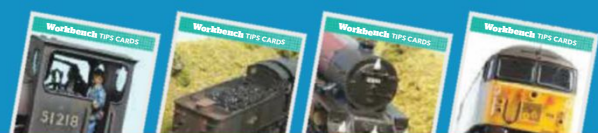


FREE! Modellers' tips cards
- collect & keep!



See
inside

No. 239 September 2017 £4.10

MODEL RAIL

Plan & build the perfect branch line

Top tips for avoiding branch line clichés

Build your first 'N' gauge branch line

Layout ideas for 'Pacers'

Revealed

The weathering
product that's in
your kitchen

WIN!



Exclusive
Dave Lowery-
painted Class 66

Reviewed



Golden Valley's
'Janus' shunter

Workbench

- ◆ Scratchbuild a tree
- ◆ Fit a backscene
- ◆ Make a Peco Loco Lift

24 pages of projects & tips

Create buildings this
good - this weekend!





Celebrating Castle Class

N Scale Locomotives

Our new N Scale Castle Class locomotives all feature a loco drive chassis, a coreless motor, NEM couplings, tender pickup, additional accessory pack (shown fitted below) and are equipped with our compact *Next / 8* decoder interface.



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



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



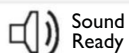
372-032 'Sir Daniel Gooch'
Running No. 5070 BR Green Late



Fitted Accessory Pack



Interior Cab Detailing



Sound Ready



Tender Pickup



Next / 8 Ready



1923 -1947



1948 -1956



1967 -1971

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MODEL RAIL

brought to you by



Richard Foster

Richard's heading off to Scotland's northern coast, possibly to get away from Mike's love of hair metal...



George Dent

George started his hols with a bang - a rail adventure to Exeter via the Welsh Marches and Westbury.



Chris Leigh

Chris takes 'getting away from it' to extremes - he's planning his next jaunt to Canada!



Mike Harris

Mike's still buzzing from seeing Guns N' Roses, so he's returned to his native Wiltshire for a week to calm down!



Chris Nevard

Our ace snapper is building a name for himself on the folk music circuit. Is there no end to his talents?



Peter Marriott

Peter's always travelling. His last e-mail finished: "I'm in Luxembourg". When does he find time to model?



Dave Lowery

Professional model-maker Dave has been dreaming of a life at sea. Creating dozens of HMS Argyls will do that...



Paul A. Lunn

Paul is full of ideas for innovative and exciting layout designs with almost endless possibilities.



Ben Ando

Ben is a seriously talented modeller and 'N' gauge expert. He's also started making his own RTR models too.

Get in touch: E-mail the magazine at modelrail@bauermedia.co.uk or call on 01733 468000



CHRIS NEVARD



"Welcome to a new model railway magazine! Welcome to a new concept in model railway magazines!"

That's how Chris Leigh introduced issue No. 1 of *Model Rail*, back in the autumn of 1997. The idea was a simple one: use the talents and

expertise of other titles under what was then EMAP's umbrella to create a magazine about railway modelling, rather than a railway modelling magazine. There was a difference.

Photography, design, writing and ideals - known in the trade as 'magazine craft' - would play just as important a role as layouts, reviews and modelling projects. They were complemented by unbiased reviews and projects that really showed you how to do things.

Model Rail led the field in this respect and, despite the emergence of several pretenders, that initial philosophy still rings true today. You will, therefore, start to notice some changes to *Model Rail* as we strive to bring you the ultimate magazine about railway modelling. It might look different but this is no exercise in 'style over substance' - we'll still bring you the best layouts, easy-to-follow modelling projects and unbiased reviews.

Why would we do anything differently? The world has changed in the last 20 years, but our commitment to you hasn't.

Richard Foster Editor

Subscribe now and get SIX months for £18.50

Choose from print, digital or a combo deal and get *Model Rail* for less. See p20.

Workbench TIPS CARDS

In this - and the next two issues - you'll find four tips cards attached to the cover. Collect them and keep them on your workbench for a bit of expert modelling knowhow!

Life's better with *Model Rail*

Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. Every issue, we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own range of exclusive models - see p110.

From the archives Issue 9, 1999

Success breeds success and *Model Rail* goes monthly! We make a return visit to 'Tetleys Mills', unveil our 8ft by 8ft 'Total Test Facility' and Darren Sherwood scratchbuilds a Class 67 before the real locomotives had even left the factory.

Star review: Hornby's ex-Dapol LMS '2P'
Masterclass: Class 59/66



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CHRIS NEVARD

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- 8** Tooling starts on *Model Rail*'s 'J70', plus a first look at exciting new projects from Dapol and Hatton's.
- 17 According to Chris...** Despite popular legend, Chris Leigh doesn't remember when dinosaurs roamed the Earth!
- 19 Modelling Lives** Prop maker and illustrator Amy Henwood explores the roots of her model railway obsession.



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- 32 Pacer Evolution** On the eve of their 40th anniversary, Paul A. Lunn takes a look at the trains designed to save the modern branch line.
- 40 An unusual alternative** With a passion for kit-building and a penchant for compact layouts, 3mm has always been Peter Bossom's scale of choice.
- 50 Build a better branch line** Don't settle for an 'average' branch - Richard Foster offers ideas on producing a branch line that stands out from the crowd.
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Looking for a previous article?

Search the online index at:

www.ukmodelshops.co.uk/modelrail



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After perfecting building layouts in 'OO', Peter Marriott sets to designing and making a smaller-sized project.

62 Scratchbuild a tree

Mike Harris turns over a new leaf and tries his hand at scratchbuilding a tree for the first time - using a rather unusual technique.

66 Finish a layout

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Salt has a destructive effect on some metals, but did you know you can also use it to make brilliant weathering stencils?

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78 Build a Peco Loco Lift

Is this the perfect accompaniment to a branch line fiddleyard? Richard Foster finds out.

80 Create 66775 HMS Argyll

GBRf commissioned Dave Lowery to model its newest livery variant. Now Dave passes the technique on to you...



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Model Rail's unique guide to layout building is back.

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Opening the box

The latest happenings from the world of model railways



The Big Picture

Welcome to the September 2017 issue of *Model Rail* with Peter Bossom's excellent 3mm scale layout 'Sub Wealden Gypsum Co'. Turn to page 40 to see the layout in all its glory. Photography: CHRIS NEVARD



Top Ten 3mm facts

- 1** It's 60 years ago this year that Tri-ang introduced its 'TT' range of models.
- 2** 'TT' was invented by American Hal Joyce. It stands for 'Table Top'.
- 3** British 'TT' works to a scale of 3mm:1ft or 1:101.6.
- 4** Like 'OO', British 'TT' also uses underscale track, a compromise also imposed by the size of contemporary electric motors.
- 5** The 3mm Society was formed on February 13 1965 to promote all 3mm:1ft scale modelling: 12mm gauge 'TT', the slightly more accurate 13.5mm gauge and full scale 14.2mm gauge track.
- 6** Renowned artist David Shepherd is a 3mm modeller.
- 7** There are no ready-to-run British outline 3mm models available. However, there is an extensive range of kits from the 3mm Society and Worsley Works, among others.
- 8** One of the most well-known 3mm scale layouts on the exhibition circuits is 'Ballyconnell Road', which portrays Irish 5ft 3in gauge railways, using a track gauge of 15.75mm.
- 9** Peco's 12mm gauge track can be used for either 'TT' layouts or 3ft gauge narrow gauge railways.
- 10** The 3mm Society is the starting point for anyone interesting in modelling in this scale. Go to <https://sites.google.com/site/3mmpublic/3mm-society> for details on how to join.

Workbench

5 skills you can master this issue

- ◆ Scratchbuild a tree p62
- ◆ Install a backscene p66
- ◆ Weather using salt p72
- ◆ Create realistic stone work p74
- ◆ Repaint a RTR diesel p80



'J70' - TOOLING STARTS!

Model Rail/Rapido's Project J70 has passed its first milestone - the 'sign-off' of the computer design artwork. Work has started on making the tools, which is to be expected to take between six and eight weeks to complete.

We unveiled the ten liveries in MR237 (see below for a re-cap) and, as we explained, there are some compromises with the tooling. We're not able to reproduce the myriad end door and end window bump-stop positions and styles. Unfortunately, due to the thicknesses of the

materials involved, we're unable to have the windows in the open position. We're pleased, however, to announce that the model will make use of the most up-to-date DCC technology and will sport a Next18 decoder socket.

Model Rail/Rapido 'J70' 0-6-0T

- MR-201: No. 68219, BR early emblem, cowcatchers only
 - MR-202: No. 68222, BR early emblem, full skirts
 - MR-203: No. 68225, BR early emblem weathered, no skirts
 - MR-204: No. 68226, British Railways lettering, no skirts
 - MR-205: No. 68223, British Railways lettering, full skirts
 - 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, cowcatchers only
- To order your 'J70', go to www.modelrailoffers.co.uk, or call 01209 613984.



PECO POCKETS PARKSIDE

Peco has acquired the 2mm, 4mm and 7mm:1ft scale range of kits and accessories from Parkside Dundas. Production of the kits, to be rebranded 'Parkside Models', will move from Scotland to Peco's factory

in Buckfastleigh, South Devon. The acquisition will lead to revamped packaging in the short-term as well as new products in the longer term.

Parkside Dundas was formed by Richard Hollingsworth and

Andrew Hastie in 1986. The sale of the 'standard gauge' items comes as a result of Mr Hollingsworth's decision to retire. Parkside Dundas' extensive '009' range of locomotive and rolling stock

kits - not to mention the distribution of other narrow gauge brands - will remain with Mr Hastie, under the Dundas Models banner (tel: 01592 640896, e-mail: sales@dundasmodels.co.uk).

BACHMANN'S CORELESS RESEARCH

The use of coreless motors in modern ready-to-run models has divided opinion amongst modellers, particularly about their use with feedback controllers. Bachmann pioneered coreless motors in British-outline model locomotives - its 'N' gauge BR '5MT' and WD '2-8-0' were launched in 2012 - and has therefore decided to investigate whether modellers' concerns are well founded.

A Bachmann spokesman told *Model Rail*, "We ran a number of coreless-motored locomotives for over 100 hours with five-coach trains using a well-known UK manufacturer's hand-held feedback controller. There were no failures and no discernible degradation of performance during the tests.

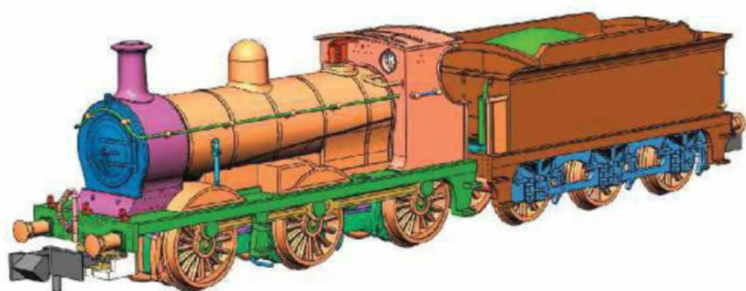
"We've also had dialogue with the controller manufacturer to discuss the results and to see if there was any other test evidence they were aware of. They confirmed that they were unaware of any motor failures

attributable to the current generation of controllers and motors.

"We are continuing our long-term testing, using different locomotives, trainloads and inclines, but so far all the results have been positive. The indications are that the received historical wisdom, that coreless motors and feedback type controllers are incompatible, would seem to be outdated, and that so long as consumers check the suitability of their controllers, all should be well with our current motor specification."

Bachmann stresses, however, that its initial results are not 100% conclusive and it strongly recommends that owners of feedback controllers contact manufacturers or model railway control specialists before purchasing a new model to discuss their suitability.

Graham Farish's forthcoming SECR 'C' 0-6-0 will make use of a coreless motor.



SAVE THE 'KING'



DJModels has announced that its 'N' gauge 'King' crowdfunding project has been 75% funded, but that 25% - or ten model sales - remains outstanding. DJM has decided to authorise the computer design work to spur the final orders required.

Five exclusive 'Kings' will be offered to those who join the crowdfunding scheme: No. 6006 *King George I* with GWR 'shirtbutton' roundel, No. 6018 *King Henry VI* in post-war GWR livery, No. 6023 *King Edward II* in BR blue, No. 6009 *King Charles II* in BR green with early emblem and No. 6017 *King Edward IV* in post-1956 BR green. RRP is £135.50.

To join the crowdfunding scheme, go to www.djmodels.co.uk



On the Workbench

Back-to-back gauge



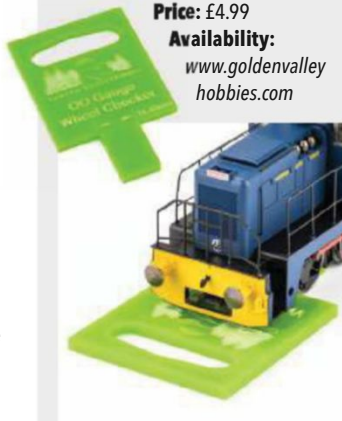
Golden Valley Hobbies has produced an inexpensive plastic 14.4mm back-to-back gauge.

Product code: GV2B00

Price: £4.99

Availability:

www.goldenvalleyhobbies.com



Monty's electric crew



Dart Castings has added an electric train/tram crew to the Monty's Models range of figures.

Product code: MSV67 **Price:** £3.20

Availability: Dart Castings, 17 Hurst Close, Staplehurst, Tonbridge, Kent TN12 0BX.

Web: www.dartcastings.com



De-solder pump



Gaugemaster has produced this solder pump which essentially sucks away excess molten solder.

Product code: GM659 **Price:** £3.95

Availability: www.gaugemaster.com



4Ground canopies



Two new canopies from 4Ground Trackside: one is 54mm wide, the other is 124mm.

Product code: 00-TS-112; 00-TS-113 **Price:** From £14.00

Availability:

www.4groundtrackside.co.uk



Cutting mat

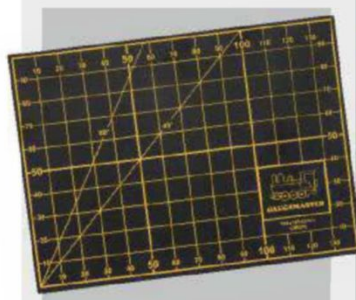


Gaugemaster's handy little self-healing cutting mat is the size of an A6 sheet of paper, and ideal for those without a permanent workbench.

Product code: GM599

Price: £2.95

Availability: www.gaugemaster.com



Sanding sticks



Gaugemaster has added sticks in three different grades to its range of tools.

Product code: GM620

Price: £2.95 each

Availability: www.gaugemaster.com



Incoming

Updates on exciting new ready-to-run model projects



DAPOL LMS 'JINTY' 0-6-0T

What's planned?

Six liveries planned, to range from 1920s LMS to final BR black, plus Crimson Lake No. 16410 as a limited edition for DCC Supplies.

◆ **Price?** From £225.00

◆ **What stage is it at?**

Decorated sample

◆ **When's it due?** Q3 2017

◆ **Where can I find out more?**

www.dapol.co.uk



DAPOL GWR '57XX' 0-6-0PT

What's planned?

Both '57XX' and '8750' variants catered for. Four options in GWR, BR and LT liveries.

◆ **Price?** From £235.00

◆ **What stage is it at?** Engineering prototype

◆ **When's it due?** Q4 2017

◆ **Where can I find out more?** www.dapol.co.uk



DAPOL LSWR 'B4' 0-4-0T

What's planned?

Five LBSCR/Southern/BR liveries planned, plus LSWR lined green No. 91 as a Dapol Collector's Club special.

◆ **Price?** From £110.00

◆ **What stage is it at?** Engineering prototype

◆ **When's it due?** Q3 2017

◆ **Where can I find out more?** www.dapol.co.uk



DAPOL CLASS 142 DMU

What's planned?

Five liveries planned: Northern, Regional Railways, Northern Spirit, Arriva Trains Wales and Tyne & Wear PTE yellow.

◆ **Price?** From £135.50 ◆ **What stage is it at?** Decorated samples ◆ **When's it due?** Late 2017

◆ **Where can I find out more?** www.dapol.co.uk

N GAUGE DAPOL DRS CLASS 68 Bo-Bo

What's planned?

Three liveries offered in pairs: DRS and ScotRail blue and Chiltern grey.

◆ **Price?** From £141.00 ◆ **What stage is it at?** Engineering prototype

◆ **When's it due?** 2017/2018 ◆ **Where can I find out more?** www.dapol.co.uk



00 GAUGE HATTON'S ICI HOPPER WAGONS

What's planned?

At least 20 livery/number/detail combinations to cover the period from 1936 to 1997. See www.hattons.co.uk for full details.

◆ **Price?** From £24.00

◆ **What stage is it at?**

Decorated samples

◆ **When's it due?** TBC

◆ **Where can I find out more?**

www.hattons.co.uk



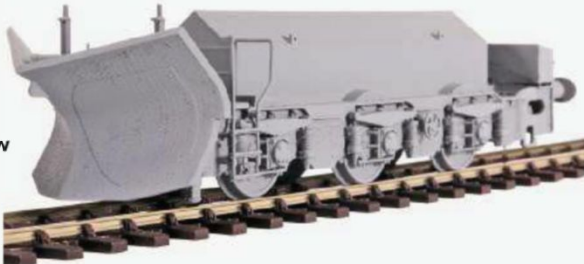
00 GAUGE HATTON'S BEILHACK SNOWPLOW

What's planned?

At least 12 livery/number combinations, ranging from BR yellow to Network Rail black, including one with 'Stratford shark's teeth'. Detail combinations for 'ploughs using ex-Class 40 and ex-Class 45 bogies.

◆ **Price?** £43.00 ◆ **What stage is it at?** 3D test print ◆ **When's it due?** Q1 2018

◆ **Where can I find out more?** www.hattons.co.uk



HATTON'S WARWELL BOGIE WAGON **0 GAUGE**

What's planned?

At least ten livery/detail combinations covering the 1940s-2000s period.

◆ **Price?** £85.00 ◆ **What stage is it at?** Engineering prototype ◆ **When's it due?** Q1 2018

◆ **Where can I find out more?** www.hattons.co.uk



HATTON'S LNER 'A3' 4-6-2 **0 GAUGE**

What's planned?

Seven versions planned, from as-built 'A1' to final BR condition 'A3'. Includes *Flying Scotsman* in both LNER and BR liveries.

◆ **Price?** £750.00 ◆ **What stage is it at?** 3D test print ◆ **When's it due?** 2018

◆ **Where can I find out more?** www.hattons.co.uk

On the road

Rapido's 'New Look'

Rapido Trains has announced what it's promised to be "the most detailed 1:76 scale British bus model EVER". The Canadian firm is to produce a Birmingham City Transport 'New Look' Guy Arab IV. BCT introduced the 'New Look' buses, with their radical concealed radiators, in 1950.

Rapido has laser-scanned JOJ 976, a survivor that's based at the Transport Museum, Wythall (www.wythall.org.uk). The model is to have a full multi-coloured interior with no large posts blocking the aisles, separate metal wire handrails and rear platform grab pole, plus steerable front wheels with rubber tyres, and flush glazing. A Deluxe version is promised with working headlamps, interior lighting and illuminated destination blinds.

Price: £39.95, Deluxe £49.95

Availability: www.rapidouk.com/bct-guy-arab-iv/



MALCOLM RANIERI

3D prints

Arch Laser, best known for its laser-cut wood kits, has introduced a range of 3D printed 'N' gauge road vehicles. The initial collection comprises a traction engine, a steam roller, a milk float and the Auxiliary Fire Service 'Green Goddess' fire appliances. Painted and unpainted options are available. More vehicles are planned.

Price: From £4.95 (unpainted), £8.95 (painted)

Availability: Osborn's Models. Tel: 01237 423453. **Web:** www.osbornsmodels.com



News Real What's happening on Britain's railways...

☐ 'Merchant' return

West Coast Railway Company's rebuilt 'Merchant Navy' No. 35018 *British India Line* has returned to the main line after full restoration from scrapyard condition in a rather unusual colour scheme - plain black. The last time No. 35018 ran on the main line was 1964, when it carried the more usual BR lined green. The 'MN' also sports the pre-1956 cycling lion emblem and its TOPS number - 98818 - on the cabside.

Do more, see more: Find out when No. 35018 is booked for main line duties at www.uksteam.info



MIKE TAYLOR

☐ Ivatt is back

Ivatt '2MT' 2-6-2T No. 41313 has returned to steam at the East Somerset Railway after a restoration from scrapyard condition that took just two years! The ESR completed No. 41313's restoration on behalf of its new owner, the Isle of Wight Steam Railway. No. 41313 had remained in store since it left Barry in 1975. As it had spent fewer than ten years in the yard, it was in reasonable condition and was able to be restored in double-quick time. No. 41313 will return to the island later this year, where it will join classmate No. 41298. It has been fitted with airbrakes for the first time to work the IoSWR's stock. Meanwhile, the IoWSR's third Ivatt '2MT', 2-6-0 No. 46447, will remain at Cranmore.

Do more, see more: Visit the ESR this summer to see No. 41313 in action. See www.eastsomersettrailway.com



PHIL WILSON



PETER BEST

☐ Lyn lives

The Lynton & Barnstaple Railway's replica Baldwin 2-4-2T No. 762 *Lyn* steamed for the first time in July. Built by Alan Keef at its Ross-on-Wye workshops, the locomotive, which replaces the original that was scrapped in 1935, is due to be tested and painted before its expected move to North Devon later this year.

Do more, see more: A visit to the rebuilt Lynton & Barnstaple Railway at Woody Bay is a must for any narrow gauge enthusiast. See www.lynton-rail.co.uk

Don't miss: Old Oak Common 111

Great Western Railway is to throw open the doors to its famous Old Oak Common depot on September 2 to celebrate its 111th anniversary. The GWR opened the famous site in 1906 and while few traces of the old steam shed exist, today's GWR promises a treat for Western enthusiasts.

To complement its own fleet of Class 180, HSTs, Class 800, Class 57 and 08, GWR aims to gather classic Western Region traction: confirmed so far are former OOC pilot, '15XX' No. 1501, the Great Western Society's steam railmotor No. 93, five Class 50s and 'Britannia'

No. 70013 *Oliver Cromwell*. It's expected that key GWR locomotive classes, such as 'King', 'Castle' and 'Hall', are due to be confirmed in the coming weeks.

Keep up to date with announcements - and book tickets - at www.oocopenday.com All proceeds go to charity.

Start of an era

Crossrail's new Class 345 EMUs have now entered revenue-earning service between London Liverpool Street and Shenfield. The 66 sets, being built by Bombardier, will eventually work the new Elizabeth Line from Reading and Heathrow in the west, and Shenfield and Abbey Wood in the east. Changes to Rail Safety & Standards Board regulations means that the '345' is the first new train to run without yellow ends since the warning scheme was introduced to new diesel and electric traction in the 1960s.



ANTONY GUPPY



MARK PIKE

Teak tweak

London Transport's '4-TC' set has lost its fake teak look during a recent overhaul at Arlington Fleet Services, Eastleigh. The set now carries a red scheme with yellow and black waistband and LT lettering akin to that carried by the old Routemaster buses. You can ride on the '4-TC' as it's on hire to the Swanage Railway to work the preserved railway's Swanage-Wareham services until September 2.

Do more, see more: Experience the Swanage Railway's diesel-hauled services onto the main line at Wareham. See www.swanagerailway.co.uk



THOMAS NICKLIN

Back in blue

Rail services operator Rail Operations Group unveiled a new blue colour scheme at LORAM UK's Derby works on July 7. Class 47/8 47813 was bought from Direct Rail Services earlier this year, and was treated at LORAM UK's Derby facility.

Do more, see more: Learn more about Rail Operations Group at www.railopsgroup.co.uk

What's going on at



Dave's Place

A sneak peek into the world of the professional model maker...

"It doesn't take much to add realism to a model. Bryan Robertson photographed his Heljan Class 40 on Sir William McAlpine's superb model of Swindon A Shop. I'd added numbers, Shawplan nameplates and lightly weathered it using RailMatch paints. I used Track Dirt, Falcon Grey, Brick Red, Rust and a very fine coat of white to highlight bogie details."



"The workshop's been awash with a sea of 'OO' gauge GBRf Class 66s that I've turned into 66775 HMS Argyll. Most have been presentation models in cases, but I've also done one for *Model Rail*... see p82.

Dave's Modelling Tip

We all make mistakes. What happens if you've painted a model only to discover that you've forgotten a lamp iron... and to fit it, you have to drill a hole?

This is fraught with problems so start to drill until the bit starts to bite. Then, turn the job through 90° and drill horizontally. I've found that this reduces the amount of bad language used!



STEAM
RAILWAY

Keep up to date with the real railway and the preservation scene with *Model Rail*'s sister titles *RAIL* and *Steam Railway*. To subscribe, go to www.greatmagazines.co.uk

RAIL



PETER'S PICKS

Our scenic expert chooses the most exciting new products to appear on the market.

NOCH STREET MARKINGS KIT

This new Noch Starter Set Street Markings includes a flexible curved ruler to assist with marking road centrelines and street markings around curves with the supplied street marking white pencil.

Scale: 'N'/'TT'/'OO'

Product code: 60740

Price: £20.00

Availability:

www.gaugemaster.com



NOCH STREET MARKINGS TEMPLATES

To complement its Street Markings kit, Noch has produced this pack of templates. It will allow you to create directional arrows, crossings and parking spaces, among others. The supplied five templates have 43 different symbols.

Scale: 'OO' ('N' and 'TT' also available)

Product code: 60745

Price: £11.00

Availability:

www.gaugemaster.com



NOCH STRUCTURE FOAM

This new Structure Flock is made from foam and ground into three different sizes: coarse, medium, and fine, coming in four different shades of green. The material is suitable for representing the foliage on trees, making ground cover and small bushes.

Suitable for all scales.

Scale: All

Price: £4.35

Availability: www.gaugemaster.com

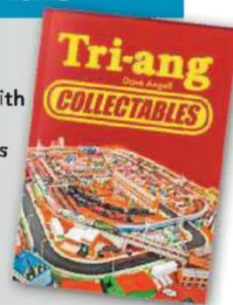


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Website of the month

Forget Wikipedia, here's the place to browse this month: www.uksteam.info

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I have two models of Staines West under construction. The 'N' gauge model will be part of a shelf layout including a stretch of the line now lost under the M25. The 7mm:1ft scale model will have a detailed and removable interior to show just how quirky this house converted to a station really was.



According to Chris...

His grandchildren call him 'Granddad Trains' and he's been a dedicated railway modeller since the 1960s but, despite popular legend, **Chris Leigh** doesn't remember when dinosaurs roamed the Earth!

These days I get asked an awful lot of questions. Most, though by no means all, are railway-related.

Sometimes I'm asked by manufacturers to assist with some aspect of a new product. The late Merl Evans asked me for a photograph of one of the BR Mk 1 BGs that were converted to run with '4-CEPs'. He was contemplating producing a Bachmann model. More recently, I was asked to advise Dapol on the shades of green for the Class 122 railcar. I knew that was an invitation into a minefield, but I believe we got it as close as was possible with the shades available to us.

One recent question really set me thinking, however. "What makes the perfect branch line layout?"

My immediate thought was, "Tetbury, Much Wenlock or Staines West," but then I realised that the answer wasn't as simple as naming a place, it was more about how the layout makes me feel. I think it may be a symptom of advancing years but I can remember these and many more places with a remarkable clarity, while I struggle to remember what I had for breakfast.



The exterior of Staines West station as I remember it. Though the building still stands, most of its railway features were removed when it was converted into offices. CHRIS LEIGH

My answer was that the layout needed to be a real location, so well modelled that I could get down to eye level and actually be there once again. But take 'Bodmin General' as an example. It's superbly modelled down to every last detail by the North London Group of the P4 Society. Its construction was covered in *Model Railway Constructor* when Steve Stratten and I were the editorial team. It was as perfect and accurate (to a specific day) as it could be, and yet it always seemed somehow clinical, even sterile, because I didn't know the real place very well and it was set in an era before I was born.

On the other hand, in my mind I can walk through Staines West station and visualise the all-pervading chocolate and cream, the yellowing walls, and the dark, almost black woodwork. I can hear Alice Tucker yelling after a customer who has forgotten to pick up his change, or gone straight through to the platform without buying a ticket. And then there's that musty, damp smell, where the Wyrardisbury river had seeped into the cellar once again, and the roar of a railcar engine creating a vacuum. How can I get all that into a layout?

Want more Chris? Visit the Chris Leigh Blog at www.model-rail.co.uk/new-blog/

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HST



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2F-013-064 - Gunpowder Van - SR Improved GPV 59060 Weathered

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4F-011-015 - Ventilated Van - LMS Grey 117870

4F-011-016 - Ventilated Van - LMS Grey 117870 Weathered

4F-013-118 - Gunpowder Van - Ferrocrete 280

4F-013-119 - Gunpowder Van - Ferrocrete 280 Weathered

4F-040-027 - 4 Plank - David Cook 12

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MODELLING LIVES

Tales from the world of professional model makers.



RITA PLATTS

This month, prop maker and illustrator **Amy Henwood** explores the roots of her model railway obsession.

I'll be honest, if you'd have told teenage me that at the age of 30 I'd be single, living in the attic of a shared house and building a model railway inside a coffee table, I wouldn't have believed you. But looking back, it almost seems inevitable that that's what I'd be doing. That's the amazing thing about life - you can't predict where it's going to take you.

Five years earlier, at the age of 25, I was made redundant so I decided to leave credit crunch Britain behind and go on an adventure around the world. I wanted to do most of it by train, in memory of my granddad, who had an infectious enthusiasm for anything rail-related. I also wanted to feel the distance between places, watch landscapes change before my eyes and meet people - real people - not just holidaymakers. It wasn't too long into the trip that I began to understand my granddad's obsession with the railways... and now the obsession was mine: I couldn't shake the connection I felt with train travel.

After returning from my 14-month trip, I landed a job as a prop maker. I had studied animation at university, specialising in stop motion animation, so was ecstatic to finally be making things for a living. After all, I only really feel alive when I'm doing one of two things: making and/or travelling.

As my railway obsession grew I remembered Granddad's model railway, located in a shed at the

bottom of his garden. I'd always marvelled at it, but never considered making my own (maybe because I thought of it as a male hobby, maybe because I didn't have a shed...). This was a light bulb moment: why not combine the two things I love? Why should I let the fact that I'm a shed-less woman stop me?

