www.model-rail.co.uk/layout-gallery/?offset=1485451309353 For more information on The Little Layout Company, visit: www.thelittlelayoutcompany.co.uk



A crew makes *Smokey Joe's* War Department transformation complete.

LAYOUT FACTFILE

OPERATION ABYSS

Things you might have missed



Left: The half-track canopy is toilet paper, painted accordingly.

Gauge & scale: 4mm:1ft scale, 16.5mm gauge, 'OO'

Time to build: Two years

Period: 1940s

Prototype: N/A

Size: 8ft by 1.2ft

Track: Peco Code 100

Locomotives: Kit-built and heavily modified ready-to-run

Rolling stock: Kit-built and heavily modified ready-to-run

Power & control: DCC, Gaugemaster Prodigy

Buildings: Scratchbuilt and modified RTP

See 'Operation Abyss' at the Spalding Model Railway Exhibition in November 2017.

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STYLES VIA:**

*jimmysmiles2004@
hotmail.com*



OPERATION ABYSS



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- H4-WW-002** Diamond frame bogies WW.55 in WD livery (LMS)
- H4-WW-003** Diamond frame bogies in WD livery (LNER)
- H4-WW-004** Diamond frame bogies MODA95560 in MOD 1970s olive
- H4-WW-005** Diamond frame bogies MODA95534 in MOD 1970s olive
- H4-WW-006** Diamond frame bogies M360333 in BR grey
- H4-WW-007** Diamond frame bogies M360329 in BR Gulf red
- H4-WW-008** Diamond frame bogies in BR black with S&T branding and steel/rail carriers
- H4-WW-009** Diamond frame bogies in BR Olive green 'ELECTRIFICATION' and steel/rail carriers
- H4-WW-010** Diamond frame bogies in BR brown with steel/rail carriers - weathered
- H4-WW-011** Diamond frame bogies DM748343 in BR grey with bolster deck conversion
- H4-WW-012** Diamond frame bogies DM748316 in BR brown with bolster deck conversion
- H4-WW-013** Diamond frame bogies ADRW96501 in BR engineers yellow
- H4-WW-014** Gloucester GPS bogies MODA95511 in MOD 1970s olive
- H4-WW-015** Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered
- H4-WW-016** Gloucester GPS bogies MODA95539 in MOD 1990s olive
- H4-WW-017** Gloucester GPS bogies MODA95537 in MOD 1990s olive - weathered
- H4-WW-018** Gloucester GPS bogies MODA95536 in MOD 2000s olive
- H4-WW-019** Gloucester GPS bogies MODA95582 in MOD 2000s olive
- H4-WW-020** Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered

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H4-WW-017



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H4-WW-020



Due
Jun

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'USA' OF THE MONTH: MR-110 No. DS237 Maunsell

Maunsell is one of the brightest liveried 'USAs' we offer, thanks to the time it spent at Ashford works in the mid-1960s. Built by Vulcan Ironworks in 1943 as USA Transportation Corps No. 1968, it became one of the 15 'S100s' bought by the Southern Railway in 1947, where it became No. 65.

At nationalisation, the new No. 30065 was at work at Southampton docks until October 1962, when it joined classmate No. 30070 on departmental duties at Ashford works. Both were painted green, lined in yellow, and both were named - No. 30070 becoming *DS238 Wainwright* (after the SECR locomotive engineer) whereas No. 30065 was christened *DS237 Maunsell* (after the Southern Railway's first Chief Mechanical Engineer).

The pair remained in traffic until July 9 1967, but they weren't sold until March 1968. *En route* to Barry scrapyard in South Wales, they got as far as Tonbridge before they began to run 'hot', and were left there until the August, when they were re-sold to the Kent & East Sussex Railway.

Maunsell was withdrawn from service at the KESR in early 2017, and now requires a full overhaul. Meanwhile, *Wainwright* should re-enter service this year, albeit painted in full Longmoor Military Railway livery.



MR-101: No. 1968, USATC black



MR-108: No. 72, Keighley & Worth Valley Railway ochre



MR-105: No. WD300 Major-General Frank S. Ross, LMR blue



MR-109: No. 30067, BR late emblem black (pristine)



MR-107: No. 36, National Coal Board black



MR-110: No. DS237 Maunsell, Departmental green

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MODEL OF THE MONTH

DJMODELS

CLASS 71



It came out after Hornby's version, but is DJModels' Class 71 the last word on the subject?
CHRIS LEIGH finds out.



PRODUCT
DJM 0071-097
Class 71 electric locomotive E5002
BR green; Weathered
exclusive for
Kernow Model Rail
Centre
PERIOD
1960s
REGION
BR Southern
AVAILABILITY
Kernow MRC
USE WITH
Hornby and
Bachmann wagons
and coaches.

PRICE
rrp **£144.95**

Looks
0 1 2 3 4 5 6 7 8 9 10
Performance
0 1 2 3 4 5 6 7 8 9 10
Features
0 1 2 3 4 5 6 7 8 9 10
Decoration
0 1 2 3 4 5 6 7 8 9 10
Value for money
0 1 2 3 4 5 6 7 8 9 10
RATING 92%



My dislike of duplication in ready-to-run models is well known, and duplication is generally a financial disappointment to the manufacturers involved. In the case of the '00' gauge Class 71, both Hornby and DJModels announced their models simultaneously and neither drew back from the brink.

At the time of the announcement, the Hornby model must have been at an advanced stage, for it reached the market in September 2016 and was reviewed in MR226. The gestation period of the DJ Models Class 71 has been somewhat longer, and was subscribed by pre-orders under a crowdfunding arrangement. This means that the bulk of the production run is pre-sold, with only

the limited editions from Hatton's ('Golden Arrow') and Kernow Model Rail Centre (weathered) likely to be available to those who did not pre-order.

Enough of the politics: the DJM Class 71 is now reaching its customers and we've been loaned an example of each of Kernow's three weathered examples. I chose E5002 in the later BR unlined locomotive green to examine in depth. Kernow is also offering an original green version and a Rail blue example. I might have chosen the latter, as I made pilgrimages to see the final 'Golden Arrow' and the 'Night Ferry', both with Rail blue Class 71s in charge. However, both those prestige passenger trains had pristine locomotives and, to be honest, I don't ever recall seeing Class 71s in

quite the filthy state depicted by the Kernow weathered models. Nevertheless, lots of modellers seem to approve.

SIX OF ONE...

Inevitably, this review is going to draw comparisons. My first impression of the DJM was that it is remarkably similar to the Hornby model. That, of course, is



“THE HEADCODE ARRANGEMENT ON THE DJM MODEL IS FAR BETTER THAN HORNBY'S STICKERS”



how it should be. Apart from subtle differences in interpretation of detail, both models should look the same. That they do is testament to the accuracy of both manufacturers.

The DJM model is spot-on, dimensionally, and captures the character of the real thing extremely well. Side by side, however, there are subtle differences in the shape. The DJM model has a slightly 'furrowed-brow' look, the windscreen pillars

being thicker and the brow more pronounced. It also has wire horizontal handrails, while the Hornby has the correct flat-section but as separate plastic fittings.

The windscreen glazing on the Hornby model is clearer and lacks the prismatic effect, but the headcode arrangement on the DJM model is far better than Hornby's stickers. The DJM model includes a selection of headcodes printed on a strip of clear material which can be inserted through a slit to sit behind the glazing and in front of the light source. Headcodes can, in theory, be changed without removing the body but it's a fiddly process.

DJM's pantograph is plastic and can be posed in up or down positions, although few modellers are likely to need to raise it. I was pleased to find that it is a little more robust than Hornby's metal offering, and doesn't self-destruct like the Hornby one.

Both models have sprung buffers, but those on the DJM model have much stiffer springs than Hornby. DJM includes the third rail pick-up shoes in the bag of detail parts to be added by the modeller, together with alternative front skirt sections without the coupler aperture.

As built, the Class 71s had no rainstrips, as correctly depicted by Hornby's early green versions. These were soon added, however, to reduce water ingress in grilles and cabside windows. DJM's Class 71 has the rainstrips on all versions, and this is one detail which looks a little heavy-handed. Hornby has the small vents on the cab corner posts but these were added later and were not present when the locomotives were new. So both manufacturers have limited their tooling variations but in different ways.

Turning to the bogies, those of the Hornby model are 30mm wide, while DJM's are 32mm. This small amount of extra width is used to good advantage, and the bogie sideframes are one of the DJM model's best features. What's more, the mass of complex detail, cables, springs and



wiring, superbly depicted as it is, shows up even better thanks to the weathering job which may be a bit excessive elsewhere. It is difficult to tell which of these details is a separate fitting but the sandboxes, with their curved pipes, are particularly good, though modellers looking to convert it to 'EM/P4' might be disappointed as they are set to 'OO' gauge.

SOUND DECISION

I'm not likely to try fitting DCC sound to my Hornby model, as I've read that

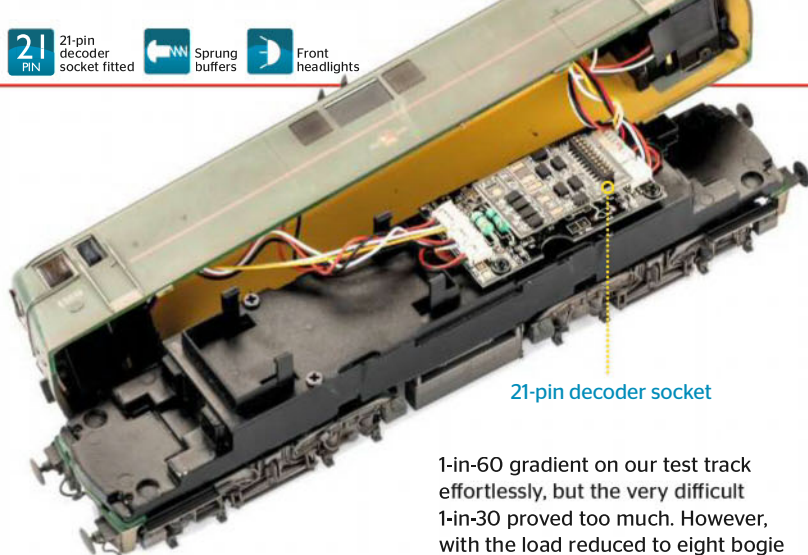
there's little room to do so. Here, the DJM model is a clear leader, having been designed to accept a speaker and sound decoder with ease. While the DJM '71' has its side window blacked out to hide electronics, Hornby has a representation of the booster (used to carry the locomotive over gaps in the conductor rail) detail instead, although this equipment was not actually visible through the window.

As to colour, it is impossible to judge the accuracy of the green on the DJM



DJM CLASS 71





21-pin decoder socket

sample due to the weathering. I think Hornby got the shade pretty much spot on, but the satin-matt finish would have benefitted from being more glossy.

Hornby's model has a white roof, which seems unlikely to have lasted beyond the official photographs, while, under the weathering, DJM's roof is a more typical grey. In fairness, there's little to choose between these two models in any respect. Even price-wise there's not a lot to differentiate between the two models, unless you are lucky enough to find a heavily discounted Hornby model. Hatton's has green and blue versions of the DJM model with etched 'Golden Arrow' insignia (Dave Jones had a set of my old 'Golden Arrow' etches for reference) at £139.95. Locomotion Models has a limited edition E5001 by Hornby at £159.95. You pay your money and takes your choice, as they say.

PERFORMANCE

DJM uses coreless motors and the model cannot, therefore, be used with 'feedback'-type controllers or with high frequency track cleaners without risk of serious overheating. On test, the Class 71 proved to be impressive, smooth and quiet straight from the box. Two small switches on the underside allow analogue users to switch off cab lights and marker lights independently, while DCC users have full control of lighting functions through the controller. I have seen some adverse comment about the top speed and haulage capacity of the Class 71 model. My initial impressions did not concur, so I re-tested the model.

I understand it is possible for DCC users to adjust the top speed by changing a CV or two, but I was testing an analogue model, as supplied. Its top speed is arguably a little slower than that of the prototype, but since few of us have layouts on which we can thrash a model at a scale 90mph, I don't find this in any way restrictive.

With 13 bogie coaches on the drawbar, the Class 71 climbed the

1-in-60 gradient on our test track effortlessly, but the very difficult 1-in-30 proved too much. However, with the load reduced to eight bogie coaches, the Class 71 restarted the train from a stand on the 1-in-30, which is no mean feat. It is very responsive to the controller throughout the speed range.

There is very limited vertical movement in the bogies, so it is not tolerant of poor trackwork, or pointwork of anything sharper than second radius.

CONCLUSIONS

DJM's Class 71 is a fine model and despite the delay in delivering the product, those who crowdfunded the enterprise should be very pleased. The crowdfunding is a limiting factor, however, as it may be a frustration to those who did not subscribe to the crowdfunding and are now unable to obtain the version that they want. As to which one is best, well, there really is little between them.

On the ratings, the DJM leads by just 2%, and that is due mainly to the comprehensive lighting system and

DJMODELS CLASS 71 ELECTRIC LOCOMOTIVE

OVERVIEW	
Manufacturer	DJModels
Ref. No.	0071-097
Unit No.	E5002
Scale/gauge	4mm:1ft 'OO'
Body	Plastic
Chassis	Metal/plastic
Weight	355g
Min. curve radius	R2, 438mm

ELECTRICS	
Electrical system	12V DC two-rail
Motor type	Coreless
Lights?	Directional, interior
DCC ready?	Yes, 21-pin socket

MECHANISM	
Drive system	Cardan shafts to bogies, gear drive
Flywheel(s)	No
Traction tyres	No

SERVICING	
How to dismantle	Body lifts off
Where to oil	See instructions

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	50ft 6in	202.4mm	203mm
Height	13ft 0in	52mm	52mm
Width	9ft 3in	37mm	37mm
Bogie wheelbase	10ft 6in	42mm	42mm
Wheel diameter	4ft 0in	16mm	16mm
Wheel back-to-back	-	-	14.5mm

the attention paid to making it easy to fit DCC sound. The Hornby model I reviewed was pristine, whereas the DJM is heavily weathered, making it difficult to compare the quality of finish and accuracy of the base colours. However, the fact that the DJM has no missing wipers, and a pantograph which does not self-destruct at every touch, nudges it just ahead of the Hornby model in my view. 





PRODUCT

Dapol Class 122
W55000, BR plain
green; SC55008 BR
green with yellow
warning panels

PERIOD

1960s

REGION

Western & Scottish

AVAILABILITY

Dapol stockists or
www.dapol.co.uk

PRICE

rrp £145.00

Looks

0 1 2 3 4 5 6 7 8 9 10

Performance

0 1 2 3 4 5 6 7 8 9 10

Features

0 1 2 3 4 5 6 7 8 9 10

Decoration

0 1 2 3 4 5 6 7 8 9 10

Value for money

0 1 2 3 4 5 6 7 8 9 10

RATING 95%



FIRST REVIEW

DAPOL CLASS 122

In the 1950s, the Western Region sought to replace its aging fleet of GWR diesel railcars with a similar number of modern single-units, with the potential for expansion to two-car units by the attachment of an unpowered Driving Trailer Second.

Using the standard twin-engined 64ft 6in underframe and Derby-designed 'high density' body, Gloucester RC&W built 20 cars in 1958. These were divided between the London and Birmingham Divisions for branch line use, and to supplement or replace out-of-service cars in three-car units.

The Gloucester cars (Class 122 under TOPS) were delivered in the early light green shade, with cream lining and 'whiskers'. They carried a two-character roller-blind headcode panel below the centre windscreen, and a destination display in the roof dome.

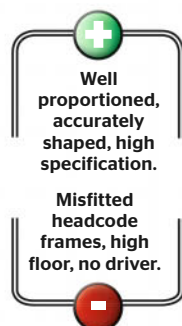
In 1960, another 16 similar vehicles were delivered by Pressed Steel. These had a number of detail

differences from the earlier cars, including a four-character headcode panel in the roof dome and the destination box moved to the centre windscreen. They were delivered in the much darker lined green livery which had become the norm by 1960. Later classified '121', these cars were all allocated to the London Division, allowing the Gloucester cars to be drafted to the west of England and the West Midlands.

The last two Pressed Steel cars were withdrawn by Chiltern Railways on May 19 2017 after 57 year's service, the longest of any BR-era trains. Eight Class 121s and the same number of Class 122s have been preserved, while the two Chiltern cars and one remaining route-learner are likely to pass into preservation. Some of the preserved vehicles have been used as Sandite cars, or part of the Severn Tunnel rescue train, and have been extensively modified from their original condition.

The Pressed Steel version was offered in the Lima range and then re-issued by Hornby with an improved and DCC ready chassis. More recently, models of both classes were announced by Dapol following its excellent 'N' gauge versions. Kernow MRC had also announced Class 121 and 117 models but withdrew when Bachmann entered the fray with an announcement of the same models. First to emerge from all this feverish activity with actual plastic and metal is Dapol with its Gloucester Class 122 models.

I was privileged to see some early livery samples, and to be involved with Dapol's Joel Bright and Andy Forty in discussions about the shades of green with an array of shade cards, and I've now had the opportunity to review two: W55000 as delivered new to the Western Region in lined light green with 'speed whiskers' and SC55007 with yellow warning panels. This unit was transferred to Hamilton as the Scottish





“THE CHASSIS DESIGN IS IMPRESSIVE, THE PCB BEING MOUNTED ON THE DIE-CAST UNDERFRAME”

Region withdrew the last of its four-wheel railbuses.

Dapol is providing modellers with a high-specification 'bubble car' to 21st century standards, following the company's now established standard of providing for full function DCC operation, straightforward sound installation, or regular analogue operation with directional lights. It's a far cry from what those of us who appreciate DMUs are used to, with only Bachmann's 59ft underframe models (not much use to Western Region modellers) or the Hornby Lima revival to satisfy our modelling requirements. I'm happy to think that I've pressed South Eastern Finecast Flushglaze into Lima windows for the last time!

FIRST IMPRESSIONS

On opening Dapol's handsome packaging - a stout card box lined with foam rubber - the model is contained in the customary vacuum-formed, clear plastic pack.

The colour is immediately apparent. Having seen the early livery samples, this time it's right. Below the solebar it's a step change from what we're used to, with the engines, exhaust pipes and all other equipment accurately modelled and picked out in colour - silver, green and orange. The bogies, too, are accurately detailed, with

roller-bearing axlebox covers and a full complement of driver and guard's steps already fitted.

All solebar steps are also present and correct. Turn it upside down, and the final drives and Cardan shafts are also modelled, though the latter stop short of the bogies for reasons of clearance on curves.

Curiously, one obvious feature which is not correct is the painting of the axlebox covers in silver. They should, like all roller-bearing axleboxes at the time, be painted yellow, with a horizontal red stripe. It's easy enough to correct with a spot of paint and a small brush. The steps could also benefit from a brush of brown paint,

unless you are planning to weather the whole chassis.

The 'face' and character of the real thing has been well captured, with the two-character

headcode panel and the distinctive exhaust pipes on one end, which meet above the destination box and discharge through a central outlet. On the real thing, the exhaust gases quickly corroded the right-angled corner and the pipes were soon cut back to discharge separately. This is reflected on Dapol's versions in later condition.

The model carries white roof domes, reflecting the 'as new' condition. These quickly discoloured to cream but would be easy to repaint if you want a unit in a more workaday state.

DEVIL IN THE DETAIL

As a fan of 'bubble cars' since I first saw W55021 at Staines West in 1962, I pay a lot of attention to the minor details on Class 121/122 models. I was more familiar with 121s, however, and it's easy to be misled into thinking the two classes were identical apart from the ends. They weren't.

For instance, the guard's doors were inward-opening. On the '121' there is a distinctive cut-out below the door. On the '122' there is no cut-out and the lower edge of the body is straight. Dapol has this correct on the '122'. I await the '121' with interest.

Both types were notorious for rattling droplights which shuddered in unison with the engines. Dapol's model is flush-glazed and has the slim silver-coloured latch by which the droplight was lowered, and which contributed to the cacophony. The window in the guard's van has a mesh grille printed on the inside and behind that, a cream-coloured box is intended to hide the speaker housing if sound is fitted. It could easily be painted black to further disguise it. 🚫



DAPOL GLOUCESTER CLASS 122



The windows of the smaller saloon section carry tiny 'No Smoking' triangles and the wording is legible under a magnifier. The headcode panels are removable and a sheet of headcode transfers is provided for fitting behind them. A couple of spare headcode panels are included in the detail pack. There is also a sheet of destination blinds covering the West Midlands, Worcester and Bristol areas, as well as South Wales and Scotland. Curiously, there are no London area destinations, nor any of the West Country branches such as St Ives, Kingsbridge and Brixham on which Class 122s almost monopolised services.