Luckily, I had a friend who was also a rail enthusiast (a much more knowledgeable one than me) and he informed me that a single loop of 'N' gauge track could fit inside a coffee table. This was music to my ears... that was the shed problem solved! I could fit a coffee table

between my bed and the wall - and I could even take it with me if I moved (which I did... three times). So I bought a coffee table from a community furniture store, and decided my layout would tell the story of a runaway train during the zombie apocalypse - if it was going to

be a small layout, it was at least going to be a big story!

I adored every single aspect of making my railway (OK... maybe the electrics stressed me out a bit/a lot) but I'd have to say the most enjoyable aspect, aside from dressing and painting the layout, has been the community surrounding the hobby. It's blown me away.

As a young-ish woman, I initially felt quite intimidated pursuing such a male-dominated hobby, but I have been greeted with nothing but warmth, inclusion, enthusiasm and genuine connection with fellow railway enthusiasts. It's a hobby that has enriched my life and brought me so much joy. I hope that I can inspire more women and girls into the hobby, and also show people that you don't need a shed, an attic, or permanent space to build a model railway of your own - all you need is imagination.

“Why not combine the two things I love? Why should I let the fact that I'm a shed-less woman stop me?”

MODELLER'S CV

Amy Henwood, aka @thatrailwaygirl, has worked on the sets of BBC productions and major feature films. She also has a blog: www.thatrailwaygirl.wordpress.com

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I am the **ENTERTAINER**

'Dart Valley Junction' is a stage on which **Eric Austin** can entertain both himself and visitors alike, and it deserves a standing ovation.

Words: **Mike Harris** Photography: **Chris Nevard**



I'm honestly in awe of every layout I get to cover here in *Model Rail*; the talent that graces our hobby never fails to surprise me. But as someone who prefers model making over play, I've never daydreamed about owning another's layout, until now...

What makes Eric Austin's 'Dart Valley Junction' so special? It's everything a home layout should be: visually appealing, small enough not to take over the house and, above all, fun!

The layout is awash with interactive elements including interior and exterior lighting, sounds, working signals, and even live steam.

Remarkably, everything is neatly packaged within a modest 8ft by 3ft scenic section.

Unsurprisingly, Eric spent huge amounts of time meticulously planning every inch of the layout to be as visually appealing and fun to operate as possible. But it doesn't stop there. He's constantly upgrading electrics, detailing stock and restoring areas of scenery. ➤

VITAL STATS

Layout:

'Dart Valley Junction'

Size: 8ft by 3ft

Gauge: 'OO'





2 Station announcements are the latest in a long list of sounds Eric has gradually incorporated into his layout.

“I WAS ORIGINALLY INFLUENCED BY PAIGNTON STATION, BUT AS I HAVE LIMITED SPACE, I DECIDED TO BUILD SOMETHING WITH AN ESSENCE OF THE AREA”

YOU SPIN ME RIGHT ROUND

The turntable provides extra playability within a relatively compact space. It's from ADM Turntables.

Web: www.admturntables.com



3

**FREEDOM TO CHOOSE**

Despite the name, the layout is freelance. This has afforded Eric the opportunity to maintain complete control over the trackplan and scenery. "I didn't actually know there was a Dart Valley Railway [now Dartmouth Steam Railway] until quite recently," says Eric. "I've actually altered some areas of the layout since, to very subtly reflect its namesake."

"I was originally influenced by Paignton station," explains Eric. "But as I have limited space I decided to build something with an essence of the area, and tried to cram in as much detail and playability as possible."

The result is a layout that incorporates a station, engine shed and turntable, alongside all manner of tiny cameos and interesting functions - try a flickering fire and live smoke on for size!

EVERY LAST DETAIL

Eric has quite simply enjoyed his time crafting 'Dart Valley Junction' and that's evident in his inability to put it down.

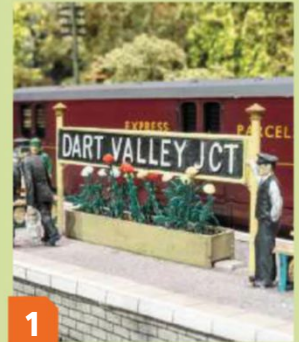
"It's the sort of layout I hope will never be finished," he admits. "There's always something to do: detailing coaches, adding figures, installing lighting and the like."

Tell-tale indicators of Eric's modelling skill are the Metcalfe buildings that populate the layout. Most modellers can spot a Metcalfe structure a mile off, but Eric has taken the time to subtly modify, super-detail and weather the card-based kits.

"I like Metcalfe buildings very much. I find there's so much you can do with them and they're extremely sturdy." But the detailing goes far beyond the exterior, with many of the structures featuring detailed interiors too.

"I've fitted the signal box with an interior, and the engine shed is fully kitted out; it features a pit with a smoke generator beneath and I've installed a sound system too. It really sounds like a locomotive is being worked on inside. I'm now planning to fit a flashing LED to simulate welding."

Sounds are sourced from YouChoos, with proprietor John Gymer introducing Eric into the world of DCC. "To be honest, I didn't ►

3 things we like

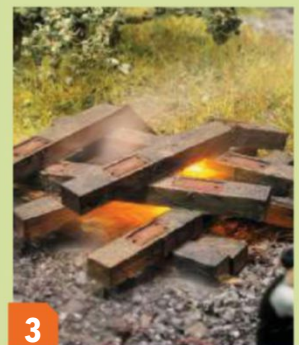
1

Whether it's in the foreground or background, Eric hasn't compromised on detail.



2

Birds, figures and plants add a sense of life to the layout.



3

Fire and smoke: Eric has combined a flickering LED with a smoke unit to make a realistic bonfire.

What makes this layout great?

I'll admit it, I've been gushing over this layout ever since it was booked to feature in *Model Rail*. It's everything I could hope for from a model railway: the looks, the sounds, the playability. Eric hasn't thought about what's practical, he's thought about what's fun. A station, turntable, sidings, it's all there. It's no wonder his grandchildren have expressed an interest.

LAYOUT **DART VALLEY JUNCTION**

know that sound, smoke, and digital control existed when I returned to modelling," says Eric. "I like to embrace modern tech and John was really helpful - DCC has opened up a whole new game for me."

ARE YOU NOT ENTERTAINED?

Eric works as a signaller for Network Rail, but he's also a retired member of the Royal Marines Band. It's no wonder presentation means everything to him: "I'm used to entertaining people," he chuckles. "Anyone who comes to visit the layout always wants to come back. I'd like to think that's because they've been entertained."

"The sound and smoke - especially the diesels notching up as they pull away - is fantastic. When my grandchildren visit they're mesmerised." Eric's grandchildren are 13 and 21-years of age - so much for the 'yoof' not being interested in the hobby.

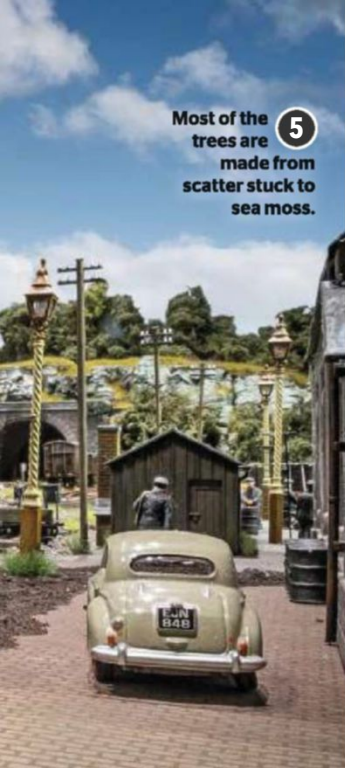
Eric is currently refurbishing all of his signals and points and is using DCCconcepts' Cobalt Digital iP Slow Action Point Motors (DCP-CB1DIP). As a signaller, you'd expect Eric to be on point (no pun ►



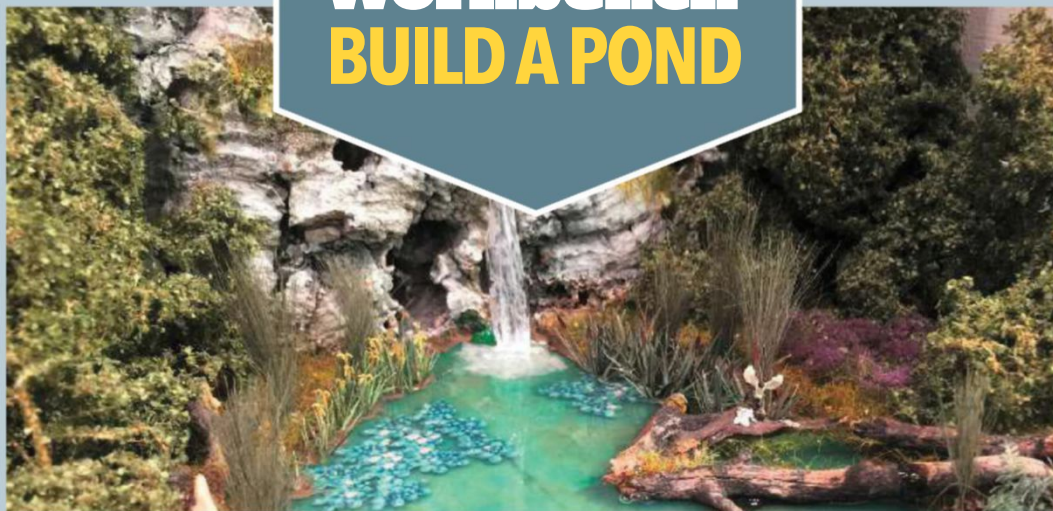
4 The backscene is Gauguemaster's **Pretty British Town (GM708)**. Eric bought it because of its looks and not because of the location.



Most of the trees are made from scatter stuck to sea moss. **5**



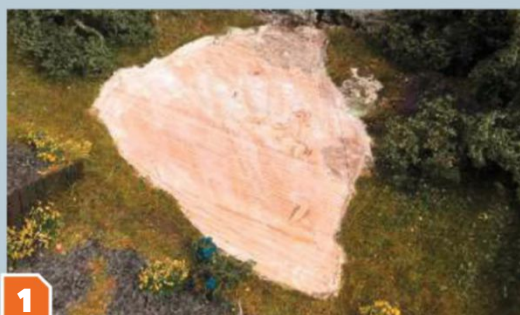
Workbench BUILD A POND



'Dart Valley Junction' is always being worked on. To prove it, here's a feature that didn't even exist during our photoshoot. In recent months, Eric has added a pond and a waterfall. Fortunately, he's documented his every move so you can follow these six simple steps and build a stunning water feature too.



4 HRS



1

If you're adding a water feature to an existing layout, you'll likely need to clear some ground cover first. I used a small chisel to lift scatter material and reveal the baseboard surface below.



2

Paint the area with various shades of green, I used Humbrol acrylics. If you plan on installing a waterfall, be sure to paint the opening (where the water comes from). I also added a real twig to represent driftwood.



3

With a dab of cyano glue, attach a sliver of polythene between the opening and pond to create the waterfall. Pour Deluxe Materials' Aqua Magic over the pond and trickle some down the polythene waterfall too.



4

Before the Aqua Magic cures, add white paint to a cocktail stick and tease out the Aqua Magic to form splashes at the base of the waterfall. While it sets, add reeds and other vegetation around the pond.



5

I added Noch laser-cut water lilies (14114) to the cured pond surface before applying a second, thin coating of Aqua Magic, to slightly cover the lilies.



6

To finish, add more vegetation as you see fit. This bird made a nice addition to the scene and was purchased as part of Preiser's Assorted Birds set (10169).

WORKBENCH SECTION STARTS ON PAGE **57**



intended...): "The semaphore signals are Ratio kits and I've installed Megapoints controllers to achieve that realistic bounce."

DIGITAL DIRECTION

Even if DCC isn't your thing, you have to admire Eric's willingness to push boundaries and embrace new technology. 'Dart Valley Junction' is a beautifully modelled layout in its own right, but I think Eric would agree that it wouldn't be quite as infectious if it was devoid of lighting, sound effects, and live steam.

This layout is a superb showcase of just how far ➤

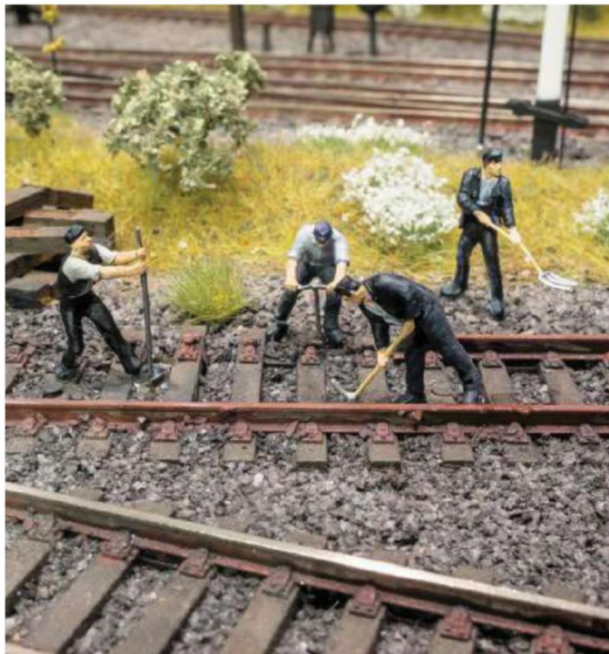


7 Buildings are suitably weathered, feature external and internal lighting and various other details, including ivy, missing tiles and, in one instance, even a bird's nest!

SOUND IT OUT

Eric sources all of his sounds from YouChoos in his quest to create the most immersive experience possible.

Web: www.youchoos.co.uk

THINGS YOU MAY HAVE MISSED



BEHIND THE SCENES

'Dart Valley Junction's' signals and point operation bears little resemblance to the computer screens Eric is used to as a modern Network Rail signalman. The point levers you can see here are DCCconcepts' beautiful Cobalt-S Levers, ensuring that Eric's simulated 1960s setup is as realistic as possible.



Locomotives are controlled using Hornby's Elite DCC Control Centre (R8214).

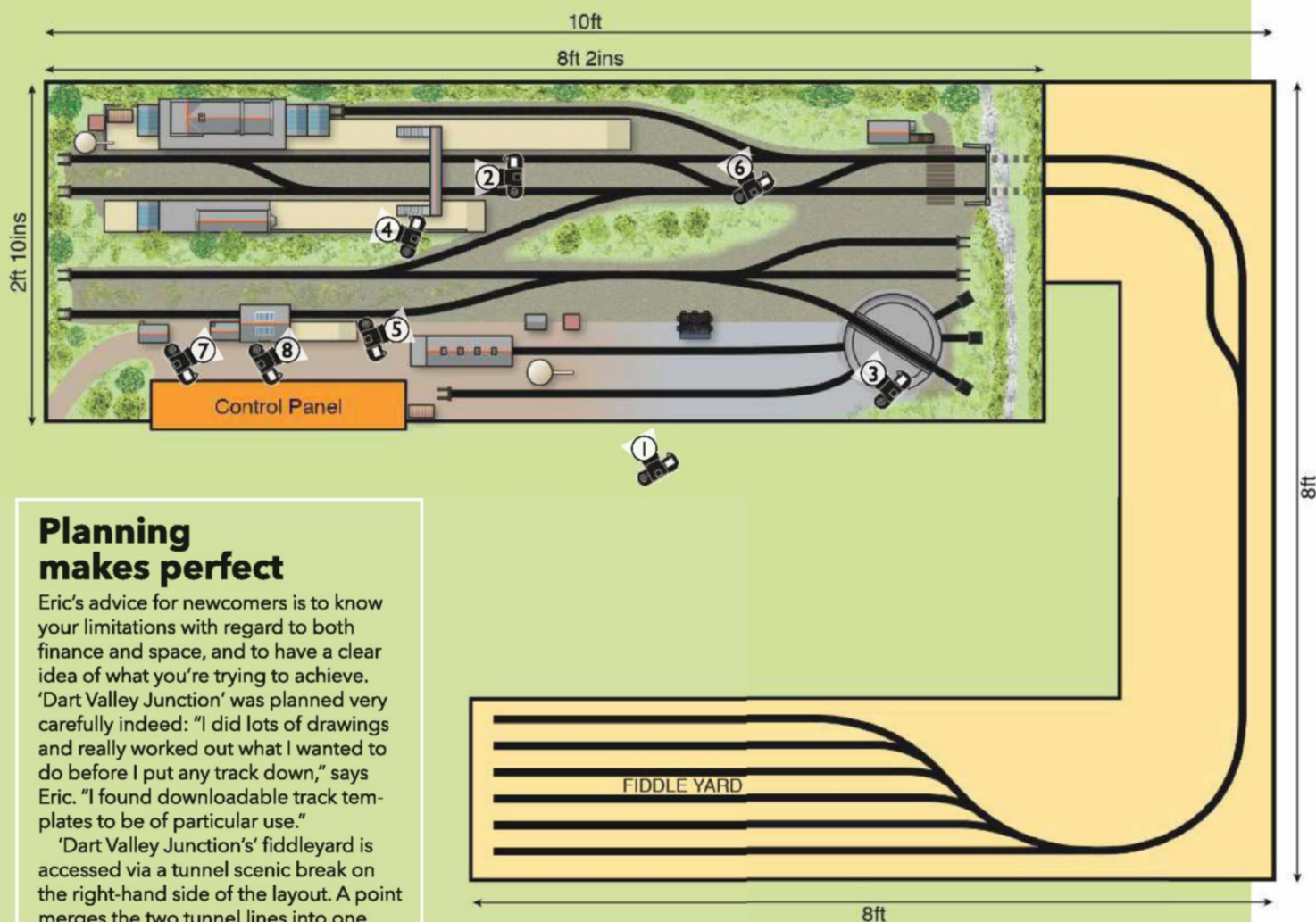


the hobby has come, and maybe even its future. The only negative I can think of is that it's a permanent installation and therefore hidden away from exhibition audiences. But that's not a criticism of the layout, so why is that a down side? Because apart from this layout feature, this is all anyone will ever see of it, and I'm sure a combination of 'Dart Valley Junction' and Eric's inspirational modelling and positive attitude toward DCC has the potential to turn more than a handful of modellers onto digital control - and that might just include me too. 



MODELLER CV: ERIC AUSTIN

I started model making when I was about five or six years old, which was over 50 years ago. 'OO' is my favourite scale - I've never ventured into any of the others. I've always been a fan of the GWR, especially when BR took over. I gave up modelling when I joined the Royal Marines, but I got back into it five years ago when I was invited to a function at Britannia Royal Navy College in Dartmouth. I happened to get there early and noticed '42XX' 2-8-0T No. 4277 'Hercules' operating across the River Dart. I arranged to ride behind it and once I arrived and took in the sights, sounds and smells I was hooked again - it's in my blood.



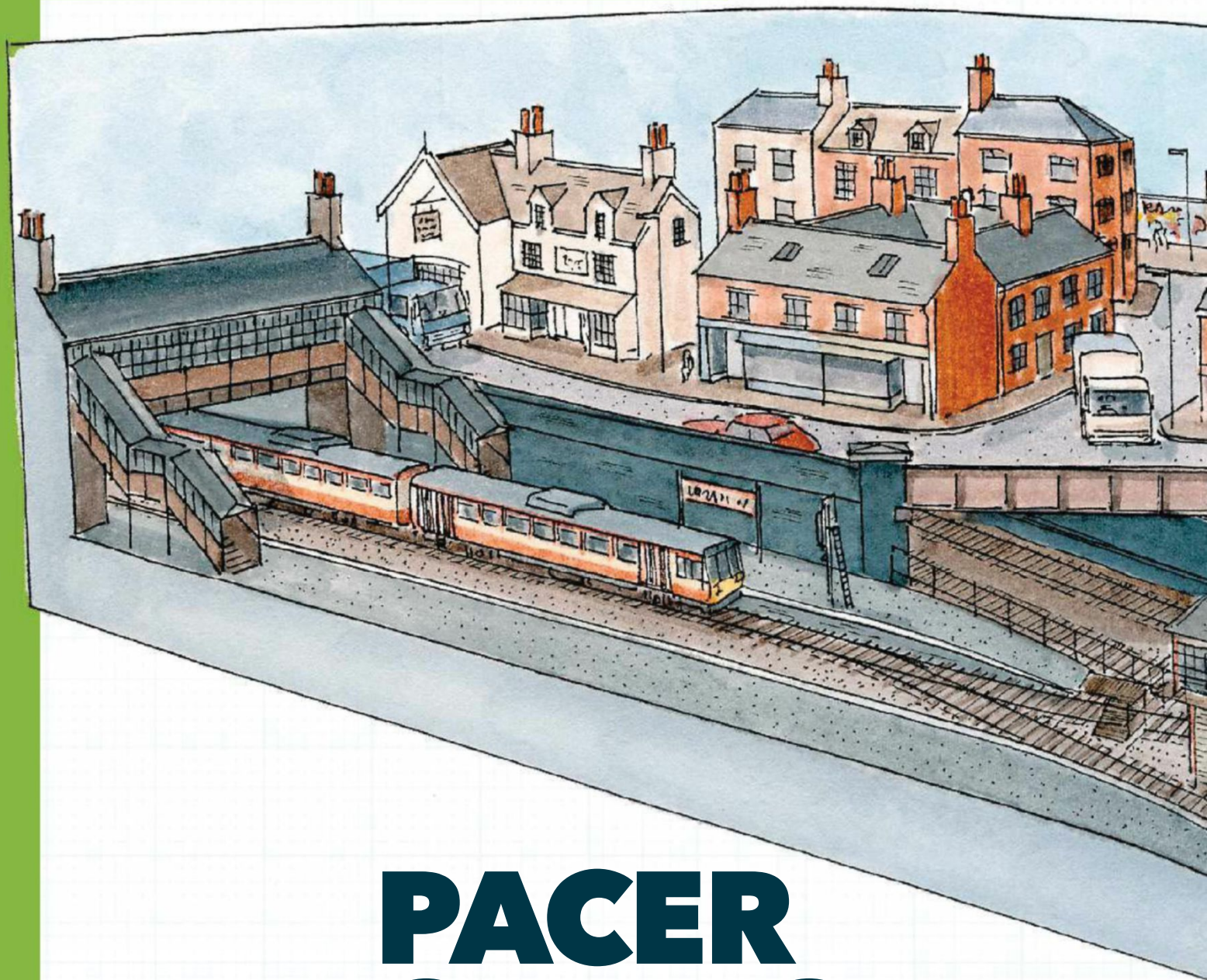
Planning makes perfect

Eric's advice for newcomers is to know your limitations with regard to both finance and space, and to have a clear idea of what you're trying to achieve. 'Dart Valley Junction' was planned very carefully indeed: "I did lots of drawings and really worked out what I wanted to do before I put any track down," says Eric. "I found downloadable track templates to be of particular use."

'Dart Valley Junction's' fiddleyard is accessed via a tunnel scenic break on the right-hand side of the layout. A point merges the two tunnel lines into one, which wends its way around the perimeter of Eric's railway room (passing his workbench on the way) before finally reaching the fiddleyard.

It's a perfect example of Eric's planning, with every line and curve used to squeeze as much space out of his tiny railway room as possible. He's even got room for a wall-mounted television so he can entertain himself during the most laborious of modelling tasks.





PACER EVOLUTION

From Bus To Train

On the eve of their 40th anniversary, **Paul A. Lunn** takes a look at the trains designed to save the modern branch line.

Words: **Paul A. Lunn** Photography: **Paul A. Lunn Collection**

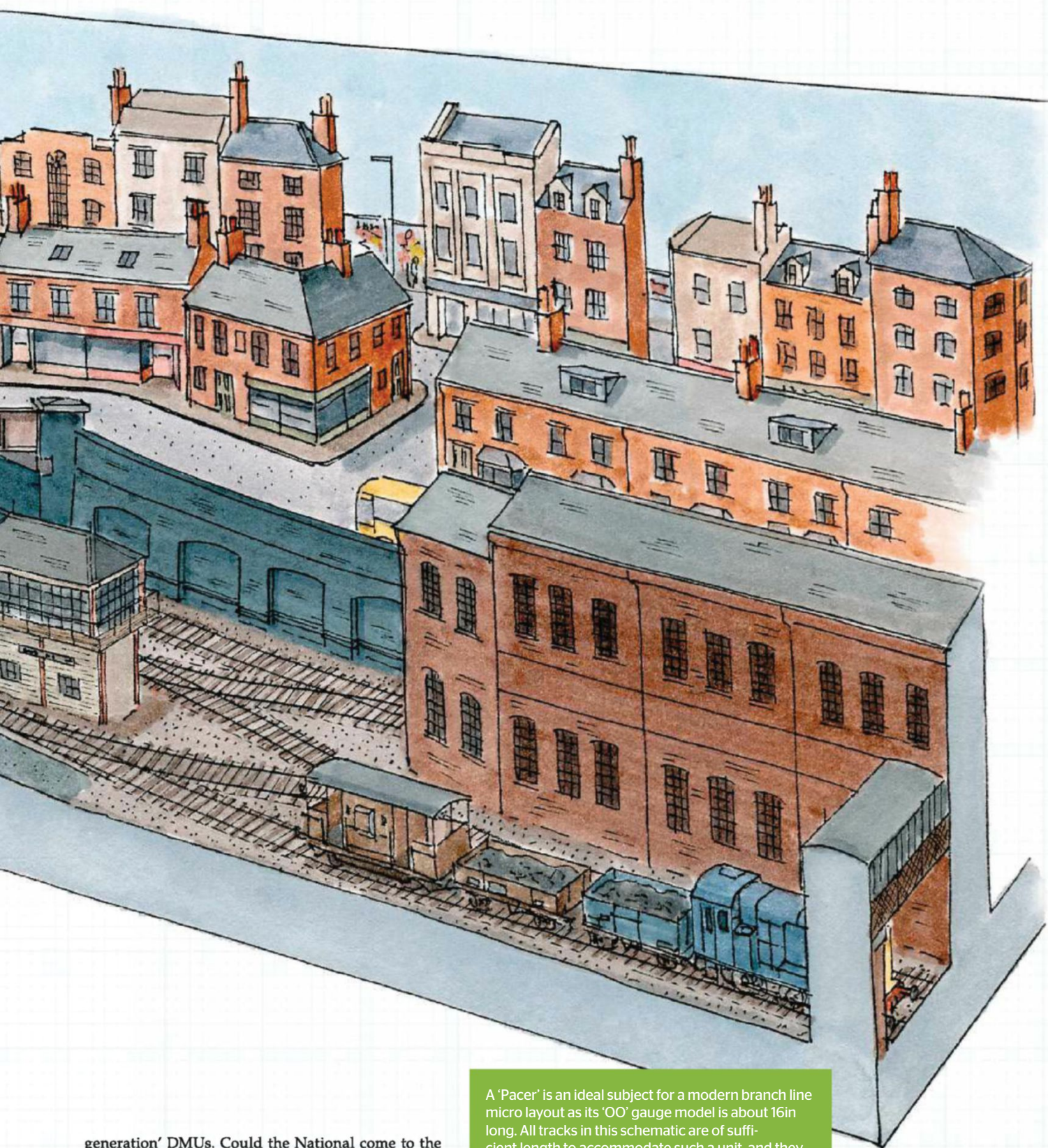
Pacers' are a bit like Marmite; you either love 'em or you hate 'em. They've nodded their way around the network for nearly 40 years, but their days are now numbered.

They originated when two nationalised conglomerates - British Rail and British Leyland - came together for their mutual benefit. Both had worked together on the ill-fated APT and were

thrown together again in a melting pot of escalating costs, continuing rail closures and uncertain political activity.

British Leyland had built a new factory, in Workington, Cumbria, to build its modular National bus. However, the plant was running well under capacity and alternative uses for National components needed to be found.

BR needed something to replace its 1950s 'first



generation' DMUs. Could the National come to the rescue? Three subsidiaries came together to develop what would eventually become the 'Pacer' family of trains: the Railway Technical Centre and BREL, both at Derby, and Leyland's Workington bus factory. The former had developed a four-wheeled chassis as an experimental high-speed wagon underframe; the latter knew its bus bodies inside out. It seemed like the perfect match!

A 'Pacer' is an ideal subject for a modern branch line micro layout as its 'OO' gauge model is about 16in long. All tracks in this schematic are of sufficient length to accommodate such a unit, and they were the governing factor in the design process.

There's a non-scenic sector plate, beyond the girder bridge, which has a kick-back facility into a series of sidings, to the right, underneath the town scene. The result is an urban location with potential for considerable activity using the 'Pacer' family and all contained within a 5ft 9in by 1ft 9in space.