Handrails, including the flat-section handrail/drainpipe adjacent to the drivers' doors, are separate fittings but door and grab handles are part of the body moulding. These are tiny and it's difficult to tell that they are 'fixed'.

An impressive array of separately fitted end details include the pantograph windshield wipers, lamp

irons and all the bufferbeam pipes and cables, the latter included in a bag of details to be fitted by the modeller.

Bogie-mounted tension-lock couplers in NEM pockets might prevent the fitting of some buffer beam details, but those who don't plan to tow anything with their unit can fit the details and take off the couplers. The body is a simple clip-fit to the chassis.

Buffers are the large, round-headed type, in blackened metal and sprung. The round pattern was certainly standard on the '122s', but the '121s' could have oval or the flat-edged 'cut' type. Indeed I recall seeing one of each on the same end of one Pressed Steel car!

UNDER THE FLOOR

Previous ready-to-run DMU models in 'OO' have had a motor bogie drive with the mechanism hidden, as much as possible, in the guard's compartment. Even the comparatively recent Bachmann DMUs have featured an above-floor motor concealed with varying degrees of success. We're still waiting for a true underfloor mechanism but Dapol's arrangement takes current technology as far as it can while still featuring one good-sized, centrally placed motor. The motor lies on its side, flanked either end by a substantial brass flywheel from which a Cardan shaft to each bogie drives a brass worm and nylon gears on both bogies. A gear train within the bogie transfers drives between the outer and inner axles of both bogies, giving the railcar eight-wheel drive.

A circuit board running the entire length of the floor provides for the cab, marker and headcode lighting, while another inside the roof carries the LED interior lights. The chassis design is impressive, the PCB being mounted on the die-cast underframe. There are switches for the front and rear cab lights and the interior lights.

Within the guard's van area, a black box-shaped cover, clearly marked 'DCC', unclips to provide access to the 21-pin decoder socket. A mounting for a 20mm diameter speaker is fitted

immediately above the bogie at this end of the chassis, so DCC sound installation should be a walk in the park.

The drive system is as low-profile as it can be while retaining a decent-sized motor and well-modelled underframe detail, so there has to be a compromise somewhere. That compromise is confined to the interior where the 'floor' is virtually level with the seat squabs. From many viewing angles it's not noticed, but it will certainly affect the fitting of passengers.

The interior moulding is in cream plastic with the seats picked out in dark red. The raised floor could be disguised a little by painting it in a darker colour, which would also be more prototypical.

It should be stressed that the internal compromise only affects the two passenger saloons. The cabs have well-detailed control desks, with drivers' seats but - as might be expected - no driver.

To extract the cab, the interior lighting strip must first be removed as the contacts run up the

rear of the cab bulkhead, resulting in the centre part of the bulkhead being solid rather than glazed.

ON THE PULL

My abiding memory of these railcars is the gently, sideways-rolling ride and the clickety-clack of the wheels on jointed rails. Though the model doesn't roll from side to side on its suspension, it's quiet and smooth enough in operation to allow the sound of the rail joints to be enjoyed to the full. In fact, I'd go so far as to say you will need to replicate track joints on your layout to get the best out of it.

Our sample proved to be thoroughly impressive on the test track. Although the real cars were only intended to haul a Driving Trailer Second as a tail-load, or possibly a single van, the Scottish Region turned a couple into parcels cars and they might well have worked with a limited tail-load of a couple of vans.

DAPOL CLASS 122 SINGLE-UNIT RAILCAR

OVERVIEW	
Manufacturer	Dapol
Ref. No.	n/a
Unit No.	W55000; SC55007
Scale/gauge	4mm:1ft 'OO'
Body	Plastic
Chassis	Metal/plastic
Weight	376g
Min. curve radius	R2 (438mm)

ELECTRICS	
Electrical system	12V DC two-rail
Motor type	Sealed
Lights?	Directional marker/tail lights, cab and saloon interior, headcode and destination box
DCC ready?	21-pin

CURRENT CONSUMPTION	
Max. speed	0.5A
Stalled	0.7A

MECHANISM	
Drive system	Low-profile drive to gearboxes on both bogies
Flywheel(s)	Two
Traction tyres	No

SERVICING	
How to dismantle	Body is held in place with four clips
Where to oil	See instructions

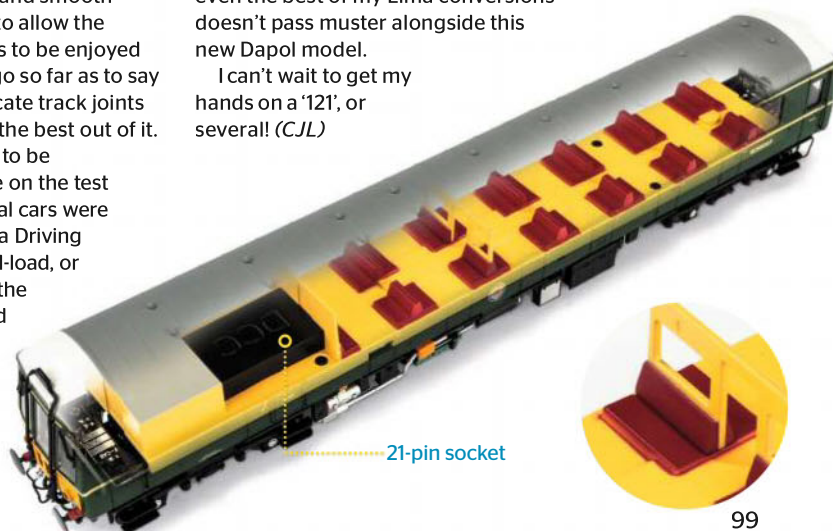
DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	67ft 1in	269mm	268mm
Height	12ft 4½in	49mm	49mm
Width (over body)	9ft 0in	36mm	35.8mm
Wheel diameter	3ft 0in	12mm	11.9mm
Bogie wheelbase	8ft 6in	34mm	34mm
Wheel back-to-back	-	-	14.4mm

There seemed, therefore, little point in testing the haulage capacity of the model. However, the test train I had used for the DJM Class 71 (see page 88) was still on the track, so why not give it a try? I have to say that the Dapol Class 122 will have no trouble hauling a dummy three-car DMU, should you wish. In fact, it took nine coaches up the 1-in-30 without missing a beat!

VERDICT

I have eight Lima conversions and Hornby Class 121s. I had set about replacing the Lima chassis with newer Hornby examples so that I could fit DCC decoders. I've done a couple but that process will now stop. At last we have a bubble car to modern standards. I would fit a driver and a few passengers, weather the underframe and paint the floor, but even the best of my Lima conversions doesn't pass muster alongside this new Dapol model.

I can't wait to get my hands on a '121', or several! (CJL)



21-pin socket

EXCLUSIVE REVIEW

HATTON'S

'WARWELL' WAGON

00
GAUGE

PRODUCTS

Hatton's 'Warwell',
Nos. MODA95536
(H4-WW-018),
M360333
(H4-WW-006), and
MS.1 (H4-WW-001)

PERIOD

1942-2000s

REGION

All

AVAILABILITY

www.hattons.co.uk

USE WITH

Bachmann's
forthcoming
'Warflat'

PRICE

rrp £33.00
(£37.00
weathered)

Looks

0 1 2 3 4 5 6 7 8 9 10

Build quality

0 1 2 3 4 5 6 7 8 9 10

Features

0 1 2 3 4 5 6 7 8 9 10

Decoration

0 1 2 3 4 5 6 7 8 9 10

Value for money

0 1 2 3 4 5 6 7 8 9 10

RATING 92%

The amount of weight Hatton's has managed to pack into each 'Warwell's' slight frame is remarkable. In fact, it's probably the first thing you'll notice, the first time you remove a 'Warwell' from its packaging. And the good first impressions don't stop there...

An initial once-over reveals crisp printing, impressive underframe detail and a robustness that you'd associate with a more expensive model. Along with its forthcoming 'O' gauge counterpart, the 4mm 'Warwell' is the first model to be produced directly by Hatton's, without going through a third-party manufacturer.

We were sent three livery/detail combinations of the 20 variations set for release, and you could win one (see right).

MADE TO FIT

Britain would receive over 17,000 Sherman tanks following the passing of the United States' Lend-Lease Act in March 1941. However, when loaded onto 'Warflats', the Shermans were too tall to pass under many of the bridges and tunnels on Britain's railways. The solution was a flat wagon with a sunken 'well' between the bogies, which gave rise to its nickname.

The 'Warwell' first appeared in 1942, and it proved so popular that it continued to operate after the Second World War - and is still in use today.

As such, Hatton's 'Warwells' aren't limited to military-themed layouts. The versatile wagons were adapted for general freight use with steel/rail carrier and bolster deck variants, and these also feature in the Hatton's 'Warwell' range.

Our review samples include BR grey, GWR allocated WD and Ministry of Defence olive liveries. Each member of the trio looks impressive but, in my view, it's the

Mod 2000s olive version (MODA95536) that steals the show.

This particular wagon is covered in yellow and white printed details, which might just be some of the crispest I've seen - much of which I could read without a magnifying aid!

Although extremely similar, there are small detail differences across our trio of test subjects. MODA95536 sports GPS bogies (with two handbrake wheels on each), while the earlier MS.1 and M360333 sport diamond frame bogies (each with only two handbrake wheels, positioned at both alternative ends and on alternative side frames).

The buffers are different shapes depending on era, too.

The general shape of the 'Warwell' is suitably accurate, but I did notice slivers of daylight between the side frames and the deck - however you'd be very unlikely to notice this when it's running on a layout.

HEAVY METAL

Without sufficient weight, flat wagons are prone to skipping across rails, but the sheer heft of our review samples forced them to adhere to the *Model Rail* test track and run smoothly throughout.

The underframe detail is exquisite too, but I had wondered if the end jacks would catch on the couplers as the wagons navigated tight curves. My fear was unfounded - each



“AN INITIAL ONCE-OVER REVEALS CRISP PRINTING, IMPRESSIVE UNDERFRAME DETAIL AND A ROBUSTNESS THAT YOU'D ASSOCIATE WITH A MORE EXPENSIVE MODEL”



'Warwell' navigated even first radius curves with ease on our test track.

One area that may prompt discussion is that catches for chain links are moulded details.

CHAIN REACTION

Some may find it a shame that separately fitted chain links aren't included, but if you plan on modelling your 'Warwell' with a permanent load you'd have to cut the chain to length and graft it onto the load anyway.

Besides, later 'Warwells' sported straps, which would be extremely difficult to replicate in 4mm:1ft scale, especially as you'd require different configurations for different loads. To that end, Hatton's decision to omit such detail is justified.

We've seen Hatton's attractive navy and white colour scheme and logos on a box before, but it is worth quickly mentioning the packaging. Each 'Warwell' sits snugly inside, but not so tightly that you risk damage when repeatedly removing and replacing the model.

I must praise Hatton's for a packaging system that's kind to both model and modeller - other manufacturers take note!

Hatton's 'Warwell' is a quality model, made all the more impressive as the company's first solo effort. And, at under £40, this is a sizeable wagon with some outstanding features. If this is the shape of things to come from Hatton's, I'm very excited indeed. (MH)

We're giving one lucky *Model Rail* reader the chance to win a Hatton's 'OO' 'Warwell' of their choice.

To be in with the chance of winning, all you need to do is answer this one simple question:

Q: When was Hatton's Model Railways established?

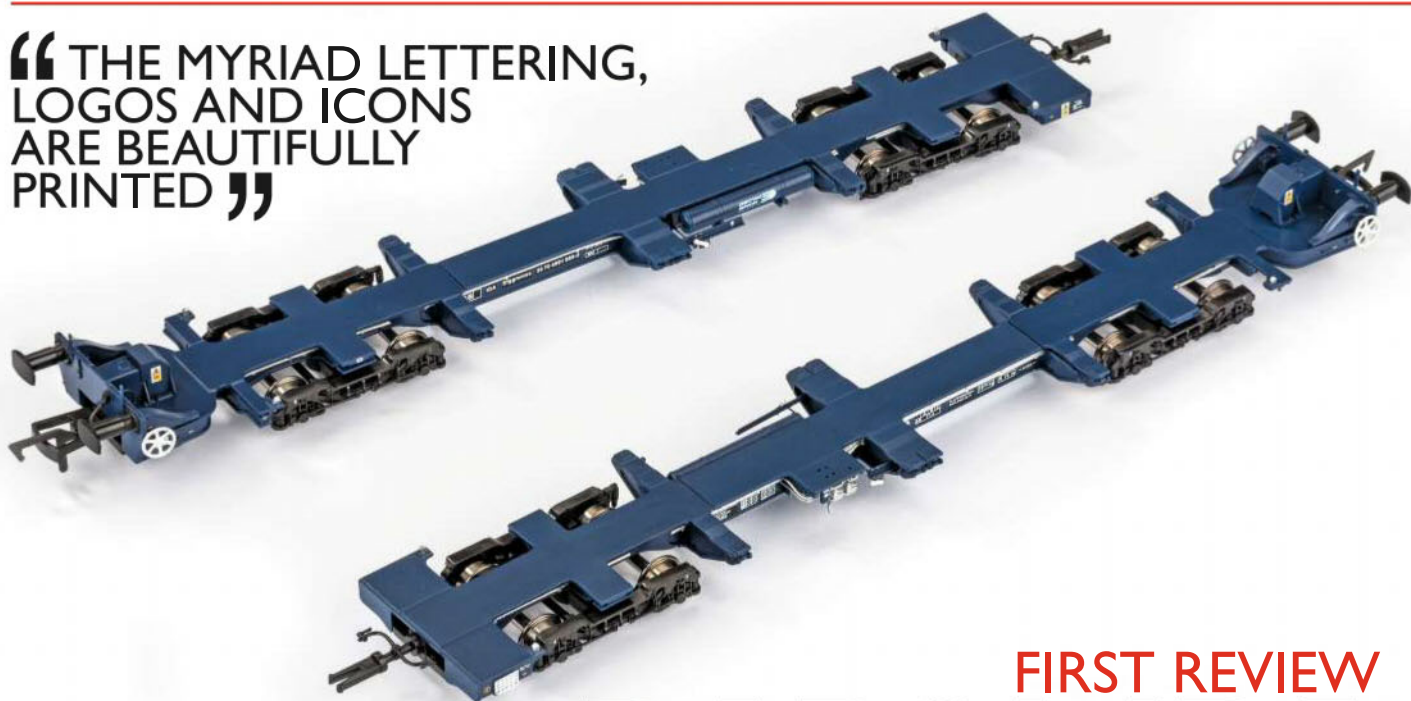
A. 1846 B. 1946 C. 2006

Please submit your answer before July 30 2017, via: www.model-rail.co.uk/hattonswin or by sending your answer, along with your contact details, to: Hatton's Competition, *Model Rail*, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA.

For full terms and conditions, please go to: www.bauerlegal.co.uk/competition-terms.html

Please note: The winner will be contacted to identify the 'Warwell' they would like to receive. For a full list of Hatton's 'OO' 'Warwells', visit: www.hattons.co.uk/warwell Last date for entries is July 29 2017.

“THE MYRIAD LETTERING, LOGOS AND ICONS ARE BEAUTIFULLY PRINTED”



FIRST REVIEW

DAPOL IDA CONTAINER WAGONS

The shipping container has revolutionised the global logistics industry and enables goods to be smoothly transferred from ship to road to rail. But the recent adoption of 9ft 6in tall containers threatened to interrupt the smooth flow of containers - that extra foot over the traditional 8ft 6in container meant that they were too tall for Britain's rail network, and they either had to be conveyed in special low-height wagons, or go by road.

Wagon builder W.H. Davies developed a solution: the 'Super Low' container flat (coded IDA under TOPS). This vehicle, which operates in fixed pairs, enables 9ft 6in containers to be carried across virtually the whole of the rail network at 75mph.

Dapol announced that it would produce the 'Super Low' container flats when it unveiled its plans to produce the Class 68 in late 2013. The '68' arrived earlier this year, and now the wagons have landed, too.

First impressions are very good although, being container wagons, there's not a lot to look at! The DRS blue is well finished and the myriad lettering, logos and icons are beautifully printed. You can even read DRS' telephone and fax numbers on the side, albeit under a magnifier. Only the IDA expert is likely to note that some bits of pipework are supposed to be yellow.

Despite their skeletal looks, these wagons are weighty and have central die-cast spines. The additional plastic details are neatly rendered and particularly fine in places.

BLAME IT ON THE BOGIE

The Standard Car Truck Company bogies, the secret weapon that allowed W.H. Davies to produce the IDA, are also well finished. The wheels are tiny - just 7.5mm diameter. The

00 GAUGE NEM

PRODUCT

Dapol 4F-054-001
IDA 'Super Low'
container twins,
DRS blue

PERIOD

2006-present

REGION

All

AVAILABILITY

Dapol stockists or
www.dapol.co.uk

PRICE

rrp £43.95

Looks

0 1 2 3 4 5 6 7 8 9 10

Build quality

0 1 2 3 4 5 6 7 8 9 10

Features

0 1 2 3 4 5 6 7 8 9 10

Decoration

0 1 2 3 4 5 6 7 8 9 10

Value for money

0 1 2 3 4 5 6 7 8 9 10

RATING **87%**



only visual detractor here is that the axles are more visible on the model than in reality; the reason is because the central spine looks a bit slimmer in order to enable the bogies to pivot freely. With that in mind, you can forgive this slight discrepancy.

There are NEM coupling pockets at each end. They're on a sprung cam arrangement, but the spring is perhaps a little on the stiff side and it meant that the IDA kept uncoupling on our test track.

The wagons are joined by a coupling bar that clips into the NEM pockets. There are moulded representations of the brake pipes, which is a neat touch. You will need to remove one of the coupling bars before you couple the 'twins' together.

The 'Super Lows' performed well on our test track and negotiated first radius curves and pointwork with ease, even at high speed. Aside from the occasional unwarranted uncoupling, performance was top notch.



The only other niggle that we found with our sample was the odd broken part, including one of the bufferheads. That aside, there's nothing much else to complain about.

In fact, it seems churlish to criticise these wagons when you consider that you can get a pair of highly detailed, well finished bogie wagons for less than £45. There is, of course, less material involved in their construction, but that still makes them excellent value. Well done Dapol. (RF)



FIRST REVIEW

DJMODELS

'MERMAID'



PRODUCT
DJM-N-RS-100010C/D
BR/GWR 'Mermaid'
ballast wagons
PERIOD
1930-1990
REGION
Any
AVAILABILITY
DJModels stockists
www.djmodels.co.uk
PRICE
rrp £19.95 each

Looks

0 1 2 3 4 5 6 7 8 9 10

Build quality

0 1 2 3 4 5 6 7 8 9 10

Features

0 1 2 3 4 5 6 7 8 9 10

Decoration

0 1 2 3 4 5 6 7 8 9 10

Value for money

0 1 2 3 4 5 6 7 8 9 10

RATING 86%



Fine detail, crisp finish, useful prototype.

Minor detail issues.



Metropolitan Cammell, the Birmingham-based rolling stock builder, drafted an unconventional design for a side-tipping ballast wagon in 1930. A small batch was subsequently purchased by the GWR (Nos. 100001-100060) and, later, by British Railways.

Over 600 wagons were built for BR between 1952-61, and gained the 'Mermaid' moniker. The initial batch (BR diagram 1/573), was virtually identical to the GWR wagons and numbered DB989000-989088. The more numerous diagram 1/574 version (DB989089-989638) was upgraded to incorporate vacuum brakes and heavy duty hydraulic buffers.

With a gross weight of 14 tons, the ballast load was carried within a steel body that pivoted to either side of the chassis. The shallow side doors were hinged in such a way that the flow of ballast could be regulated. Chain clamps were provided to secure the wagon frames to the rails during tipping and, accordingly, ballast could only be discharged when stationary.

The GW and early BR unfitted wagons were largely confined to the Western Region, while the vacuum-fitted fleet was dispersed across all BR regions. Lasting until the early 1990s, they eventually gained a TOPS code of ZJV.