TRACKPLAN 1

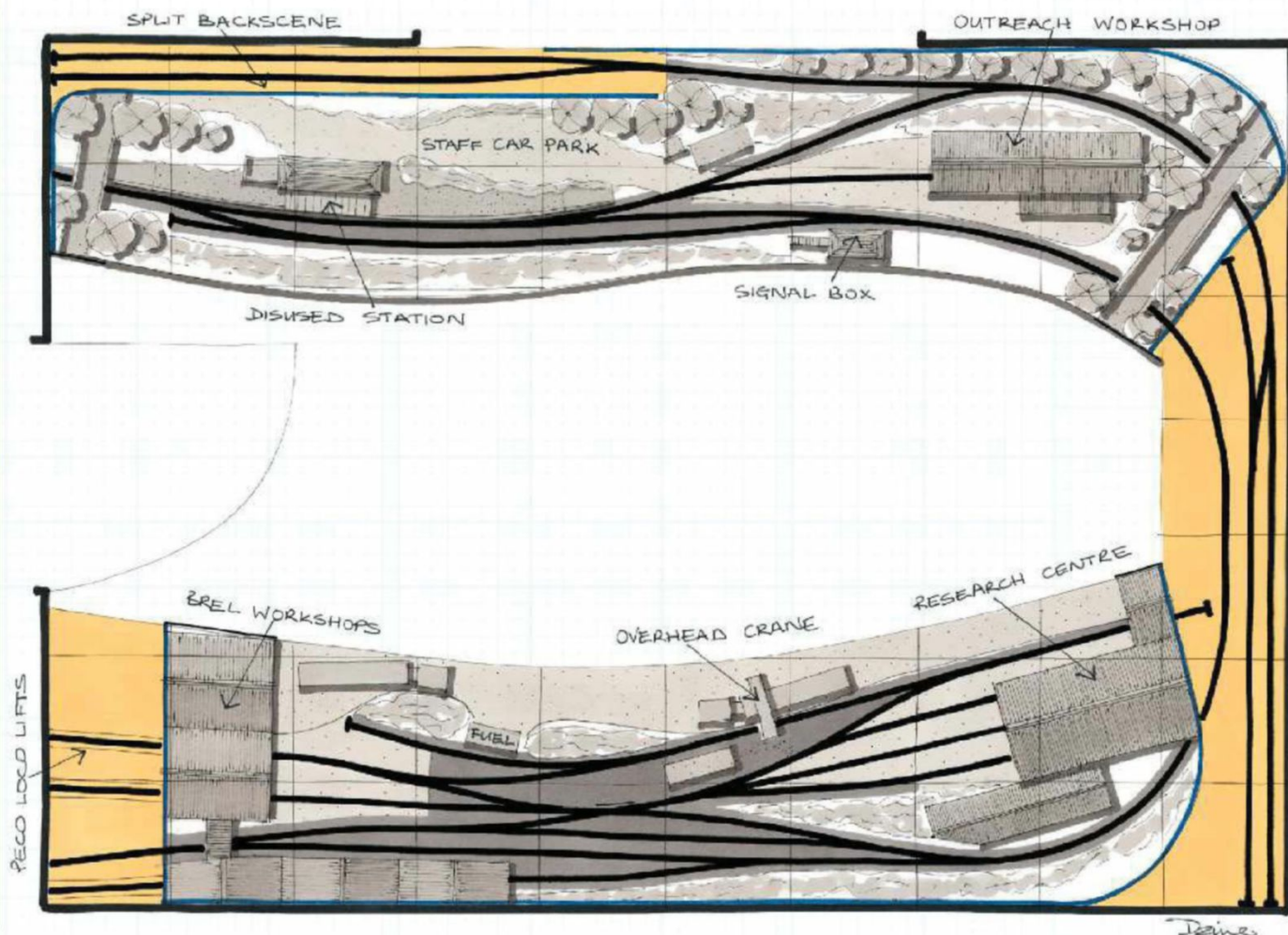
Laboratory & test track

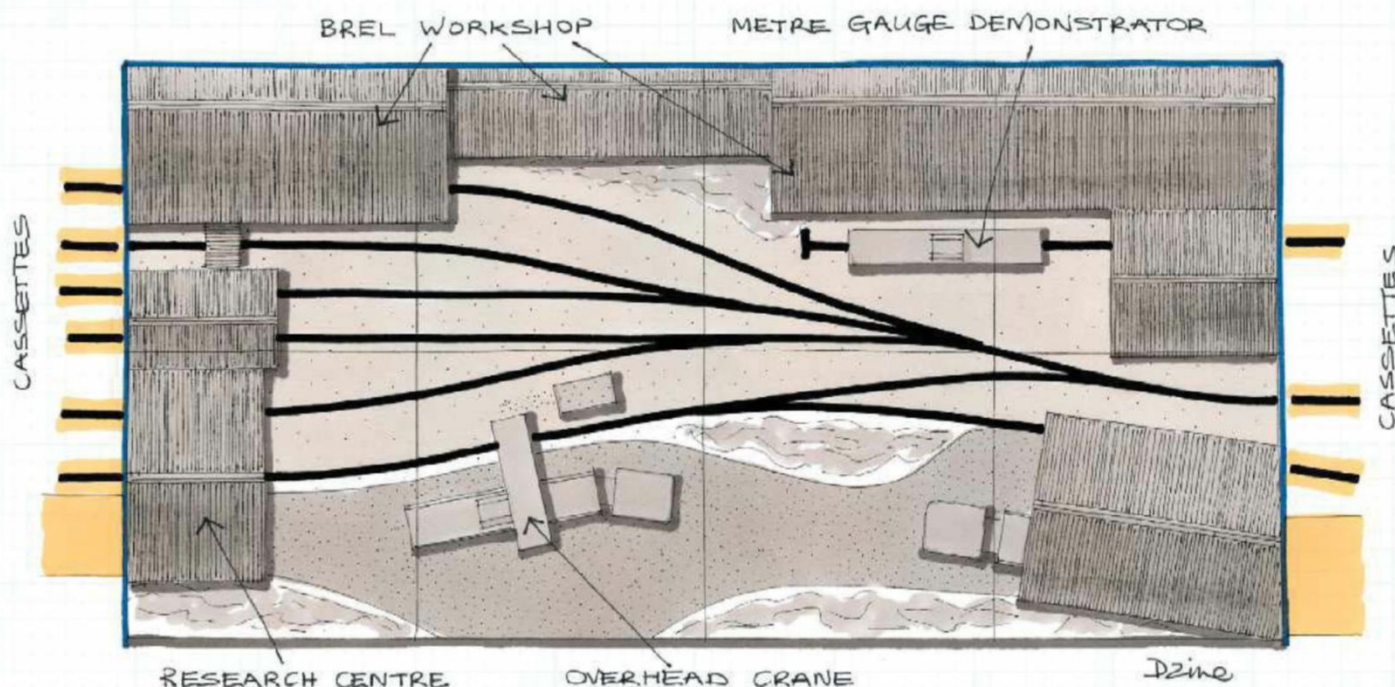
I really wanted a layout on which to operate all 'Pacer' versions and variants. Fewer than ten years separated the build of LEV 1 and the final Class 144s, so I'd be happy to feature all of them on the one layout, although perhaps not the earliest and latest examples at the same time.

After playing around with a number of ideas, I decided that the focus would be the Derby research centre, complemented by a modest test track and main line connection. This allowed me to run other test vehicles to increase operational interest.

RealTrack Models' new products make this primarily a 'OO' gauge layout, but with Dapol's 'N' gauge Class 142 under development, a 2mm:1ft scale version would also be possible.

British Rail Research Division was formed in 1964, and it moved into the purpose-built Railway Technical Centre. It brought experience from the pre-nationalisation period and developed into what was recognised throughout the world as a centre of excellence for research into science and technology. It was also responsible for the 'Pacer'... For more information about the RTC, see *Model Rail's Ideas for Layouts* (to order, see page 113). PETER SALMON COLLECTION





TRACKPLAN 2

Works micro layout

If you're a 'Pacer' purist, you're probably going to want to spend a lot of time putting together your perfect fleet... so you'll want to build a less taxing layout on which to display them. Here is that less taxing layout: a take on the Derby factory and RTC headquarters.

To add extra interest, you could allow the baseboard surface to jut out into the foreground (the technical term is 'oversailing') by 6in or so without framing, and if you use ply it might be possible to feature some lorry movement, using the magnetic principle I described for buses in MR221.

Despite initial hopes to export the 'Pacer' type train, the biggest export deal came in 2000 when 11 Class 141s were sold to Islamic Republic of Iran Railways. A further set went to the Netherlands.

From a modelling point of view, I like the idea of an export model diorama. I'd consider a body-only static cameo or, for the adventurous modeller, a reduced-gauge unit on an independent section of temporary metre-gauge track.



British Rail Engineering Ltd at Litchurch Lane, Derby, in full flow in 1983. The ex-Midland Railway works not only churned out dozens of four-wheel chassis for the 'Pacer' fleet but provided overhaul facilities to all manner of BR diesel classes, including Classes 45, 25 and 43.

RICHARD PRIESTLY/RAIL PHOTOPRINTS



British Leyland's monocoque, modular, riveted National single-deck bus was first unveiled at the 1970 Commercial Motor Show. Production commenced in 1972, but a lack of orders forced BL to look for other markets. This Shearings Mk 1 was one of the 11.3m vehicles, identified by its second set of doors. Both have a flatter, less bulbous front end, as opposed to the Mk 2 versions, as seen on LEV 2.



Know your 'Pacers'

Struggling to spot the difference between a '142' and '143'? Don't know your LEV 1 from your '140'? Here is our in-depth guide to the 'Pacer' family and their experimental antecedents.

LEYLAND EXPERIMENTAL VEHICLES (LEV)

LEV 1

Other numbers: RDB 975874

Built: 1978; Leyland, Workington (body), BREL, Derby (chassis)

Liveries: Rail blue underframe with yellow ends (original); yellow with slight ochre tint and white roof (later)

Size: 12m by 2.5m

Leyland National bus parts: Eight Leyland bus panels per side; Mk 1 National bus interior components; Mk 1 National split windscreen for cab ends

Roof pod? Yes

Use: Initially built as an unpowered vehicle which, I understand, never left the research centre site. Body mounted on High Speed Freight Vehicle chassis HSFV1. Trialled on Old Dalby test track and then largely in East Anglia. Converted and motorised for public use, including removal of two bodyside doors, one each end, replaced with a half-width cab, on the left-hand side, facing forward. Went to USA during the 1980s

Current location: Wensleydale Railway (part of National Collection)



COLOUR RAIL

LEV 2

Other numbers: N/A

Built: 1979/80; Leyland, Workington (body), Wickhams, Ware (chassis)

Liveries: Overall white; Durbin & Greenbrier Valley RR green

Size: 15.3m by 2.5m

Roof pod? Heating/ventilation roof pod over fifth and sixth window

Leyland National bus parts: Ten Leyland bus panels (nine windows, two-piece folding door section). Arrangement mirrored on the opposite side

Use: Delivered to Amtrak in USA and withdrawn after collision at a level crossing. Based at Steamtown, and then Durbin & Greenbrier Valley RR

Current location: Connecticut Trolley Museum, Connecticut, USA



RB3

Other numbers: RDB 977020, R3, RB003

Built: 1981; Leyland, Workington (body), BREL, Derby (chassis)

Liveries: White roof and window frames green, white, orange and white stripes lower sides (as built); livery, white roof blue window surrounds, white band below with NIR logo at each end and the word 'Railbus' in the centre super-imposed in blue along the sides (Northern Ireland)

Size: 15.3m by 2.44m

Roof pod? Yes

Leyland National bus parts: Uses LEV 2 panel and door arrangement. National 2 bus split windscreen for cab ends

Use: Tested on Severn Beach branch before being sold to NIR in 1982 and re-gauged to 5ft 3in.

Current location: Downpatrick & County Down Railway, Northern Ireland



COLOUR RAIL

PRODUCTION VEHICLES

CLASS 140

Other numbers: N/A

Built: 1979/80; Leyland, Workington (body), BREL Derby (chassis)

Liveries: BR blue/grey (as built)

Size: 16.35m by 2.47m

Roof pod? Over fifth window from inner end
Leyland National bus parts: Ten Leyland bus panels, plus small middle spacer unit. Twin leaf doors all-round. Each unit was virtually identical, except for the toilet in the Driving Motor Open Second Lavatory

Use: BR recognised that something larger than a single railcar was required to replace 'first generation' DMUs. Launched in June 1981, the Class 140 spent four years as a demonstrator, being used throughout the network before it was stored at Plymouth Laira in 1986. Later moving to Neville Hill depot, it was finally withdrawn in 1994

Current location: Keith & Dufftown Railway



CLASS 141

Numbers: 141001-141020 (not carried); 141101-141120 (in service); DMS 55502-55521, DMSL 55522-55541

Built: 1982/83; Leyland, Workington (body), BREL Derby (chassis)

Liveries: BR blue/grey, BR green/buttermilk, WYPTE, Serco

Size: 15.4m by 2.5m

Roof pod? Over fifth window from inner end
Leyland National bus parts: Ten Leyland bus panels. Three-paned windscreens, rather than bus windscreens

Use: Delivered to new to Leeds Neville Hill, but whole fleet was refurbished and upgraded by Hunslet-Barclay in 1988. The whole fleet remained in Yorkshire until withdrawal in 1997. Whole fleet withdrawn with the last examples going in 1997

Current location: Twelve in Iran, one in the Netherlands. Units preserved at Colne Valley and Weardale Railways



CLASS 142

Numbers: 142001-142050 (DMS 55552-55591/ DMSL 55592-55641)

Built: 1985-1986; Leyland, Workington (body), BREL Derby (chassis)

Liveries include: Manchester PTE, Western Region chocolate/cream, Provincial Services; First Great Western, First North Western, Northern, Arriva Trains Wales

Size: 15.5m by 2.8m (the first 'Pacers' to be built to same width as BR standard stock)

Roof pod? Yes

Leyland National bus parts: Very little. Ten panels. Rebuilt with standard rigid doors after 1990

Use: Originally delivered to Manchester area and West Country. Has since spread to Cardiff Valley lines and through Northern England

Current location: Still in service with Northern & Arriva Trains Wales



CLASS 142/1

Other numbers: 142051-096 (DMS 55701-746, DMSL 55747-55792)

Built: 1986-1987; Leyland, Workington (body), BREL Derby (chassis)

Liveries: See Class 142/0

Size: See Class 142/0

Roof pod? Yes

Leyland National bus parts: Virtually identical to the '142/0' but with three full-length roof ribs instead of ten.

Use: All went new to northern England. See Class 142/0.

Current location: Still in service with Northern & Arriva Trains Wales



JOHN DEVLIN/ALAMY

CLASS 143

Numbers: 143001-143025 (DMS 55642-55666, DMSL 55667-55691)

Built: 1985/86; Walter Alexander, Falkirk (body), Hunslet-Barclay, Kilmarnock (chassis)

Liveries include: BR Provincial, Tyne & Wear PTE, Regional Railways, Wessex & Wales, Valley Lines, Arriva Trains Wales, First Great Western

Size: 15.5m by 2.7m

Roof pod? No

Leyland National bus parts: Not based on the Leyland National. In fact, the body was based on Alexander's P-Type bus body

Use: Originally delivered to northern England, now in use in Wales and the West Country

Current location: In use with Arriva Trains Wales and Great Western Railway



JOHN GILBEY/ALAMY

CLASS 144

Numbers: 144001-023 (DMS 55801-846, MS 55850-55859)

Built: 1986/87; Walter Alexander, Falkirk (body), BREL Derby (chassis). Ten Motor Second cars were delivered in 1988.

Liveries: West Yorkshire PTE, Regional Railways, Northern

Size: 15.2m by 2.7m

Roof pod? No

Leyland National bus parts: Like the Class 143, this used an Alexander body, based on the P-Type bus

Use: All went new to West Yorkshire Passenger Transport Executive

Current location: All still in use with Northern



Class 144e (Evolution)

Number: 144012

Built: 2015 (RVEL, Derby)

Liveries: Northern (Evolution)

Size: As per Class 144

Roof pod? No

Leyland National bus parts: As per Class 144

Use: The greatest threat to all remaining operational 'Pacers' is that they aren't suitable for people with reduced mobility. Porterbrook Leasing, along with partners Ricardo Rail and Rail Vehicle Engineering Ltd, refurbished 144012 to include ramps, an accessible toilet, two wheelchair spaces, cycle and luggage storage, Wi-Fi and media screens. If successful, it could extend the life of the 'Pacers' beyond 2019 until 2030

Current location: Used by Northern



ANDREW BELL/ALAMY

'PACERS' - AN EVALUATION

Despite the skill and knowledge employed by RTC, BREL and BL staff during development, most 'Pacer' variants have been described by staff and passengers alike as appalling; they're difficult to operate, an extremely uncomfortable ride and the early Leyland engines and ancillary equipment were highly unreliable. There has been criticism of the quality of bus components, particularly relating to health and safety and as such, public opinion has never warmed to them.

But before you judge the 'Pacer' too harshly, remember that they came at a time of great financial difficulty. They cost much less than a 'first generation' DMU with half the axles, brakes and so on, filling a gap that might have otherwise lead to closure of numerous branch lines.

It's unfair to judge their role, which was to provide a minor service over short trips, rather than the reality of urban intensity, with some journeys stretching to over 100 miles! There have been considerable improvements and refurbishments over the years, notably the replacement of Leyland engines and drive trains.

Hopefully, the '144e' may go some small way to endearing us to these maligned units. That said, there's no getting away from the fact that they use a four-wheel chassis.

KNOW YOUR NATIONALS

British Leyland and National Bus Company joined forces to produce a standardised bus for NBC's subsidiary companies. BL opened a dedicated factory in Workington to build the modular, rear-engined vehicle, which was distinguished by the roof pod that housed the ventilation equipment.

The National Mk 1 was built between 1972 and 1979. The National 2 emerged in 1979. The nose was modified and incorporated new light arrangements and a grille to cool the front-mounted radiator. The rear lights and engine door were also tweaked.

A total of 7,000 Nationals were built before production ceased in 1985. The factory is now part of Eddie Stobart's Workington depot.



LEYLAND NATIONAL Mk 1



LEYLAND NATIONAL 2

LESLIE OTHER/ALAMY

RAILBUS DEMONSTRATORS

Three Leyland/BREL railbuses were built as demonstrator vehicles for different export markets. Some were tested on UK metals and two have returned to the UK permanently.

DID YOU KNOW?

In addition, 142049 operated between New Westminster and the Expo 86 site in Vancouver, BC.

FAR EAST DEMONSTRATOR

Built: 1983/84; Leyland, Workington

Liveries: Red, white and blue and white cab ends with BRE-Leyland logo between light clusters

Size: 30.5m by 2.5m (two-car set)

Roof pod? No

Leyland National bus parts: Looked like Class 141, with basic interior and passenger doors repositioned to cab end of each unit. Three-paned cab front. Right-hand drive and metre-gauge

Use: Visited Thailand and Malaysia

Current location: Scrapped 2000/2001

EUROPEAN DEMONSTRATOR

Built: 1983/84; Leyland, Workington (body), BREL Derby (chassis)

Liveries: Not recorded. Repainted white with red stripe and VIA branding for use in Canada.

Size: 15.3m by 2.4m

Roof pod? Yes

Leyland National bus parts: Shared LEV 2 body panel arrangement, with three-paned cab front

Use: First used in Denmark before it moved to work cross-border services between the Netherlands and Germany. Exported to Canada in 1986, but returned to Derby in 1987. Sold privately in 1988

Current location: Private site in Northern Ireland

USA DEMONSTRATOR

Built: 1983/84; Leyland, Workington (body), BREL Derby (chassis)

Liveries: White with the addition of dark and light blue narrow banding beneath the red one. Now carries fake GWR chocolate/cream

Size: 15.3m by 2.4m

Roof pod? Yes

Leyland National bus parts: Ten bus panels. Looks like Class 141 but was originally fitted with air conditioning unit, boarding steps and a bell

Use: Trialled extensively in US until 1986. Returned to UK and stored at Derby until sold for preservation in 1994

Current location: Waverley Route Heritage Centre, Whitrope, Roxburghshire

WHAT'S NEXT

Paul Lunn describes how you could combine EFE and Hornby parts to make LEV 1 in the next issue of *Model Rail*.

LAYOUT **SUB WEALDEN GYPSUM CO.**

VITAL STATS

Layout:

Sub Wealden
Gypsum Co.

Size: 8ft 6in by 1ft 6in

Scale: 3mm:1ft



An unusual **ALTERNATIVE**

3mm often lives in the shadow of other, more recognised modelling scales. But with his passion for kit-building and compact layouts, it's always been **Peter Bossom's** scale of choice.

Words: **Mike Harris** Photography: **Chris Nevard**





“It doesn’t matter how badly I model a locomotive, I know I won’t get upstaged by Bachmann or Hornby two days later!”



There's no doubt about it, 'OO' is the most popular gauge for British railway modellers. Meccano ensured its popularity with Hornby-Dublo in 1938 and the hobby hasn't looked back since.

Although there are many reasons why 'OO' gauge is the undisputed king of Britain's model railway industry, it isn't perfect. For one, 'OO' gauge is 16.5mm, which isn't anatomically correct at 1:76 scale - hence the introduction of more accurate 4mm gauges, 'EM' and 'P4'. Secondly, and this goes for all 4mm disciplines, it's still relatively large. A 'OO' Class 37 and four Mk 2s, for example, are over a metre in length (over 3ft); that will take a big chunk from even a 6ft long baseboard. The obvious alternative is 'N' gauge, which boasts considerable space benefits alongside a formidable roster of ready-to-run locomotives and scenic accessories.

But if the prospect of kit-built and scratchbuilt stock doesn't put you off, there is another, less talked about alternative: 3mm scale. And this is where Peter Bossom's 'Sub Wealden Gypsum Co.' comes in.

FIND YOUR SCALE

Peter models to a gauge of 14.2mm, which is the 3mm equivalent of 'P4' - the most anatomically accurate gauge in 4mm scale. He cut his modelling teeth on Hornby-Dublo, but not for long...

"Long ago, when I was very small, it allowed me to fit a better layout in my dad's shed," Peter explains. "3mm offered me the opportunity to have a slightly better layout within the space

I had to work with and I've stuck with it."

He notes that the differences between 4mm and 3mm scale aren't huge, but the latter allows for slightly tighter curves that are easier to incorporate into a small area. Peter also enjoys building his own stock and track, and is happy that he doesn't have to compete with an increasingly realistic ready-to-run market.

"I just like the scale," he chuckles. "What I build stands on its own merit. It doesn't matter how badly I model a locomotive, I know I won't get upstaged by Bachmann or Hornby two days later!"

Peter insists that with practice, working in 3mm becomes second nature: "The scale is virtually 1:100, which happens to be an architectural scale - it's why everything looks right. After a while, certain processes become automatic. For example, I know off the top of my head that a 6ft 6in by 3ft door will be 19.5mm by 9mm."

VIEW BLOCKED

The model is based on the Mountfield Mines, Battle, East Sussex but is in no way prototypically accurate. This wasn't for lack of trying: "I thought I could just phone the site manager and I'd be allowed to visit the prototype," says Peter. "But they wouldn't play ball - perhaps it's actually a secret Government installation," he laughs.

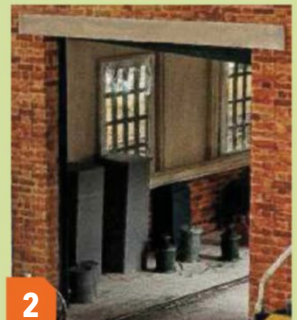
The result is a freelance layout with ➤

3 things we like



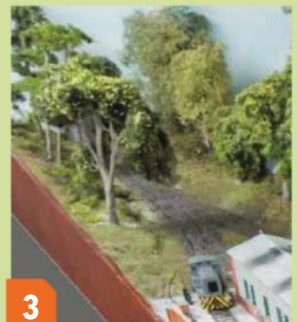
1

Weeds and churned-up soil on the woodland floor makes for a wonderful observation.



2

The interior of the diesel shed features various details, which are painted 'OO' castings.



3

View blockers positioned in the foreground encourage the viewer to move around the layout and spot details they might otherwise miss.

What makes this layout great?



I love ready-to-run locomotives as much as the next person, but there's something truly magical about a layout that features kit-built and scratchbuilt stock. Sure, it'll never look quite as good as Bachmann, Hornby, or Dapol's latest and greatest, but a slightly imperfect home-build has a charm all of its own. That's the key word here, 'charm', and it's something that Peter's layout has by the bucket-load.

4 Locomotives we like



1

Worsley Works etched kit of a Class 02 0-4-0DH shunter. **Web:** www.worsleyworks.co.uk



2

Scratchbuilt Avonside 0-4-0T *Agincourt*, based on the famous Cadbury Works Railway locomotive *Cadbury No. 1*.



3

Ruston and Hornsby '165DS' 0-4-0DM, from a Judith Edge etched kit.



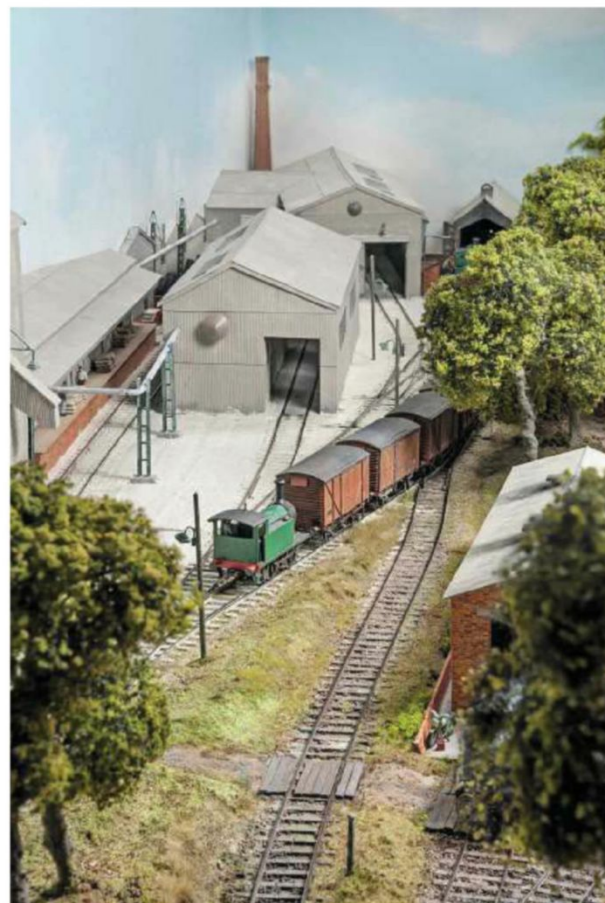
3

George Mitcheson etched kit, Hunslet Austerity 0-6-0ST *Hercules* - named in honour of a resin predecessor which couldn't pull anything...



THINGS YOU MAY HAVE MISSED





a purpose, and that's fine by Peter. He explains: "I usually try to build something that's based on a real place. All my layouts have a semblance of truth. It gives me a location that I can build upon - but it's really an excuse to tell fairy stories!"

"The real site is set within a clearing and surrounded by woodland. 'I want the viewer to feel like he or she is standing in the woods.'"

This has been achieved via the use of view blockers, which Peter discovered from the writings of micro modelling maestro Iain Rice.

"The idea is that you're often standing directly in front of a copse of trees," explains Peter. "Which obstructs your view. This means you actually have to move about the layout and look around the trees to see the stock and buildings - just like the real world."

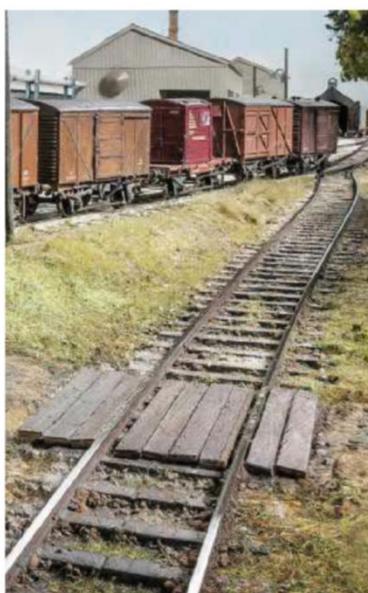
Each tree is scratchbuilt using a wire armature (see page 47 for more information). But it's the ground cover that's really interesting. At the foot of each tree is dead grass, weeds, and churned-up soil - exactly what you might observe in the real world. This has been created using Treemendus' Forest Floor mix. Peter also used a range of earthy scatters and flocks to provide extra variation, and even dried coffee grounds, too. "When I'm using scenery I've got five or six bags on the go at any one time. I'll take a pinch from this bag, then that one, trying to stay away from flat, uniform colours."

INTEREST FOR ALL

Peter is very aware that not everyone at a model railway exhibition is interested in railways, which is part of the reason why he spends so much time creating scenery. "Some people accompany their partner or friends to a model railway exhibition and they're not really interested in trains, but they do have an interest in scenery. I like to create interest for everyone."

But the model railway faithful needn't worry, because Peter's got all bases covered. 'Sub Wealden Gypsum Co.' is served by a fleet of over ten locomotives.

"Building industrial locomotives can become a little addictive," he says. "I'll only have two or three ►





locomotives on the go at any one time, but I really got into building them."

All of Peter's stock is kit-built with one scratchbuilt creation, an Avonside 0-4-0T named *Agincourt*. This is based on Cadbury Works Railway's *Cadbury No. 1*. The chassis was built by the late Martin Brent, while Peter built the body from plastic card.

Peter isn't a fan of weathering with paints, and prefers pastels instead. He explains: "I bought the pastels from a Dutch company at an exhibition. You simply rub them with a brush to collect powder, which is then brushed onto the locomotive or wagon. One reason I like powders is because if you go wrong you can dust them off and start again."

SITE REFERENCE

Buildings are scratchbuilt, but aren't necessarily based on the prototype.

"I have a reference book, given to me by a relative who used to work on-site, but that's all I had to go on really," admits Peter. "As such, the layout is based on basic industrial buildings. Its main relationship with the prototype is the original name, the nearby road (Hoath Hill), and the woodland setting."

A shell of mount board is covered in Slater's Plastikard. Brick buildings are covered in brick paper and include the works fire station and office.

'Sub Wealden Gypsum Co.' is actually in its third incarnation. Peter explains: "The first one was 6ft long and was housed along the chimney breast in the dining room. I wanted to incorporate diesels alongside passenger services, so I expanded it to twice its length.

"Although the theory for this second version was good, in practice it didn't really work for me - I'd had enough of walking up and down the layout at shows, so I axed the BR line and added more trees - it's how the layout exists today. I found it far more therapeutic to operate and I'm pretty sure I won't rebuild it again." The layout is now a comfortable size to operate. And with a 6ft long scenic section and a separate 2ft 6in fiddleyard, it's reasonably easy to transport.

'Sub Wealden Gypsum Co.' is a fantastic ambassador for 3mm scale. All gauges have their advantages and disadvantages - 'OO' is certainly in no danger of getting derailed. But if Britain's most popular railway modelling gauge isn't for you and you're comfortable with kit-building and scratchbuilding stock, then why not give 3mm scale a try? Like Peter, you might find it becomes a lifelong passion. 