With plenty of livery choices (GW/BR black, Indian Red, olive green and 'Dutch' grey/yellow) and long careers, it's a surprise that we've not enjoyed mass-market RTR models of the 'Mermaid' in the popular scales. In 'OO', Flangeway has produced a limited run model, while this new offering from DJModels is the first version to appear in 'N' gauge.

Both BR and GWR versions are available and it's a pair of the latter that we have received for review, numbered DW100048/50, albeit finished in early BR livery. The simple markings have been applied to a high standard, with overhead line warning icons at each end.

QUALITY MOULDING

The quality of moulding is universally high, with the distinctive open-framed chassis correctly reproduced. A full array of brake gear is provided, including cross shafts, yokes and safety loops, along with a vacuum cylinder. However, given that the GWR's 'Mermaid' fleet was not vacuum brake-fitted, this excellent detail is only relevant to later BR batches. Presumably, this single chassis option across the range helps to keep the price at a reasonable level.

The chassis sports a lovely set of hydraulic buffers (also erroneous for GWR wagons) but, on our samples,

a few of these were loose and required re-fixing with a drop of glue. Door tipping equipment has been faithfully captured, with chains and door brackets formed of separate mouldings at each end. A rendition of the track clamps has also been included, while lamp brackets and coupling hooks adorn the bufferbeams. Virtually all key dimensions appear to be scaled correctly, although the wheelbase appears to be a couple of millimetres too long, working out as a scale 13ft instead of 12ft.

Removable, realistic ballast loads are supplied and these feature a small metal weight hidden beneath, bringing the wagon's weight to a respectable 8g. Of note is the ability to remove the ballast load with a magnet.

Rapido-style couplings are mounted into NEM pockets, with a set of lower profile alternative couplers supplied. The couplings feature pivoting mounts that permit plenty of sideways, as well as fore and aft, movement. When coupled together, the gap between each 'Mermaid' is excessive (8-11mm), although it does allow the wagons to cope with tight radii curves.

Under test, the wagons ran freely and reliably. The coupling mounts can easily be knocked out of the frames unless handled carefully. This will lead to derailments, so a quick visual check is recommended before placing the wagons onto the tracks.

Aside from the detail issues, especially where the GWR versions are concerned, DJModels has done a great job in capturing the character of these unusual wagons. The BR 'Mermaids' in particular should prove popular with modellers across a wide range of eras and regions. (GD)



“OF NOTE IS THE ABILITY TO REMOVE THE BALLAST LOAD WITH A MAGNET”

ANY GAUGE

PRODUCTS

- Proses LB902 Rotating Loco Cradle
- SS-01 Snap & Glue magnetic clamps
- TC-100M Timber & Rod Cutter

AVAILABILITY

Bachmann stockists or www.proses.com

PRICES

Cradle **rrp £67.95**

Clamps **rrp £31.95**

Cutter **rrp £51.95**



Innovative tools, rugged, easy to use.



Cutting tool disappointing.

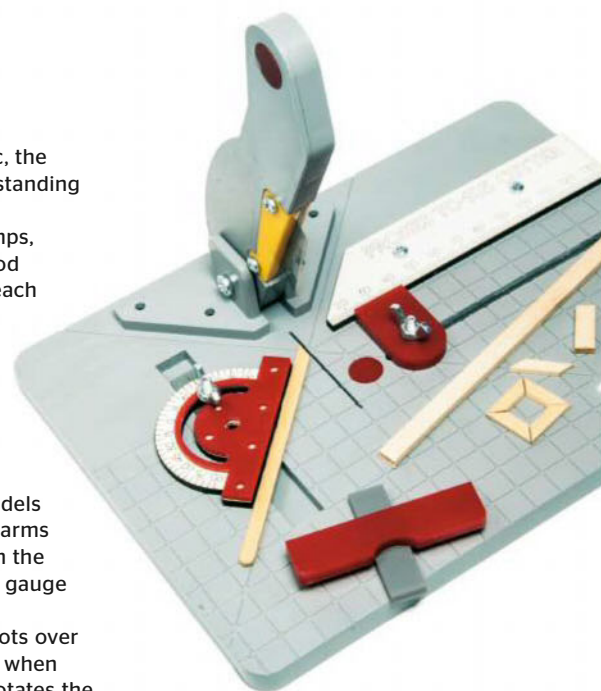
CRADLE, CLAMP AND CUT

Holding a model locomotive securely during maintenance or modification work is important, especially where delicate (and expensive!) items are concerned. This new adjustable cradle from Proses can be tailored to suit virtually any single-unit locomotive in any scale from 'N' to 'O'.

Rendered in tough plastic, the cradle consists of two free-standing uprights, each with a trio of foam-padded retaining clamps, linked by a 290mm metal rod (maximum width between each base is 250mm). Small wing-nuts allow the clamps to grip the model on each side as well as underneath (supporting the locomotive's roof when upturned). Interchangeable clamps are provided for models in 'N' and 'OO', and longer arms are supplied to cope with the larger dimensions of 'O' gauge models.

A small hand wheel slots over the connecting rod and, when turned, a set of gears rotates the two clamps in unison. When set at the desired angle, the model can be locked in position, freeing up both hands to work on the locomotive.

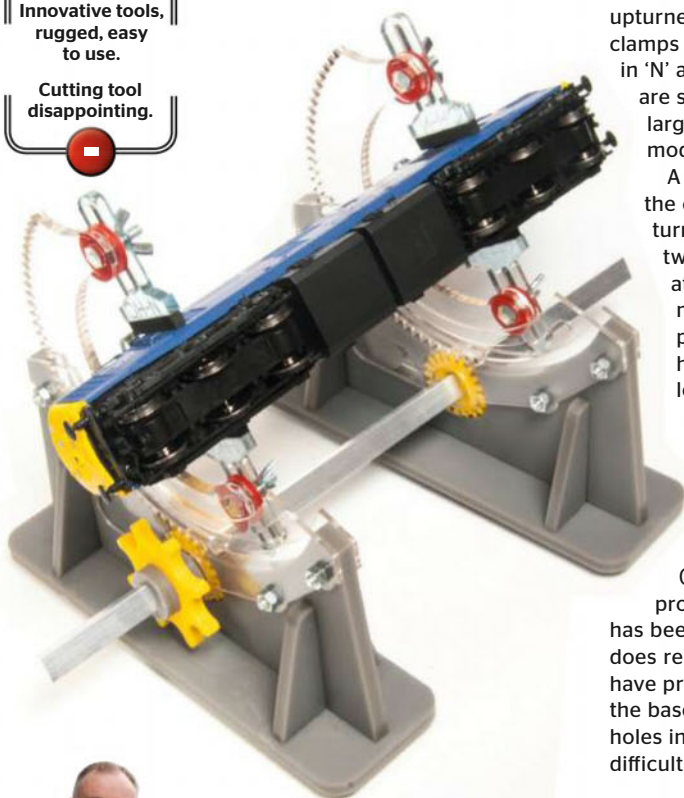
With plenty of scope for adjustment, to cope with models short or long, fat or thin, the fact remains that the twin uprights are not fixed to a single base (nor are any mounting holes provided). Once a locomotive has been clamped into the device it does remain fairly stable, but I'd have preferred the option to mount the bases to the worktop. Drilling holes in the plastic bases will not be difficult, however.



GRIPPING STUFF

Another essential modelling aid is a pack of four magnetic corner clamps. The 42mm by 42mm plastic L-shaped devices feature powerful magnets and are good for use with wood, card and plastic components. Placed on the inner and outer faces of right-angled joints, the two parts of each clamp 'snap' together positively, holding the parts securely while glue is applied. Handy cut-outs on the inner faces leave the bonding area clear.

The TC-105 timber and rod cutter is a guillotine-type device that allows for the quick cutting of plastic or wood material. Adjustable fences are



PETER'S PICKS

FARM FOUR-PACKS

OO GAUGE Bachmann Scenecraft has released four packs of animals (cows, horses, pigs and sheep). Each pack has between six and nine animals, including young, plus a trough. The animals are nicely painted, though they might be a bit more realistic with a coat of matt varnish.

Price: Each pack retails at £9.95.

Availability: Bachmann stockists.



LIGHTWEIGHT LANDSCAPES

ANY GAUGE

Noch announced its landscaping wire mesh and landscape modelling foil at the 2017 Nuremberg Toy Fair - and now they're available to buy. Both products enable the formation of lightweight land shapes - the Wire Mesh requires supporting at intervals, but the Modelling Foil is self-supporting. Both products will be of particular interest to people creating portable layouts, where keeping weight down is important.

Price: Landscaping Wire Mesh (100cm by 75cm), £16.50; Landscape Modelling Foil (15cm by 50cm) £21.00.

Availability: Gaugemaster. **Tel:** 01903 884488.

Web: www.gaugemaster.com



provided, presenting the stock to the pivoting blade at the desired angle. Cuts can be made from 30° to 90° and a standard Stanley-style knife blade is employed, which can be readily replaced.

Mounted on a 220mm by 160mm plastic base, a set of screws and holes are provided for fixing to a workbench. Indeed, this is highly recommended as it greatly improves performance and accuracy, preventing the base from flexing during cutting.

In use, I struggled to obtain squarely cut edges in wood or plastic more than a couple of millimetres thick. The twin-bevel blade inevitably wanders away from the vertical once it begins its cut and a single-edged blade (similar to a chisel) would be far more effective. For the rapid cutting of thin material, at variety of angles, the tool is effective. However, at over £50, I was expecting a higher level of performance.

Apart from the cutting tool, these devices have proved to be dependable, versatile and effective. They're not the cheapest, but the high-quality, sturdy materials should provide years of reliable service. (GD)



BRITISH TOY TRAINS

PRODUCTS

- **British Toy Trains Book 1 - Whitanco/Burnett/Chad Valley/Palitoy/Astra**, 121pp, ISBN: 9780993204708
- **Book 2 - Dunham, White & Betal/British Marx/A. Wells**, 144pp, ISBN: 9780993204715
- **Book 3 - Brimtoy Ltd & Wells-Brimtoy Ltd 1914-1945**, 208pp, ISBN: 9780993204722

AVAILABILITY
Mardon Cottage,
Manor Road,
Ullesthorpe,
Lutterworth, Leics.
LE17 5BN.
Tel: 07979 241406.
E-mail: mdfoster@hotmail.co.uk

PRICES
Book 1
rrp £18.00
Book 2
rrp £18.00
Book 3
rrp £24.00

Three reviews for the price of one! Michael Foster's name has long been known to train collectors and he's been putting his efforts into a multi-volume account of the much lesser manufacturers of British model trains. Michael's books are lavishly illustrated. Most MR readers will never have seen first-hand many of the models illustrated, and many will be surprised at how crude some of them are. Other modellers will thrill to see the spotlight shining on such a large and neglected segment of the hobby.

Bassett Lowke and Hornby tend to be the pre-war names most people recognise, but there were many others, such as Marx, Chad Valley (latterly a Woolworths-owned brand), Brimtoy and Betal (apparently a pun on Beat All!).

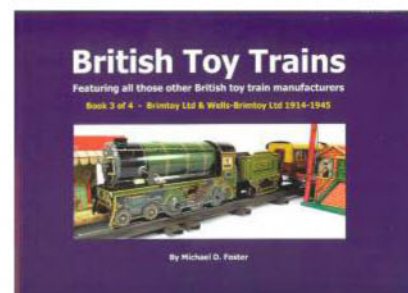
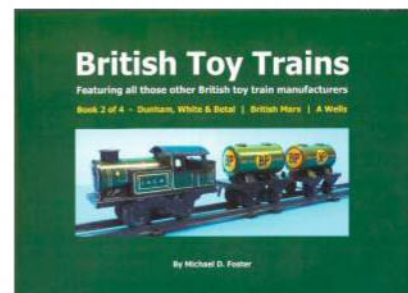
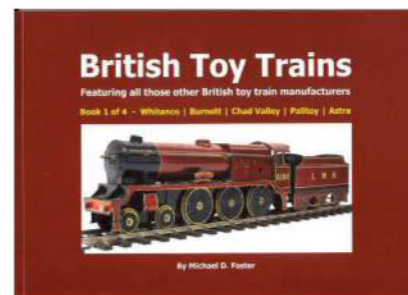
The modelling may have been crude but the market wanted to be up to the minute. So, for anyone looking for a full account of Gresley's 'A4s' or Stanier's 'Coronations', there are pages of coverage. There's even a Marx 'Coronation' in military livery.

Other forms of traction were in their infancy, but the Union Pacific was pioneering diesel inter-city train sets in the 1930s, and British firms like Marx in Dudley, or Wells, were making them. Much of the steam was going out of this market as British Railways came on the scene, but Chad Valley managed a full selection of BR tinplate items.

ON THE TIN

It wasn't just rolling stock. These manufacturers often went to town with a full selection of tin-printed accessories, such as signal boxes.

What makes these books special is the wealth of real gems that Michael has unearthed. Did you know that Palitoy offered a plastic 'S' scale range, decades



before Mainline 'OO' models appeared on the scene? That's right, it produced two locomotives, an LNER 'A3' and a GWR '61XX'.

The timeframe in which the volumes are being released means that 'update' information gets published in the next volume because these are stories hitherto uncovered and there's much to discover. Book 4 is scheduled for May 2018 and will cover Brimtoy 1945-1990, Mettoy and more. (Robert Forsythe)

GRASS ISN'T GREENER

ANY GAUGE Noch has listened to customer feedback - that its static grass fibres look too bright for UK layouts - and has introduced a range of more subdued colours. The initial range covers four shades: brown, golden yellow, dark green and olive green.

Price: A 20g bag of 2.5mm fibres retails at £2.70.

Availability: Gaugemaster.
Tel: 01903 884488.
Web: www.gaugemaster.com



CREATE A SPLASH

ANY GAUGE Woodland Scenics has introduced a new system for modelling water. Based on its existing Realistic Water products, Water System has been designed for modelling anything from puddles to ripples on a lake and rolling sea waves.

The range includes Water Tints and Water Undercoats and a Deep Pour Water product for clear or murky water features. To see Water System in action, go to <http://woodlandscenics.com/show/video/watersystemoverview> (or <https://goo.gl/mEsieB>).

Price: Product retails from £5.25.
Availability: Bachmann stockists.





FIRST REVIEW

IRISH RAILWAY MODELS BALLAST HOPPERS

OO GAUGE **NEM**

PRODUCT
IRM1001 CIÉ/IR
ballast hoppers
Set No. 1

PERIOD
1972-2013

REGION
Republic of Ireland

AVAILABILITY
Irish Railway Models,
13 Baggot Street
Upper, Dublin 4,
D04 W7K5, Ireland.

Web: www.irishrailwaymodels.com

PRICE
rrp €117.02

Looks

0 1 2 3 4 5 6 7 8 9 10

Build quality

0 1 2 3 4 5 6 7 8 9 10

Features

0 1 2 3 4 5 6 7 8 9 10

Decoration

0 1 2 3 4 5 6 7 8 9 10

Value for money

0 1 2 3 4 5 6 7 8 9 10

RATING 84%

Starting something new? It's probably best to start with something small...

That's what Irish Railway Models (IRM) has done.

IRM has become only the second organisation to produce bespoke, ready-to-run 'OO' gauge Irish outline models, but whereas Murphy Models has gone for locomotives and coaches, the newcomer has focused on the world of wagons. It has made a flurry of announcements in the past year or so, and the first fruits of its labours are now on show.

The first subject to be tackled is the quirky four-wheel ballast hopper. IRM provides, within the handsome green card box, a hugely comprehensive factsheet that gives chapter and verse about these wagons. To summarise, the first of these purpose-built ballast hoppers were introduced to CIÉ in 1972, followed by a further batch in 1974; some were also built for dolomite and mineral/gypsum traffic. Withdrawals started in early 2001, before Iarnród Éireann's new Autoballasters condemned the last of them in 2013.

These 20t wagons have a rather distinctive look, with the underframe protruding some way from the low-slung body at both ends. IRM has

captured this slightly awkward but not unattractive look well, with lots of fine plastic components. Given the exposed nature of the underframe, the model looks as though it might be slightly flimsy, but it's actually very sturdy.

The draw and brake gear are nicely rendered, as are the suspension units and the bearing detail on the axle ends. Under the heaped, grey ballast load - the only slight on the model's looks - is a detailed hopper interior. The load is removable but the fit is tight, and you'll need something like a scalpel blade to wiggle it free.

Metal wheels to 16.5mm gauge with pinpoint axles are provided, but IRM has designed the model so that 21mm gauge wheelsets (accurate for Ireland's 5ft 3in gauge) can be fitted.

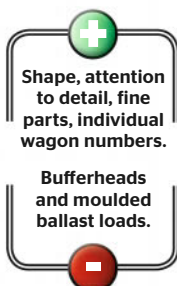
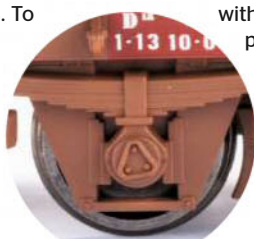
The bufferheads are moulded plastic and the finish is perhaps a little crude. However, that negative point is offset by a positive one; the tension lock units are finished in the body colour, which helps to hide them when running. The couplers are held in fixed NEM pockets, but the lack of a pivot didn't

seem to hamper the wagons when running through tight radius curves and pointwork.

With most infrastructure wagons, there's not a lot you can do with the livery - and these hoppers are no exception. The bauxite finish is well executed, and what highlights there are - the number and data panels - are all excellent. One particularly pleasing feature is the barely visible number on 24132, which has been painted over and replaced by a new-style stencil.

IRM has offered three packs of three wagons, all with different individual numbers. At €117.02 (just over £98 at the time of writing), they could be considered expensive (£32.66 each, compared to £28.95 for a Bachmann 'Covhop' for example), but this is a niche - dare we say, exclusive - product and therefore warrants the price tag. Plus, IRM has helpfully included a special code within the packaging, offering you money off its forthcoming Tara Mines bogie ore hopper, which is a nice touch.

Overall, these little wagons are an impressive debut. They're a must for all modern image Irish modellers and we await further models with interest. (RF)



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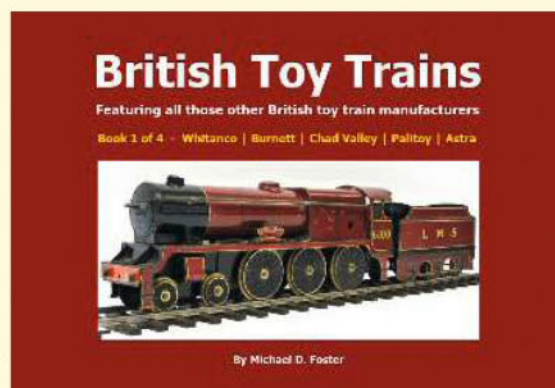
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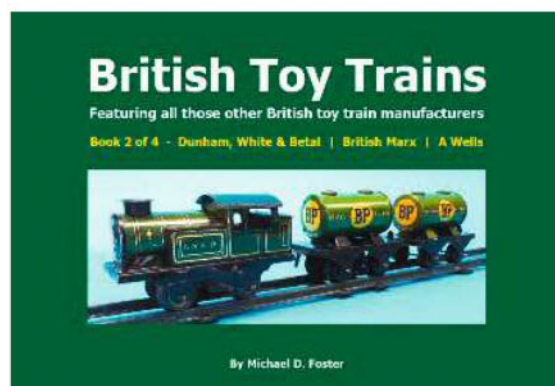
A4 Landscape 144 pages 230 pictures

Bassett-Lowke Society Newsletter

“This is another well produced and researched book with excellent photographs and reproduction by Michael Bowes.”