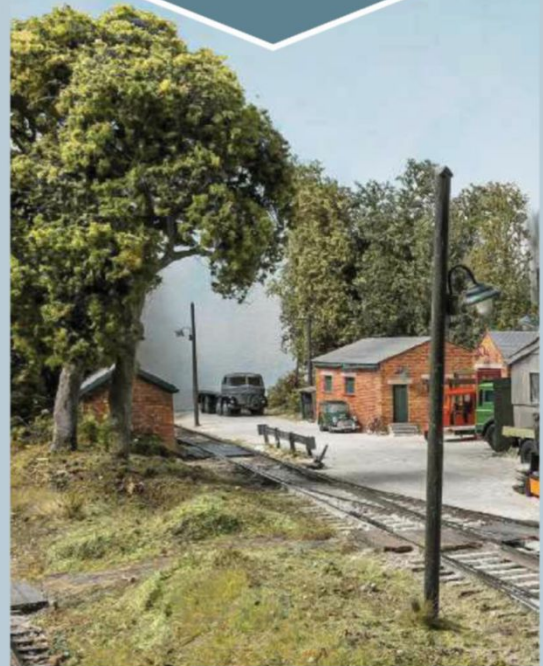




FOREST FLOOR

The ground cover beneath each tree has been created using Treemendus' Forest Floor mix.
Web: www.treemendus-scenics.co.uk/groundwork/

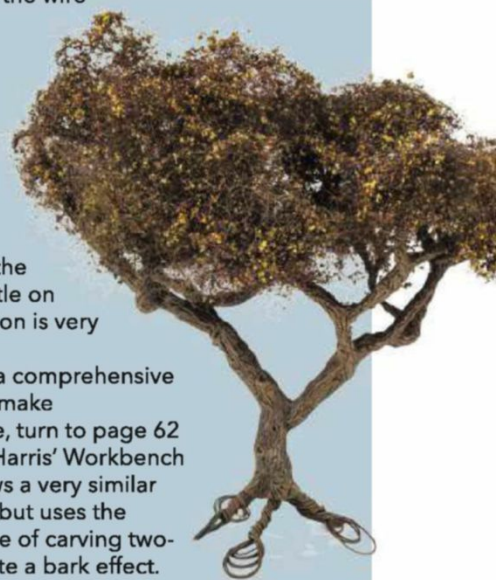
Workbench SCRATCHBUILD TREES



With the trees situated so close to the foreground, Peter has spent lots of time and effort to make them as realistic as possible. Each tree is made using a wire armature, with a thick creamy substance brushed on top (plaster, white glue and water). Once hardened, the trunk and branches are painted with a series of earthy browns, greens, and greys. The leaf effect was created using Woodland Scenics poly fibre flock material.

Peter used a pear tree at the bottom of his garden as a reference for the shape of the tree armatures, but didn't base them on any particular species. He's also used another method: hot glue spread over the wire armature to form the bark texture around the trunk and branches, although he notes: "It can be a painful process as excess hot glue tends to drip off the armature and settle on your hand." Caution is very much advised!

If you'd like to a comprehensive guide on how to make a scratchbuilt tree, turn to page 62 and follow Mike Harris' Workbench tutorial. He follows a very similar method to Peter, but uses the unusual technique of carving two-part putty to create a bark effect.



10 hrs



Workbench section starts on page 57



MODELLER CV: PETER BOSSOM

Peter's childhood home was right next to a branch line. He remembers leaning out of his mother's bedroom window to watch shunting operations in the goods yard. Building Airfix kits as a 12-year-old proved a gateway to model making, but he soon turned his attention to railway modelling. Following a career in the Royal Air Force, he returned to the hobby in the late 1960s. He continues to enjoy making layouts and sees it as a form of escapism - though, as Peter puts it, he hasn't yet worked out what he's trying to escape from...





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10 ways to build a better **BRANCH LINE**

Don't settle for an 'average' branch - **Richard Foster** offers ideas on producing a branch that stands out from the crowd.

HS2 will be Britain's slickest railway; sleek, ultra-modern trains speeding along stylish and dramatic infrastructure. It will cost billions of pounds to complete, but its *raison d'être* is no different to that, say, of the Stockton & Darlington Railway. It's very simple: a railway stimulates economic growth. Goods can be exported; demand for imports increases; people can communicate more easily; communities can thrive.

The first railways, beyond the industrial lines that spurred railway development in the first place, linked key towns and cities - London and Birmingham, Liverpool and Manchester, London and Bristol, for example. This sparked the Railway Mania of the 1840s, in which every community wanted its own railway. People got rich, some went bankrupt, but that's how the bulk of our national network came about.

Your town or village would suffer if it wasn't connected to

a railway and that's where the rural branch line, the subject of many a popular model, originated. Some were promoted by the railway companies; others were pushed through by wealthy locals. They snaked away from the main line and provided what was hoped to be a lifeline to remote communities.

The Light Railways Act of 1896 provided a further boost for the branch line. Rules were relaxed to enable cheaper railways to be built. This was a boon for very rural areas, which railway promoters had traditionally shunned. It was the final piece in the branch line jigsaw and it created some of the classic imagery and memories that we enjoy to this day.

The branch line is probably the most modelled subject. There are some superb layouts on the exhibition circuit, but it's sometimes easy to slip into familiar ways. Here are ten things to consider when planning your next project that will help you create a branch line with a difference.

1 Avoid the clichés

Ratio's and Wills' plastic kits still look good today, even though they've been around for decades. Their longevity has been their downfall, however, because there was a time when every layout included a provender store, a Highley signal box and a Tetbury locomotive shed.

You can avoid these clichés if you consider the history of your branch line, fictional or not.

Was your branch line built by a small, independent company? If so, such an organisation would offer goods facilities to stimulate local industry, as well as a passenger station. An independent company might supply its own locomotives and rolling stock and would likely provide a shed. However, if the branch was operated by - or built by - a main line company, a shed might not have been required.

A railway would generally have its own architectural style, depending on who built it and whether it had money to spend. Highley signal box, for example, was of a style specific to the Severn Valley Railway Company so it's not suitable for a railway beyond the Shrewsbury-Kidderminster route.

Was there a local industry that your branch was intended to support, or were passengers key? If you compare the Callander & Oban Railway's termini at Ballachulish and Loch Tay, the former was supposed to have supported local slate quarrying and the latter served the tourist trade on the loch.

Ballachulish, therefore, had an extensive goods yard. Loch Tay had a platform with a loop and a siding onto a pier. Coincidentally, neither branch reached the respective levels predicted by its promoters...

Inspirational layout: 'Rumbling Bridge' by Nick Skelton. For more, see MR212 (Summer 2015).

To accurately portray the North British Railway's Kinross to Alloa branch, Nick Skelton scratchbuilt the structures on his 'Rumbling Bridge' layout rather than use generic kits and structures.
CHRIS NEVARD



Modelling the perfect branch line

By Paul A. Lunn

"I'm always on the lookout for visually inspirational prototypes, with scope for diverse operation, avoiding at all costs, those hackneyed locations that have been done to death!"



2 Avoid BR?

Nearly all branch line layouts you see at exhibitions feature subjects from the 'Big Four', either in pre- or post-nationalisation liveries. How about choosing a non 'Big Four' subject to set you apart from the crowd?

Private or independent railways weren't numerous, but what they lacked in quantity they more than made up for in interest. There was the Derwent Valley Light Railway in Yorkshire, promoted by local councils, that offered a steam service in the 1970s. Or how does the North Sunderland Railway in Northumberland grab you? As well

RSH 0-6-OT No. 29 hauls four ex-main line bogie coaches on Ashington Coal Company's internal railway. PETER J. ROBINSON

as the ex-NER 0-4-0Ts it hired, it was one of Britain's first railways to use a diesel locomotive.

If you want a bit more grit with your branch line, there's the Wemyss Private Railway, which linked Fife collieries to the sea at Methill. A big Andrew Barclay 0-6-0T plugging away with a rake of coal wagons offers a nice contrast to a '14XX' and an autocochs!

And don't think that branch line means quiet. Ashington Coal Company, later part of the NCB, provided passenger trains on its internal railway system. These trains ran 24/7, totalling about 100 trains a day.

Inspirational layout: 'Stoating Bank' by Oly Turner & Chris Matthews. See more in MR180 (April 2013).

3 Why not go modern?

There's a romance to the rural branch line, so it's understandable why they're such a popular modelling subject. But the branch line isn't dead and modelling a modern one could be just as rewarding to get right.

Henley-on-Thames station is typical of the modern branch line terminus. It once had a grand entrance building and trainshed, there was a small locomotive shed and turntable and huge spans of carriage sidings as well as the goods yard. All very modellable, for sure, but why not challenge yourself to model it as it is today? There's the single platform face, no pointwork and a simple, if slightly austere, waiting room. The challenge is to accurately recreate the redeveloped railway land - car parks on the old goods yard, housing on the old locomotive shed and the site of the train shed that's now occupied by flats, shops and offices.

Or you could go ultra-modern and model Britain's newest branch line. Tweedbank is the terminus of the Borders Railway, which only opened in 2015. It's a study in modern functionality. It has two tracks astride its island platform, a simple building and, as it's a modern transport interchange, bike



Tweedbank, Britain's newest branch line terminus, still looks immaculate, nearly two years after it opened in September 2015. PHIL METCALFE

racks, bus stops and good car parking. There's lots of grey steel but it's still shiny steel. Everything looks fresh and new, including that distinctive red ballast and the asphalt. It would make just as attractive a model as Tetbury...

Inspirational layout: 'Matford' by John Farmer & Peter Archard. See more in MR160 (September 2011).



4 Urban or rural?

It's probably the Great Western Railway's fault that when one thinks of a branch line, it's the rural by-ways of Oxfordshire, Wiltshire and Devon that immediately spring to mind. It's a world of afternoon tea and friendly villages where the vicar knows everyone personally. Cricket will be involved somewhere.

It's true that the majority of branch lines crossed open country, but the nation's towns and cities provide a rich

canvas for a branch line layout. Some destinations were rural when the line was opened and have been subsequently surrounded by urban sprawl.

The urban branch line offers much potential. Station sites were more cramped, which benefits the space-starved modeller, and the focus was mainly on passenger traffic. Goods facilities were usually quite minimal, but the frequency of passenger

traffic makes operation interesting.

An urban location will make scene setting much easier. Surrounding the layout with buses and signs carrying the London Transport roundel will overtly tell the viewer where the layout is set. A subtler hint could be the style of the retaining wall; the majority of London's railways have brick retaining walls, whereas those in Yorkshire and Lancashire made greater use of stone, such as limestone.

Inspirational layout: 'Halifax King Cross' by Stephen Hall. See more in MR208 (May 2015).



Modelling the perfect branch line

By Paul Marshall-Potter

"I always look for plausibility. For example, turntables on branch lines are not unknown, but they would have been smaller, so unless you've modelled Kingswear, if your turntable suits a 'King', it's going to look wrong. The buildings and infrastructure frequently would have a railway company design and origin, so a Southern signal box on a Scottish

layout looks out of place. Less is more: layouts that are overpopulated with things going on that are more in keeping with a hectic inner city environment catch my attention for the wrong reasons. Rein it in and, as the saying goes, keep it simple."



5 Go station-less

A branch line layout will usually mean a chocolate box setting; perfect little station, goods shed and engine shed. All very lovely, yes, but a little predictable.

Picking a branch line without a passenger station is another way to set your layout apart from the crowd.

What do we mean by a station-less branch line? Well, one that's freight-only.

The freight-only branch line fits into two broad categories. The most common

today is the former through route - even main line in some cases - that has been cut back to serve an industry. So rather than quaint station, you could model a car factory (ex-Highworth branch), a potash mine (Redcar-Whitby) or even a pet food factory (March-Wisbech).

The other category is the branch that was built for freight. The 1½-mile railway through the Derbyshire countryside, between the Hope Valley line and the giant Hope Cement

works is a perfect example. But a freight-only line didn't always mean there's be a specific industry at the end. Sometimes, if the freight traffic was great enough, or the local station sites too cramped, you'd find a 'goods station', an extensive goods yard away from the passenger station. For example, across the River Calder from Dewsbury station was the Midland Railway's Savile Town Goods, fed by its own branch line from Middlesbrough Junction, south of Dewsbury itself.

Inspirational layout: 'Sub Wealden Gypsum Co.' by Peter Bossom. See page 40.



Is there a more picturesque freight-only branch line? A Freightliner Class 66 hauls a lengthy train of potash along the Yorkshire coast at Brotton, on the line from Saltburn to Boulby potash mine. ROBERT FRANCE/ALAMY

Modelling the perfect branch line

By Peter Marriott

"For me, the perfect branch line is one running in gorgeous countryside. Short passenger and goods trains are ideal, arguably in pre-nationalisation days, and the Ashburton branch (of course!) springs immediately to mind on a summer day. But a single-car Class 153 on a Cornish branch appeals nearly as much.

Bringing it more up to date, a Scottish branch with Class 37/4 motive power with Mk 2 carriages appeals nearly as much. Today, the Paignton branch offers modern traction plus a steam connection. Lovely."



6 Prepare to be surprised

It is said that French dictator Napoleon Bonaparte was responsible for the development of the steam locomotive. Prominent industrialists turned to this new technology to replace the shortage of horses caused by war with France.

World events could impact the lowliest of rural British branch lines in the most surprising way. Few realise the role that the Didcot Newbury & Southampton played in D-Day, for example, but the line was heavily upgraded to keep the south coast ports supplied with materiel.

Bacton is the typical GWR branch line station. Set in the gorgeous rolling hills of Herefordshire's Golden Valley, its single platform, small building and goods loop make it eminently modellable.

You'd never expect that this peaceful spot would become a hive of wartime activity. Crates and crates of Allis-Chalmers tractor components were delivered to Bacton, where they were assembled in the open - but later under canvas sheets in the goods yard. Regular branch locomotive '58XX' No. 5818 was put to good use, bringing the crates to Bacton and then pulling away with wagon-loads of completed tractors.

It's proof that even the most unassuming location might reveal some secrets that could make a good model just that little bit better.



A rare photograph of wartime tractor assembly at Bacton on the Golden Valley Railway. This was the busiest that this little station got - but who would have ever thought that such activity went on here? EWYAS LACY STUDY GROUP

7 Main line or branch line?

This seems like a daft question to ask in a feature about branch lines, but bear with us... Look at Britain's railway map and you'll see a good number of branches. But compare that map with one from the 1920s and you'll see that not all of today's branch lines were, in fact, branch lines.

Take Hadfield station in Derbyshire, for example. It feels like any other modern branch line terminus. There's a single line and a single platform face. The building is no longer used and there are minimal passenger facilities. The encroaching vegetation looks as though it hides some secrets...

Hadfield would make an interesting layout, partly because of its history. It was on one of Britain's most unusual and much-missed main lines, the Manchester-Sheffield-Wath electric railway. This railway was one of Britain's favourites, with its unique 1,500V DC electric locomotives and classic tunnels at remote Woodhead.

Choosing somewhere such as Hadfield gives you the chance to model the MSW, but in a very small space. The catenary portals still survive, albeit with 25kV wires rather than the post-war system, and there's a rusty and redundant signal still standing sentinel over the abandoned trackbed... an intriguing and poignant modelling project.

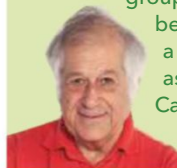


Northern Class 323 323237 prepares to depart Hadfield on July 26. The old MSW catenary still survives, but nature has reclaimed the trackbed towards Woodhead, hiding the redundant signals. LES NIXON

The perfect branch line

By Chris Leigh

"The perfect branch line layout has to be modelled on a real place and has to be so well modelled that it feels like you're really there. All these places have gone now, and even if they are in the hands of a preservation group, they aren't the same. I want to be able to put my eyes down to a realistic level and actually feel as if I'm really there at Tetbury or Calne or Staines West, so even the smallest detail is important."



8 Preserved branch line

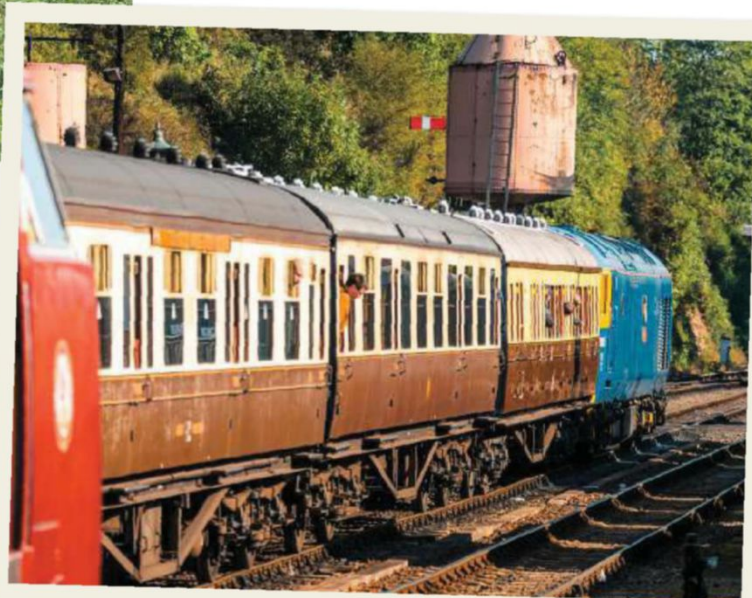
We all like a railway that gives us the opportunity to run whatever trains we want. We can invent all sorts of spurious histories to justify a particular item of rolling stock running where, arguably, it shouldn't... but why not go for the easiest scenario and model a preserved branch line?

There are so many railways that have been carefully restored to become beautiful timewarps. Bewdley, Weybourne, Oakworth, Horsted Keynes... these are just four where time seems to have stood still.

You can recreate them in miniature using exactly the same products and techniques that you would to model 1950s Watlington. Some buildings have been immortalised in miniature too, thanks to the efforts of Bachmann Scenecraft and Hornby Skaledale.

But rather than invest in a '14XX' and autococh, you can indulge yourself with LMS and LNER 'Pacifics', Class 50s and Deltics. The 'Royal Train' has visited the Severn Valley, while an HST made it to Oxenhope, terminus of the Keighley & Worth Valley.

The Severn Valley Railway's Bewdley station has been beautifully restored to GWR condition... and now plays host to all manner of traction. BR blue Class 50 50007 Hercules departs for Kidderminster with a rake of GWR stock, as 'Western' D1062 Western Courier awaits its next duty. GARY MOSELEY/ALAMY



Modelling the perfect branch line

By Chris Nevard

"For me, the perfect branch line layout has to transport one into a rose-tinted parallel universe. Sheer accuracy is not important, it's more about atmosphere and taking me to another past world, maybe something akin to *The Titfield Thunderbolt*. That aside, I don't want something glossy and twee; I want rail tops just poking out of the weeds, peeling paint, rust, decay, neglect - the look of a line that should have closed decades before, but has somehow escaped the chop."



9 Be flexible with time...

BR's Modernisation Policy may have swept away steam power and replaced it with diesel and electric traction, but it took much longer to modernise traditional railway practice. The result was the intriguing image of a big diesel in locations where, previously, small steam locomotives held sway.

Parkend, deep in the Forest of Dean, is the perfect example. Coal kept the ex-Severn & Wye lines open, but rather than ex-GWR panniers picking their way between buildings to access the coal sidings, it was Class 25s and Class 22s.

Later, BR blue Class 37s took on these duties, emphasising even more this bizarre combination of the modern and the old. But it was oh-so-fascinating!

Steam-era signs, colours and infrastructure didn't disappear overnight with the end of steam, so you can model a 'steam era' branch line with all the old-time accessories you want - but keep a few big diesels up your sleeve to surprise and entertain.



Inspirational layout: 'Highbury Colliery' by Jerry Clifford. See more in MR175 (November 2012).

Is there anything more intriguing than big BR diesels carrying out duties that dated back for decades? A Hymek pulls away with a rake of 16t mineral wagons on Jerry Clifford's 2mm finescap layout 'Highbury Colliery'. CHRIS NEVARD

10 Go with the imagination

The previous suggestion included a bit of modified history; pulling forward the dates of rationalisation to combine some dereliction with the last remnants of steam haulage. But why not go further?

The possibilities for a 'what-might-have-been' branch line are as broad as your imagination, but there has to be a grounding in reality, no matter how tenuous.

There were some rather spectacular railway prospectuses issued, although some were too ambitious to ever be con-

sidered viable schemes. But that suits the 'what-might-have-been' in two ways: one, you will probably find a scheme for your chosen location somewhere in the annals of railway history, and if you can't the likelihood is that it would probably have been considered at some point.

The key to success is to create something believable. Study other similar branch lines to form a picture of what the promoters behind your fictitious scheme might have wanted, if they were real. Base

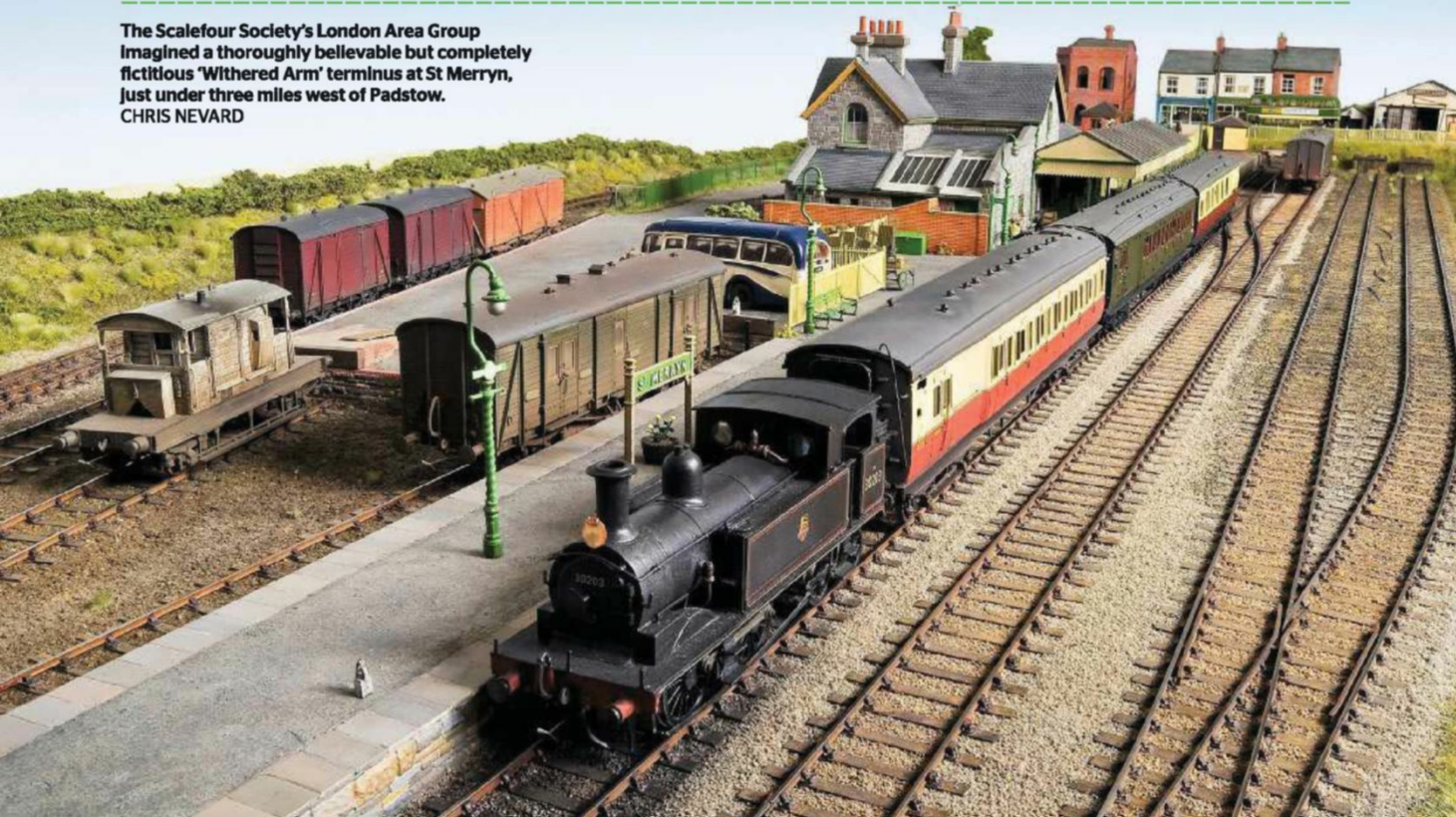
your station on something similar on a real railway, to produce a realistic track plan. Create some individual architecture, if necessary.

Opting for the 'what-might-have-been' approach enables you to model your favourite parts of the country. It also enables you to imagine running powers' agreements to widen the choice of stock you want to run.

Fictitious branch lines... the possibilities really are endless!

Inspirational layout: 'St Merryn' by the Scalefour Society's London Area Group (MR163, December 2011).

The Scalefour Society's London Area Group imagined a thoroughly believable but completely fictitious 'Withered Arm' terminus at St Merryn, just under three miles west of Padstow. CHRIS NEVARD



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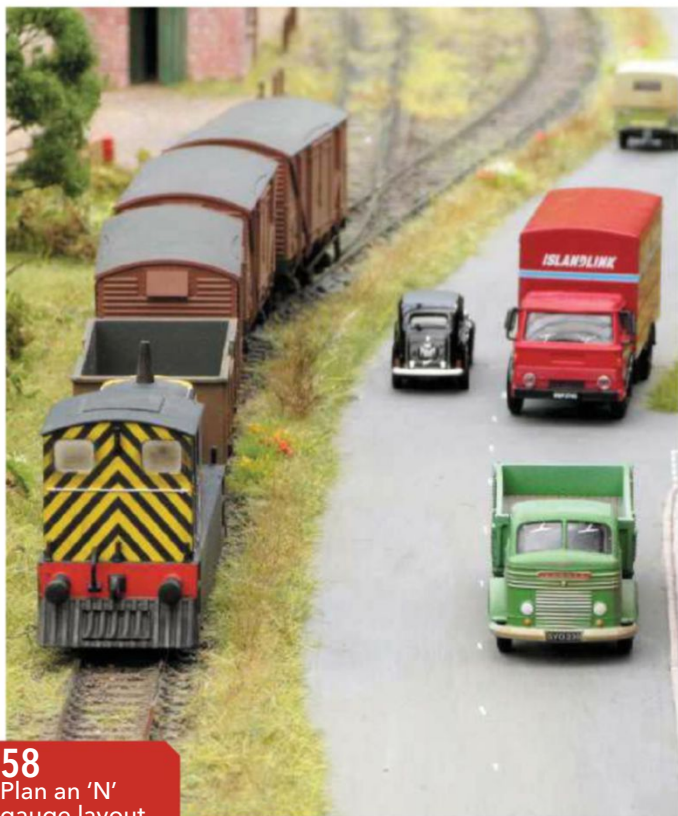
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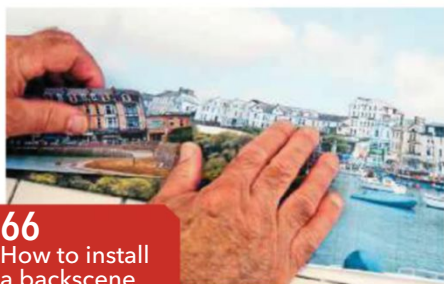
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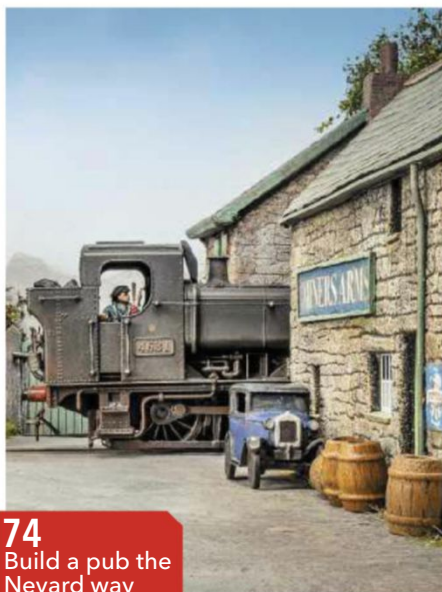
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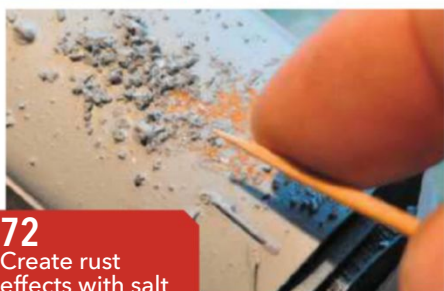
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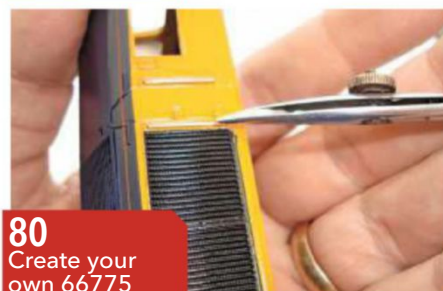
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HOW TO

PLAN AN 'N' GAUGE LAYOUT

After perfecting building layouts in 'OO' gauge, **Peter Marriott** sets about designing and making a smaller project - picking the Wisbech & Upwell Tramway as his subject.

Got a set of 4mm:1ft scale drawings and want to make them 'N' gauge? It's easy on a photocopier - just reduce it by 50%. But does building a layout work the same way? Can you simply reduce everything by half?

The last 'N' gauge layout I built was 'Gullant', which appeared in *Model Rail* back in 2013 (doesn't time fly...?). I really wanted to have another go, to make something ultra-realistic, a test bed to see if the time-

honoured techniques I use in 'OO' will transfer to the smaller medium.

Past experience has taught me that it's somewhat more difficult to lay lifelike track in 'N' compared to 'OO'. The depth of the sleepers on some 'N' track systems is visually excessive, so I decided to plump for Peco Code 55, which is slightly finer than Code 80.

The question, as always, was 'which railway shall I model?' It was George Dent's build of the little N Drive Productions 'Y6' O-4-OT

(MR238) that settled the matter - it'd been over five years since I'd last modelled the Wisbech & Upwell (see 'OO' layout in the main image), so the time was ripe for another go.

This project will cover research for the layout, baseboard build, design of the layout, laying the track, making the landscape, making the scenery and, finally, detailing the layout. But first, I need to dig out my reference books and work out which part of this delightful Fenland branch line I'm going to model...

The real railway

The Wisbech & Upwell Tramway was one of Britain's favourite branch lines, even though it was only six miles long and ran through some rather uninspiring scenery, in an area that was not a huge draw to the railway enthusiast.

Its quirky locomotives augmented its appeal, but it was the work of the two railway enthusiast clergymen, Rev Teddy Boston and Rev Wilbert Awdry, that secured the railway a place in the nation's consciousness. Rev Boston wrote many a sermon from the W&U, while Rev Awdry immortalised the skirted steam trams and Class 04s as *Toby* and *Mavis*, respectively, in his *Railway Series* of books.