Train Collectors Society Newsletter

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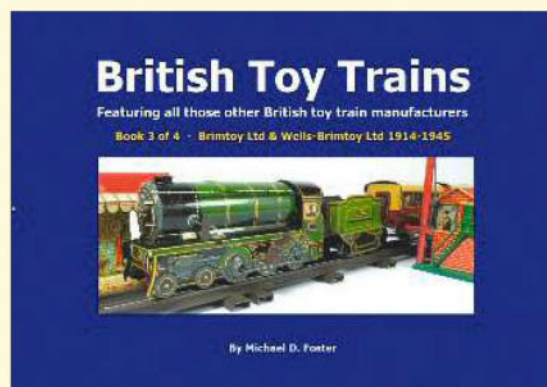
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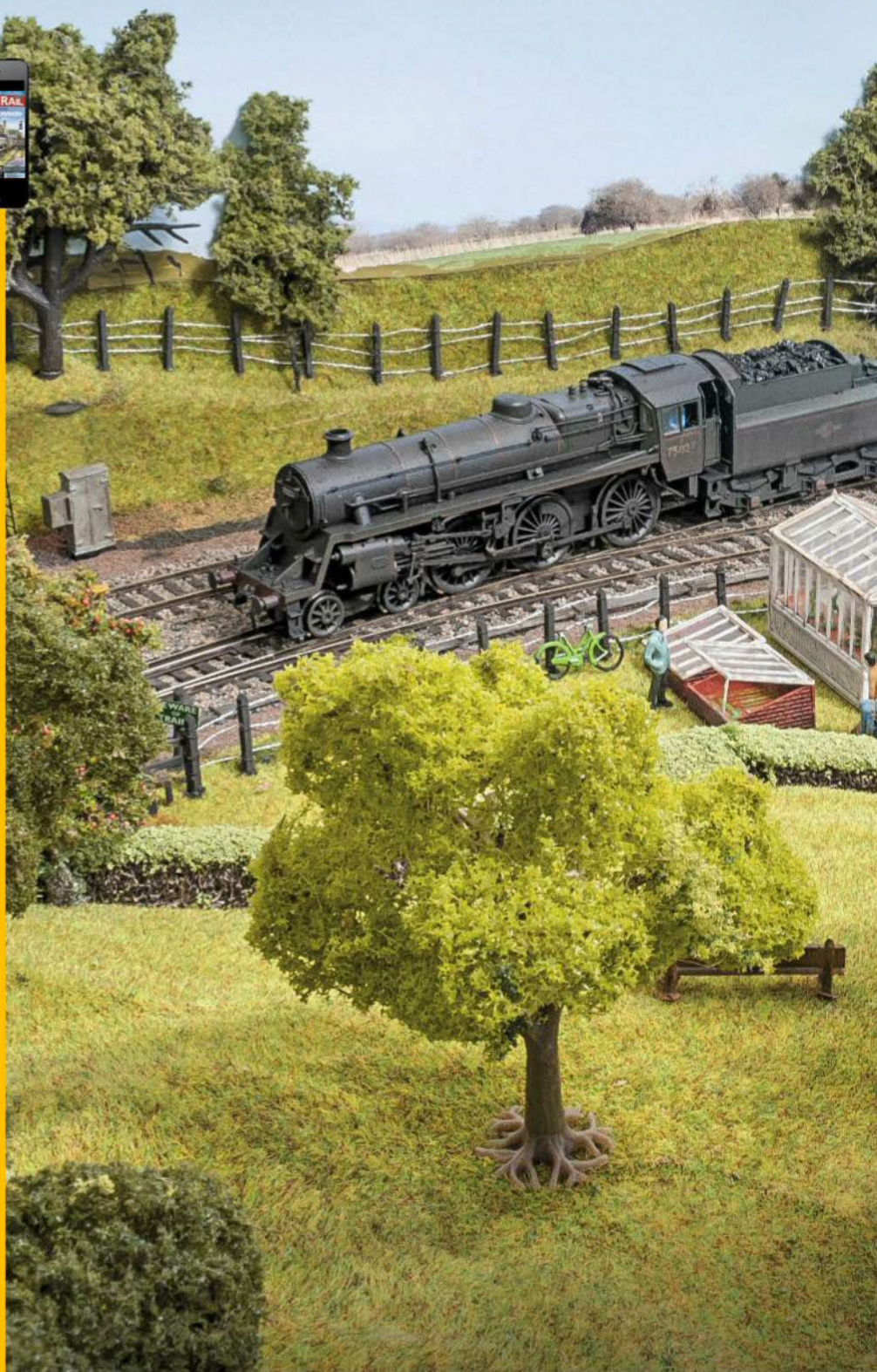
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BACHMANN 32-775Y CLASS 37 37068 GRAINFLOW



Model Rail is pleased to unveil Class 37 37068 Grainflow in Railfreight Distribution 'triple grey'. 37068 received its new name at a ceremony at Ely on September 23 1987 to mark a five-year contract between wagon leasing company CAIB and Railfreight to provide grain wagons. Our model depicts 37068 in its early 1990s guise and perfectly complements Bachmann's new Polybulk grain hoppers.

£ £125.95 (MR subscribers £112.50) inc. P&P.



IN STOCK NOW!

HELJAN 34121 BR GREEN BRCW TYPE 3 DIESEL (CLASS 33/0) D6510



Based on Heljan's all-new Class 33/0 tooling, this exclusive model features BR green D6510 in mid-1960s condition with small yellow warning panels and white trim. Improvements over the old '33' include fine-etched metal radiator grilles and footsteps, finer handrails and a much better overall body shape. The model also has an eight-pin DCC decoder socket, directional lights and NEM couplings. Limited to just 500 pieces.

£ £110.00 (MR subscribers save 10% £99.00) inc. P&P



NEW, LOWER PRICE!

BACHMANN 31-650R PROVINCIAL SERVICES CLASS 47/4 DIESEL 47475



£ £110.00 (MR subscribers £99.00) inc. P&P

NEW, LOWER PRICE!

To complement our limited edition Bachmann Trans-Pennine Mk 2a coaches, we've commissioned a model of the unique Provincial Services Class 47/4, which was a regular performer on Liverpool-Newcastle and associated routes in the late 1980s and early 1990s. The model has a 21-pin DCC socket, directional headlights and switchable cab lights, plus all-wheel drive and pick-up. Limited to 500 pieces.

BACHMANN 32-725 WDS EURO CARGO RAIL CLASS 66 DIESEL



Produced with the full co-operation of DB Schenker and Euro Cargo Rail, this superb Bachmann Class 66 is now only available with a factory-fitted DCC sound decoder. Our model features modified front skirts with snowploughs and a wealth of extra printed detail as per the prototype, which is used in Britain and France.

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£ £146.95 (MR subscribers £132.26) inc. P&P



JUST 9 LEFT!

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JUST 7 LEFT!



*Please note: All quantities were correct at the time of publication.

MR-102: No. 68

JUST 9 LEFT!



Southern Railway black

£ £124.95 (MR subscribers £112.46) inc. P&P

MR-103: No. 30069

JUST 1 LEFT!



BR early emblem black

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MR-106: No. 30071

SOLD OUT!



BR late emblem black (weathered)

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WRENBURY, CHESHIRE. Wrenbury & District MRC MRE. Village Hall, Cholmondeley Rd, Wrenbury CW5 8HG. **Time:** Fri 1900-2130, Sat 0930-1630. **Web:** www.wrenburymodelrailwayclub.btck.co.uk

Jul 1

BEACONSFIELD, BUCKS. Beaconsfield & District MRC MRE. The Beaconsfield School, Wattleton Road, Beaconsfield HP9 1SJ. **Time:** 1030-1700. **Admission:** Adult £5, Child £2.50. **Tel:** 01753 643724. **Web:** www.beaconsfieldmrc.org

ROMSEY, HANTS. Romsey & DRMS Open Day, Abbey United Reformed Church, The Abbey, Romsey SO51 8EL. **Time:** 1030-1700. **Tel:** 01794 513862. **Web:** www.rdrms.com/exhibitions

Jul 1-2

CONWY, N. WALES. North Wales N Gauge Area Group Annual Show. Ysgol Porth Y Felin, Llanrwst Road, Conwy LL32 8FZ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2. **E-mail:** athoath@ntlworld.com

EXETER, DEVON. The Exe MRS MRE. Matford Centre, Matford Rd, Marsh Baton, Exeter EX2 8FD. **Time:** 1000-1700. **Admission:** Adult £7, Concession £6. **Tel:** 01392 421906. **Web:** www.exemrs.co.uk

LAINDON, ESSEX. Basildon MRC MRE. James Hornsby School, Leinster Road, Laindon SS15 5NX. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Senior £3, Child £2, Family £12. **Tel:** 01268 574884.

Jul 2

ASHMANHAUGH, NORFOLK. Ashmanhaugh Light Railway Open Day. East View Farm, Stone Lane, Ashmanhaugh, Norwich NR12 8YW. **Time:** 1400-1700. **Web:** www.ashmanhaughlightrailway.co.uk

Jul 8

HEYWOOD, LANCS. Heywood MRG MRE. Club Rooms, Unit 3, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmrg.co.uk

HODDESDON, HERTS. Friends of Robert Barclay Academy MRE. The Robert Barclay Academy, Cock Lane, Hoddesdon, Herts EN11 8JY. **Time:** 1030-1630. **Admission:** Adult £4.50, Concession £3, Family £12. **Tel:** 07866 641215.

GNOSALL, STAFFS. Staffordshire Finescale Group and Friends. Gnosall Memorial Village Hall, Lowfield Lane, Gnosall, Stafford ST20 0ET. **Time:** 1100-1700. **Admission:** Adult £5. **Web:** www.staffordshirefinescale.co.uk

NEWTON, GTR MANCHESTER. Stockport & District Railway Modellers Open Day. 3rd Newton Scout Hut, Cartwright Street, Newton SK14 4FH. **Time:** 1030-1600. **Admission:** Free. **Tel:** 07895 838 029. **Web:** www.sdrm.co.uk

WHITTLESEY, CAMBS. 1st Whittlesey Scouts and March & District MRC MRE. Whittlesey Scout Hut, Inhams Road, Whittlesey PE7 1TT. **Admission:** £2.

Jul 8-9

AMBERLEY, SUSSEX. Amberley Museum & Heritage Centre Rail Gala. **Time:** 1000-1700. **Admission:** Adult £11.50, Concession £10.50, Family £32. **Tel:** 01798 831370. **Web:** www.amberleymuseum.co.uk

Jul 9

POOL, CORNWALL. West Cornwall MRG MRE. Carn Brea Leisure Centre, Station Road, Pool TR15 3QS. **Time:** 1000-1630. **Admission:** Adult £4.50, Concession £4. **Tel:** 01209 211331.

OXTED, SURREY. MRE. Oxted School, Bluehouse Lane, Oxted RH8 0AB. **Admission:** Adult £5, Child £2, Family £12.

Jul 15

FRINTON-ON-SEA, ESSEX. MRE. St Mary Parish Church, Old Road, Frinton-on-Sea, Essex CO13 9BX. **Admission:** Adult £5, Child £2, Family £12.

SOUTHAMPTON. Exbury Club MRE. Exbury, nr Beaulieu, Southampton SO45 1AH. **Time:** 1030-1700. **Admission:** £3.50. **Tel:** 0238 089 1345. **E-mail:** exburyclub@gmail.com

Jul 15

LAUNCESTON, CORNWALL. Launceston Area Group MRE. Launceston Town Hall PL15 7AR. **Time:** 1000-1600. **Admission:** Adult £4, Senior £3, Child £1. **Tel:** 07972 333202. **E-mail:** les.whaley@talktalk.net

Jul 16

CHICHESTER, SUSSEX. Chichester and District Society of Model Engineers 'Steam on Sunday'. Blackberry Lane, off Bognor Road, Chichester, PO19 7FS. **Time:** 1400-1700. **Tel:** 07954 051594. **Web:** www.cdsme.co.uk

HOPEMAN, MORAY. MRE and Hobbies. Memorial Hall, Farquhar Street, Hopeman IV30 5SL. **Time:** 1030-1630. **Tel:** 0781 8614568. **E-mail:** western.ave@aol.com

Jul 22

BRIXHAM, DEVON. MRE. Churston Fers Grammar School, Greenway Road, Galmpton TQ5 0LN. **Admission:** Adult £5, Child £2, Family £12.

TWICKENHAM, MIDDX. Twickenham & District MRC Open Day. Kerswell Hall, 133 Wills Cres, Hounslow TW3 2JF. **Time:** 1000-1600. **Tel:** 01784 459104. **Web:** www.tdmrc.org.uk

Jul 22-23

BRENTFORD. The 2017 Festival of Model Tramways. The London Museum of Water & Steam, Green Dragon Lane, Brentford TW8 0EN. **Time:** 1100-1600. **Web:** www.tramwayinfo.com

GOATHLAND, YORKS. Whitby and District MRC MRE. Goathland Village Hall, Goathland YO22 5LN. **Time:** 1000-1630. **Admission:** £1. **Tel:** 07870 480925. **E-mail:** paul.gallon75@gmail.com

Jul 23

ALNWICK, NORTHUMBERLAND. Alnwick MRC Open Day. Rock Village Hall, Rock, nr Alnwick. NE66 3SE. **Time:** 1000-1600.

GAINSBOROUGH, LINCS. Gainsborough MRS Open Day. **Time:** 1330-1800. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

July 26

BISHOPS LYDEARD, SOMERSET. Taunton MRG MRE. Bishops Lydeard Station, West Somerset Railway. **Time:** 1030-1630. **Admission:** Adult £1.50, Child £0.76.

Jul 29

BARNSTAPLE, N. DEVON. Christ Church, Bear Street, Barnstaple EX32 7BU. **Time:** 1000-1600. **Time:** 1000-1600. **Tel:** 01237 238872. **E-mail:** shadylane@live.co.uk

BRIDPORT, DORSET. Bridport & District MRC MRE. Bridport United Church Hall, East Street, Bridport DT6 3LJ. **Time:** 1000-1630. **Admission:** Adult £3.50, Child £1. **Tel:** 01308 861754. **E-mail:** robert@rahrens.wanadoo.co.uk

NORTH SHIELDS, TYNE & WEAR. Blyth and Tyne MRS MRE. RailEx NE. John Spence Community High School, Preston Grange, North Shields NE29 9PU. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £7, Child £3, Family £16. **E-mail:** lippydavies@blueyonder.co.uk **Web:** www.railexne.com

Jul 29-30

LLANDUDNO. Colwyn MRC MRE. Craig y Don Community Centre, Queen's Road, Craig y Don LL30 1TF. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Tel:** 01766 890842. **Web:** www.colwynmodelrailwayclub.co.uk

STOKE-ON-TRENT. St Johns Charity Exhibition. St John's Primary School, Wheatley Avenue, Trent Vale, Stoke on Trent. **Time:** Sat 1030-1700, Sun 1030-1630. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 07747 087050. **E-mail:** jrf.cox@hotmail.co.uk

NEW MILTON, HANTS. South Coast MRC MRE. The Arnewood School, Gore Road, New Milton BH25 6RS. **Time:** Sat 1000-1700, Sun 1000-1600. **Tel:** 01425 616646. **Web:** www.southcoastmodelrailwayclub.co.uk

Jul 30

THIRSK, YORKS. Thirsk and District MRG Show. Thirsk Town Hall, Westgate, Thirsk YO7 1QR. **Time:** 1030-1630. **Admission:** Adult £4, Child £2, Family £10. **E-mail:** p.simmerson@btinternet.com

Aug 2, 9, 16, 23, 30

BISHOPS LYDEARD, SOMERSET. Taunton MRG MRE. Bishops Lydeard Station, West Somerset Railway. **Time:** 1030-1630. **Admission:** Adult £1.50, Child £0.76.

Aug 5

BIRCHENCLIFFE, HUDDERSFIELD. Pennine MRS MRE. St Philips Community Centre, Briarlyn Road, Birchencliffe, Huddersfield HD3 3NL. **Time:** 1000-1700. **Admission:** Adult £4.50. **Tel:** 07787 840672.

MINEHEAD, SOMERSET. Exmoor Coast Railway Modellers EXMOOR-RAIL. The Minehead Eye, Mart Road, Minehead TA24 5BJ. **Time:** 1000-1630. **Admission:** Adult £5, Child £1, Family £10. **Tel:** 01643 706736. **E-mail:** nelhams1@tiscali.co.uk

Aug 5-6

REDCAR, CLEVELAND. Cleveland MRC MRE. Redcar & Cleveland College, Corporation Road, Redcar TS10 1EZ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4.50, Child/Concession £3.50, Family £12.50. **Tel:** 07864 880242. **Web:** www.cmrc.club

Aug 6

ASHMANHAUGH, NORFOLK. See July 2.

Aug 10

WELLING, KENT. The Association of Bexley Charities Charity Toy and Train Fair. Falconwood Community Centre, 32 Falconwood Parade, The Green, Welling, Kent DA16 2PG. **Time:** 1800-2130. **Admission:** Adult £1.

Aug 12

BEXHILL-ON-SEA, SUSSEX. Bexhill MRC MRE. St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE. **Time:** 1000-1700. **Admission:** Adult £4, Child £2, Family £10. **Web:** www.bexhillmrc.org.uk

HEYWOOD, LANCs. See July 8.

MILTON KEYNES. Silverfox DCC MRC MRE. Oakgrove School, Brickhill St, Milton Keynes MK10 9JQ. **Time:** 1000-1600. **Admission:** Adult £6, Child £2. **Tel:** 01908 225249.

Aug 12-13

RIPLEY, DERBYSHIRE. The Midland Raillex MRE. Midland Railway, Butterley DE5 3QZ. **Time:** 1000-1630. **Admission:** Adult £15.50, Concession £14.50, Child £7.75, Family £38.75. **E-mail:** garratt@w3z.co.uk

SWANAGE, DORSET. Isle of Purbeck MRE. Harmans Cross Village Hall, Haycrafts Lane, Swanage BH19 3EB. **Admission:** Adult £5, Child £2, Family £12.

WELLS, SOMERSET. Wells Railway Fraternity Railwells 40 and Scalefour Southwest 25. The Town Hall, Market Place, Wells BA5 2RB. **Time:** Sat 1030-1730, Sun 1030-1630. **Admission:** Adult £6. **Tel:** 01749 938362. **Web:** www.railwells.com

Aug 13

LLWYNCELYN, ABERAERON. West Wales MRE. Llwynceilyn Memorial Hall, Aberaeron. SA46 0HF. **Time:** 1000-1630. **Admission:** Adult £4, Concession/Child £3.50, Family £9. **Tel:** 01545 571634.

Aug 19

BISHOPS STORTFORD, HERTS. Bishops Stortford MRS MRE. Birchwood High School, Parsonage Lane, Bishops Stortford CM23 5NT. **Time:** 1030-1630. **Admission:**

Adult £5, Child £2, Family £10. **Tel:** 01279 503511. **E-mail:** bsrillsoc@gmail.com

COGENHOE, NORTHANTS.

Northampton & District MRC MRE. Cogenhoe Village Hall, York Avenue, Cogenhoe NN7 1NB. **Time:** 1000-1630. **Admission:** Adult £3, Child £2, Family £8. **Tel:** 01604 890275. **Web:** www.nmrc.org

LUDLOW. Craven Arms & District MRC MRE. Ludlow Racecourse, Bromfield SY8 2BT. **Time:** 1000-1630. **Admission:** Adult £3, Senior £2.50, Child £2. **Tel:** 01588 672145.

GUILDFORD, SURREY. Astolat MRC Open Day. National Trust Dapdye Wharf, Wharf Road, Guildford GU1 4RR. **Time:** 1100-1700. **Admission:** Adult £3.95, Child £2.30, Family £11.50. **Tel:** 01483 722098. **Web:** www.astolatmrc.co.uk

Aug 19-20

CRICH, DERBYSHIRE. Model tram, bus and railway exhibition. National Tramway Museum, Crich Tramway Village, Crich DE4 5DP. **Time:** 1000-1700. **Web:** www.tramway.co.uk

PICKERING, YORKS. Scarborough & District Railway Modellers MRE. Memorial Hall, Pickering N. Yorks YO18 8AA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Concession: £4.50. **Web:** www.sdrmmweb.co.uk

ROSS ON WYE. Ross on Wye MRE. John Kyrle High School, Ledbury Road, Ross on Wye HR9 7ET. **Time:** 1000-1600. **Admission:** Adult £4, Child £3, Family £10.

Aug 26

WOODBIDGE, SUFFOLK. MRE. Woodbridge School, Burditt Road, Woodbridge IP12 4JH. **Admission:** Adult £5, Child £2, Family £12.

YIEWSLEY, LONDON. Hillingdon Railway Modellers Test Track Open Day. Yiewsley Baptist Church Hall, 74 Colham Ave, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1600. **Admission:** £4. **Tel:** 020 8368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

Aug 26-27

HAWICK, SCOTLAND. Hawick & District Railway Society. Border Rail 2017. The Auld Baths, Bath St, Hawick TD9 7DP. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2, Senior £3. **Tel:** 01450 375787. **E-mail:** 4472fs@gmail.com

Aug 26-28

GAINSBOROUGH, LINCs. See July 23.