The tramway opened in 1883 to transport agricultural produce in the Wisbech area of East Anglia. Initially, it carried both passenger and freight traffic, importing coal and exporting flowers, fruit and vegetables.

Wisbech was a port until the 13th century when the estuary silted up. From the 1600s onwards, the excavation of canals and drainage channels gradually reclaimed the Fens for agricultural use, providing prosperity in the 19th and 20th centuries that attracted the railways to move produce to Midlands and London markets.

A branch line was proposed between Wisbech and Upwell, and built as a tramway to reduce costs. Its success hastened the demise of the canal that ran by it, and not all locals welcomed the railway's arrival. Noisy and dangerous shunting took place in residential areas, while railway wagons being loaded and unloaded adjacent to



Top: Drewry 0-6-ODM D2201 shunts Outwell Village Depot in the 1960s. The bucolic by-way closed to traffic in 1966. COLOUR RAIL

Above: 'Y6' 0-4-OT No. 68083 rests outside the small locomotive shed at Wisbech East on October 22 1950. Diesels appeared on the line in 1952, but steam wasn't eliminated until 1953. TREVOR OWEN/COLOUR RAIL

passing road traffic was not unusual.

The tramway became part of the LNER in 1923, but competition from buses forced the withdrawal of passenger services in 1927. Freight traffic, however, stayed busy. In 1952, two Class 04 Drewry shunters replaced the steam trams but, by 1960, there was just one freight service each way per day. Economy measures followed, including the

closure of Boyce's Bridge and Outwell Village depots. The official closure took effect on May 23 1966 and the last train to leave Upwell was hauled by Drewry 0-6-ODM D2201 with a load of three open wagons and a brakevan.



Above: The old course of the Fens' River Nene. I intend to reproduce part of this on the layout.

Right: Drewry 0-6-ODM 11102 prepares to depart from Wisbech East for Upwell on September 9 1956 with the RCTS 'Fensman No. 2' railtour. Passengers transferred from coaches behind 'B1' No. 61391 to open wagons for the 12-mile return trip into the Cambridgeshire Fens. M.J. READE/COLOUR RAIL



Route of the tramway

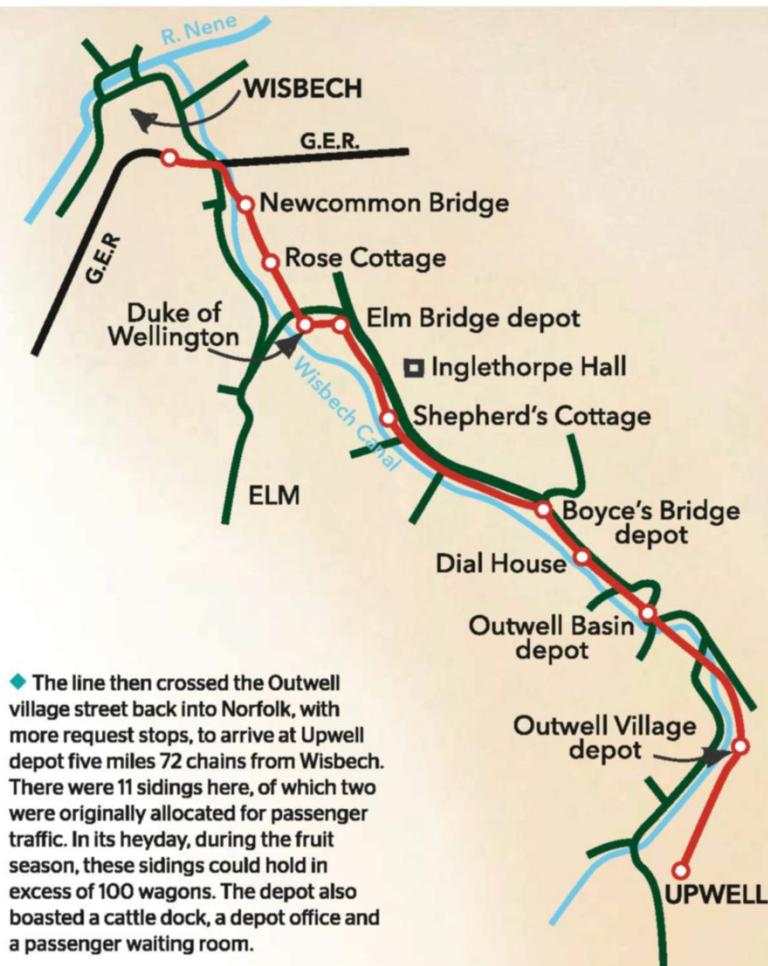
◆ The line began at Wisbech East station, with its small brick train shed built to house six tram locomotives.

◆ Elm Road Level Crossing was the first request stop on the line as it went from Cambridgeshire into Norfolk, running alongside Elm High Road. There were three request stops on this stretch.

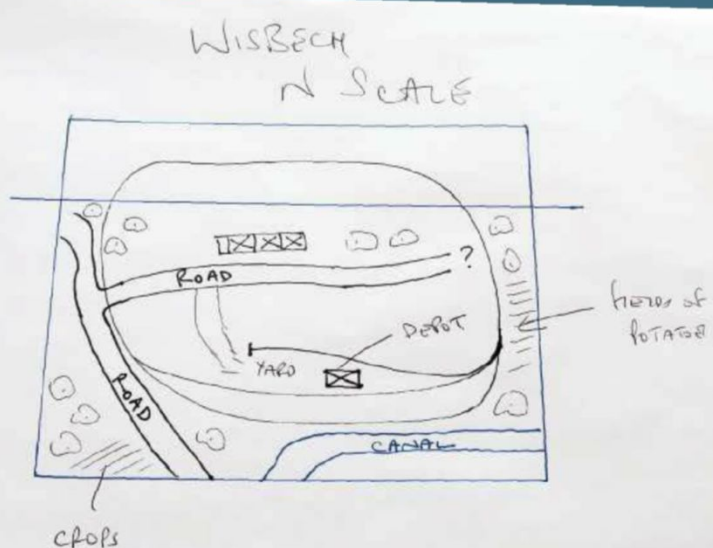
◆ Elm Bridge depot featured a loop, siding and a goods office-cum-waiting shelter, courtesy of its timber extension. The line passed various request stops and ran near to the Wisbech canal and the road.

◆ Roughly halfway along the line, Boyce's Bridge depot featured a gated siding and a loop being used as a passing point for the passenger trams. There were more request stops until Outwell Basin depot where the canal was wider, providing mooring and room for barges to turn. The depot included a loop, a long siding, a booking office and a waiting room.

◆ The line then ascended a short 1-in-30 length of track back into Cambridgeshire, with the tram following the road and crossing the canal to enter Outwell Village depot. Here, coal was transferred via chutes to barges for distribution through the Fens. The depot office still stands, but most of the depot site is now covered by modern housing, complete with a cul-de-sac called The Tramway.



◆ The line then crossed the Outwell village street back into Norfolk, with more request stops, to arrive at Upwell depot five miles 72 chains from Wisbech. There were 11 sidings here, of which two were originally allocated for passenger traffic. In its heyday, during the fruit season, these sidings could hold in excess of 100 wagons. The depot also boasted a cattle dock, a depot office and a passenger waiting room.



'N' gauge layout: Seven objectives

- ◆ To build a portable 'N' gauge layout that could be carried and erected by one person and allow trains to be running within ten minutes.
- ◆ To show the advantages of 'N' gauge by modelling 'trains in the landscape'.
- ◆ To make proprietary 'N' gauge track look as good as it possibly can be.
- ◆ To capture the quintessential look of the popular Wisbech & Upwell Tramway.
- ◆ To use a selection of laser-cut wood and resin ready-made buildings.
- ◆ To see what different techniques are needed when building 'N' gauge layouts, compared to the 'OO' ones I usually build.
- ◆ To broaden my knowledge of 'N' gauge products.

Recommended reading

- ◆ *Branch Line to Upwell* by Vic Mitchell, Keith Smith and Andrew Ingram (Middleton Press, ISBN: 9781873793640).
- ◆ *The Wisbech and Upwell Tramway Centenary Album* by Andrew Ingram (Becknell Books, ISBN: 9780907087205).

- ◆ *The Wisbech & Upwell Tramway* by Chris Hawkins and George Reeve (Wild Swan Publications, ISBN: 9780906867099).
- ◆ *The Wisbech & Upwell Tramway* by Peter Paye (Oakwood Press, ISBN: 9780853616894).

THE BASEBOARD

I wanted to build a baseboard light enough to be carried by one person, that I could rest on the kitchen table as I worked on it, and yet strong enough that it doesn't flex and damage track and scenery. It took me about an hour to build the 120cm by 82cm baseboard, using 5.5mm plywood for the surface and 18mm by 28mm softwood for the outer edge frame and two cross-members.

The frame was both glued and nailed to the underside of the ply. I didn't use screws, which would have made the baseboard stronger, because I wanted to see if using the most basic construction techniques would be adequate for a small 'N' gauge layout. They were - and I'm really pleased with its lightweight nature.



STEP BY STEP



1 The sheet of 5.5mm plywood, planed timber lengths, PVA glue and round wire nails - I'm ready to make the baseboard.



2 Because I'd had the planed timber cut to size, I ran a bead of PVA glue along the underside of the ply where the frame would go. There were four side pieces and a single cross-member.



4 I secured the frame to plywood with G-cramps while the glue dried overnight. Then I hammered in the 25mm nails - one every 12-15cm around the frame for further solidity.

What you will need

SHOPPING LIST

- ◆ Round wire nails, 25mm 400g, £3.69
- ◆ Non-structural hardwood plywood, 5.5mm by 607mm by 2,440mm, £12.99
- ◆ Whitewood PSE, 18mm by 28mm by 1,800mm, from £1.72 a length

Availability: Wickes stores nationwide or online at www.wickes.co.uk

TOOLS NEEDED

- ◆ Small hammer
- ◆ Wide paintbrush to spread the glue
- ◆ Sharp pencil
- ◆ Saw
- ◆ PVA woodworking glue

TOP TIP

Ask your local timber merchant to cut the sheet material for you; it might cost a bit extra but you'll know that the pieces will be the right size.



3 Use a wide paintbrush to spread the adhesive before placing the frame along the edges. Use a damp cloth to wipe away any glue that oozes down the sides.



5 Using a sharp pencil, I marked the position of the underside cross-members on the side pieces so that I would know where to position the nails.

The depot goods office

Only one of the W&U's standard goods offices survives, tucked away down one of Outwell's streets and surrounded by houses. The single-storey structure is built of red brick in Flemish bond with a slate hipped roof featuring deep eaves. There is a central doorway with a segmental arch and a four-panel door on the other end. There are two segmental arch window openings on one longer side, with 16-pane metal frame windows and stone window-sills. The other two sides are plain brick.

Arch Laser Co. has a growing range of 'OO' and 'N' gauge laser-cut buildings and accessories (retailed by Osborn's Models). Coincidentally, the company has just unveiled a new kit for this year, entitled GE Station Store, and this will become the layout's centrepiece. It's largely made from micro plywood with easy-to-follow pictorial instructions, and I recommend using fast-setting glue during assembly.

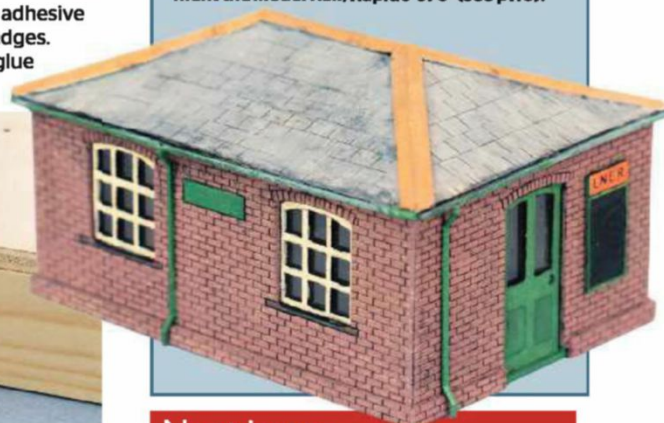


THE KIT'S CONTENTS

It's a mixed media kit of micro plywood and laser-cut card parts. I've covered building laser-cut kits in *Model Rail* quite a few times, most recently in the February 2017 issue. If you missed it, order a copy from our Back Issues Department on 01858 438884.

Model: Arch Laser Co. ARCHN0050 GE Station Store. **Price:** £7.95. **Availability:** Osborn's Models. **Tel:** 01237 423453. **Web:** www.osbornsmodels.com

The completed kit, painted and weathered. This handsome little structure is available in 'N' and 'OO' gauges. The latter will complement the *Model Rail/Rapido* 'J70' (see p110).



Next issue...

Track laying, weathering and adding the weeds in true Wisbech & Upwell fashion.

HOW TO

BUILD A TREE FROM SCRATCH

Mike Harris turns over a new leaf and tries his hand at scratchbuilding a tree for the first time - using a rather unusual technique.



Let these words be immortalised within the hallowed pages of *Model Rail*: this has to be the most tedious modelling project I've ever embarked on. But you know what? It might also be the most successful.

As far as I'm aware the method I've used to create the bark hasn't been published in the model railway press before, so it was something of a trip into the unknown. And at one point (at several points, actually) I considered scrapping the entire project altogether. But, following a pep talk from Chris Leigh, I decided to soldier on.

I'm glad I did, because I'm both pleased and pleasantly surprised at the finished result. And although the method might be laborious, it's not particularly difficult - not that I'd admit that to the rest of the *Model Rail* team...

The tree armature itself is made from florist's wire, which is a tried and tested method used by almost all of the great tree-builders over the years. However, what makes my method slightly different is the way I've created the bark.

I've used two-part epoxy putty. This thick, Blu Tack-consistency putty is popular

But I wondered if it could be used to model tree bark. Sure enough, it could. I simply pressed the pliable putty with the point of a metal scribing instrument to form almost microscopic dots, then joined these to form various swirling patterns akin to those you'd find on the bark of a typical deciduous tree.

I say 'typical', because I wasn't intent on recreating any particular species of tree - if any *Model Rail* readers happen to be arborists, perhaps you'd like to e-mail me to let me know what my creation resembles most, I'd love to find out!

My only real reservation about using this method is how time-consuming it is. And that's because I found myself working on areas of putty around one square inch at a time. This was because it cures quickly and becomes too hard to scribe, yet it's still soft enough to ruin, should a stray finger rest upon it while working on another area of the tree.

However, if the time factor hasn't put you off, and the above image of my finished masterpiece has whetted your conifer-scribing appetite (wrong tree, I know...) then grab a carving implement and 'leaf' the method to me: Here's how I did it...



among wargamers and is often referred to as 'green stuff'. In expert hands, this form of putty can be used to sculpt some remarkably detailed miniatures.

STEP BY STEP



1 Bunch florist wire into an even bundle (I used just over 30 60cm lengths to make my 15cm tall tree). Tightly wrap the centre of the bundle around your left index and middle finger - use your right hand if you're left-handed.



2 Still firmly holding the wire, tightly wrap the right end of the bundle around the other, as shown. You'll need to continue wrapping for another one or two rotations to create two 'branches' of wires.



3 Split each of the two 'branches' evenly in half to make four. Now twist each pair of stacks together, to form two secondary branches. You should now be left with four equal branches.



4 Keep splitting each wire stack into two and then twisting each arm of the pair together to create further branches until you run out of wire to separate and twist.



5 You should be left with short, single pieces of florist wire at the top of the armature. If any of these are a little too long, simply cut them down to size using a pair of wire cutters.



6 The same single top pieces of wire will likely be dead straight. I like to give them a little shape by bending them slightly - this can be achieved with a pair of needle-nose pliers.



7 The base of the armature should resemble a single loop. Prise apart three or four adjacent pieces of wire and twist them to form smaller loops - these make for a sturdy base during construction and can be removed later.



8 Spend some time manipulating the branches of your armature. Refer to reference imagery of bare trees - in magazines, books or online - for inspiration if necessary, and try to aim for the most natural-looking frame possible. 

What you will need

SHOPPING LIST

- ◆ Halfords matt acrylic spray paints
Availability: www.halfords.com
- ◆ Scatter material and postiche
Availability: www.green-scenes.co.uk
- ◆ Florist's wire
Availability: www.hobbycraft.co.uk
- ◆ Sea moss
Availability: modelshop.co.uk
- ◆ Two-part putty ('green stuff')
Availability: www.games-workshop.com
- ◆ Deluxe Materials Rokat glues
Availability: www.gaugemaster.com

TOOLS NEEDED

- ◆ Flat paintbrush
- ◆ Tweezers
- ◆ Scribing tools
- ◆ Surgical gloves
- ◆ Wire cutters
- ◆ Needle-nose pliers

Scatter brain

I really enjoyed using scatter from Green Scene, but as for the exact colours, you'll want to make that choice yourself. I wanted my tree to have a distressed, autumnal feel to fit alongside my wartime project layout 'Ardenne' so I chose my scatter accordingly.

That said, there's no reason why you couldn't use this same method to produce trees all year round. In fact, the carved bark works so well, it's almost a shame to cover it with leaves - so if you've a winter-themed layout, this might be the method for you, too.

Also make sure you pay attention to relevant source imagery, so be sure to take a stroll outside to view arboreal examples first-hand.



CHRIS LEIGH

This method is intended for a foreground tree, so it can stand up to close scrutiny. If you'd like to find out how to build a background tree in record time, re-visit MR233, where I learn from tree-modelling master Paul Marshall-Potter.



9

Between your fingers, knead the yellow and blue strips of two-part putty together until the material appears as an even shade of green, with the pliable and workable consistency of Blu Tack.



10

Flatten the putty to roughly 1mm thick and submerge it in a cup of water (to make it easier to scribe). Starting at the base of the trunk, wrap the putty around the armature and smooth it out as you go along to hide any joins.



11

Immediately begin to scribe the pliable putty. I find that dabbing holes into the material to form bark lines of all lengths and directions works well. You can also fashion small knots for extra realism.



12

Now take a thin piece of card (a railway ticket is perfect!) and press the sides into the putty at random for further texture. Once you've finished with an area of putty, leave it to dry for 24 hours before moving onto the next section.



13

When the tree is covered in textured, hardened putty, place offcuts of sea moss (use tweezers and superglue) on the top branches. Deluxe Materials Rokit Odourless cyano glue and Rokit Cyano Glue Gel both work well.



14

Spray the tree with Halfords Primer Grey - covering all the putty. Once dry, spray on a light misting of Matt Black (concentrate the colour more at the base). Finally, mist on a generous coating of Rover Russet Brown.



15

Mix a brown paint colour that's slightly lighter than the base coat (I used Revell Leather Brown 84 and Wood Brown 382) and dry-brush it (see p76) on the bark. Keep lightening the mix and apply increasingly thin layers of paint.



16

Mist the top branches with firm-hold hairspray, avoiding the trunk, and sprinkle on some scatter, before misting on more hairspray. Repeat until you're satisfied with the result, and flick away scatter that's settled on the trunk.



17

Tease out the postiche until you're left with a thin veil of hair. Place this over the top branches in small areas. This helps to produce the uneven clumpy texture of leaves that appear on real trees.



18

Mist hairspray all over the postiche then sprinkle scatter on it. Try for an even spread of scatter to prevent it clumping together. If this does happen, gently flick or brush the area with your finger to unsettle the scatter.



19

The scatter was too brightly coloured for my eye, so I followed Paul Marshall-Potter's advice and misted earthy colours over it to tone it down. I used Rover Russet Brown, Ford Tuscan Beige, and Vauxhall Leaf Green from Halfords.



20

The paint spray from step 19 tarnished the bark, but that was nothing a few more layers of dry-brushing couldn't remedy. I can also recommend a very light dry-brush of grey acrylic to finish it off beautifully!

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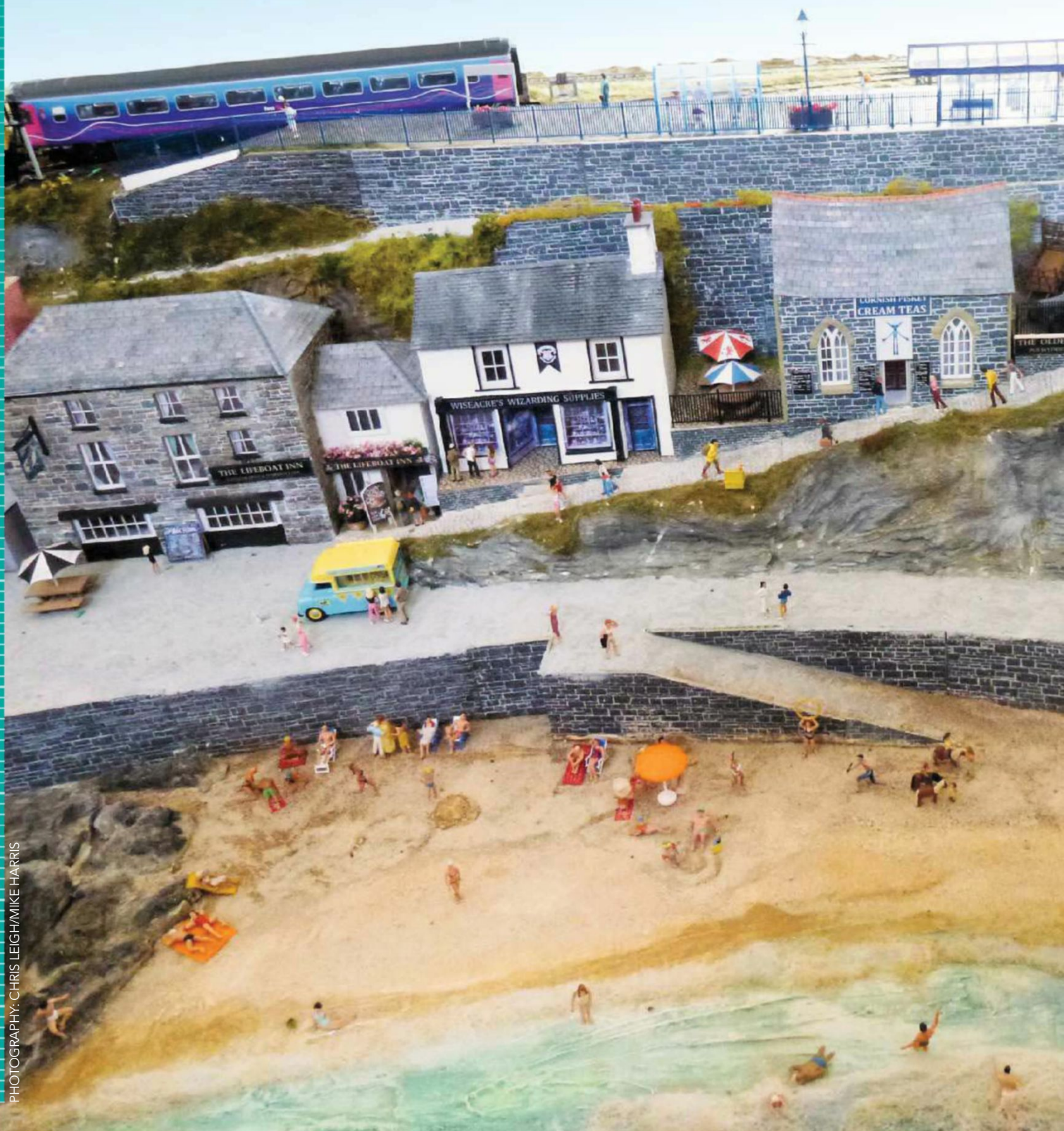
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HOW TO

FINISH A LAYOUT

Chris Leigh concludes his Cornish harbour layout project - and tackles that final tricky detail - the backscene.



PHOTOGRAPHY: CHRIS LEIGH/MIKE HARRIS

So, after a little under two years, we come to the end of my Cornish harbour layout project, otherwise known as 'Polwyddelan'. The choice of name was not ideal as no one else in the office seems able to pronounce it, let alone spell it. On reflection, that may just add to the 'Cornishness' of it because there are a few Cornish names that are tongue-twisters. Try

Fowey, Mousehole and Launceston on a few of your friends if you doubt me.

This is a 'wrapping up' feature, with several small jobs and loose ends to be completed. I'll look, briefly, at the DCC installation and the fitting of decoders to a couple of the locomotives and units, and I'll highlight some of the details and assemble and fit the backscene.

THE LITTLE DETAILS

FLAGS Britain seems to have become flag-obsessed in recent years and where once the Union Flag was flown on a few special occasions, we now seem to fly all manner of flags at the slightest excuse! The Cornish are fiercely proud of their black and white flag, and I printed this example off the Internet. I made it by reducing it to appropriate size on the computer, printing two copies and mounting them back-to-back. I wrapped one end around a fine thread to represent rope.

The same method was used to produce the flags on the Blue Peter Inn, though I chose different flags from those on the real Polperro pub. However, I did receive an adverse comment from a Cornish colleague about the use of "that English flag"!

ICE CREAM I have two Oxford ice cream vans, but I settled on the Wall's Bedford for use on the layout. I selected appropriate figures for the queue, while the little girl's ice cream is about to be stolen by a Langley seagull mounted on a strip of clear Perspex.

BEACH HUTS The four colourful beach huts are kit KX014 from Model Railway Scenery (<http://goo.gl/PGbwm9>). This is a £1.99 printed card kit. I varied the green hut by cutting the walls back to leave a roof overhang and fitted the door open with a figure about to emerge.

SIGNS I used a lot of photographs of signs and shop fronts, reduced to scale size on computer and printed out. These not only save a lot of time - they provide a level of authenticity which is difficult to achieve by any other means. Though the shop itself is based on one in St Ives, the window displays are from Diagon Alley at the Warner Bros Harry Potter studio tour.

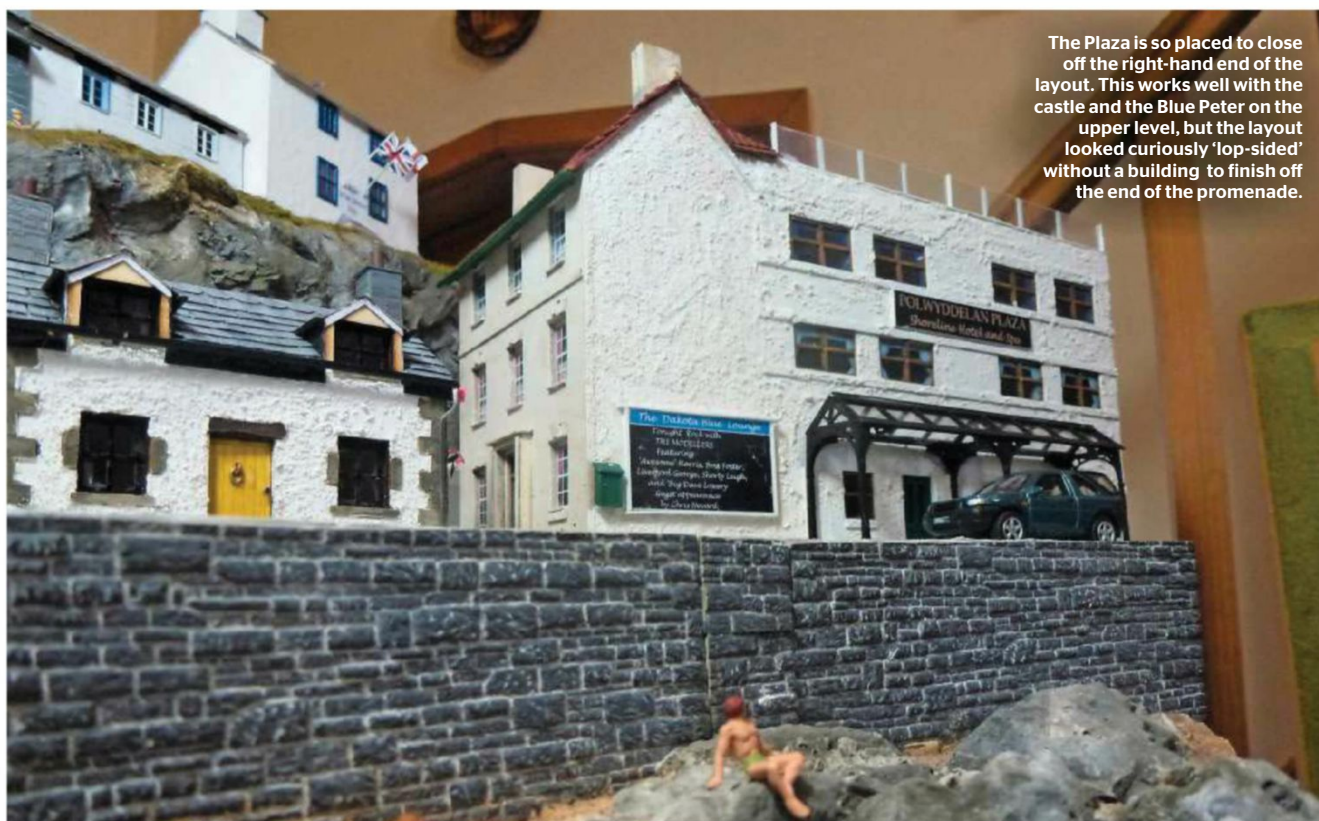
I also wanted to include *Model Rail* staff names, so the rock band playing at the Plaza includes members of the editorial team, some of whom are actually musical (only Leigh and Lowery aren't). Various signs and notices were made on my computer to suit specific locations.

TEDDY It is important to place figures in logical groups, each with its own 'story'. Walking figures are much less common than standing figures, but this Preiser family is hurrying back down to the beach because the younger child has lost her teddy bear.

A passer-by has found the dropped teddy and placed him on the Bachmann grit bin, thoughtfully looking out to sea.



The Plaza



The Plaza is so placed to close off the right-hand end of the layout. This works well with the castle and the Blue Peter on the upper level, but the layout looked curiously 'lop-sided' without a building to finish off the end of the promenade.

I needed just one fairly substantial building to act as a 'bookend' at the right-hand end of the seafront. I had bought Petite Properties' low-relief three-storey Victorian house just because I liked the look of it, but I could not contrive a use for it on the layout. I decided to modify it and turn it into a full-depth structure. I then added a not-so-pretty extension to turn it into a hotel.

It seems that many West Country resorts have, in the past, allowed developments which are not aesthetically appropriate, and that's what I've tried to replicate. The Polwyddelan Plaza is such a development. It isn't very beautiful but it is the primary commercial development in the village, being a three-storey, beach-front hotel with a sun deck.

Below: I wanted to preserve the attractive frontage of the Petite Properties villa, but it faces discreetly away from the shore, providing a staff entrance to the hotel. Another item which I wanted to use was a Metcalfe Models PO572 Arcade shop front, and this provides a glazed, covered entrance for hotel guests.



Above: I had originally intended that the hotel would have lots of balconies on the seaward side, but eventually I went for the roof-top sun deck instead. Noch and Preiser produce a number of packs of figures with accessories such as sunbeds and patio furniture.

Right: The gable end provides access from the hotel and there are Perspex screens all round as a health and safety measure. Glazing sheet and styrene strip was mounted on top of the parapet wall.



DCC UPGRADES

I have several favourite models from my 'Blackdog Halt' layout which I want to use on 'Polwyddelan'. These are DMUs, mostly based on the Lima models. These had the chassis with the 'pancake' motor and traction tyres on two wheels. I did not wish to spend time converting these old mechanisms to DCC but, fortunately, there is an easier route to the same end.

Hornby took over the Lima tooling and re-tooled the chassis with a conventional mechanism and - more significantly for my needs - an eight-pin DCC socket. So in order to run my DMUs on the new layout, I've been looking out for Hornby Class 121s at cheap prices from which I can rob their chassis. Unfortunately, the Hornby model still commands quite high prices. I can, however, refit the Hornby body to my old Lima chassis and then look to sell it to recoup some of my expenditure.

The units to be 'digitised' are a couple of single railcars, a Class 121 and a Class 122, and a three-car Swindon Class 120, which is a Craftsman kit of etched overlays on a Lima unit.

What you will need

SHOPPING LIST

◆ Eight-pin compact direct decoder (DCR-8PIN-Direct), £13.00.
Availability: www.hattons.co.uk

TOOLS NEEDED

- ◆ Screwdrivers
- ◆ Sliced-up old credit card

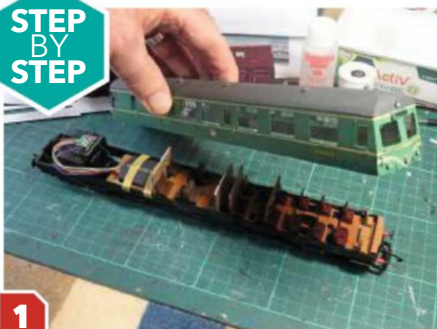
00 GAUGE

MODEL Hornby Class 121 chassis
◆ Price from £70 approx

AVAILABILITY
Hornby stockists, EBay

30min

STEP BY STEP



1

The method of attaching the body is the same on both Lima and Hornby units, a pair of substantial self-tapping screws in the underside, and clips at both ends.



2

My Lima chassis had been fitted with hoses and MU cables of my own manufacture, and I managed to find enough leftovers to detail the bufferbeam of the new chassis.



3

I transferred the interior, seats and partitions from the old chassis to the new one, and also removed the surplus solebar steps, moving others to align with the doors where necessary.



4

I used a Hatton's eight-pin decoder and fixed it in place with some masking tape. The Hornby mechanism leaves plenty of space within the guard's compartment.



5

The Class 120 is a personal favourite and I'm pleased to have it fit for use on the new layout. I fitted all the trailer coaches with Bachmann coach wheels, as their profile is finer than the old Lima ones.



6

The DCC programming track is just a short length of track connected to the programming outputs of the controller. Setting up the new address is a two-minute job.



7

Once I've set up the new address I like to give models a good test run. Since the only continuous DCC circuit that I have is on my Canadian layout, the Swindon unit looks a little out of place, but it's definitely moving!



8

Once you have several DCC-fitted models, it is easy to forget their addresses, so I record them in this register. I had trouble re-addressing the two sound-equipped Bachmann models, so my local shop, Trains4U, did it for me.

MAKE A BACKSCENE

A backscene is essential to most model railways. It contains the viewer's attention within the layout boundaries and prevents the full-size background from being a distraction. The correct backscene also helps to identify the setting of the railway. That was where I ran into problems. North Cornwall's scenery is distinctive. Near to the coast, the landscape is open moorland. Any trees are quite small, and there are rocky outcrops and the remnants of mining activity.

I searched for a suitable printed backscene but found none. Eventually,

I settled on a highly inappropriate scene with lots of trees. All this detail was, however, in the foreground, and above it there was a good blue summer sky which was certainly right for Cornwall. I decided that, with a bit of careful planning, I could cover the foreground trees and buildings with more appropriate structures. Actually finding suitable pictures proved quite difficult, until I browsed a file of photographs that I took in 2009. First, however, I scoured the Internet. I found images that might have been usable, but they were such low resolution that they printed really badly.



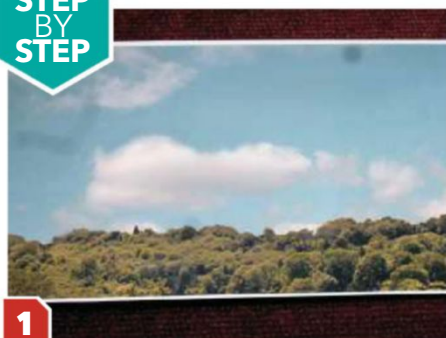
LAYOUT PROJECT
Cornish Coastal Layout part 12



Forever*



STEP BY STEP



1 This is the backscene that I bought. ID Backscenes produces photographic scenes to suit various scales, as do several other manufacturers, including Peco. Plain sky papers are also available, as are self-adhesive 'scenes'.



2 I wanted a row of buildings to provide an artificial horizon when seen from normal viewing angles. I printed out examples from my own photographs to see if I could combine them to get the effect I wanted.



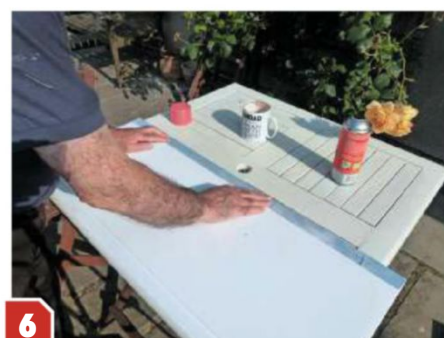
3 Here's a first attempt, with photographs cut out and positioned with a stone wall in front. I attempted to size the photographs so that the buildings were much smaller than scale in order to give a sense of perspective.



4 I planned to mount the backscene on 5mm thick foamboard and to make it removable. The first job was to trim the white borders off the printed backscene. I found it easiest to do this with a cutting mat on the floor.



5 My backscene was not self-adhesive, so I used 3M Spray Mount. I sprayed it onto the foamboard, working outdoors. My backscene will have joins due to the size of the foamboard, but the printed backscenes are about 5ft long.



6 I wrapped the top edge of the backscene over the edge of the foamboard in order to reduce the risk of frayed edges. I wanted the backscene to hide extraneous background, but not to dominate the layout.



7

I now needed to conceal those trees with appropriate buildings. I used pictures from Ilfracombe and Looe, but in due course I may replace them with pictures taken specifically for the purpose in North Cornwall.



8

I did a 'dry run' to arrange the pictures in a way that worked, laying one strip of buildings behind another to give a degree of perspective. The harbour in the foreground will be completely hidden.

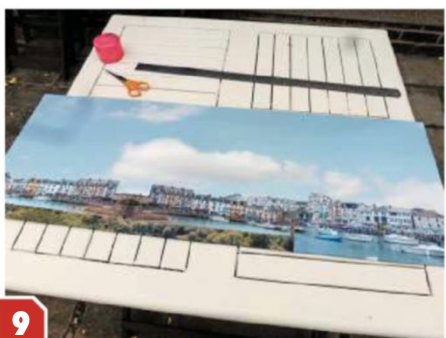
What you will need

SHOPPING LIST

- ◆ Printed backscene
 - ◆ 3M Spray Mount
 - ◆ 5mm foamboard
- Availability: Stationery stores

TOOLS NEEDED

- ◆ Cutting mat
- ◆ Steel rule
- ◆ Craft knife



9

Here's the finished arrangement, glued in place with Spray Mount. In order to obtain sufficient length, I've used one photograph twice, but flipped it horizontally so that the repetition is less obvious.



10

The backscene temporarily fitted behind a wall of Metcalfe stonework. This will be replaced with Wills stone to match the rest of the layout when the precise position of the backscene is fixed.

* It just seems like forever. I ran out of steam on this project as it drew to a close and these final tidying-up jobs took me far longer than they ought to have done. Only the sight of Mike's excellent photographs of the beach scene finally reignited my enthusiasm to finish the job.

I guess modelling to a deadline dampens my enthusiasm a little. It shouldn't be a problem for readers, however.



HOW TO

CREATE THE PEELING EFFECT

Salty water is well-known to have a destructive corrosive effect on some metals, but did you know you can also use it to make brilliant weathering stencils? **Steve Nall** takes you through the process, step by step.



MODEL Bachmann Mk 1s
♦ Price from £29.95

AVAILABILITY
Bachmann stockists



4 hrs plus
drying



Nothing corrodes metal like salt. Witness the way salty sea air turned painted locomotives into piles of rust in Woodham's Barry scrapyard, or how road grit eats away at the wheel arches of your car.

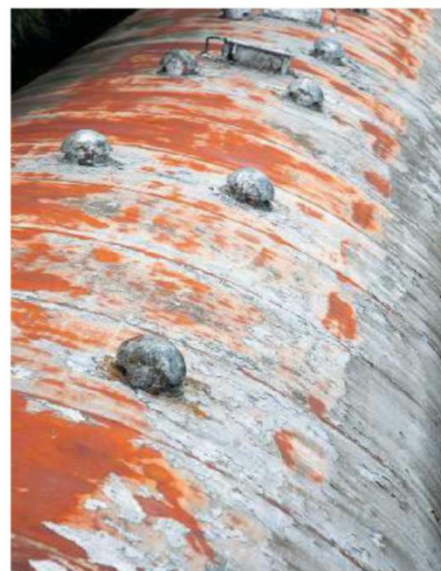
Visit most preserved railways and you'll probably see at least one Mk 1 coach with its roof peeling. It's a sight so commonly linked to Mk 1s that I really wanted to recreate it on my models.

You can use the salt granules that would normally be sprinkled on your chips to mimic the way this mineral, when wet, eats into metal. Of course, salt doesn't have a corrosive effect on plastic - so what I'm doing is using the salt crystals to make a stencil.

This salt-rusting technique is something that military modellers have used for a long time, as it's particularly effective at recreating a 'randomised' peeling look - where the roof covering has come away to reveal rusty metal underneath. It's perfect for when you want to show chipped metal surfaces, where the lower level of paint would be either metallic or a primer, and the top layer would be the colour.

Having gone through my Bachmann Mk 1 fleet, adding Masokits' detailing parts and suchlike, I thought I'd use the salt technique to treat their roofs. Here's how I did it...

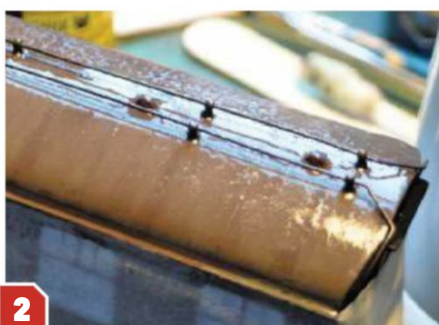
A typical, unloved Mk 1 coach roof - old, distressed, pale and corroded and in need of restoration. Pay attention to welded seam lines - emphasise a few but don't make them too obvious. KEVERS/ALAMY



STEP
BY
STEP

1

Mask the coach body, leaving the roof exposed. Apply a coat of Phoenix's Brake Dust enamel paint to represent rust. Apply weathering powders or chalks for colour and texture variety. A hairdryer speeds drying if required.



2

Use a trigger sprayer bottle (under £1.00 from hardware stores or garden centres) to mist water over the entire roof. Add a small drop of washing-up liquid to help break down the surface tension of the water.



3

Sprinkle coarse salt granules over the wet area. Use a hairdryer on gentle setting to remove the water. This helps to preserve sharp lines around the salt. If you want a more mottled, softer effect, leave the salt to dissolve for a while.



4

Mist on grey paint and sprinkle weathering powders of your choice over some areas. Use the hairdryer to prevent the salt dissolving. Be gentle - if the spray (either from airbrush or aerosol) is too heavy, the granules stick.



5

Once the surfaces are completely dry, brush off the salt crystals. Start by using your fingers, use a brush for any remaining ones and then use a scalpel or wooden toothpick for really stubborn granules.



6

Don't remove all the salt. You can leave a few of the finer crystals in place - these give the impression of corrosion, where the rust is bubbling underneath the painted surface, as seen on many preserved machines.



7

Take a step back and review the overall effect. If you wish to, apply thin washes to represent rusting streaks, but don't go overboard! The pipes on top of the roof did not need highlighting, so I left them.



8

The Mk 1 roof ribs (which I had cut away) did not need emphasising - you can tell they're seam marks - but overall the roof is smooth like the prototype. With a small brush, I painted a thin, dirty wash on each ventilator to highlight them.

What you will need

SHOPPING LIST

- ◆ Brake Dust (P963), £3.50; Matt Varnish (PV82), £3.50.
Phoenix Precision
Availability: 01268 730549,
www.phoenix-paints.co.uk
- ◆ Sea Salt Original 75g, £1.30.
Cornish Sea Salt.
Availability: 0845 337 5277,
www.cornishseasalt.co.uk

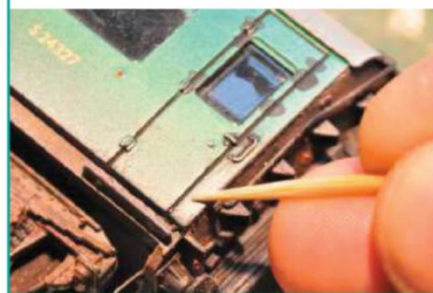
TOOLS NEEDED

- ◆ Hairdryer
- ◆ Trigger sprayer bottle
- ◆ Paintbrushes
- ◆ Masking tape
- ◆ Weathering powders
- ◆ Weathering washes
- ◆ Grey aerosol for roof

TOP
TIP

Mind the gap

One little job that will bring life to any coach is to highlight the gap between the door and the body. In the past, I've flooded the door gap with thinned black paint and applied thinners to remove the brush marks. All this does is reduce the lustre of the original paint. This time, having applied a thinned black to the door gap, I used a dry wooden cocktail stick to scrape away the brush marks. The result emphasises the door gap but the original deep colour is retained.



9

The last job is to fix the weathering in place. For this finishing touch, mist on a matt varnish, such as Phoenix's Matt Varnish, and sprinkle a final few 'clouds' of weathering powders over a couple of areas as required.

HOW TO

BUILD A PUB

All branch line layouts need a good public house, says **Chris Nevard**, who shows you how to make realistic stonework.



Laser-cutting is having an increasing impact on the hobby as a means of preparing a multitude of materials accurately cut and sized ready for the keen hobbyist. My 'Fountain Colliery' layout (MR237) uses a laser-cut baseboard from the excellent Tim Horn range (www.timhorn.co.uk).

Laser-cutting can be used for many things and not just baseboards. Petite Properties, an established doll's house kit producer, recently entered the model railway market with a range of kit buildings in 'N', 'OO' and 'O'. They're laser-cut from thin, high-quality MDF.

I use the term 'kit' loosely, because they are more scratchbuilders' aids. The 'kit' is



MODEL Petite Properties Blackberry Farm
♦ Price £11.99

AVAILABILITY Petite Properties Tel: 01526 328738
Web: www.petite-properties.com

a basic structure; how it's finished is down to you. Those of you who've only ever built plastic kits might be disappointed in that you might expect only to have to assemble, glue and then paint the model to get the job done.

However, these kits are competitively priced, and most are a fraction of the price of a similar, traditional plastic kit. They also suit the modeller who wishes to create something a little more bespoke, as well as learn some new skills that could one day be applied to a full scratchbuilt structure.

For this project, I chose Petite Properties' 'Blackberry Farm' kit, a fairly generic semi-rural structure which could suit many a layout. The beauty of the range is that this farmhouse doesn't have to be finished as a farmhouse. It could be converted quite easily into a private dwelling or, in this case, a pub. A building like this lends itself to many kinds of finish: it could work as brick, plaster rendered stucco or, as in this instance, stone.

Petite Properties has filled a void in the market with these inexpensive and basic



What you will need

TOOLS NEEDED

- ◆ Craft knife and fresh blades
- ◆ Steel ruler
- ◆ PVA wood-working glue
- ◆ Polyfilla (or similar)
- ◆ Scrap paper

STEP BY STEP



1

No big boxes here! The kit is supplied in a plastic bag. Inside, there's a flat-pack of all the key components, complete with laser-cut window frames and some excellent, easy-to-follow instructions.



2

The basic structure is quick to assemble - parts fit together rapidly with zero fettling required. I used cyanoacrylate glue for speed, but PVA works just as well. Use masking tape to hold the parts together as the glue cures.



3

I'm going to use plaster to finish my pub. If you want to do the same, brush a little PVA on the MDF to act as a key to hold the plaster in place. Drying won't be a problem - the wet plaster will stick to still-wet adhesive.



4

To get the stone effect I'm after, I've used Polyfilla - but any good interior-grade plaster will work. The mix was made to a similar consistency of margarine or cream cheese. An old table knife is ideal for spreading.



5

Layer a thin screed of plaster over the whole surface. Around 1mm-2mm thick is ideal. Spread the plastering over a couple of sessions if you don't feel confident handling a building covered on all sides with sticky plaster.



6

As the plaster started to set, I found that stippling it with a 1in decorator's brush helped to achieve a slightly more even surface. It also adds a little texture. Practice makes perfect.



kits, providing the keen modelling hobbyist with the chance to learn a few new skills in the process, while not having to get too bogged down designing a feasible building from scratch.

Over the years, I've constructed many buildings, but this pub has been one of the most fun to do. Keep an eye out for Petite Properties at some of the bigger model railway exhibitions, as the company continues to expand its range with new and interesting buildings.



7

The completed building, ready for scribing. Leave it overnight to dry before going to the next step. I prefer to mist a little Halfords matt black over the plaster before scribing the stonework - it helps me to see what I'm doing!



8

A pointed instrument, such as a nail or pair of compasses, can be used to quickly scribe the stonework. Look at photographs of stone buildings for inspiration - search for 'stone buildings close up' in Google Images.



9

Once the stone effects have been added to the whole building, the next step is to colour it. First, spray the whole building with matt black paint. Work in a well-ventilated area, or outside on a still day, to minimise exposure to fumes.



10

I wanted a slightly honey-coloured, aged look for my stonework. Using matt enamels (acrylic or even matt emulsion will work too), I dry-brushed on a mid-grey. Try to avoid making the coverage too even, so it looks more natural.



11

Stonework often has a variety of colours, from reds, greens, yellow and browns. I build up a few layers of random colours, taking care to allow previous colours to show through here and there. I used a little brick-red here...



12

...plus pale grey, honey and cream colours. Then add a little more grey. The trick is knowing when to stop, but it's not an exact science. Over my years of painting, I have perfected a multitude of colour finishes.



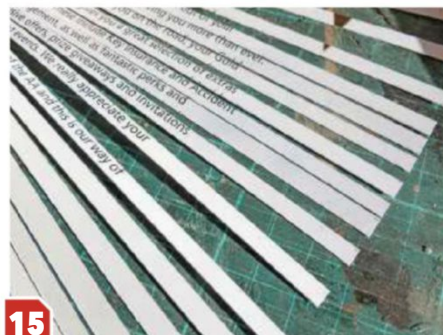
13

Time for a little more grey! If you're new to this, seek out light and dark grey, beige, cream and honey shades. If in doubt, choose lighter and less saturated colours than you think you'll need. Subtlety is key.



14

Windows, doors and bargeboards are also supplied. Paint them before installation. I like to use dull colours as white-painted wood wasn't common in the 'old days'. Bear this in mind when portraying an historical scenario.



15

There are several ways to portray a slated roof, some use embossed plastic card, others use strips of thin card. I think the slow way is worth the effort, the result here taking no longer than a couple of hours for the whole building.

Dry-brushing

Dry-brushing is an extremely useful technique to master. Basically, it's a paintbrush holding a mere suggestion of your chosen paint. When you apply the brush it leaves behind a hint of the paint on raised details alone.

An easy way to prepare your brush is to dip it in the paint, then wipe it on a bit of rag or paper towel to remove most of the paint - you are now ready to go. This method can be used for all sorts of weathering. You'll find the result most satisfying, and no doubt you'll want to use it in several areas of layout building.



16

Junk mail and flyers are often printed on thin, smooth, slightly glossy paper, which is perfect for modelling - and making roof slates, as here. Use a straight edge and a fresh blade to cut it into strips, then squares, about 5mm by 5mm.



17

To help keep slates straight and level, I use a ruler and pencil to add a few guidelines on the roof of the building. As I'm a 'less-than-accurate' model maker, I use every trick in the book to prevent things going awry.

The colour of building stone varies across the country. Try to find some examples of the real thing in your chosen area to use as inspiration. Typical Forest of Dean stonework is illustrated in this row of miners' cottages in Parkend.

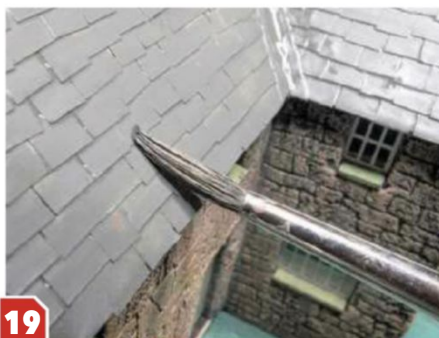


NEIL McALLISTER/ALAMY



18

Work on one row of slates at a time, from the base upwards. Brush on a thin layer of PVA, pick up a slate with the tip of the scalpel and drop it into position. If it's not perfect, don't worry - because a little wonkiness adds to the charm.



19

Now apply some mid-grey paint to your slates. I prefer matt enamel. Two thin coats are better than one thick one. Try not to clog up the joins with thick paint. Next, make ridge capping tiles from thicker card (a cereal packet is ideal).



20

After gluing the capping in place, I used brick-red paint to colour it when dry. I made a simple mask from scrap paper to protect the slates and stippled on the paint. In my opinion, a slightly uneven effect looks the most realistic.



21

Other colours can be added to suggest moss and bird droppings. Look at the real thing - colours vary a lot, so a roof is certainly not 'just grey'. Details like guttering and downpipes can be fashioned from plastic rod.

Making signs

From farmhouse to pub: the 'Miners Arms' public house sign was created in a photograph-editing package. Of course, you could take a photo of your chosen name on a real building and print that out instead.

It can be tricky to work out what size you'll need. I tend to place the images into a Microsoft Word document several times at different sizes, then print it and cut a few out to see which one works the best.

MINERS ARMS

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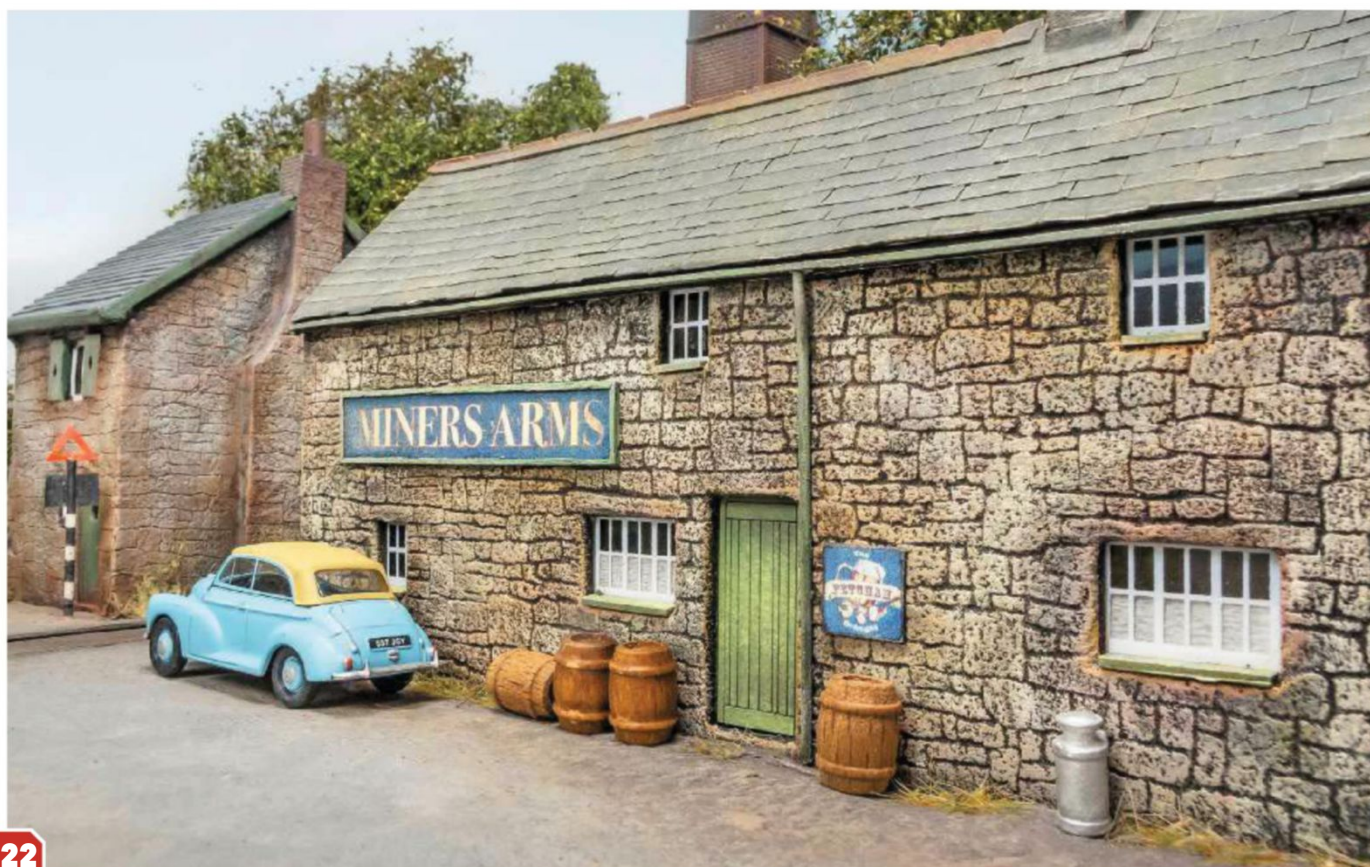
MINERS ARMS

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MINERS ARMS



22

Finally, all you need are a few casks and a few ale-swilling punters to add a little life. I haven't got around to adding any figures yet, so my excuse is that it's outside pub opening hours - or maybe there's a cheeky 'lock-in' going on!

TOP TIP

You can assemble a Loco Lift without tools. However, a file is useful for removing any burrs from the aluminium and you can secure the ends to the base with a little adhesive.

HOW TO

BUILD A PECO LOCO LIFT

Is this the perfect accompaniment to a branch line fiddleyard? **Richard Foster** finds out.

Anyone who has handled a modern ready-to-run locomotive will know just how fragile they seem to be. There's nothing inherently flimsy about the way that they're made, it's just that there are so many fine parts attached that you don't know how to handle them. Even if you have the nimblest fingers, it's so very easy to knock bits off.

Space is also an issue for modellers. You never really have enough of it, whether that's trying to get in that extra siding in your goods yard or working out the most effective way to store all your trains in the fiddleyard. Models are just so good nowadays that few can resist their charms; consequently, most of us have rather extensive collections of increasingly fragile models to store.

Peco's Loco Lift is arguably the product that combats both issues. It's been around for decades and dates from a time when model locomotives didn't have all those lovely but oh-so-fragile parts. But that doesn't mean that it's obsolete. In fact, it's arguably more relevant for today's modellers.

The Loco Lift allows you to move models around without touching them. It sits on the track, collecting power from the running rails. You drive the locomotive straight on to it and then you can lift the locomotive clear without touching it.

Not only does this eliminate the risk of breakage - it also helps to save space in the fiddleyard. You no longer need points and loops for a locomotive to run round its train; drive on to the Loco Lift, lift clear and place

it on the other end of the train.

Paul Lunn regularly designs layouts around the Loco Lift and makes use of its space-saving potential. Loco Lift is also stackable, so you can save space by storing your models on top of each other. Sounds perfect, doesn't it?

Loco Lift sounded ideal for my 'Gedney' layout. It would enable locomotives to be stored off the layout, as well as providing 'hands free' shunting. However, even though the Loco Lift has been around for so long, I've never actually seen a single example, let alone assembled one.

Now was the time to find out...



MODEL Peco SL-43 Loco Lift
♦ Price £13.30

AVAILABILITY Kernow Model Rail Centre
Tel: 01209 714099 Web: www.kernowmodelrailcentre.com



STEP BY STEP



1

The Loco Lift comes in 'flat packed' form: the plastic/aluminium base is ready-assembled, but you need to put the foam sides in place and add the ends.



2

Place the foam into the channel and slide it along. You will need to pull from one end and use your other hand to push it along. It's a tight fit and the foam is quite stretchy.



3

Once you've got one foam side in position, do the other. You won't be able to keep the foam taut. Use two hands - if you only use one, you'll pull the foam out of its channel.



4

The end pieces should align with the aluminium. However, the fit is very tight and it requires a good bit of jiggling to get everything aligned. The foam squeezes into slots on the ends.



5

Fit the other end piece. This will also take a little while to slot home correctly. Place one end on a hard surface and press down firmly on the other to securely fix both ends.



6

Place the Loco Lift onto the track, ensuring that it sits firmly on the running rails. Now drive a locomotive onto it. It works perfectly under both analogue and digital control.

Conclusions

I'd always assumed that the Loco Lift was essentially a plastic box, so it was a little surprising to find that only the base and ends are plastic (with copper rails). The sides are actually foam and these, along with the base and ends, are held together with aluminium angle.

Construction is straightforward but not always easy. The foam doesn't slide into its slot particularly easily, and the ends are a bit of a pain to fit.

That said, it works as it should, although the foam sides mean that it isn't the easiest thing to lift. The stacking feature works well, but one word of warning - hold the Loco Lift off-balance, and your locomotive will slide out.