Aug 27

BROXBORNE, HERTS. Hoddesdon MRC MRE. Club Site, The Old Mill, Mill Lane, Broxbourne, Herts EN10 7AX. **Time:** 1000-1600. **Admission:** Adult £2, Child £1. **Tel:** 07542560493. **Web:** www.hoddesdonmrc.org.uk

MACHYNLLETH. Corris Railway Society MRE. The Plas, Machynlleth SY20 8ER. **Time:** 1030-1700 both days. **Admission:** Adult £4, Senior £3.50, Child £2, Family £10. **E-mail:** enquiries@corris.co.uk

KEIGHLEY. Aire Valley RMC Open Day. Melbourne House, Dalton Lane, Keighley BD21 4LG. **Time:** 1000-1600. **E-mail:** info@avrmc.org.uk **Web:** www.avrmc.org.uk

Aug 28

HARROGATE, YORKS. Bilton Grange MRC MRE. Bilton United Reformed Church, Corner Skipton Road and Woodfield Road, Harrogate HG1 4LN. **Time:** 1000-1600. **Admission:** Adult £4, Child £1, Family £8. **Tel:** 01423 521542. **E-mail:** harrogatemrc@hotmail.com

Sep 2

BURGESS HILL, SUSSEX. Burgess Hill MRC MRE. Burgess Hill Girls, Keymer Road, Burgess Hill RH15 0EG. **Time:** 1000-1700. **Admission:** Adult £5, Child £3, Family £13. **Tel:** 01444 455215. **Web:** www.burgesshillmrc.org.uk

TADWORTH, SURREY. Tadworth Autumn 2017 MRE. The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AH. **Time:** 1000-1700. **Admission:** Adult £5, Child £3, Senior £4, Family £10. **Tel:** 0775 845 8827. **E-mail:** stuart.robinson27@ntlworld.com

Sep 2-3

ALNWICK, NORTHUMBERLAND. Aln Valley Railway MRE. Lionheart Station, Aln Valley Railway, Lionheart Business Park, Alnwick NE66 2EZ. **Time:** 1030-1630. **Admission:** Adult £4, Concession £2, Family £10. **Tel:** 01665 606168.

BISHOPS LYDEARD, SOMERSET. See July 26.

LEIGH, MANCHESTER. Leigh MRS MRE. St Joseph's Hall, Chapel St, Leigh WN7 2DA. **Time:** 1000-1700. **Admission:** Adult £5. **Tel:** 01942 895030. **Web:** www.leighmodelrailwaysociety.wordpress.com

Sep 3

ASHMANHAUGH, NORFOLK. See July 2.

Sep 9

HEYWOOD, LANCs. See July 8.

ROMILEY, CHESHIRE. Romiley Methodist Modellers MRE. Romiley Methodist Church, Stockport Road, Romiley, Stockport SK6 3AH. **Time:** 1030-1630. **E-mail:** ian.gould@virginmedia.com

Sep 9-10

LEAMINGTON SPA, WARCS. International N Gauge Show. The Warwickshire Exhibition Centre, The Fosse, Fosse Way nr Leamington Spa CV31 1XN. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Online/Door - Adult £10/10.50, Senior £9/9.50, Child £4.50/5. **Web:** www.ngaugeshow.co.uk

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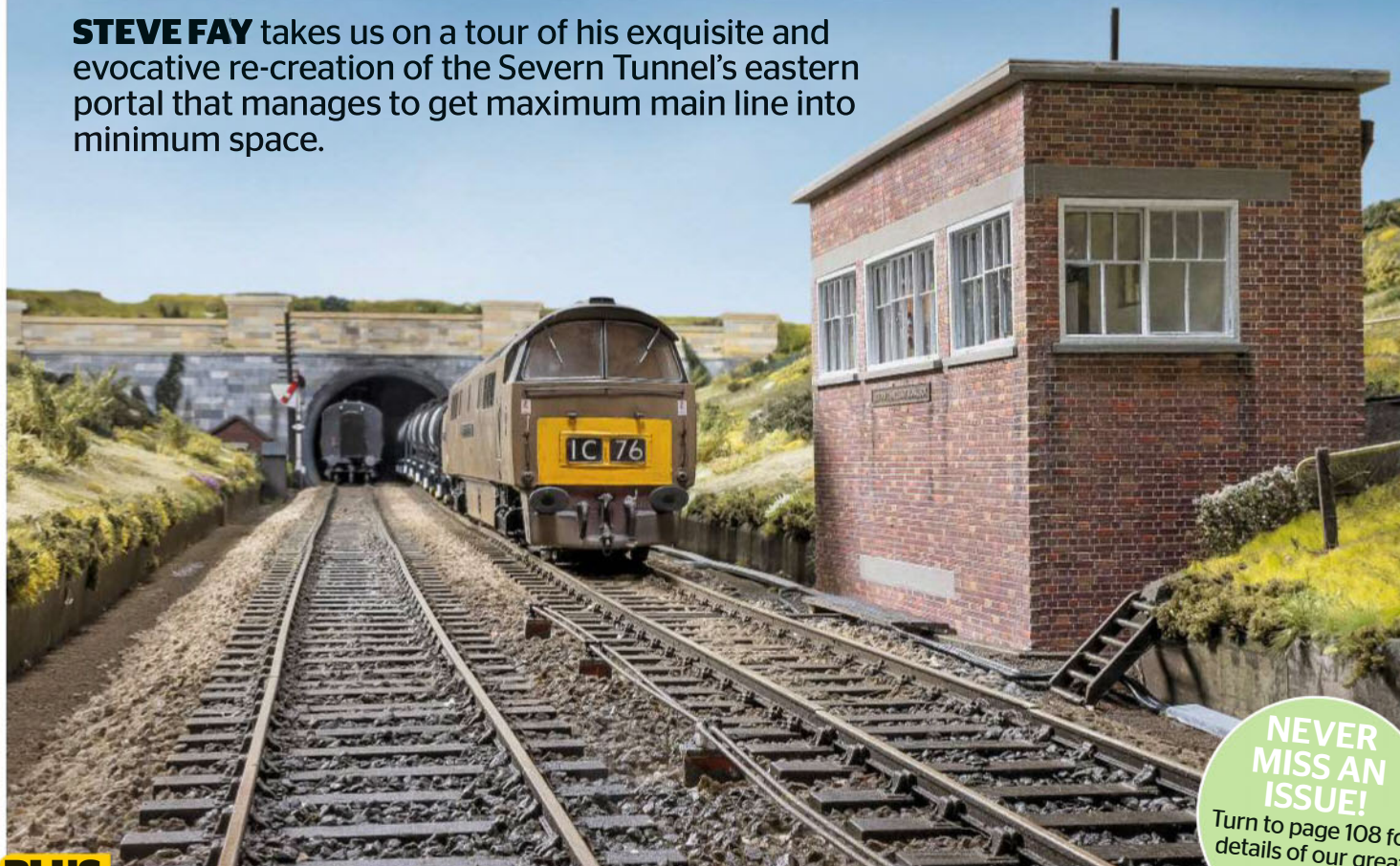
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- 4D-009-HAT03 960011 in Railtrack blue & green livery
- 4D-009-HAT04 121020 in Chiltern blue livery
- 4D-009-HAT05 55033 in Revised Network South East livery
- 4D-009-HAT06 960010 in Railtrack "coaching stock" maroon
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- H7-A3-001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender
- H7-A3-002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender
- H7-A3-003 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender
- H7-A3-004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
- H7-A3-005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
- H7-A3-006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
- H7-A3-007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender



Class A4 4-6-2

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Due in stock Q3 2018



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- H7-A4-001 2509 "Silver Link" in LNER silver with streamlined corridor tender
- H7-A4-002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (1938 condition)
- H7-A4-003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
- H7-A4-004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined tender
- H7-A4-005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender
- H7-A4-006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender
- H7-A4-007 60012 "Commonwealth of Australia" in BR green with early crest
- H7-A4-008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
- H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

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- H7-TC115-001 Diag. 115 Corridor Third in LNER Teak
- H7-TC115-002 Diag. 115 Corridor Third in LNER Teak
- H7-TC115-003 Diag. 115 Corridor Third in BR carmine & cream
- H7-TC115-004 Diag. 115 Corridor Third in BR carmine & cream
- H7-TC115-005 Diag. 115 Corridor Third in BR maroon
- H7-TC115-006 Diag. 115 Corridor Third in LNER Teak
- H7-TC175-001 Diag. 175 Brake Corridor Comp. in LNER Teak
- H7-TC175-002 Diag. 175 Brake Corridor Comp. in LNER Teak
- H7-TC175-003 Diag. 175 Brake Corridor Comp. in BR carmine & cream
- H7-TC175-004 Diag. 175 Brake Corridor Comp. in BR carmine & cream
- H7-TC175-005 Diag. 175 Brake Corridor Comp. in BR maroon
- H7-TC175-006 Diag. 175 Brake Corridor Comp. in BR maroon
- H7-TC186-001 Diag. 186 Open Third in LNER Teak
- H7-TC186-002 Diag. 186 Open Third in LNER Teak
- H7-TC186-003 Diag. 186 Open Third in BR carmine & cream
- H7-TC186-004 Diag. 186 Open Third in BR carmine & cream
- H7-TC186-005 Diag. 186 Open Third in BR maroon
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31-740 1273 in Midland Railway crimson lake
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31-742 58072 in BR black with early emblem

Class H2 'Atlantic' 4-4-2
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31-920 2426 "St Alban's Head" in SR olive green
31-921 32424 "Beachy Head" in BR black with early emblem

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35-125 20306 in Direct Rail Services blue
35-126 20311 in Harry Needle Railroad Company orange
35-127 20312 in Direct Rail Services compass blue

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31-390 6061 in BR green
31-391 6062 in BR blue & grey
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39-600 Brake Composite SECR Dark Lake
39-601 Brake Composite SR Olive Green
39-602 Brake Composite BR Vermillion
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
39-612 Composite BR Vermillion
39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green

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38-725 WD Khaki Drab livery with tank
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38-727 BR grey without tank



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R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Class Q1 0-6-0
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Due in stock Dec 2017



R3559 C24 in Southern Railway wartime black
R3560 33032 in BR black with late crest

Wainwright Class H 0-4-4T
Pre-order for £157
Due in stock Dec 2017



R3512 31551 in BR black with late crest - Limited Edition train pack with Push/Pull coaches

Class 87 Electric
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R3580 87035 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

Hitachi IEP Class 800
Pre-order for £229.50
Due in stock Dec 2017



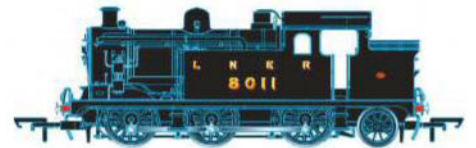
R3514 800004 in GWR green (5-car set)

Mk1 BSO/FO coaches
Pre-order for £34
Due in stock Aug 2017



R4777 BSO brake second open W9353 in BR blue and grey
R4778 FO first open W3123 in BR blue and grey
R4788 BSO brake second open E9220 in BR maroon
R4789 FO first open E3050 in BR maroon

LNOR N7 0-6-2T
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OR76TKB001 Class 'B' tank 3300 in Esso black with original suspension
OR76TKB002 Class 'B' tank 47792 in Esso black with revised suspension
OR76TKB003 Class 'B' tank 441 in Regent Oil livery with revised suspension

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
LNWR Webb coal tank 0-6-2T	hattons.co.uk/wct	£101.96	Sep 2014							
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 14xx 0-4-2T	hattons.co.uk/14xx	£99	Sep 2014							
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
50t Warwell Wagon	hattons.co.uk/warwell	from £33	Jun 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 45 'Peak'	hattons.co.uk/hel45	£550	Jun 2013							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£99 (EST)	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	TBA	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdgc	£95	Jan 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype.
TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 08/06/17.

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R3454 Castle Class 4-6-0 5076 "Dryslwyn Castle" in GWR Green (Hor) **NEW** £140



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



1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel) £124
1324 Class 1366 0-6-0PT 1368 in BR black late crest (Hel) £124



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel) £124
1322 Class 1366 0-6-0PT 1370 in GWR green (Hel) £124



H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ) £99



H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green G W R lettering (DJ) £99



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



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



H1414 Class 14xx 0-4-2T 1450 in BR Lined green late crest (DJ) £99



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



H1412 Class 14xx 0-4-2T 1474 in BR Unlined black early emblem - Heavily weathered (DJ) £99



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



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) **BARGAIN** £80

R3277 Class 38xx 4-4-0 "County of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99) **BARGAIN** £60

R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £44.99) **BARGAIN** £25



R3455 Class 4000 'Star' 4-6-0 4013 'Knight of St Patrick' in GWR Green (Hor) £127

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



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

R3462 Class 42xx 2-8-0 4257 BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £83



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96



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



H1401 Class 48xx 0-4-2T 4825 in GWR Unlined green Great Western lettering (DJ) £99

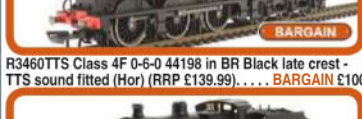


H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) £99

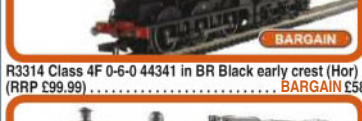


R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (Hor) (RRP £94.99) **BARGAIN** £57

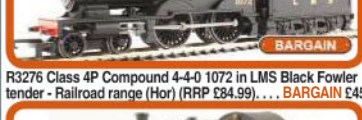
R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) **BARGAIN** £58



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



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (RRP £99.99) **BARGAIN** £58



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99) **BARGAIN** £45



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



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



H1402 Class 58xx 0-4-2T 5814 in GWR Unlined green Great Western lettering - Lightly weathered (DJ) £99



H1408 Class 58xx 0-4-2T 5816 in BR Lined black BRITISH RAILWAYS (Gill Sans) (DJ) £99



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



32-176 Class 5MT Crab 2-6-0 42785 BR lined black early emblem (Bac) £123.21



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) £135.96

31-692 Class 5P4F Stanier Mogul 2-6-0 42968 BR lined black late crest (Bac) £135.96

31-691 Class 5P4F Stanier Mogul 2-6-0 42969 BR lined black early emblem (Bac) £135.96



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55



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



R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) **BARGAIN** £69



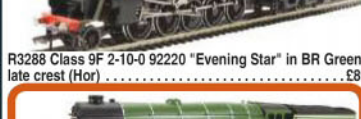
R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £69



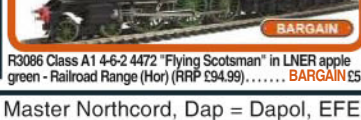
R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) £125.76



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



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



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) (RRP £119.99) **BARGAIN** £85



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



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



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



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (RRP £132.99) **BARGAIN** £85



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (RRP £99.99) **BARGAIN** £70



R3441 Class A4 4-6-2 4499 "Sir Murrough Wilson" in LNER wartime black (Hor) (RRP £164.99) **BARGAIN** £109



R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor) **NEW** £144



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

R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) £136

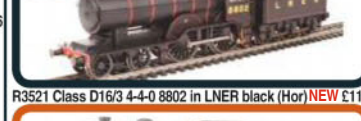
R3430 Class B12/3 4-6-0 6573 in LNER apple green (Hor) £136

R3447 Class B17 4-6-0 2942 "Silverstone Hall" in LNER Lined Apple Green (Hor) (RRP £159.99) **BARGAIN** £99

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



R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (RRP £131.99) **BARGAIN** £74



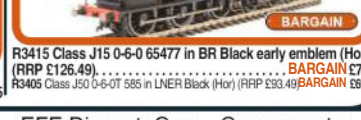
R3521 Class D16/3 4-4-0 8802 in LNER black (Hor) **NEW** £119



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £59

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

R3416 Class J15 0-6-0 65464 BR Black late crest (Hor) (RRP £126.49) **BARGAIN** £79



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) **BARGAIN** £69



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R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.49) BARGAIN £69
R3406 Class J50 0-6-0T Departmental No.14 in BR Black late crest (Hor) (RRP £93.49) BARGAIN £69
R3403 Class J54 0-6-0ST 68012 in BR black late crest - lightly weathered - Ltd Ed of 250 (DJ) £99



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) BARGAIN £82
R3243B Class K1 2-6-0 62064 BR Black late crest (Hor) (RRP £129.99) BARGAIN £82



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) (RRP £154.99) BARGAIN £89



R3456 Class N15 King Arthur 4-6-0 30792 'Sir Hervis de Revel' in BR Lined Green early emblem (Hor) (RRP £159.99) BARGAIN £108



R3440 Class P2 2-8-2 2001 'Cock O' The North' in LNER apple green - gloss finish (Hor) £122.50



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (RRP £94.99) BARGAIN £68
R3424 Class Q6 Haven 0-8-0 3418 in LNER Black Gilt Sans lettering (Hor) (RRP £154.99) BARGAIN £105



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) BARGAIN £88



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) BARGAIN £88



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) BARGAIN £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) BARGAIN £89



R3311 Class V Schools 4-4-0 30908 'Westminster' in BR Green early crest (Hor) (RRP £134.99) BARGAIN £74



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black (Bac) £101.96



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) NEW £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) NEW £101.96



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) BARGAIN £89



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Hor) £140.21
R6287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £43.99) BARGAIN £31



R9290 Thomas and Friends - 2-6-0 No.5 James the red engine (Hor) (RRP £82.49) BARGAIN £55

Train packs



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) BARGAIN £150



30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) . . . £140.20
30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) ... BARGAIN £139



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



R3401 The Bristolian Train Pack - Ltd Ed (Hor) (RRP £304.99) BARGAIN £195



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) BARGAIN £145



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

Diesel locos



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) BARGAIN £19



R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) BARGAIN £28



R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) BARGAIN £85



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



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) .. BARGAIN £72



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) .. BARGAIN £72



1718 Class 17 D8523 in blue full yellow ends (Hel) ... £94



32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46
32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) BARGAIN £59



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) BARGAIN £61



2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) (RRP £119.95) BARGAIN £61
2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) BARGAIN £61
3416 Class 33/0 D6551 in BR green small yellow panels (Hel) £94



3523 Class 35 Hymek D7054 in BR two tone green yellow warning panels (Hel) £101



32-781B Class 37/0 37041 in BR blue - split headcode (Bac) £117.26



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) .. £117.26



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



32-389 Class 37/4 37421 in Colas Rail (Bac) £117.26



32-376A Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Bac) £123.21



32-484 Class 40 40159 in BR Blue (Bac) £118.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) BARGAIN £74
32-482 Class 40 37407 'Aurore' in BR blue - weathered (Bac) ... £131.71
32-483 Class 40 D336 in BR Green small yellow panel (Bac) £118.96



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) BARGAIN £39
32-069 Class 43 Warship D841 'Roebuck' in BR green (Bac) ... £127.46



31-661DS Class 47/3 47346 in BR Civil Engineers 'Dutch' - DCC sound fitted (Bac) £203.95
31-694 Class 47/4 47576 'Kings Lynn' original Network SouthEast (Bac) £141.71



R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) BARGAIN £40



R3483 Class 4DH Sentinel in Crossley and Evans (Hor) (RRP £65.99) BARGAIN £40



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £113
512 Class 53 D1200 'Falcon' in BR blue - Ltd Ed (Hel) £125



32-764 Class 57/3 57305 'Northern Princess' in DRS Northern Belle (Bac) £131.71
32-763 Class 57/3 57309 'Pride of Crowle' in DRS Compass blue (Bac) ... £125
32-756 Class 57/6 57603 'Tintagel Castle' in GWR (2015) green (Bac) £131.71

Visit

www.hattons.co.uk/new

for all new releases



EMUs



R3479 Class 60 60066 in DB Schenker/Drax Powering Tomorrow silver (Hor) £149.50



32-725U Class 66 66111 in EWS Livery Highland Rail Stag-Ltd Ed (Bac) £132



R3486 Class 66 66185 "DP World London Gateway" in DB Schenker (Hor) (RRP £98.99) **BARGAIN** £99



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99) **BARGAIN** £99



R3388TTS Class 67 67004 "Calm Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104



R3481 Class 67 67025 "Western Star" EWS (Hor) (RRP £159.99) **BARGAIN** £99



4D-022-003 Class 68 68010 in Chiltern Railways (Dap) £123.72



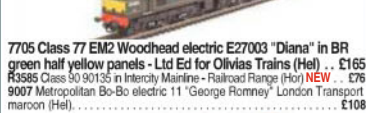
4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) £150



7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivias Trains (Hel) £160



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



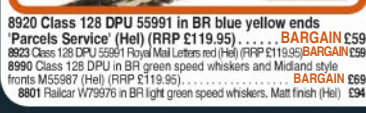
7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) £165



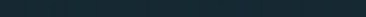
7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165



R3585 Class 90 90135 in Intercity Mainline - Railroad Range (Hor) NEW £76



9007 Metropolitan Bo-Bo electric 11 "George Romney" London Transport maroon (Hel) £108



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) £108

Electric locos

DMUs



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



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



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) **BARGAIN** £94



31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) £254.96



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56



R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teal coaches (Hor) (RRP £184.99) **BARGAIN** £110



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



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) **BARGAIN** £45



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



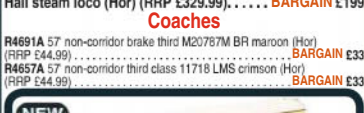
R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) **BARGAIN** £165



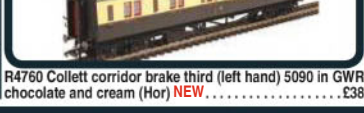
R1125 Somerset Belle train set Class 3F 0-6-0 S&DR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99) **BARGAIN** £115



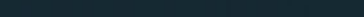
R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199



R4691A 57 non-corridor brake third M20767M BR maroon (Hor) (RRP £44.99) **BARGAIN** £33



R4657A 57 non-corridor third class 11718 LMS crimson (Hor) (RRP £44.99) **BARGAIN** £33



R4760 Collett corridor brake third (left hand) 5090 in GWR chocolate and cream (Hor) NEW £38

Coaches



R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33



39-530 SR PMV parcels van S1151S in BR green black ends (Bac) £25.46



R4765 Collett corridor brake third (left hand) 5089 in GWR chocolate and cream (Hor) £38



R4759 Collett corridor brake third (right hand) 5089 in GWR chocolate and cream (Hor) NEW £38



R4764 Collett corridor brake third (right hand) 5089 in GWR chocolate and cream (Hor) £38



R4761 Collett corridor composite (left hand) 6530 in GWR chocolate and cream (Hor) NEW £38



R4766 Collett corridor composite (left hand) 6530 in GWR chocolate and cream (Hor) £38



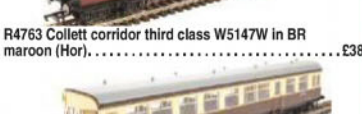
R4762 Collett corridor composite (right hand) 6531 in GWR chocolate and cream (Hor) NEW £38



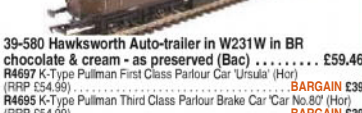
R4767 Collett corridor composite (right hand) 6531 in GWR chocolate and cream (Hor) £38



R4763 Collett corridor third class 5147W in BR maroon (Hor) £38



39-580 Hawksworth Auto-trailer in W231W in BR chocolate & cream - as preserved (Bac) £59.46



R4697 K-Type Pullman First Class Parlor Car "Ursula" (Hor) (RRP £54.99) **BARGAIN** £39



R4695 K-Type Pullman Third Class Parlor Brake Car "Car No.80" (Hor) (RRP £54.99) **BARGAIN** £39



R4694 K-Type Pullman Third Class Parlor Car "Car No.85" (Hor) (RRP £54.99) **BARGAIN** £39



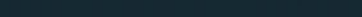
R4736 Maunsell brake third 3797 SR malachite green (Hor) (RRP £44.99) **BARGAIN** £31



R4734 Maunsell corridor first 7406 SR malachite green (Hor) (RRP £44.99) **BARGAIN** £31



R4702 Mk2E TSO standard open 5801 in Virgin Trains red/black - lights (Hor) (RRP £33.99) **BARGAIN** £27



R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (RRP £42.99) **BARGAIN** £26



34-386 Thompson 3rd Class corridor in BR crimson & cream (Bac) £46.71



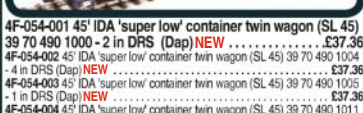
38-190B 10 Ton BR insulated Van Light Blue (Bac) NEW £13.56



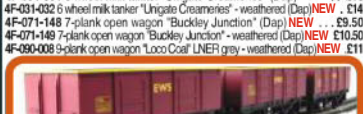
38-032A 100 ton HHA hopper wagon in Freightliner Heavy Haul - weathered (Bac) £37.36



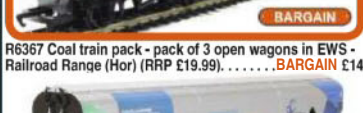
38-191C 10T insulated van in white - weathered (Bac) NEW £14.41



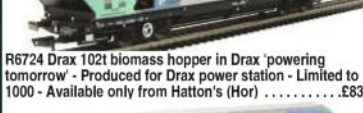
4F-016-019 12t banana van "Fyflles" B240755 in BR yellow (Dap) NEW £9.50



4F-016-020 12t banana van "Fyflles" B240755 BR yellow - weathered (Dap) NEW £10.50



R6788 20 Ton Tank Wagon, ICI - Three Wagon Pack (Hor) NEW £38



4F-038-107 20t steel mineral wagon "Richard Thomas" - weathered (Dap) NEW £11



R6808 21 ton hopper wagon "Coalite Fuels" (Hor) NEW £14



R6809 21 ton hopper wagon E304962 in BR grey (Hor) NEW £14



4F-013-037 4-wheel gunpowder van "Blue Circle" (Dap) NEW £9.50



4F-013-038 4-wheel gunpowder van "Blue Circle" - weathered (Dap) NEW £10.50



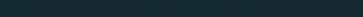
R6790 40 ton Seacow YGA bogie ballast wagon in EWS maroon (Hor) NEW £24



4F-054-001 45' IDA "super low" container twin wagon (SL 45) 39 70 490 1000 - 2 in DRS (Dap) NEW £37.36



4F-054-002 45' IDA "super low" container twin wagon (SL 45) 39 70 490 1004 - 4 in DRS (Dap) NEW £37.36



4F-054-003 45' IDA "super low" container twin wagon (SL 45) 39 70 490 1005 - 1 in DRS (Dap) NEW £37.36

4F-054-004 45' IDA "super low" container twin wagon (SL 45) 39 70 490 1011 - 9 in DRS (Dap) NEW £37.36

4F-031-031 6 wheel milk tanker "Unigate Creameries" (Dap) NEW £13

4F-031-032 6 wheel milk tanker "Unigate Creameries" - weathered (Dap) NEW £13

4F-071-148 7-plank open wagon "Buckley Junction" (Dap) NEW £9.50

4F-071-149 7-plank open wagon "Buckley Junction" - weathered (Dap) NEW £10.50

4F-009-008 9-plank open wagon "Loco Coal" LNER grey - weathered (Dap) NEW £11

R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14

R6724 Drax 102t biomass hopper in Drax "powering tomorrow" - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

R6723 Drax 102t biomass hopper in Drax "Swoosh" - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

4F-014-013 GWR Fruit D van 2839 in GWR (Dap) NEW £16

R6794 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) NEW £28

R6793 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) NEW £28

R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £15

R6832 YGB Seacow bogie ballast hopper DB980100 in engineers Dutch (Hor) NEW £25.19

R8214 DCC Elite unit digital controller (Hor) £205

Prices valid until 26/07/17

All prices correct
when going to press.
Errors excepted.

Accessories

95582 Pack of 35 assorted Hay Bales (Exp) **NEW** £7.50

Spare

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

Metal Conductive
RAIL JOINERSSL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad) £5
18KADEE NEM362 Kadee coupling - Medium (8.53mm) - Pack of four (Kad) £5

Buildings - railways



44-0033 Two Lane Engine Shed (Bac) £84.96

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hie) £199

LK-55 76ft Well type turntable (Pec) £39
BL1 Buffer Light (OO/HO Scale) - Single (Tra) **NEW** £4.50R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80
44-0054 Depot mess room and toilet (Bac) £33.11R070 Electrically Operated Turntable (Hor) £64
R460 Platform (Hor) £5

Signals

SS1L Sensor Signal - 2 Aspect Home left hand feather indicator (Tra) **NEW** £45
SS1R Sensor Signal - 2 Aspect Home right hand feather indicator (Tra) **NEW** £45
SS5 Sensor Signal - 4 Aspect Outer Distant (Tra) **NEW** £40.50
4L-003-003 Signal - motorised, SR ladder home (Dap) £22

Buildings - general

GM410 "Fordhampton" - modern Doctor's surgery (Gau) **NEW** £15
GM413 "Fordhampton" - nursery three greenhouses (Gau) **NEW** £18
GM411 "Fordhampton" - thatched farmhouse - plastic kit (Gau) **NEW** £15
OOTH4 Row of low relief terraced cottages - wooden kit (Anc) **NEW** £12

Trees

95520 Pack of sixty assorted trees - dark colour (Exp) **NEW** £7.50
95518 Pack of sixty assorted trees - light colour (Exp) **NEW** £7.50
95519 Pack of sixty assorted trees - medium colour (Exp) **NEW** £7.50
95500 Pack of twelve natural assorted trees (Exp) **NEW** £19

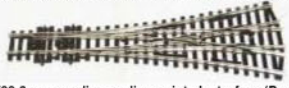
People - civil

36-408 12 x Seated Coach Passengers (Bac) £10.16
36-047 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9

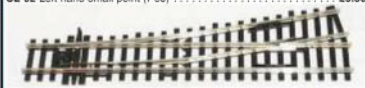
Track - Code 100 Streamline

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) £70SL-E99 3 way medium radius point electrofrog (Pec) £26
SL-99 3 way medium radius point insulfrog (Pec) £26

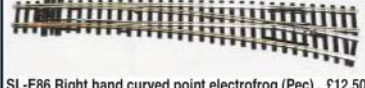
SL-90 Double slip insulfrog (Pec) £32



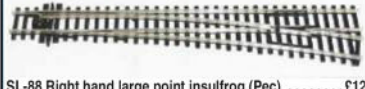
SL-E87 Left hand curved point electrofrog (Pec) £12.50

SL-89 Left hand large point insulfrog (Pec) £12
SL-96 Left hand medium point (Pec) £10SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50

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



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

SL-88 Right hand large point insulfrog (Pec) £12
SL-95 Right hand medium point (Pec) £10SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50

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

Track - Code 75 Finescale

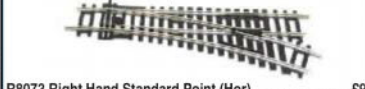
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4.50
SL-108F Box of 25 (Pec) £100

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) £28
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £37
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
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

Track & Points

R8262 Double 4th radius curve (8 make a circle) (Hor) £3

R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £2.10R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight (Hor) £3
36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
36-603 Box of 10 (Bac) (RRP £34) **BARGAIN** £24.80R8073 Right Hand Standard Point (Hor) £9
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.35
R600 Box of 24 (Hor) £31

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50

TTCAT17 Train Tech 2017 Catalogue (Tra) **NEW** £0.2076CA029 Bedford CA Minibus BEA (Oxf) **NEW** £5

76MW6002 Bristol MW6G Hants & Dorset (Oxf) £15.50

Cars

76MW6001 Bristol MW6G Royal Blue (Oxf) £16
26407 Daimler Utility Bus Wills & Dorset New Year 2010 (EFE) **NEWBARGAIN** £12.50
27901 DMS type Daimler Fleetline open top d/cock bus "Big Bus Company" (EFE) (RRP £20.50) **BARGAIN** £9
76DR003 Duple Roadmaster Wyke Valley Motors (Oxf) **NEW** £15.50
12309 Harrington Grenadier "Black & White" (EFE) (RRP £27.50) **BARGAIN** £10
17506 Leyland National II s/dor - "First Provincial" (EFE) (RRP £21.99) **BARGAIN** £9
17215 Leyland National Mk1 long s/dor "Alder Valley" (EFE) (RRP £18.99) **BARGAIN** £9
24902 Plaxton Minibus (B) low roofbox "First Capital" (EFE) (RRP £18.99) **BARGAIN** £9
24323 Willowbrook BET 1950's s/dock bus "South Wales NBC" (EFE) (RRP £18.99) **BARGAIN** £9

Commercial vehicles

76DFX001 DAF XF Euro 6 Combitrailer/Container Maritime Transport (Oxf) **NEW** £20DB13 Karrier Bantam articulated flatbed "British Railways" Type A container (Bas) **NEW** £12
DB11 Karrier Bantam dropside "Sand and Gravel Supply Co." sack load (Bas) **NEW** £11
DB12 Leyland FG van "Roadline" (Basi) **NEW** £876SST007 Scammell Showtrac & Dodge Trailer Arnold Bros (Oxf) **NEW** £16
76SP113 Volvo FH Curtainside Lorry Brains (Oxf) **NEW** £14

Farming & Construction

76FDE011 Ford 400E Fordson Tractors (Oxf) **NEW** £5

Military ground vehicles

76DOR004 Dorchester ACV Max (Rommel) North Africa 1941 (Oxf) **NEW** £11

Tools

SL-43 Loco Lift and storage unit (Pec) £12
BS-FIX-07 Mobile Automatic ballast glue applicator wagon (Pro) **NEW** £38

N Gauge

Steam locos

372-031 Class 4073 Castle 4-6-0 5041 "Tiverton Castle" in BR green early emblem (Gra) **NEW** £118.96372-030 Class 4073 Castle 4-6-0 5044 "Earl of Dunraven" in GWR lined green (Gra) **NEW** £118.96372-032 Class 4073 Castle 4-6-0 5070 "Sir Daniel Gooch" in BR lined green late crest (Gra) **NEW** £118.96372-061 Class 4073 Castle 4-6-0 3651 in LMS black Johnson tender (Gra) £93.46
372-572 Class 4MT Fairburn 2-6-4T 42073 in BR black late crest (Gra) £97.71

371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) £80.71



372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75

2S-008-010D Class A4 4-6-2 4482 "Golden Eagle" in LNER apple green valances - DCC Fitted (Dap) £150.57
2S-008-002 Class A4 4-6-2 4498 "Sir Nigel Gresley" in LNER blue double chimney - as preserved (Dap) £118

Train packs



2S-011-001D Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green four Gresley teak coaches - DCC and light bars fitted (Dap) £220.64



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



2S-011-004 Class A3 4-6-2 60103 "Flying Scotsman" in BR green early emblem four Gresley teak coaches in crimson & cream liver (Dap) £198.90

Diesel locos

371-170 Class 37/4 37422 "Robert F. Fairlie" in Regional Railways (Gra) **NEW** £103.662D-007-008 Class 66/0 66114 in DB Schenker red (Dap) **NEW** £89.90
2D-007-007 Class 66/4 66421 in DRS (Dap) **NEW** £89.90
2D-007-006 Class 66/7 66737 "Leslie" in GB Railfreight (Dap) **NEW** £89.90
2D-010-005 Class 67 67010 in Caledonian Sleeper blue (Dap) £104.672D-010-006 Class 67 67015 in DB Schenker red (Dap) **NEW** £104.67

DMUs

371-877A Class 108 2-car DMU in BR blue & grey (Gra) £144.46
371-330 Class 150/1 150128 in First Great Western (Gra) £131.71

Train sets - analogue

Coaches

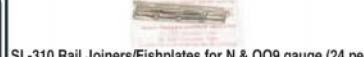
GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) **NEW** £185374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
374-017 Mk1 TSO second open in Regional Railways (Gra) £25.46

Wagons

2F-034-043 21-ton hopper "British Gas" 145 (Dap) **NEW** £9
2F-071-028 7-plank open wagon "Blue Circle Cement" (Dap) **NEW** £8
NR-P423 7-plank open wagon "Middleton Colliery, Leeds" (Pec) **NEW** £8

Spare

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18



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

Man-made scenic structure - railway-related

LCN10P Pair of modern level crossing barriers Light & Sound (Tra) **NEW** £40.50PN190 Low relief timber-framed shop fronts - card kit (Met) **NEW** £8

Track - Code 80 Setrack

ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50

Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3SL-E396 Left hand medium point electrofrog (Pec) £9
SL-396 Left hand medium point insulfrog (Pec) £9.50SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3

Visit

www.hattons.co.uk/preorder

for all forthcoming releases



SL-E399F 3-way finescale turnout (Pec) £28
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



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



SL-E396F Finescale left hand medium point electrofrog (Pec) .. £10



SL-E392F Finescale left hand small point electrofrog (Pec) ... £9



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



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec). £9

Buses

NNR003 New Routemaster London United (Oxf) NEW £7

Commercial vehicles

NFT001 Ford Transit SWB Low Roof White (Oxf) NEW £4.50

O Gauge (1:43 Scale)

Steam locos



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



7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) £191.25

Diesel locos

2551 Class 25/1 BR green small yellow warning panels (unnumbered) (Hel) £470



4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel) £550



4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) £550

6000 Class 60 diesel in Railfreight triple grey (Supplied unnumbered separate waterline numbers, sector emblems and a selection of nameplates.) (Hel) £499

Wagons

7F-058-001 14-ton Type A tank wagon in Esso silver (Dap) NEW £42.46

7F-058-005 14-ton Type A tank wagon in Lobitos silver (Dap) NEW £42.46

7F-058-003 14-ton Type A tank wagon in Regent Oakleaf lettering (Dap) NEW £42.46

7F-058-002 14-ton Type A tank wagon in Shell BP silver (Dap) NEW £42.46

7F-058-004 14-ton Type A tank wagon in Shell Motor Spirit silver (Dap) NEW £42.46

7F-059-005 14-ton Type B tank wagon in Berry Wiggins black (Dap) NEW £42.46



7F-059-004 14-ton Type B tank wagon in Esso black (Dap) NEW £42.46



7F-059-002 14-ton Type B tank wagon in Esso black (Dap) NEW £42.46



7F-059-003 14-ton Type B tank wagon in Shell - BP black (Dap) NEW £42.46



7F-059-001 14-ton Type B tank wagon in Shell BP black (Dap) NEW £42.46

1042 200xx VAA sliding door van in Railfreight red & grey (Hel) £63

Track - Code 124 Bullhead Streamline



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

SL-700BH Single (Pec) £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) .. £44



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

Cars



43SET32 Aston Martin DB2 MKII Twin Set Saloon and DHC (Oxf) NEW £35

43AM2001 Aston Martin DB4GT Zagato - 2 VEV Metallic Green (Oxf) NEW £19.40

VA00132 Ford Anglia 105E DeLuxe, Pompadour Blue & Shark Blue (Cor) NEW £24

43RRP3002 Rolls Royce Phantom III SdV HJ Mulliner Fawn/Black (Oxf) NEW £20

43RRP5002 Rolls Royce Phantom V James Young Bunting/Silver/Sand (Oxf) NEW £20



43EMP001 Rolls Royce Silver Cloud/Hooper Empress Brown/Cream (Oxf) NEW £20

43VF003 Vauxhall Firenza Sport SL Honey Stormist (Oxf) NEW £19

VA01207 VW Beetle, Coral Oval Rear Window Saloon (Cor) NEW £24

VA08506 Wolseley 6, Rheingold Metallic (Cor) NEW £24

Public Service vehicles

43LAN188010 Land Rover Series 1 88" Hard Top Rover Fire Brigade (Oxf) NEW £10.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



D Double/Twin track power controller (Gau) £69



Q Quadruple 4 circuit power controller (Gau) £130

DCC decoders



DCR-18PIN-Direct 18-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £13



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110

DCR-21PIN-Direct Single (Hat) £12

DCR-21PIN-Direct Box of 5 (Hat) £57



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

36-557 Single (Bac) £14.50



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



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x 27x 100 mm) x5 (Gau) £71

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11

DCR-8PIN-HarnessMini Box of 5 (Hat) £50

DCR-8PIN-HarnessMini Box of 10 (Hat) £99



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

DCR-8PIN-Harness Single (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48

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



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76

R8249 Single (Hor) £14

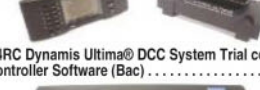


DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105

DCR-8PIN-Direct Single (Hat) £13

DCR-8PIN-Direct Box of 5 (Hat) £59

DCC controllers



36-504RC Dynamis Ultima© DCC System Trial copy Rail Controller Software (Bac) £240