Loco Lift is a valuable tool to have, but its crude construction and flimsy feel do leave a bit to be desired. It does the job, but I can't but feel that the door is open for another manufacturer to develop something a little better.



HOW TO

CREATE 66775 HMS ARGYLL

GBRf commissioned **Dave Lowery** to model its newest livery variant. Now Dave passes his technique on to you... and you can even win one that he made earlier.



MODEL Bachmann 32-982 Class 66
66434, DRS 'compass' ♦ Price £127.46

AVAILABILITY Hatton's Tel: 01517 333655
Web: www.hattons.co.uk



5 days



I firmly believe that the railway should celebrate its past and maintain traditions and old ways. GBRf's decision to paint the last Class 66, 66779, in BR green as an homage to '9F' No. 92220, was, to me, a great one. Now the company has turned to that long-standing tradition, set by the 'Warships' and the Class 50s, of naming locomotives after warships.

66775, one of the last batch of '66s' delivered in March 2016, emerged from Arlington Fleet Services' Eastleigh workshops this summer and was named at a ceremony at HM Naval Base Devonport on July 12.

It may look as though it carries standard GBRf livery, but Bob Tiller, Engineering Director for GB Railfreight Ltd, has done a good job of creating a livery with some lovely, subtle touches. There's the real HMS Argyll's pennant number on the bodyside, ship's badge and billowing Royal Navy White Ensign under the cab windows.

To undertake this conversion, you'll need a Tier 2 Class 66, such as Bachmann's 32-982, as well as Precision Labels' decal set (available in both 'N' and 'OO').



Ex-works 66775 HMS Argyll outside Arlington Fleet Services' Eastleigh facility, before the naming ceremony at HM Naval Base Devonport. ALL: BOB TILLER/GBRf

Factfile: HMS Argyll

HMS Argyll is the oldest of the 13 Type 23 frigates built for the Royal Navy. It was laid down in 1987 at Yarrow Shipbuilders, Glasgow, and was launched in 1989. The ship has led an interesting career and has undertaken a range of duties, from playing a part in Britain's military intervention in Sierra Leone's civil war to escorting the Queen during her stay aboard *Hebridean Princess* in 2006. It is currently being used for Sea Ceptor missile trials.



HMS Argyll on the River Mersey on July 21 2008. LIGHT/ALAN SPENCER/ALAMY



DID YOU KNOW

Since its purchase by EQT Partners, 66775 is the first locomotive to carry the revised GBRf livery without the Europorte blue and red semi-circles and Europorte logos.

STEP BY STEP

1

Remove the four screws that secure the chassis to the body. Ease a thin, flat screwdriver between the body and the chassis and open up a gap enough to slide a piece of card in between the two.

2

Do the same to the other side, then pull the body apart just yet! Remove the two screws from each of the cab light units. Now the body can be removed. Keep the screws somewhere safe.



3

The next stage is to remove the exhaust silencer assembly by easing a craft knife under the lower edge of the silencer and levering it away. If you're using a sharp blade to do this, be very careful!

4

Next, remove the windows; they will need a good push; two side ones first, then the front one. Again, put them somewhere safe, along with the window wipers. Note: if you can't push them out, you'll need to mask them off.

What you will need

SHOPPING LIST

◆ D75-O: 4mm 'OO' gauge Class 66 66775 GB Railfreight HMS Argyll F231 revised logos and lettering, £14.99

Availability: Precision Labels
Tel: 07800 744170

Web: www.precisionlabels.com

◆ RailMatch GBRf golden ochre RM268, £2.95; GBRf blue RM269, £2.95

Availability: Fox Transfers

Tel: 01163 194950

Web: www.fox-transfers.co.uk

TOOLS NEEDED

- ◆ Screwdrivers
- ◆ Craft knife
- ◆ Cotton buds
- ◆ Tamiya tape
- ◆ Humbrol Maskol
- ◆ Scissors
- ◆ Scraping blade

5

Remove the nose numbers. You can use T-Cut car polish and cotton buds, but I scrape them with a small, homemade chisel. Mask the yellow warning panels with Tamiya tape, using photographs as references.

6

You'll need to preserve the black side grilles. Use small squares of Tamiya masking tape, making sure that they touch the edges. Firmly press the tape down onto the bodyside. Seal any gaps with Humbrol Maskol.

7

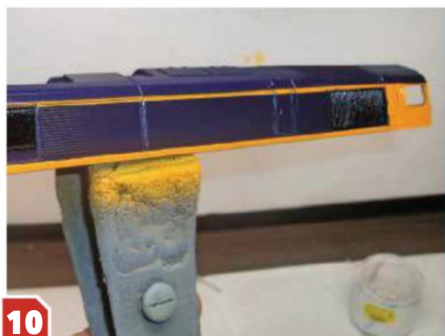
When you're happy with the coverage of the tape, seal all the joints with Humbrol Maskol. Be thorough - you'll be surprised just where sprayed paint can get into.

8

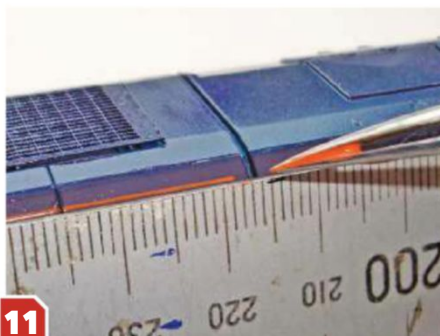
After removing the DRS logos with T-Cut, prime the body with Halfords grey aerosol spray, allow to dry, then spray with RailMatch GBRf gold.

9

I used GBRf-supplied artwork to mask the gold areas, but prototype photographs will do just as well. Mask the gold areas with Tamiya tape and use Humbrol Maskol to seal the joints.



10 Apply GBRf blue (RailMatch 269) and allow to dry. Remove the masking tape and then give it a good coat of gloss varnish. Leave overnight to dry.



11 Apply the orange cant rail using either paint and a bow pen with a steel rule, or apply Fox Transfers' orange cant rail transfer.



12 When the cant rail is secure or dry, use the bow pen or a fine paintbrush to paint the handrails on the body side and cab ends white.



13 This is Precision Labels' pack D75-O 4mm 'OO' gauge transfer for 66775 HMS Argyll, priced £14.99 (order from www.precisionlabels.com).



14 Carefully cut out all the transfers for one side. Minimise the size of the carrier film around the transfer, but don't handle them too much.



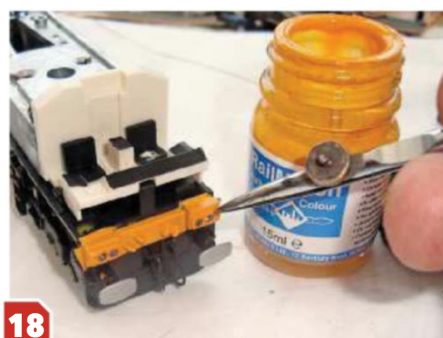
15 Measure the centre of the transfer and, when flooded with water, slide it into position central to the middle of the section.



16 Start in the centre and carefully remove the water from under the transfer. I use a cotton bud, keeping the outsides wet so they can be pushed into the body corrugations.



17 Finally, when thoroughly dry, give them a coat of water-based varnish, allow to dry then spray with standard RailMatch satin varnish.



18 To complete, the chassis needs the yellow front area to be painted into GBRf gold and the bufferheads painted silver.

Win your own 66775

GBRf commissioned Dave Lowery to produce a number of presentation models of 66775 HMS Argyll... and Dave has kindly produced an extra one that one lucky *Model Rail* reader can win.

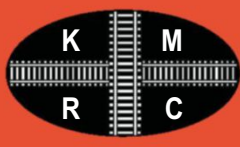
To enter, go to www.model-rail.co.uk/hmsargyll and answer this question:

Q: Which actor named GBRf's 66738 Huddersfield Town in 2014?

A: William Shatner B: Sir Patrick Stewart C: Kate Mulgrew

Don't have the internet? Don't worry: send your answer, plus contact details, to 66775 Competition, *Model Rail*, Media House, Peterborough Business Park, Lynchwood, Peterborough PE2 6EA. For full terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html Closing date is September 28.

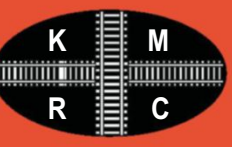




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31-481 G2A No. 9316 BR Black E/E, weathered.	£110.99
31-528A A2 No. 60529 'Penny' BR Green L/C.	£117.99
31-531 Class A2 No. 60536 'Trimbur' BR Green E/E.	£117.99
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Here is a sneak preview of some of the layouts that will be there:

Bear Creek

Bear Creek is a fictitious slice of Western Canada with no special location. It has tried to capture the main elements of this area of Canada, namely the rugged mountain scenery and fir trees! Freight movement is the focus of train operations and a simple track plan allows for a variety of trains to be run.

Glenellen Castle

Glenellen Castle is a continuous run-round with a 10 road storage yard. It has a small halt with a timber siding next to a coastal Loch in a heathland setting and a viaduct crossing an 'Abhainn' (Scottish river, stream or estuary). The castle is scratch built, each stone individually scribed into DAS clay. Rolling stock is Dapol and Graham Farish with some NGS kits, (no distilleries, just lots of Sottish scenery).

Invercalley

The layout was inspired by an article in Ian Futer's book Scottish Layout projects. The track plan has been modified slightly and a small locomotive shed has been added. The stock is typical of that seen in the Highlands during the 1960's and the buildings are based on real examples in Inverary.

Kings Park

Kings Park is based on a location North-West of London on the West Coast Main Line (WCML). During the 1980's the area covered were the A/C main lines of British Rail and The Bakerloo Underground and Watford Overground of Queens Park Town Station and Willesden Depot.

Snow Valley

Snow Valley is made up of two sides. One side is a wintery scene and the other is a summery scene. It has two stations, shops and a pub, with working lights which give it a realistic look.

Somewhere at the South of Germany/Austria

Various layouts with scenes from the country, like gardens, bridges, stations etc. combined with a large fiddle yard. It is operated by a mixed crew from the owner clubs. The fascination of the layout is, that we are able to build it depending on the space given to us, even if there are things like support piles or L-shaped rooms we will find a way to create the layout.

Tennis Court Sidings

This is a British N Gauge layout set in the present in the south west of England. It's a small preservation site seldom open to the public, but the local bus enthusiasts have totally renovated the old Western National garage and surrounding area. They are holding a bus rally and the railway is also open.

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Bite-sized **BRANCH LINE**

Tony Minchin moved from 'OO' to 'N' in a bid to conserve space. Thirty years and many layouts later and he's never looked back.

Words: **Mike Harris** Photography: **Chris Nevard**



During the reign of the GWR branch line layout, Ashburton was one of the most popular locations to model. But the increasingly varied selection of ready-to-run stock available now means that modellers are no longer bound by Western Region prototypes.

For some, however, the romantic notion of an Ashburton layout still burns brightly. And it's a good job too, because Tony Minchin's delightful 1:148 scale take on the Devonshire classic is too good to miss.

And if you attend this year's International N Gauge Show (p84), you won't miss it!

BOOKWORM

It was an impromptu purchase of *Great Western Branch Line Termini (Vol 2)* by Paul Karau that

inspired Tony to model Ashburton.

He recalls: "I've never visited Ashburton, but I have been on the South Devon Railway, and that's where I bought the book."

Tony describes himself as a serial layout builder. In fact, he reckons he can average two layouts per year.

"I'm retired so it gives me something to do," he explains. "'Ashburton' took me around six months to complete, but I was able to work on it most days."

Like most modellers, Tony started building in 'OO' gauge. He moved into 'N' gauge around 30 years ago so he could better indulge his layout building habit.

"We live in a small house so I had to economise," he says. "Yes, 'OO' gauge is easier to see - my ►

VITAL STATS

Layout:
Ashburton
Size: 5ft by 2ft
Gauge: 'N'



LAYOUT **ASHBURTON**

eyesight isn't brilliant nowadays - but I've got five other layouts stacked in the garage. Building in 1:148 scale has allowed me the space to house them."

Tony is a club man too, having joined the West Midlands N Gauge Club ten years ago.

"It's a friendly little club," he says. "I was having trouble with pointwork, so I got in touch and they invited me to come along - I've been going ever since."

The thirst for layout building complements Tony's love of exhibiting. He explains: "I really like going to shows and exhibiting my layouts, but it can be tiring. Luckily my wife Jane, together with my friend Linn Dempster, help me to operate them."

WALL-TO-WALL

He might have a lot of time to build layouts, but Tony still works extremely fast. As such, he's developed a model making repertoire of super-slick constructional methods, chief of which is scratchbuilt buildings.

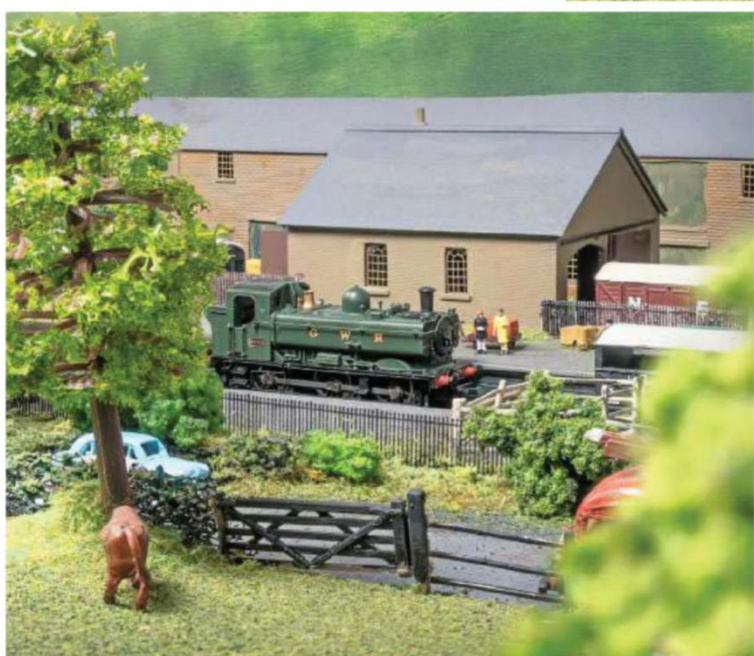
The materials used to build each building rarely differ - embossed plastic card and etched brass details. But it's how he defines the scale of each building that really impresses.

Tony explains: "I'll judge everything from an 'N' gauge figure." Using the figure as a scale indicator, Tony can calculate the dimensions of a typical door, which can then be used to define the scale or placement of everything else.

"I have come unstuck a couple of times," he admits. "But there's usually a workaround. If I've cut a door and it's slightly the wrong size, sometimes I'll pop a step underneath to balance it out."

"I don't just use figures. Sometimes I'll place a locomotive beside a structure to help judge the scale. I do have a couple of scale rulers too, but I only use those if I'm *really* stuck." ►

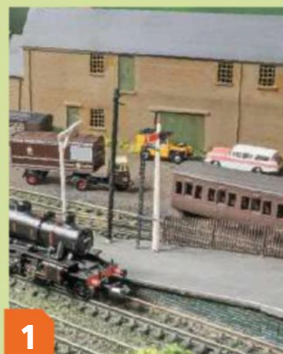
"The romantic notion of an Ashburton layout still burns brightly"



TREES

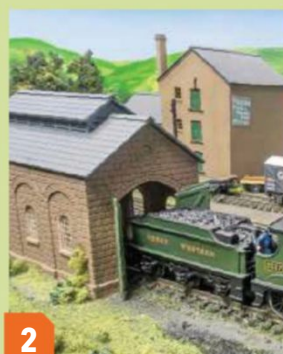
The trees are ready-to-plant imports from China. Tony has found scratchbuilding laborious, particularly when having to create multiple copses.

3 things we like



1

'Mostly' period specific vehicles help to portray the early to mid-1950s setting.



2

Simple buildings made from embossed plastic card and brass etched details.



3

Cardboard covered in papier-mâché, painted with grey emulsion, is all it takes to produce Tony's effective roads.

What makes this layout great?



'Ashburton' embodies the 'N' gauge ethos; 'OO' modeller's love for layout building outgrows the available space. So what does he do? He turns to 1:148 scale and suddenly doesn't have to compromise on anything. The proof is in the pudding, a quintessential British outline branch line layout within a 5ft by 2ft baseboard. Space restrictions sorted.

OLD RELIANT

The layout is set between 1950 and 1955. However, car enthusiasts may have spotted a Mini, which wasn't introduced until 1959. It's something that Tony only noticed after the photoshoot and, although it's a small error, it's disrupted Tony's quest for excellence.

"It's just behind the Reliant van, which I can *just* get away with," says Tony. "I like to keep things pretty accurate to the time period I'm attempting to portray." But he also sees the funny side.

"I always spot little mistakes like that on other layouts (not that I'd ever say anything), and now I've gone and done the same thing!" he laughs.

The two-dimensional, hand-painted houses on the backscene are painted onto cork sheet. Tony cut

around the buildings and stuck them onto the backscene. The thickness of the cork, together with fully 3D modelled gardens, is very effective at creating both relief and additional depth.

Tony used photography as a reference, which he sourced from old newspaper cuttings and his Paul Karau book. In addition, he searched the Internet and found more images using Google.

The backscene becomes shallower at the left-hand side in order to accommodate a hidden fiddleyard. The small size of the layout means it uses an end-to-end track plan, but Tony enjoys the hands-on approach that the setup demands at exhibitions: "You can't leave it. You really have to work at it all of the time while operating," he explains. ▶

The water tower and coaling stage are both scratchbuilt from plastic card.

"I always spot little mistakes like that on other layouts, and now I've gone and done the same thing!"



PUT TRACK TO BED

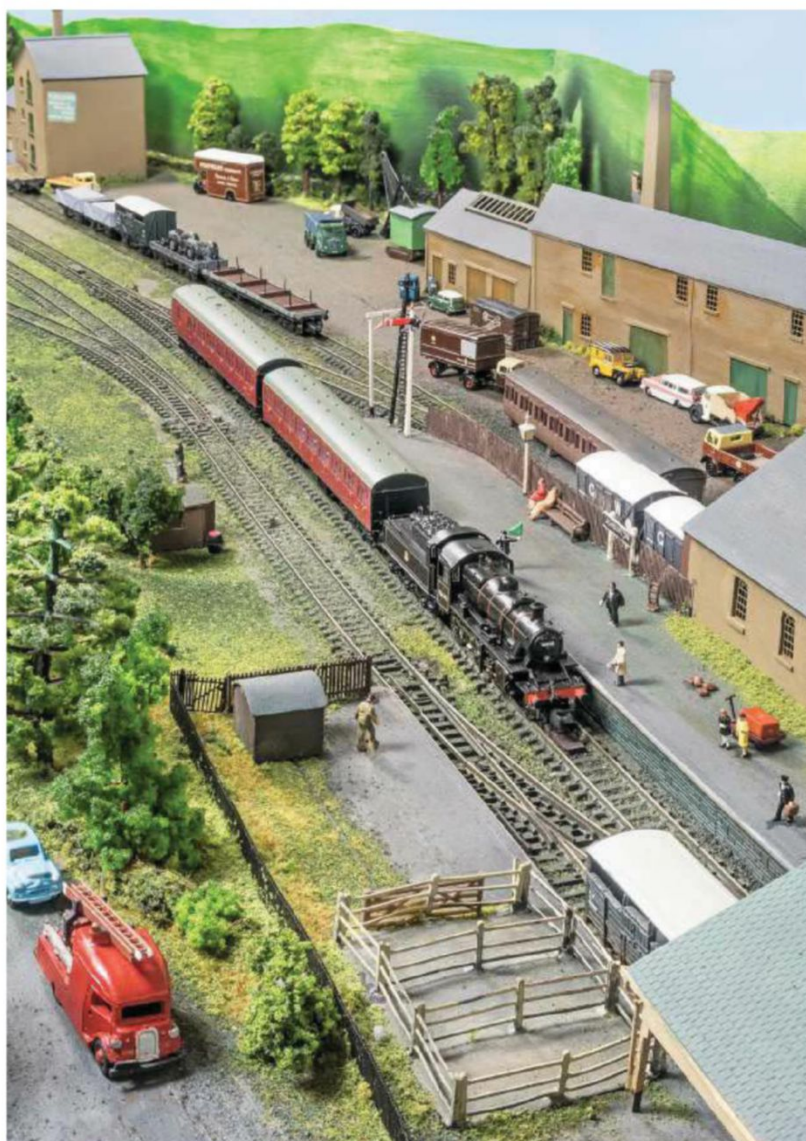
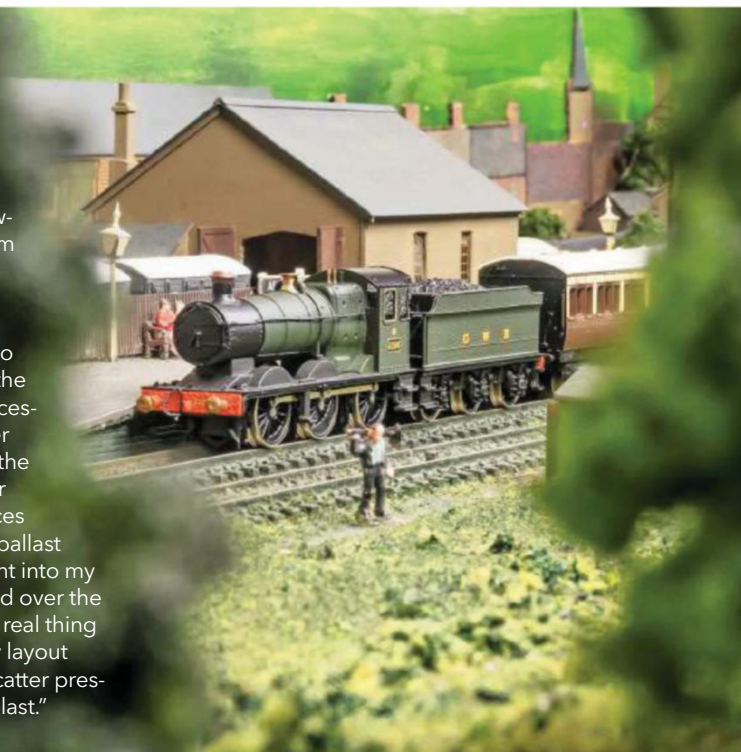
Polystyrene and papier-mâché is Tony's tried and tested method when it comes to hills and embankments. He uses wallpaper paste and newspaper to form the papier-mâché, which he then leaves for over a week to dry.

"I paint it with green emulsion which, without the layer of newspaper, would melt the polystyrene," he warns. "I tend to work in small sections at a time, applying a layer of scatter to finish."

The track is weathered with a simple misting of black Halfords spray paint, followed by a touch of ballast. Tony explains: "I'm careful not to use too much ballast as it's very easy to block points when working in 'N' gauge."

Coloured pastels and charcoals are used for weathering. Tony crushes them into a fine powder and applies them using a dry brush, which also serves to blend the colours.

Tony is fortunate to live right in front of the Birmingham to Worcester via Kidderminster line. "I haven't seen the weed-killing train for years. The grass forces its way through the ballast and takes over. I went into my back garden, peeked over the fence, and used the real thing as inspiration for my layout - hence the green scatter present between the ballast."





TRY, TRY, TRY AGAIN...

It's hardly surprising that what is perhaps the most interesting building on the layout was the hardest to scratchbuild, and that's the gasworks.

"It was built using cardboard and some leftover plastic bits I had lying around," says Tony.

"It took me two or three goes before I even got it close to resembling the prototype. One problem was that the card was too thin, so

I laminated it to slightly improve its durability.

"In fact, I actually thought it might defeat me at one stage, but you can't let a model beat you. Keep trying until you get it right!"

Such a statement really highlights Tony's resolve as a modeller. He's been model making since the early 1960s, and despite fighting space restrictions, all manner of modelling challenges and even eyesight issues, he's always pressed on. **MR**

Tony recommends Graham Farish figures for their pleasing finish, but is also a fan of Peco figures, which he paints himself.



G. PARRY COLLECTION/COLOUR RAIL



Factfile: Ashburton, Devon

Ashburton has been the subject of many a layout over the years. Opened in 1872, on the broad gauge South Devon Railway. Passenger services ended in 1958, with goods services following in 1962. The station re-opened as part of the Dart Valley Railway in 1969, but the revival didn't last long.

In 1971, the route to Ashburton was severed by the A38 dual carriageway and the station closed once again. The Brunelian trainshed became a garage, but in 2015 plans were proposed to redevelop the area surrounding the station, dashing any hopes of trains ever returning to the town.

However, both Friends of Ashburton Station and the South Devon Railway Trust fought to oppose the plans, and Tony's layout even helped out too.

"I was asked if I'd dust off the layout and take it to a few exhibitions," says Tony. "It was to raise awareness of the station's plight, in the hope that it could be saved."

Redevelopment plans have since been shelved, with Friends of Ashburton Station and the South Devon Railway Trust now seeking to safeguard the station's future.

For more information visit:
www.friendsofashburtonstation.co.uk



The platforms are scratchbuilt from plastic card, with Peco's 'N' gauge Stone Platform Edging (NB-28).

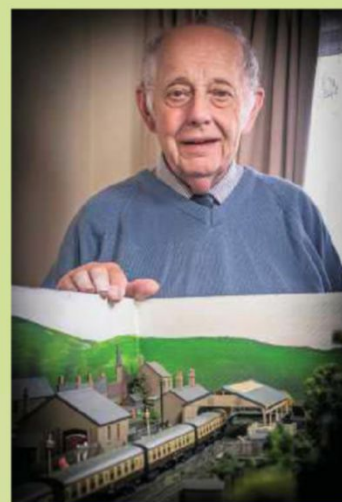


DISCOVER **MORE, DO MORE**

'Ashburton' will be exhibited at the International N Gauge Show 2017, which is on September 9/10. Visit the link below to find out more:
www.meridienneexhibitions.co.uk/our-events-detail.php?id=0000000003 (or <https://goo.gl/YjFN4H>)

MODELLER CV: **TONY MINCHIN**

Tony's father worked on the railway and, as such, he's been an enthusiast all of his life. He's been model making since 1963 and - like most modellers - started working in 'OO'. He worked for 25 years as a shop display artist, which he credits for his familiarity in working with polystyrene. Tony and his wife Jane help out at the West Midlands N Gauge Club evenings, having been members for over a decade.



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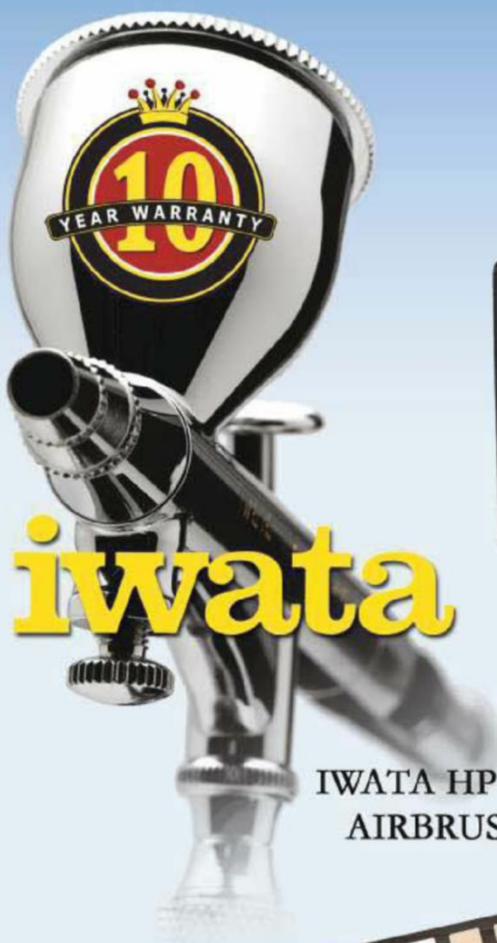
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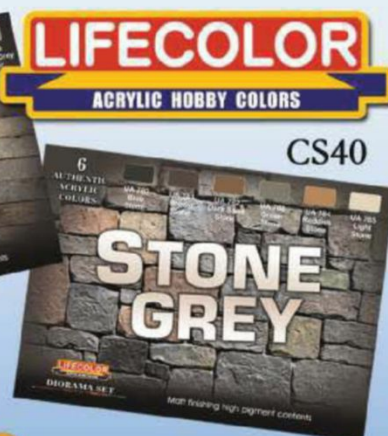
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GP-850
FAN & ROUND CAPS



CS38



CS40

**LIQUID
PIGMENTS**



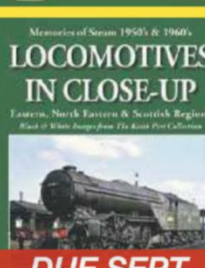
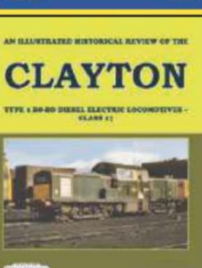
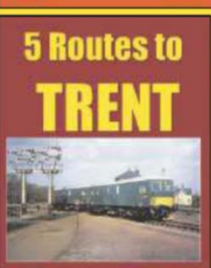
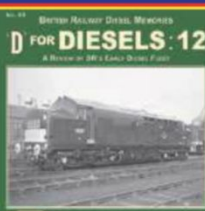
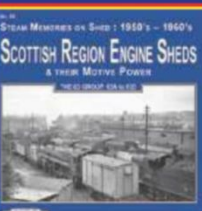
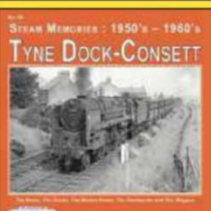
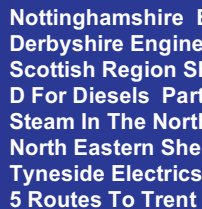
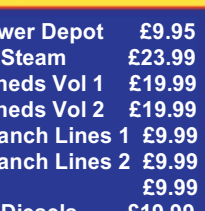
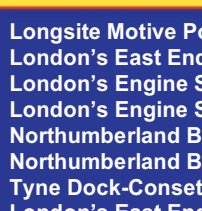
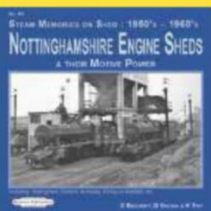
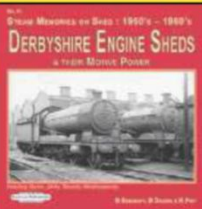
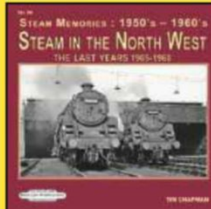
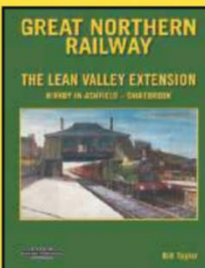
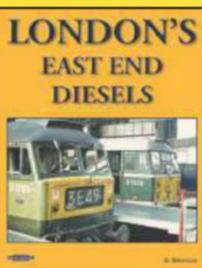
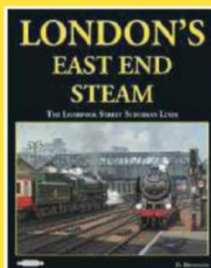
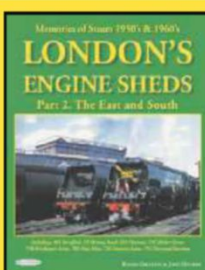
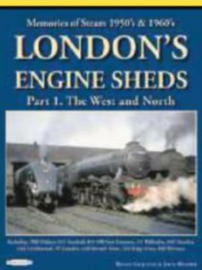
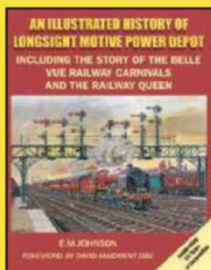
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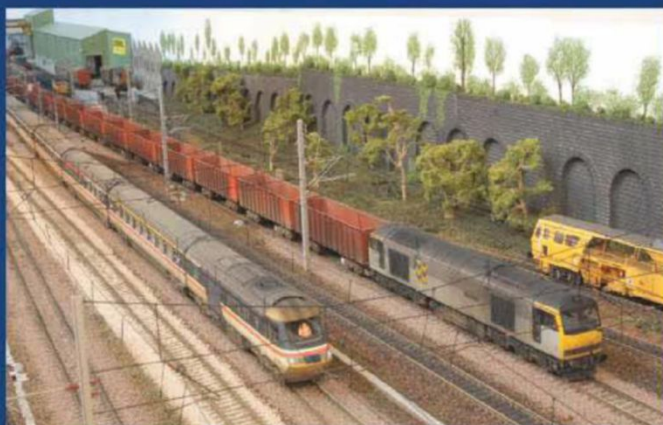
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DUE SEPT



Reviews

In-depth and unbiased reviews of the latest products

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First look at Golden Valley Hobbies' new industrial diesel shunter.