50200 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £335



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



DCC04 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau) £369



DCC49 Prodigy 8 Amp booster unit (Gau) £150



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124



DCC51 Prodigy Wireless Conversion Set (Gau) £200



524-037 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £150

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £146

DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £20

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £94

DCP-CB60MG Cobalt slow-action analogue point motor x6 (ex DCP-CB6) (DCC) £90

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) £34

PL-10 Single (Pec) £6

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

PL-10E Bag of 6 (Pec) £34



PM-1 Seep point motor accessory switch (Gau) £4



PL-11 Side/surface mounted point motor (Pec) £7.50



HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £35

HAT-PM-01 Single (Hat) £6.50

Switches & Levers



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



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165

Track underlay

ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" In 8" - 2.5" Wide - Pack Of 4 (Woo) £13

Railway publications

SYH27 Booklet - 'Shows You How' Series - Building Wills Craftman kits (Pec) NEW £1

Tools

XU2175B Flexible track cutters (XU20N) (Gau) £15

DCM-RR66 Rolling Road - Active (Powered) Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £61

GAUGEMASTER.com

The Online Home of The Engine Shed

DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £169.95



DCC02 Prodigy Advance2 System £299.95
DCC04 Prodigy Advance2 Wireless System £479.95



- #### DECODERS
- DCC18 OMNI Next18 Decoder £19.95
 - DCC22 CLASSIC 2 Function Micro £26.95
 - DCC23 CLASSIC 8 Pin Plug-in Decoder £26.95
 - DCC26 Compact 8 Pin Decoder w/Harness £19.95
 - DCC27 OMNI 21 & 8 Pin Decoder £19.95
 - DCC28 OMNI 6 Pin Decoder with Harness £22.95
 - DCC29 OMNI Direct Plug Decoder £20.95
 - BPDC027 OMNI 21 & 8 Pin Decoder (5) £89.95
 - BPDC028 OMNI 6 Pin with Harness (5) £99.95
 - BPDC029 OMNI Direct Plug Decoder (5) £94.95
 - DCC30 Accessory Decoder 4 Accessories £64.95
- #### DCC ACCESSORIES
- DCC11 Prodigy Extension Plate £42.95
 - DCC13 Prodigy Adv2 Wireless Walkaround £189.95
 - DCC14 Prodigy Adv2 Backlit Walkaround £139.95
 - DCC15 "Decoder Doctor" Decoder Tester £89.95
 - DCC40 Auto Reverse Module £44.95
 - DCC49 Prodigy DCC Booster Unit 8 Amp £269.95
 - DCC51 Prodigy Wireless Conversion Set £64.95
 - DCC55 Prodigy Wired Computer Interface £3.95
 - DCC60 Spare plug for Prodigy £8.50
 - DCC61 Medium NEM 652 Socket (5) £5.95
 - DCC62 Prodigy Universal Lead (2m) £27.95
 - DCC63 Prodigy Adv Power Supply Unit £7.25
 - DCC64 Prodigy Power Pack Lead £27.95
 - DCC65 Prodigy Express Power Supply Unit £27.95
 - DCC66 Controller Caddy £6.95
 - DCC71 Prodigy Decoder Tester £10.50
 - DCC72 8 to 21 Pin Adaptor £4.75
 - DCC77 Prodigy Walkaround Adapter £9.95
- #### DCC AUTOFROG
- DCC80 DCC Autofrog £5.95
 - BPDC080 DCC Autofrog (3) £14.95



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

ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



- GMC-COMBI Single Track Controller £42.95
- GMC-100M Single Track £89.95
- GMC-100MO Single Track O Scale £89.95
- GMC-10LGB Single Track G Scale £104.95
- GMC-10LGBSF Single Track G Scale Fan £179.95
- GMC-P Single Track Simulation £99.95
- GMC-PO Single Track Simulation O Scale £109.95



- GMC-D Twin Track £99.95
- GMC-DO Twin Track O Scale £179.95
- GMC-DS Twin Track Simulation £179.95
- GMC-TS Three Track Simulation £179.95



GMC-Q Four Track £189.95

PANEL MOUNT CONTROLLERS



- GMC-100 Single Track £37.95
- GMC-100L Single Track O Scale £47.95
- GMC-100LGB Single Track G Scale £57.95
- GMC-U Single Track Simulation £42.95
- GMC-UJ Single Track Simulation O Scale £62.95
- GMC-UD Twin Track £57.95
- GMC-UDF Twin Track Feedback £62.95
- GMC-UDS Twin Track Simulation £72.95
- GMC-UTS Three Track Controller Sim. £82.95
- GMC-UQ Four Track £87.95

HANDHELD CONTROLLERS

- GMC-W Single Track £39.95
- GMC-HH Single Track Feedback £39.95
- GMC-WS Single Track Simulation £59.95

MAINS POWERED TRANSFORMERS

- GMC-M1 Output 2 x 16v AC £49.95
 - GMC-M1DC Output 2 x 12v DC £54.95
 - GMC-M2 Output 1 x 18v AC (2.5a) £54.95
 - GMC-M3 Output 1 x 24v AC (1.25a) £54.95
 - GMC-M4 Output 2 x 12v AC (1.25a) £54.95
- #### WALL MOUNTED TRANSFORMERS
- GMC-WM1 Output 1 x 16v AC or 12v DC £20.95
 - GMC-WM2 Output 1 x 9v DC (0.6a) £15.95
 - GMC-WM3 Kato Unitrack UK Power Supply £15.95
 - GMC-WM4 Output 12v DC (Regulated) £15.95

OPEN TRANSFORMERS

- GMC-T1 Output 2 x 16v AC (1a) £27.95
- GMC-T2 Output 1 x 18v AC (2.5a) £27.95
- GMC-T3 Output 1 x 24v AC (1.25a) £27.95
- GMC-T4 Output 2 x 12v AC (1a) £27.95

MODULES

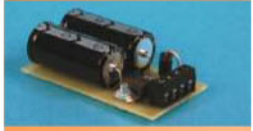
- GMC-SS1 Super Shuttle Unit £34.95
- GMC-SS1GB Super Shuttle Unit G Scale £44.95
- GMC-SS2 Station Stop Unit £39.95

POINT CONTROL

MAINS POWERED POINT CONTROL SYSTEM

- GMC-PCU1 Point Control Unit £114.95
- GMC-PCU2 Slave Unit for PCU1 £54.95

CAPACITOR DISCHARGE UNITS



GMC-CDU Capacitor Discharge Unit £13.95

UNCOUPLERS

- GMC-EM1 N Electro Magnetic Uncoupler £9.95
- GMC-EM2 Coupling Adaptor Fret (20) £4.95
- GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTOR ACCESSORIES



- GMC-PM50 Connection Boxes (3) £3.95
- GMC-PM51 Tripled Point Motor Wire 10m £7.95
- GMC-PM52 Point Motor Accessory Pack £2.95
- GMC-PM53 Harnesses for PM10D (2) £3.95
- GMC612 Hole Saw & Arbor for Motor Fitting £3.50

POINT MOTORS



- GMC-PM1 SEEP Motor with Built-In Switch £5.75
- GMC-PM2 SEEP Motor No Switch £5.25
- GMC-PM4 SEEP Motor Latching Mechanism £6.50



- GMC-PM10 Solenoid Point Motor £6.95
 - GMC-BPPM10 Solenoid Point Motor (5) £29.95
- Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



- GMC-PM10D Digital Solenoid Point Motor £18.95
- All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.



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



- PM20D Digital Surface Mount Point Motor £22.95
- All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.

TRACK

ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY

- GMC-HF1 Single Track Unit £39.95
- GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS

- GM37 OO/HO Track Cleaning Pads (3) £5.95
- GM39 N Track Cleaning Pads (3) £5.95

TRACK TESTER

- GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

- GM90 900mm N/Silver Flexible Track (100) £315
- GM93 900mm N/Silver Blk Flexi Track (24) £79.95
- GM94 900mm N/Silver Bm Flexi Track (24) £79.95
- GM97 900mm N/Silver Bm Flexi Track (100) £315
- GM19 Code 100 (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES

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



- GM55 OO Lit Buffer Stop £7.25
- GM56 OO Buffer Stop Lights (Pack of 2) £9.95
- GM13 Pair of Leads (Joiners/Bare Wire) £4.95
- GM66 Hornby Type Track Pins 10mm £2.75
- GM67 Extra Long Track Pins 15mm £2.75

N SCALE FLEXIBLE TRACK

- GM96 900mm N/Silver Blk Flexi Track (24) £64.95
- GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

- GM46 N Re-Railer £2.95
- GM53 N Scale Buffer Stop £4.95
- BPGM53 N Scale Buffer Stop (Pack of 5) £22.50
- GM57 N Lit Buffer Stop on Track £9.25
- GM58 N Buffer Stop Lights (Pack of 2) £9.95
- GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLASTED UNDERLAY SYSTEM



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

OO BROWN BALLASTED UNDERLAY SYSTEM

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

N GREY BALLASTED UNDERLAY SYSTEM

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

N BROWN BALLASTED UNDERLAY SYSTEM

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

OO SCALE CORK TRACKBED SYSTEM



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

N SCALE CORK TRACKBED SYSTEM

- GM231 2mm Cork Trackbed 2.8 x 50cm (6) £9.25
- GM232 2mm Cork Plates 15 x 50cm (2) £4.75
- GM225 For RH Sectional Points (2) £4.25
- GM226 For LH Sectional Points (2) £4.25

SCENICS

STARTER PACK



- GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

- GM100 Mod Roc (2.75m) £4.75
- GM119 Fine Plaster of Paris (1kg) £3.95
- GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £7.75
- GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £11.75
- GM167 Balsa Bundle 50 x 76 x 229mm £2.95
- GM168 Balsa Bundle 75 x 150 x 450mm £11.95

GRASS & GRAVEL MATS



- GM20 Spring Grass Mat 100cm x 75cm £7.95
- GM21 Summer Grass Mat 100cm x 75cm £7.95
- GM22 Autumn Grass Mat 100cm x 75cm £7.95
- GM23 Gravel Mat 100cm x 75cm £7.95
- GM38 Spring Grass Mat 240cm x 120cm £34.95

MEADOW MATS

- GM140 Meadow Mat - Spring 6mm Grass £9.75
- GM141 Meadow Mat - Meadow 6mm Grass £9.75
- GM142 Meadow Mat - Spring 12mm Grass £12.75
- GM143 Meadow Mat-Meadow 12mm Grass £12.75
- GM147 Meadow Mat - Beige 6mm Grass £9.75
- GM148 Meadow Mat - Beige 12mm Grass £12.75

STATIC GRASS SYSTEM



- GM196 Static Grass Starter Set £9.95
- GM193 Puffer Bottle £4.95
- GM169 Static Grass Glue (250ml) £6.95
- GM170 Spring Grass Flock (30g) £3.45
- GM171 Summer Grass Flock (30g) £3.45
- GM172 Moorland Grass Flock (30g) £3.45
- GM173 Meadow Grass Flock (30g) £3.45
- GM174 Woodland Floor Grass Flock (30g) £3.65

BUDGET SCATTERS

- GM101 Meadow Scatter (50g) £1.95
- GM102 Mid Green Scatter (50g) £1.95
- GM103 Dark Green Scatter (50g) £1.95
- GM105 Spring Green Scatter (50g) £1.95
- GM108 Earth Brown Scatter (50g) £1.95
- GM109 Black Scatter (50g) £1.95
- GM110 Red/Brown Scatter (50g) £1.95
- GM112 Imitation Coal (50g) £2.45
- GM116 Grey Tarmac Scatter (50g) £1.95

LICHENS & HEDGES



- GM160 Light Green Hedgerow (1m) £7.50
- GM161 Dark Green Hedgerow (1m) £7.50
- GM164 Light Green Lichen (80g) £4.95
- GM165 Dark Green Lichen (80g) £4.95
- GM166 Assorted Lichen (80g) £4.95

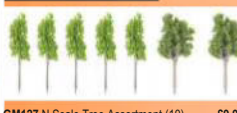
FOLIAGE

- GM150 Fine Light Green Foliage (30g) £3.55
- GM151 Fine Dark Green Foliage (30g) £3.55
- GM152 Fine Mid Green Foliage (30g) £3.55
- GM153 Fine Light Brown Foliage (30g) £3.55
- GM154 Fine Brown Foliage (30g) £3.55

STANDARD TREES

- GM180 Plum Trees (3) £7.95
- GM181 Plum Trees in Blossom (3) £7.95
- GM182 Fruit Trees (3) £7.95
- GM183 Apple Trees (3) £7.95
- GM184 Birch Trees (3) £7.95
- GM185 Weeping Willow Trees (3) £7.95
- GM186 Poplar Trees (3) £7.95
- GM187 Pine Trees (3) £8.95
- GM188 Beech Trees (2) £7.95

VALUE TREE ASSORTMENTS



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

BULK TREES

- GM120 Deciduous Trees (25) £22.95
- GM121 Mixed Trees (25) £22.95
- GM122 Fir Trees (25) £22.95
- GM123 Small Fir Trees (50) £19.95
- GM124 Deciduous Trees (25) £22.95
- GM125 Spruce Trees (25) £22.95

MAKE YOUR OWN TREES

- GM195 Scaffarm for Tree Making £19.95
- GM156 Light Green Scenic Leaves (50g) £4.15
- GM157 Mid Green Scenic Leaves (50g) £4.15
- GM158 Dark Green Scenic Leaves (50g) £4.15

FLOWERS



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

PLANTS

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

GRASS STRIPS/TUFTS

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

BRICKWORK

- GM30 Plain Stone Wall Grey £9.75
- GM31 Grey Stone Wall & Buttresses £9.75
- GM32 Grey Stone Wall & Arches £9.75
- GM197 Stone Tunnel Wall £8.75
- GM198 Single Tunnel Mouth & Walls £15.75
- GM199 Double Tunnel Mouth & Walls £20.75

BACKSCENES

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

GM704 Large Village Backscene

- GM704 Large Village Backscene £7.95
- GM705 Large Cloudy Sky Backscene £7.95
- GM706 Large Industrial Backscene £7.95
- GM707 Large Housebacks Backscene £7.95
- GM708 Large Pretty UK Town Backscene £7.95
- GM751 Small Valley Backscene £4.95
- GM752 Small Countryside Backscene £4.95
- GM753 Small Open Field Backscene £4.95
- GM754 Small Village Backscene £4.95

GM755 Small Cloudy Sky Backscene

- GM755 Small Cloudy Sky Backscene £4.95
- GM756 Small Industrial Backscene £4.95
- GM757 Small Housebacks Backscene £4.95
- GM758 Small Pretty UK Town Backscene £4.95

HIGHWAYS



OO SCALE WIDE ROAD SYSTEM

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

OO SCALE VEHICLE LIGHTING KITS

- GM385 Standard Vehicle Kit £14.95
- GM386 Emergency Vehicles Kit (Blues) £16.95
- GM387 Service Vehicles Kit (Orange) £16.95

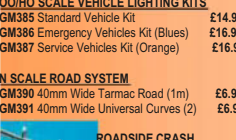
N SCALE ROAD SYSTEM

- GM390 40mm Wide Tarmac Road (1m) £6.95
- GM391 40mm Wide Universal Curves (2) £6.95

ROADSIDE CRASH BARRIERS

- GM381 OO Scale £6.95
- GM396 N Scale £6.95

STRUCTURES



- GM451 Wooden Fencing 300mm Length £5.95
- GM452 Lattice Fencing 300mm Length £5.95
- GM453 Garden Shed Kit £6.95

OO SCALE "FORDHAMPTON" PLASTIC KITS

Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.

GM401 Fordhampton Station

- GM401 Fordhampton Station £25.95
- GM402 Fordhampton Signal Box £12.95
- GM403 Fordhampton Footbridge £18.95
- GM404 Fordhampton Level Crossing £13.95
- GM405 Fordhampton 60s Estate House £15.95

GM406 Fordhampton Locomotive Shed

- GM406 Fordhampton Locomotive Shed £20.95

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



STRUCTURES

GM407 Fordhampton Carriage Platforms £9.95
GM408 Fordhampton Village Store or Pub £17.95
GM409 Fordhampton Pub/Bistro £19.95



GM410 Fordhampton Doctors Surgery £15.95



GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95



GM413 Fordhampton Nurseries £19.95
GM414 Fordhampton Bridge £12.95

KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD01 House £4.75
GMKD02 Shop £4.75
GMKD03 Bungalow £4.00
GMKD04 Church with Porch £6.50
GMKD05 House/Shop Unit with Glazing £7.25
GMKD06 Two Shop Unit with Glazing £7.25
GMKD07 Four House Unit £7.25
GMKD08 Country Station £9.50
GMKD09 Station Buildings £5.75
GMKD10 Island Platform with Flat Canopy £9.00
GMKD11 Flat Canopy £6.50
GMKD12 Small Signal Box £7.00
GMKD13 Farm Rail Fencing Bown £3.50
GMKD13W Farm Rail Fencing White £3.50
GMKD14 Telegraph Poles £3.50
GMKD15 Windows Doors & Gutters £4.75
GMKD16 Platforms (2) £3.25
GMKD17 Platform Ramps (2) £2.75
GMKD18 Station Yard Huts £3.75
GMKD19 Weighbridge & Office £4.75
GMKD20 Coal Office £3.75
GMKD21 Level Crossing/Keepers Cottage £6.50
GMKD22 Four Greenhouses £3.50
GMKD23 Two Domestic Garages £3.50
GMKD24 Water Tower £4.25
GMKD25 Corner Shop £5.00
GMKD26 Corner Pub £5.00
GMKD27 Three Storey Townhouse £6.50
GMKD28 Three Storey Town Shop £6.50
GMKD29 Modern Station £8.75
GMKD30 Modern Station Waiting Room £6.25
GMKD31 Station Masters House £7.00
GMKD32 Pair Pre War Semi Det. Houses £8.00
GMKD33 Boilerhouse & Chimney £7.00
GMKD34 Stable Block £4.25
GMKD35 Cow Shed £4.00
GMKD36 Barn £6.50
GMKD37 Farm House £8.25
GMKD38 Steel Footbridge £8.25
GMKD39 Modern Industrial Unit £6.50
GMKD40 Modern Fire Station £8.00
GMKD41 Platforms Wide (2) £3.75
GMKD42 Platform Ramps Wide (2) £3.25
GMKD43 Goods Shed £8.50
GMKD100 Town Station £17.95
GMKD1001 Old Factory with Chimney £20.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though
GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.00
GMKD53 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95

LIGHTING

OO SCALE LAMPS & LIGHTING

Four 4mm scale lamps with prototypical post extensions and light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Grn (3) £13.95
GM808 T/Post Gas Lamps LMS Maroon (3) £13.95
GM809 T/Post Gas Lamps GWR Stone (3) £13.95
GM810 T/Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp GWR Stone (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 T/Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck Black (2) £13.95
GM821 W/Mounted Swan Neck BR/SR Grn (2) £13.95
GM822 W/Mounted Swan Neck LMS Mm (2) £13.95
GM823 W/Mounted Swan Neck GWR Stone (2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Grn (2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon (2) £13.95
GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
GM828 W/Mounted Gas Lamp GWR Stone (2) £13.95
GM829 Modern Sgl Head Adjustable Lamp (4) £15.95
GM830 Modern DBI Head Adjustable Lamp (3) £13.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

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

GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp BR/SR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp BR/SR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp BR/SR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM879 Modern Sgl Head Adjustable Height £32.95
GM880 Modern DBI Head Adjustable Height £19.95

LIGHTING ACCESSORIES

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

TOOLS

MODEL RAILWAY MAINTENANCE

GM50 OO/HO Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95
GM59 N Scale Wheel Cleaner £15.95



N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though
GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.00
GMKD53 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95

TRACK RUBBERS

GM26 Track Rubber £3.25
GM27 Jumbo Track Rubber £5.95

CUTTING MATS

GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £5.95
GM611 Sawset 1 w/ Scalpel Handle £10.95
GM613 Trim-away Knife £3.95
GM614 Stainless Steel Scalpel & Blades £5.50
GM615 Plastic Scalpel & Blades £5.95
GM616 Disposable Knife Set (3) £6.95
GM617 Pick-Up Tool £4.25
GM618 Magnifier Tweezers £4.25



GM620 Flexible Model Sanders (3) £2.95
GM621 Locking forceps Curved £7.50
GM622 Hot Wire Cutter for Scenic Modelling £19.95
GM623 Wires for Hot Wire Cutter (5) £4.95
GM624 Swivel Top Pin Vice £6.95
GM625 Current Tweezer Reverse Action £4.95
GM626 Straight Tweezer Reverse Action £4.95
GM627 Blunt End Tweezer Reverse Action £4.95
GM628 Mini Hobby Hammer £3.95
GM629 Cutting Discs (10) £4.95
GM630 Screw Top Mandrels (3) £4.75
GM631 Slitting Discs (10) & Mandrel £5.50
GM632 Budget Needle File Set £6.25

GM633 Glass Fibre Pencil 4mm £4.75

GM634 4mm G/Fibre Refills (10) £7.50
GM635 2mm Glass Fibre Pencil £6.95
GM636 2mm G/Fibre Refills (5) £6.95
GM637 Modelling Scissors £5.95
GM638 Cutting Brushes 0.6-2.0 £16.50
GM639 150mm (6") Steel Rule £6.95
GM640 Archimedian Drill Stock £6.50
GM641 HSS Jbhrs Drills 0.5 (5) £3.95
GM642 HSS Jbhrs Drills 0.8 (5) £3.95
GM643 HSS Jbhrs Drills 1.0 (5) £3.95
GM644 HSS Jbhrs Drills 1.2 (5) £3.95
GM645 HSS Jbhrs Drills 1.5 (5) £3.95
GM646 HSS Jbhrs Drills 1.8 (5) £3.95
GM647 HSS Jbhrs Drills 2.0 (5) £3.95
GM648 Microbore Drills 0.3-1.6 £10.95
GM649 Microbore HSS Twist Drill Bits 61-80 £3.95
GM650 HSS Jbhrs Drills 0.3 (5) £3.95
GM651 HSS Jbhrs Drills 0.4 (5) £3.95
GM652 HSS Jbhrs Drills 0.6 (5) £3.95
GM653 HSS Jbhrs Drills 0.7 (5) £3.95
GM654 HSS Jbhrs Drills 0.9 (5) £3.95



GM657 Five in One Angle Gauge & Tool £9.95
GM660 Pick n Place Twin Pack £8.95
GM664 Economy Sprue/Plastic Cutter £4.95
GM666 Clip On Magnifying Eye Glass £6.95
GM669 Pin Pusher with Depth Stop £10.95
GM670 Deluxe Paintbrush Set £12.95
GM683 Soft Grip Knife Set with Blades £6.95
GM684 Spare Blades for GM683 £1.50
GM693 Value Model Railway Drill £9.95
GM694 Mains Powered Value Drill £16.95
GM695 Model Railway Screwdriver Set £4.95
GM696 Masking Tape 6mm x 18m (2) £2.25
GM697 Masking Tape 10mm x 18m (2) £2.95
GM698 Masking Tape 18mm x 18m (1) £2.95

RAZOR SAWS

GM671 4 in 1 Saw Set £19.95
GM672 Razor Saw Superfine £11.95
GM674 Razor Saw Fine £11.95
GM675 Razor Saw Medium £11.95
GM676 Aluminium Mitre Box £11.95
GM677 Fine Woodcraft Saw £15.95
GM678 Flush Cutting Saw £12.95
GM679 Universal Razor Saw £12.95

SOLDERING STATION

GM661 Complete Soldering Station £29.95
GM662 Spare Tip £2.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron £16.95
GM681 25W 230V Soldering Iron £16.95
GM682 40W 230V Soldering Iron £19.95
GM685 15W No.6 Tip £3.95
GM686 15W No.8 Tip £3.95
GM687 25W No.6 Tip £3.95
GM688 25W No.7 Tip £3.95
GM689 25W No.8 Tip £3.95
GM690 40W No.6 Tip £3.95
GM691 40W No.7 Tip £3.95
GM692 40W No.8 Tip £3.95

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g) £4.45
GM02 Solder 180 degrees (20g) £4.45
GM03 White Metal Flux £6.25
GM04 Brass Flux £6.25
GM05 Non Acid Safety Flux £6.25
GM06 Solder Wire 145 Degrees £4.95
GM059 Desoldering Pump £3.95

SWITCHES

GM501 Slide Switch DPDT £1.70
GM502 Slide Switch DPDT (C/Off) £1.70
GM503 Toggle Switch SPST £2.35
GM504 Toggle Switch DPDT £2.65
GM505 Mini-Toggle DPDT (C/Off) £3.15
GM506 Mini-Toggle DPDT £2.75
GM507 Mini-Toggle SPST £2.45
GM508 Mini-Toggle SPDT £2.45
GM509 Mini-Toggle SPDT (C/Off) £2.45
GM510 Mini-Toggle for Point Motors £2.70
GM511 Mini-Toggle for G Point Motors £3.65
GM512 Push to Break Black (5) £5.95
GM513 Push to Make Black (5) £2.85
GM514 Push to Make Blue (5) £2.85
GM515 Push to Make Green (5) £2.85
GM516 Push to Make Red (5) £2.85
GM517 Push to Make White (5) £2.85
GM518 Push to Make Yellow (5) £2.85
GM519 Rotary Switch 1 Pole 12 Way £2.85
GM520 Rotary Switch 2 Pole 6 Way £3.75
GM522 Rotary Switch 4 Pole 3 Way £3.75
BPM501 Rotary Switch DPDT (25) £12.95
BPM502 Slide Switch DPDT (C/Off) (25) £12.95
BPM503 Toggle Switch SPST (25) £34.95
BPM504 Toggle Switch DPDT (25) £42.95
BPM505 Mini-Toggle DPDT (C/Off) (25) £44.95
BPM506 Mini-Toggle DPDT (25) £42.95
BPM507 Mini-Toggle SPST (25) £34.95
BPM508 Mini-Toggle SPDT (25) £34.95
BPM509 Mini-Toggle SPDT (C/Off) (25) £39.95
BPM510 Mini-Toggle for Point Motors (25) £44.95
BPM511 Push to Make Black (25) £9.95
BPM512 Push to Make Blue (25) £9.95
BPM513 Push to Make Green (25) £9.95
BPM514 Push to Make Red (25) £9.95
BPM515 Push to Make White (25) £9.95
BPM516 Push to Make Yellow (25) £9.95

WIRE

GM09RB Twinned Wire Red/Black (10m) £5.95
GM10 Wire Red/Black/Green (10m of each) £5.95
GM11BK Wire Black 7 x 0.2mm (10m) £2.15
GM11BL Wire Blue 7 x 0.2mm (10m) £2.15
GM11BN Wire Brown 7 x 0.2mm (10m) £2.15
GM11GN Wire Green 7 x 0.2mm (10m) £2.15
GM11GR Wire Grey 7 x 0.2mm (10m) £2.15
GM11O Wire Orange 7 x 0.2mm (10m) £2.15
GM11P Wire Pink 7 x 0.2mm (10m) £2.15
GM11PP Wire Purple 7 x 0.2mm (10m) £2.15
GM11R Wire Red 7 x 0.2mm (10m) £2.15
GM11W Wire White 7 x 0.2mm (10m) £2.15
GM11Y Wire Yellow 7 x 0.2mm (10m) £2.15
BPMGM11BK Black Wire 7 x 0.2mm (100m) £7.95
BPMGM11BL Blue Wire 7 x 0.2mm (100m) £7.95
BPMGM11BN Brown Wire 7 x 0.2mm (100m) £7.95
BPMGM11GN Green Wire 7 x 0.2mm (100m) £7.95
BPMGM11GR Grey Wire 7 x 0.2mm (100m) £7.95
BPMGM11O Orange Wire 7 x 0.2mm (100m) £7.95
BPMGM11P Pink Wire 7 x 0.2mm (100m) £7.95
BPMGM11R Red Wire 7 x 0.2mm (100m) £7.95
BPMGM11W White Wire 7 x 0.2mm (100m) £7.95
BPMGM11Y Yellow Wire 7 x 0.2mm (100m) £7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire) £4.65
GM14 Crimped Pin Terminals (6) £2.95
GM15 Ring Terminals (6) £2.95
GM16 Pair Connecting Leads (Pin/Pin) £4.95
GM28 Crocodile Clips Red/Black Pair £1.75
GM29 Knob for Rotary Switches & Pots £2.85
GM40 1.5a Rectifier £4.95
GM41 Thermal Cut-Out 1 Amp £3.95
BPMGM11GN Green Wire 7 x 0.2mm (100m) £7.95
GM74 1a Diodes for PCU1 & SS1 (20) £2.45
GM75 P8 6-Way Din Plug Socket £3.15
GM77 12-Way Poly Terminal Sock £1.95
GM79 2.1mm Socket for WM1 Transformer £1.95
GM89 Pack of 5 Amp Fuses (5) £2.75

LIGHTING

GM61 Micro LED White (4) £7.95
GM62 Micro LED Red (4) £7.95
GM63 Micro LED Blue (4) £7.95
GM64 Micro LED Orange (4) £7.95
GM69 Grain of Wheat Bulb 12v Yellow (5) £3.95
GM70 Grain of Wheat Bulb 12v Red (5) £3.95
GM71 Grain of Wheat Bulb 12v Clear (5) £3.95
GM72 Grain of Wheat Bulb 12v Green (5) £3.95

GM73 Grain of Wheat Bulb 12v Orange (5) £3.95

BPMGM9 GOW Bulb 12v Yellow (100) £49.95
BPMGM10 GOW Bulb 12v Red (100) £49.95
BPMGM11 GOW Bulb 12v Clear (100) £39.95
BPMGM12 GOW Bulb 12v Green (100) £49.95
BPMGM13 GOW Bulb 12v Orange (100) £49.95
GM80 LED Green 3mm 12v (5) £2.25
GM81 LED Red 3mm 12v (5) £2.25
GM82 LED Yellow 3mm 12v (5) £2.25
GM83 LED Green 5mm 12v (5) £1.95
GM84 LED Red 5mm 12v (5) £1.95
GM85 LED Yellow 5mm 12v (5) £1.95
GM76 Resistor 1K Ohm for LEDs (10) £1.65

MAGNETS

GM86 Small Magnets (10) £5.50
GM87 Medium Magnets (10) £5.75
GM88 Large Magnets (10) £6.00
GM89 3v Bulbs (10) & Capacitors (5) £5.95
GM99 Pack of Reeds & 5 Magnets £13.95

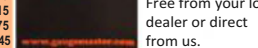
UNIVERSAL RELAY SWITCH

GM500 Universal Relay Switch £5.50
BPMGM500 Universal Relay Switch (3) £14.50
GM500D Universal Relay Switch (DCC Friendly) £5.75

GM356 2016 NEW ITEMS BROCHURE

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GMC-LT Multi Scale Locomotive Tester

Finished in an eye catching stainless steel, this limited edition loco tester is the perfect companion to any model railway.
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N SCALE



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4488 "Union of South Africa"
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DAGM232 First GBRF - £69.95

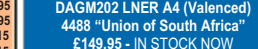
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DAGM221 GBRF Aggregate Industries

66711 "Sense"
£109.95 - Expected April 2017

OO SCALE



£129.95

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Racer
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Revell
Roco
Rokuhan
Rotacraft
Scalextric
Scenix
Seep
Seuthe
Sideways
Slatters
Slot It
Slotwings
Spraycraft
Springside
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00/N STONE PLATFORM
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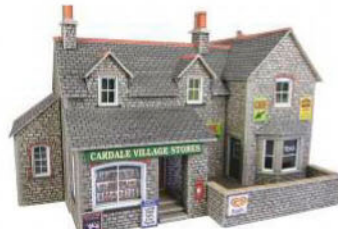
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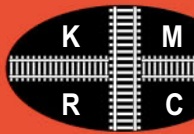
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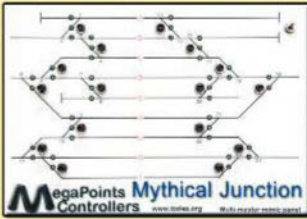
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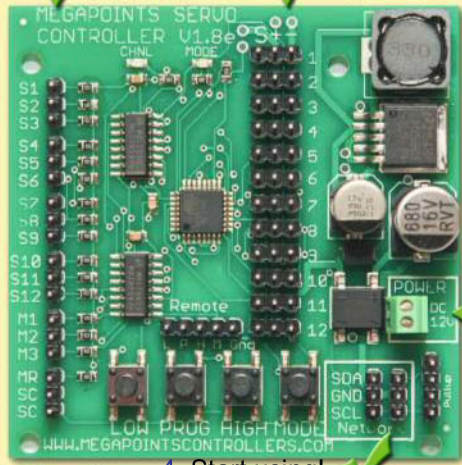
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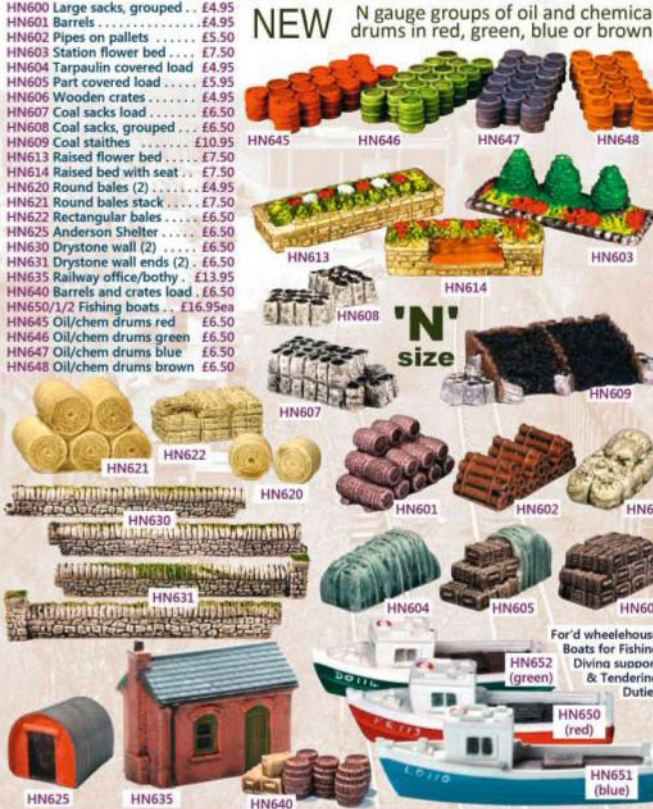
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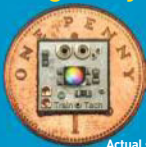


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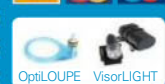


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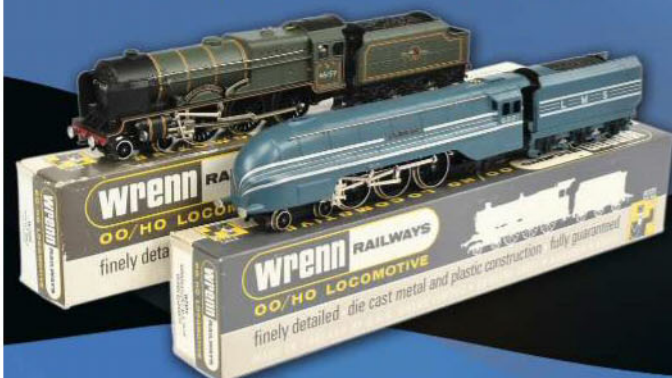
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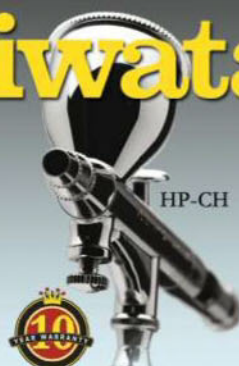


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Backscene

The Old Sage, CHRIS LEIGH, offers more modelling miscellany



Left: Unusually showing the correct headcode, a Pressed Steel railcar (Class 121) passes the little-used Yeoveney Halt, some time in the early 1960s.

Inspired - again!

For me, it always seems that as one project approaches its end, the next comes into my mind. I didn't go actively seeking inspiration as work on my Cornish harbour layout, 'Polwyddelan', drew to a close, but I think events have conspired to do just that.

First, on a recent visit to Staines, I went walkabout on the common land known as Staines Moor, seeking any remnants of the Staines West branch, which was lifted some 36 years ago. A few weeks later and I was back down in the Home Counties, at Aylesbury, to take a last ride on a Class 121 railcar before the last two were withdrawn from service.

The link is that the first Class 121 that I ever saw was at Staines West. Thereafter, I used them frequently whenever I went trainspotting at Iver and on any other occasion when the branch to West Drayton offered a viable alternative to the Southern Region EMU to London or Reading.

I've always told would-be layout builders to visit their chosen location for inspiration, even if they know that there's little left to see. What I found at Staines was a completely changed scene from what I remembered. The open landscape that I used to see from the train has largely disappeared.

True, the moor is still there, though nibbled away by gravel extraction. To the west, in the direction of what was Yeoveney Farm, is now the M25 motorway and the Datchet reservoir. A little further north, Poyle Halt lies under Junction 14 of the motorway.

To the east, the scene is much as it was, but the trees and undergrowth on the trackbed restrict the view. Once, the silence was broken by the passing overhead of a Boeing 377 Stratocruiser or a Vickers Viscount. Now the constant roar of the motorway scarcely gives way to the new 'quiet' jets departing from Heathrow every few seconds.

For a short distance there's a trackbed footpath along the embankment that led down to Yeoveney Halt, and it's easy enough to spot the raised ground where the 1941-built spur linked the branch to the Southern Railway. As this was never officially lifted, there are even bits of rail and the odd sleeper still to be seen in the bushes. But this was once open ground and now there are trees and thick undergrowth which have changed the character completely. It sent me scuttling back to my collection of photographs, and what had begun as the germ of an idea started to evolve into a project. Events took their conspiracy a stage further when my daughter's house purchase completed and she took her belongings out of my spare room. I guess you can see where this is heading...

In May 2016 *Backscene*, I mentioned the Dapol Class 121 railcar that had tempted me to dabble in 'N' gauge once more. I've now got a Farish '64XX' and an autococh. I know it should be a '54XX' for the Staines branch, but it's close enough. Now I just need the revised GWR railcar with the DCC-ready chassis, but perhaps I can build the layout before it arrives.

Below: It's hard to believe that this is the same site, but look closely and the concrete blocks which supported the rear of the platform still lie among the trees.

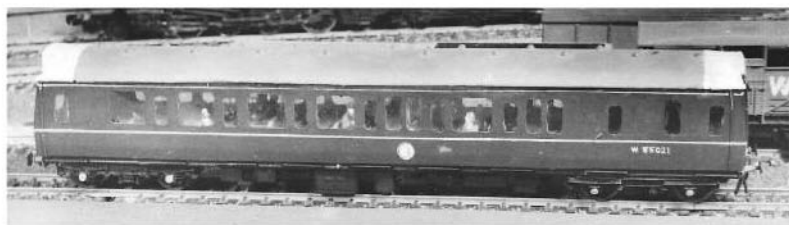


A primitive Class 121

I've said before that my interest in the Pressed Steel railcars began back in the 1960s. Browsing my files (all my photographs and drawings are kept in boxes and plastic crates) for background to review Dapol's Class 122, I came across a photograph of my first Class 121 model. It had Plastikard sides and ends, a Kitmaster roof and motor bogie, and K's bogie sideframes. The latter were the only components available for a DMU, without scratch-building.

What proved to be even more interesting is the drawing which I worked from. It was probably drawn while I was still at school, and it certainly used everything that I had learned in technical drawing class with Mr Osborne. He used to call me 'Tramlines Leigh' as I frequently drew double lines when my ruler slipped, and he knew of my railway interest. I've now no idea if I obtained any proper dimensions, or if so, how I did it. The railcar used to stand at the terminus for a while, so I might well have run a ruler over some basic details.

My second attempt at modelling a Class 121 was an MTK kit, but that's another story! Maybe it can be told sometime soon.



Above: My first W55021 model was almost completely scratch-built when I was a teenager.

Left: The school pencil drawing that I worked from. The partial inking-in was done years later. BOTH: CHRIS LEIGH COLLECTION



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