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The first of a trio of new GWR brake vans lands - and it's from Hornby.

103 Kernow 'Tiger'
This big, new china clay wagon gets a once-over.

104 Rolling Stock Releases
The next models arriving soon.



Our Reviewers

George Dent

A modern image expert who also tests tools and modelling products.

Richard Foster

His forte is steam locomotives, regardless of region or era.

Chris Leigh

Wrote his first review in 1964 and hasn't compromised since!

Our Ratings

We assess models on the following criteria and rate them each out of ten. That way, you know precisely how good a model is.

LOOKS	9/10
PERFORMANCE	9/10
FEATURES	8/10
DECORATION	9/10
VALUE FOR MONEY	6/10
TOTAL	82%

How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. To do this, we judge models against prototype images and historical texts, as well as running them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.



Golden Valley Hobbies 'Janus' 0-6-0DE

◆ **SCALE** 'OO' gauge ◆ **MODEL** Golden Valley Hobbies YEC 'Janus' 0-6-0DE No. 6 'Roger H. Bennett', NCB blue ◆ **PRICE** £99.95 ◆ **AVAILABILITY** Golden Valley Hobbies ◆ **TEL** 01981 241237
www.goldenvalleyhobbies.com ◆ **PERIOD** 2008-present ◆ **REGION** Churnet Valley Railway

Main line glamour locomotives will always steal the limelight with their big, powerful looks and fancy names. But it was the thousands of smaller locomotives built by Hunslet, Hudswell Clarke, RSH, Andrew Barclay and others that arguably kept the country moving as they bustled about in mines and factories. These are the so-called 'industrials' and they've traditionally been overlooked as subjects for ready-to-run models.

Hornby broke the mould in 2014 with its Sentinel 4WDH, the first true 'OO' gauge RTR industrial model. It followed this success with its Peckett O-4-OST, released earlier this year. As with 'OO9', this feels like a market that manufacturers will explore further, especially given that the choice of main line subjects shrinks all the time.

Golden Valley Hobbies should be congratulated for choosing an industrial for its first ready-to-run model. The Herefordshire wholesaler and distributor has commissioned Oxford Rail to produce one of

the longest lived and most popular, the Yorkshire Engine Company 'Janus' O-6-0DE.

First impressions of Golden Valley's new model are good. YEC 'Janus' and 'half Janus' designs had a distinctive shape, and GVH has captured it well. It compares well with photographs and a drawing published in Tony Vernon's book *Yorkshire Engine Company - Sheffield's Locomotive Manufacturer*. The bonnet has the subtle forward taper, the nose corners are almost perfectly shaped and the radiator grille is crowned by that famous 'Yorkshire' badge (which hides the radiator filler cap).

The bonnet handrails feel like wire, whereas those eye-catching side and end rails are a flexible plastic, which is a boon for the clumsy fingered. All grilles and louvres are moulded, but could easily be disguised with some judicial



NEM pockets

weathering. The cab shape is good too, although it lacks the curved gutters over the windows. One really neat touch is the hinged rain cap on the exhaust stacks.

There are some separately fitted parts under the classic YEC running plate. There are air reservoir tanks, pipes and horns, with sand boxes at each end. The 'boxes have wire pipes but they are the wrong shape; presumably this is a compromise to aid construction.

Those deep bufferbeams have an aperture to clear the fixed NEM pocket. Sadly, you don't get a blanking piece to fill the hole. Either side of the aperture are turned metal but unsprung buffers, that are a little on the small side.

A RTR 'OO' gauge locomotive that retails for under £100 is a rare thing nowadays and GVH should be praised for making a model 'for the people'. But if anything, that affordability comes at a cost.

GVH and Oxford Rail appear to have studied the Foxfield Railway's 'Janus' 2868 *Ludstone*, which was built for Shelton Iron & Steel in 1962. This locomotive appears to be one of the very few - it may even be unique - to have corner cut-outs on the bufferbeam. Our sample, however, is finished as National Coal Board No. 6 'Roger H. Bennett'. This locomotive, built for NCB's Littleton Colliery in 1959, is based at the Churnet Valley Railway and was named in honour of Mr Bennett, whose





“Golden Valley Hobbies should be congratulated for choosing an industrial for its first ready-to-run model”

legacy allowed the locomotive to be saved, in 2008.

GVH has included details - including the bufferbeam cut-outs - that the real 'Roger H. Bennett' doesn't have. The model is also painted blue, whereas the real locomotive carries a black colour scheme. Photographs also suggest that both end radiator grilles are louvred, whereas the GVH has moulded louvres at one end and a moulded grille at the other.

Despite this, the overall livery application is generally good. The blue has a good lustre to it and name and numberplates are well-printed.

Unlike a modern Bachmann or Hornby model, however, the worksplate isn't legible. The finish is let down by a fuzzy

edge to the bufferbeam yellow and the lettering isn't straight.

Whether or not the GVH qualifies as a 'great' model depends on your point of view. If you want 100% fidelity and all detail differences catered for, you'd probably be prepared to pay more rather than compromise. But if you want a handsome industrial diesel locomotive model to modern standards, with a smooth mechanism that's DCC-ready too - and that doesn't break the bank - then this is the model for you.

With sound versions available, not to mention numerous colour schemes and a range of complementary Oxford Rail open wagons, Golden Valley's 'Janus' is certainly worth a second look. (RF)

3 things we like



1

The 'Yorkshire' badge that sits proudly on the bonnet ends.



2

You can pose the exhaust rain caps either open or closed.



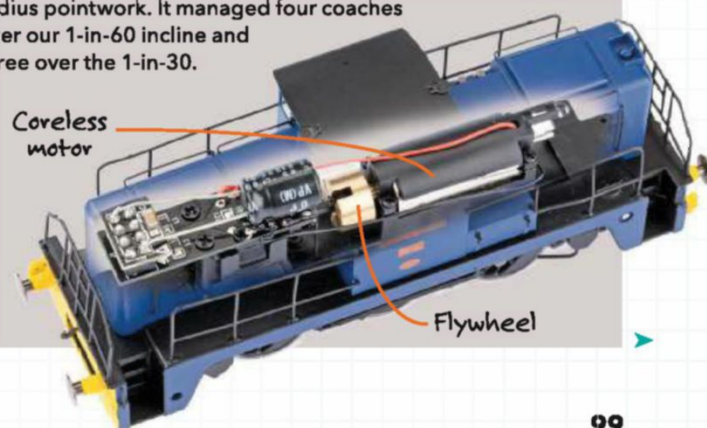
3

Cab interior is really well decorated.

On the test track: GVH 'Janus'

A coreless motor sits under the bonnet. There's a brass flywheel that connects to a gear tower on one axle via a short prop shaft. Our sample was the analogue version and the DCC decoder blanking plate has a capacitor attached to it. This, presumably, acts as a 'stay alive' device.

Whatever goes on under the bonnet, the 'Janus' was beautifully smooth on our test track. It handled 12 Bachmann and Hornby bogie coaches on straight track around our test track, but struggled to pull the same train through tight radius pointwork. It managed four coaches over our 1-in-60 incline and three over the 1-in-30.



History

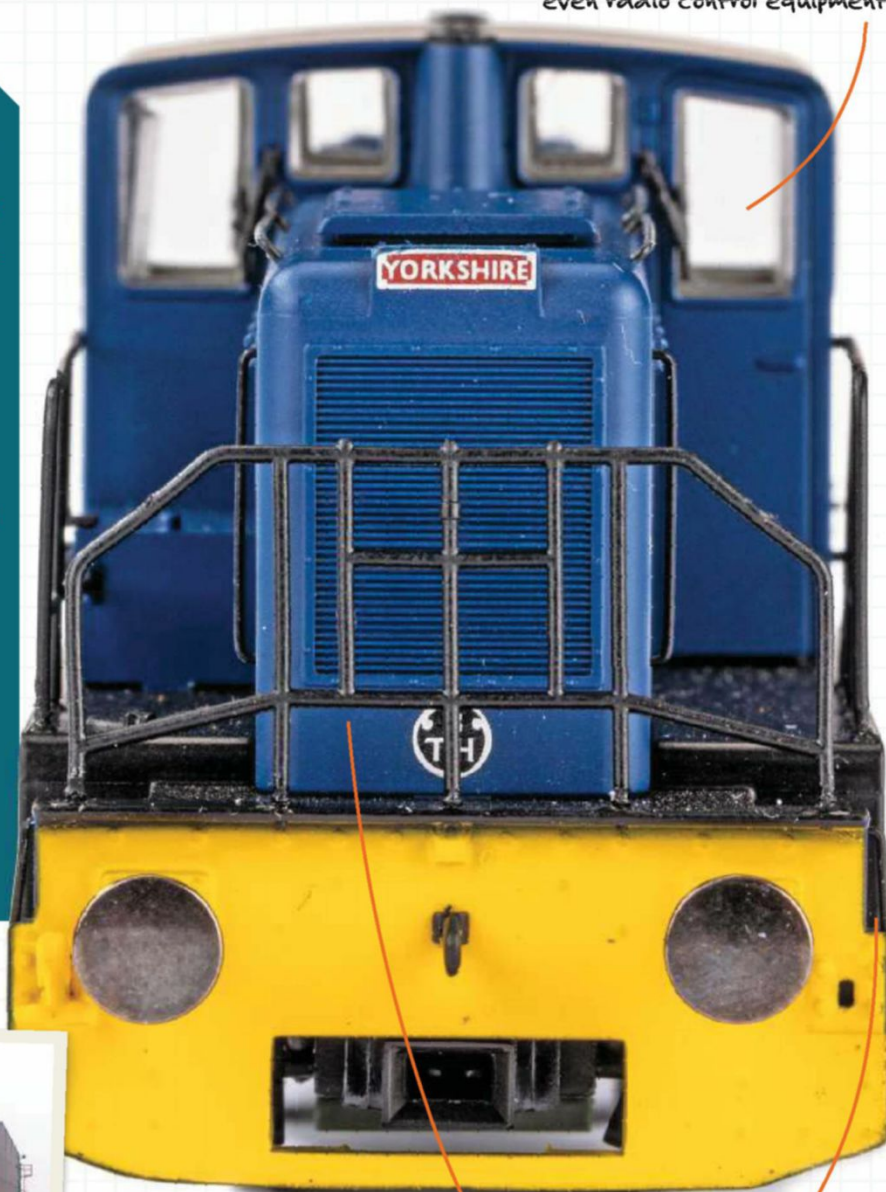
Yorkshire Engine Company built 102 'Janus' locomotives between 1956 and 1965. The design was inspired by contemporary North American practice, with an engine and generator either side of the central cab. The two Rolls-Royce engines powered the two end axles respectively. It was a very simple arrangement but it packed a 400hp punch. The name 'Janus' came from the two-faced Roman god.

The first, YEC2594, wowed the press at Appleby Frodingham steel works on April 19 1956. Port of London Authority ordered ten, ICI bought 12 and the National Coal Board had six. Shelton Iron & Steel and Stanton Iron bought three and one respectively but their competitor, United Steel, ordered 65. This is hardly surprising as YEC was a United Steel subsidiary. One potential customer that didn't take up the option was British Railways.

Export orders were limited: one to Jamaica and two to India. However, the 'Janus' inspired several variants: there was the four and six-coupled 'half Janus' and the larger eight-coupled 'Taurus'.

Many locomotives are still in service in industry, while several have now found good homes on preserved railways.

'Januses' are still in service, with some fitted with turbos, air brakes and even radio control equipment



Bufferbeam cut-outs fitted to 2868 Ludstone

Three engine choices were offered: 200hp and 220hp Rolls-Royce and 250hp Cummins units



1: 'Janus' No. 5 on BSC General Steels' internal railway system at Scunthorpe on September 21 1988. PAUL BARTLETT

2: YEC2748 was one of the six 'Januses' bought by the National Coal Board. It has been restored to working order at the Churnet Valley Railway and named 'Roger H. Bennett' after a benefactor. PETER BECKETT/ALAMY

RECOMMENDED READING

◆ Yorkshire Engine Company - Sheffield's Locomotive Manufacturer by Tony Vernon (The History Press, 2006).

System builder

Other items to complement this model...

Wagons

Open wagon triple-pack from Oxford Rail in NCB bauxite livery. Limited edition, available from Golden Valley Hobbies.



Buildings

Bachmann Scenecraft resin colliery buildings, including 44-0075 Pit Head Lift. Available from Bachmann stockists.



Locomotive

Assemble a National Coal Board fleet with our exclusive 'S100' 0-6-0T in NCB black. Turn to page 111 to order.



REVIEW VERDICT

PROS: Overall shape, smooth mechanism, price.

CONS: Detail discrepancies, livery application, cab didn't sit flush on our sample.

LOOKS	8
PERFORMANCE	9
FEATURES	7.5
DECORATION	8
VALUE FOR MONEY	9

83%

GOLDEN VALLEY HOBBIES YEC 'JANUS' 0-6-0DH

OVERVIEW

Manufacturer: Oxford Rail for GVH
Ref. Nos. GV2012/ GV6012/GVCOAL
Unit No. 6
Scale/gauge: 1:76 scale, 16.5mm gauge '00'
Body: Plastic
Chassis: Metal with plastic parts
Weight: 175g
Min. curve radius: R2 (438mm)

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights? No
DCC-ready? Eight-pin socket
MECHANISM
Drive system: Shaft to gear tower over rear axle
Flywheel(s): Yes
Traction tyres: No

DIMENSIONS

Length (over buffers)
Height
Width
Wheel diameter
Wheelbase
Wheel back-to-back

PROTOTYPE

29ft 0in
N/A
N/A
3ft 8in
11ft 0in

1:76 SCALE

116mm
N/A
N/A
15.2mm
44mm

MODEL

116.9mm
46.9mm
33.6mm
14.4mm
44.2mm
14.5mm

SERVICING

How to dismantle: Four screws, one in each corner. Where to oil: Factory lubricated; instructions suggest further lubrication after running in.



116.9mm



46.9mm



33.6mm





Hornby GWR 'Toad' brake van

◆ SCALE 'OO' gauge ◆ MODEL Hornby R6824 GWR/BR 20-ton brake van 'Toad' ◆ PRICE £21.99 ◆ AVAILABILITY Hornby stockists ◆ PERIOD 1918-1980s ◆ REGION Western

Great Western Railway brake vans carried the telegraphic code 'Toad' and the title has become synonymous with the company's distinctive vans, with their large single end verandah. Nevertheless, within that blanket description there were many variations in shape and weight to cover both lightweight branch goods services and the heavy main line workings, including coal trains from South Wales.

Available ready-to-run, model 'Toads' are somewhat long in the tooth, however. The previous Hornby version had worked its way through the Airfix GMR and Dapol ranges before reaching Hornby, while Bachmann's 'Toad' originated only a little more recently. The most obviously dated feature of both these models is the moulded side handrails. These were a distinctive feature of the 'Toad' design, extending the full length of the vehicle (apart from the door) and enabling guards and shunters to stand safely on the footboards.

Hornby has now released its all-new 'Toad' to replace the ex-Airfix model and it is a fine and inexpensive model of the



Diagram AA15 20-ton version introduced in 1918. The AA15 measured 24ft over the headstocks and was fitted with GWR self-contained buffers and drawgear, which was the reason for the new diagram number.

The bodywork had steel sheeting to the lower bodysides and the verandah. A total of 378 were built to six lot numbers. Vans numbered from 68501-700 had the long footboards hung on brackets of rectangular-section strip, rather than round bar. Some remained in use as departmental vehicles into the early 1980s.

For the first time in ready-to-run, both rectangular side handrails are separate mouldings in white plastic. End lamp

irons are also separate mouldings, but those on the sides are moulded. Planking and strapping detail on the body is crisp, and the steel-panelled areas have some very fine rivets.

On the open verandah, the sandboxes are fully represented, together with a separately fitted sanding lever mechanism. A separately fitted lever on the bulkhead operated sanders at the other end of the van. All these fittings are commendably fine, as is the quality of the handbrake standard.

The roof, which is glued in place, has planking detail on the underside plus neatly moulded rainstrips and a stovepipe with an open top. Some have expressed disappointment that the stovepipe is slightly coned (to aid extraction from the mould) but in reality this is hardly noticeable. Both pairs of end windows are glazed and the verandah has a brown, planked floor.

The chassis is fitted with spoked blackened metal wheelsets and pivoted NEM coupler pockets. Bufferheads are turned metal and blackened. Footboards are moulded as a one-piece unit with a very neat attachment into the chassis. They

have the correct rectangular section brackets. The model weighs just 45g.

The BR liveried version is finished in freight stock light grey and neatly printed as W68571, allocated to Par. The solebar is also printed with its GWR registration.

Once again, Hornby has excelled with an essential wagon retooled to the highest standard. A fine model of a hugely popular prototype at a very reasonable price for a modern wagon. (CJL)

REVIEW VERDICT

PROS: Beautifully modelled verandah detail is the icing on the cake.

CONS: Nothing of note.

LOOKS	9.5
BUILD QUALITY	9.5
FEATURES	9
DECORATION	9
VALUE FOR MONEY	9

92%

Kernow MRC 'Tiger' china clay hopper

◆ **SCALE** 'OO' gauge ◆ **MODEL** Kernow Model Rail Centre SB002 PBA Clay 'Tiger' bogie hopper 33 70 9382061-7, ECC blue
 ◆ **PRICE** £44.99 ◆ **AVAILABILITY** Kernow Model Rail Centre Tel: 01209 714099 Web: www.kernowmodelrailcentre.com
 ◆ **PERIOD** 1990s-2010 ◆ **REGION** Cornwall-Staffordshire/Scotland



Kernow Model Rail Centre has been instrumental in bringing ready-to-run models of Cornish china clay-related rolling stock to the masses. Here is the latest instalment: the PBA 'Tiger' bogie hoppers.

A fleet of 35 PBA hoppers were introduced in 1982. They were built by Fauvet-Girel in France to move clay from Cornwall to processing establishments in Staffordshire and Scotland. They were a forerunner to the many types of large bogie hopper wagon in use on Britain's railways, so it's surprising that the last four vehicles were scrapped a few years ago.

Kindly loaned for review by KMRC is 33 70 9382061-7 in pristine English China Clays/Tiphook Rail blue. Also available are wagons in ECC white with Tiger branding, while both schemes are also available with a weathered finish for just £5 more per wagon.

First impressions are good, and Kernow's meticulous research and DJModels' production have come together to produce a very good modern wagon. Your eyes are immediately drawn to the wealth of fine printed detail. Maintenance,

loading and operating instructions, data panels and the leasing company branding are all present and correct. Printing is neatly executed throughout, although the Tiphook rail lettering looks a little fuzzy around the edges upon closer inspection.

Physically, the PBA is a big, imposing wagon designed to make the most of our restricted loading gauge. Body shape and overall appearance are convincing, and are enhanced by the detail at each end.

Kudos to Kernow and DJM

for including detail differences between the as-built wagons and those modified for international duties (which includes lashing hooks and eyes). This caused a change in TOPS code from PBA to JIA. Our sample also has twin pipes running along the lower part of the body, whereas original versions have three.

The etched metal walkways at the handbrake end are especially good. Flexible plastic handrails are a sensible option, being both relatively fine and

robust enough to withstand repeated handling.

Air-braking equipment and body-strengthening beams are visible below the walkways and at the opposite end of the wagon. These employ a mix of neat plastic mouldings and wire. The locks and levers on the bodyside are moulded, but the prominent handbrake wheels are separate fittings. Hopper cover release gear is also moulded on each end.

Also neatly moulded are the Y25 bogies, with the latter having large brake shoes very close to the wheel on each side. Detachable tension lock couplings are fitted in NEM pockets attached to the bogie frames, and provide reasonably close coupling. The large rectangular buffers are not sprung.

A combination of weight and free-running metal wheels with pinpoint axles makes the 'Tiger' a reliable runner. We marshalled ours between Bachmann and Hornby bogie coaches and four-wheeled wagons and it ran beautifully,

even through first-radius pointwork.

This is yet another excellent china clay-related product from Kernow. It may not quite match the benchmark modern 'OO' gauge wagon (Bachmann's JJA Autoballaster) in terms of refinement, but it is £10 cheaper. It should be a must for the modern modeller - and not just those who model Cornwall's railways. Why not invent a local china clay processing plant to justify a fleet on your layout? (RF)

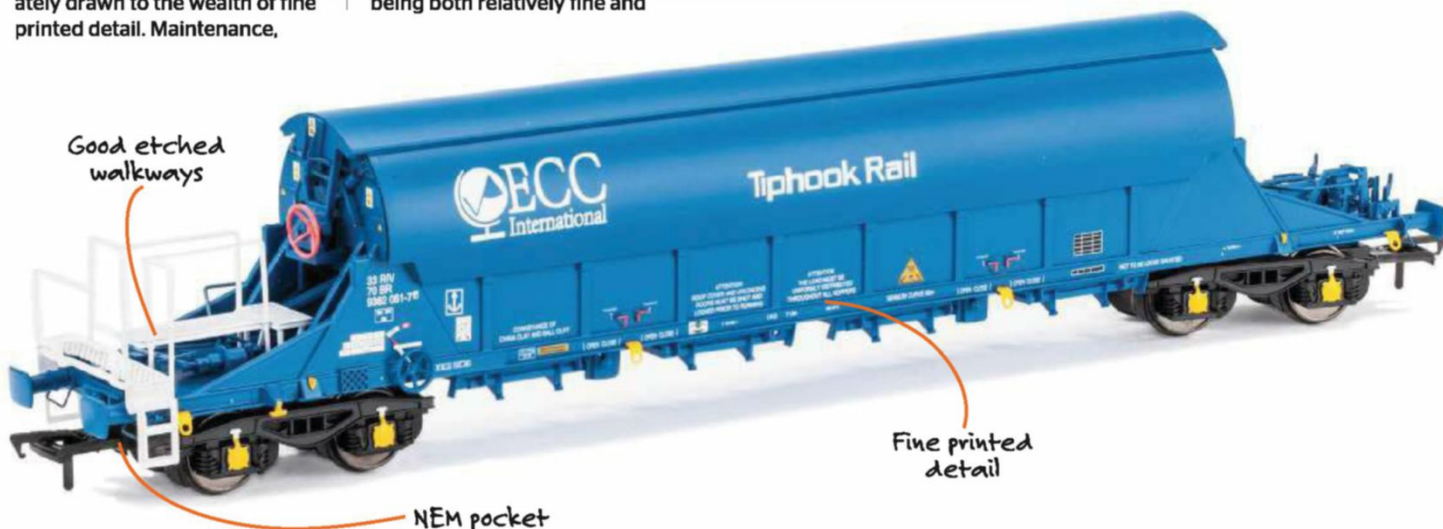
REVIEW VERDICT

PROS: Looks, attention to detail, decoration, metal walkways.

CONS: Nothing worth mentioning.

LOOKS	9
BUILD QUALITY	9
FEATURES	9
DECORATION	9
VALUE FOR MONEY	8.5

89%



Rolling stock releases

The next locomotives and rolling stock arriving soon in your local model shop.

00 GAUGE GOING FOR COKE

Oxford Rail's seven-plank open wagon is now available with additional coke rails. This sample carries handsome Dinnington Main Colliery red livery.

◆ PRICE £10.95 ◆ PRODUCT CODE OR76CK7001

◆ AVAILABILITY Oxford Rail stockists or www.oxforddiecast.co.uk



N GAUGE CLAY CORNER

Kernow Model Rail Centre has unveiled three new 'N' gauge limited editions, produced by Graham Farish. Star billing arguably goes to 37207 William Cookworthy with Cornish Railways branding (371-465Z), including the lizard intertwined with the red BR double arrows logo. It has been joined by a triple-pack of five-plank china clay wagons in English China Clays red (377-490Z) and a Mk 1 General Utility Van in BR maroon with Parcels Express lettering (374-130Z).



◆ PRICE 371-465Z, £129.95; 377-490Z, £46.99; 374-130Z, £34.99

◆ AVAILABILITY Kernow Model Rail Centre Tel: 01209 714099 Web: www.kernowmodelrailcentre.com

N GAUGE MAKING SENCE

Gaugemaster has commissioned a limited run of Dapol Class 66s as GBRf's 66711, which carries Aggregate Industries blue/grey/turquoise colours and the name Sence. Limited to 100 pieces, they're selling fast.



◆ PRICE £109.95 ◆ PRODUCT CODE DAGM221

◆ AVAILABILITY Gaugemaster Tel: 01903 884488 Web: www.gaugemaster.com

00 GAUGE BACK TO SORRENTO

Kernow Model Rail Centre has commissioned a limited run of Bachmann's Class 66 as GBRf's 66709 Sorrento, in its new look: it retains the large container ship graphic but has GBRf's new-look livery on the cabsides.

◆ PRICE £169.95 ◆ PRODUCT CODE 32-727W ◆ AVAILABILITY Kernow Model Rail Centre Tel: 01209 714099 Web: www.kernowmodelrailcentre.com



Show & Tell

This is the place to share your latest layout or project with fellow modellers. Every issue we publish a selection of your best photographs and stories, as well as interesting oddities and, occasionally, modelling disasters.

Shedquarters

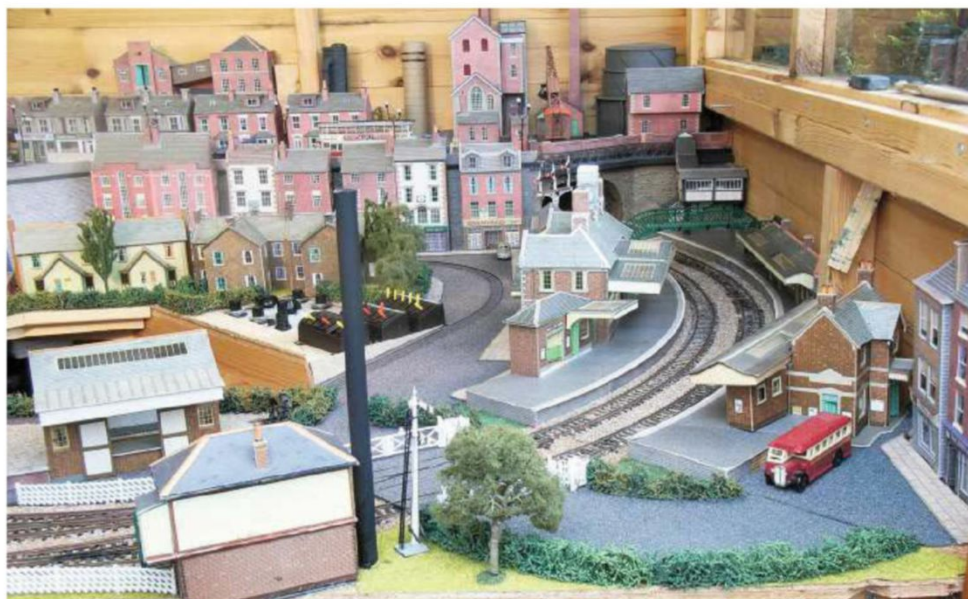
Peter Boyle,
Northwich, Cheshire

My layout is in a small 7ft by 5ft garden shed. It's not based on any specific location, but it gives me the chance to run steam-hauled trains (plus a few diesels that I like to run). Space is a real problem in such a small area, but there is an upper level that is reached by a branch line, which normally works with a shuttle module.

The lower level is a twin-track 'tail chaser'. I make no apology for this, and yes, an end-to-end layout would have been more prototypically correct, but the length of run would have been far too short for my liking.

There is also a tramway at low level, which runs from the station and past the shops along to a small housing estate. On the upper level, there is a factory and a gas works. Workers also travel by tram, the tramway being supported on a much-modified Hornby Grand Suspension Bridge.

Track is Peco Code 100 (the tramway uses Code 75), my trains are ready-to-run and the buildings are card kits from Metcalfe and Superquick.

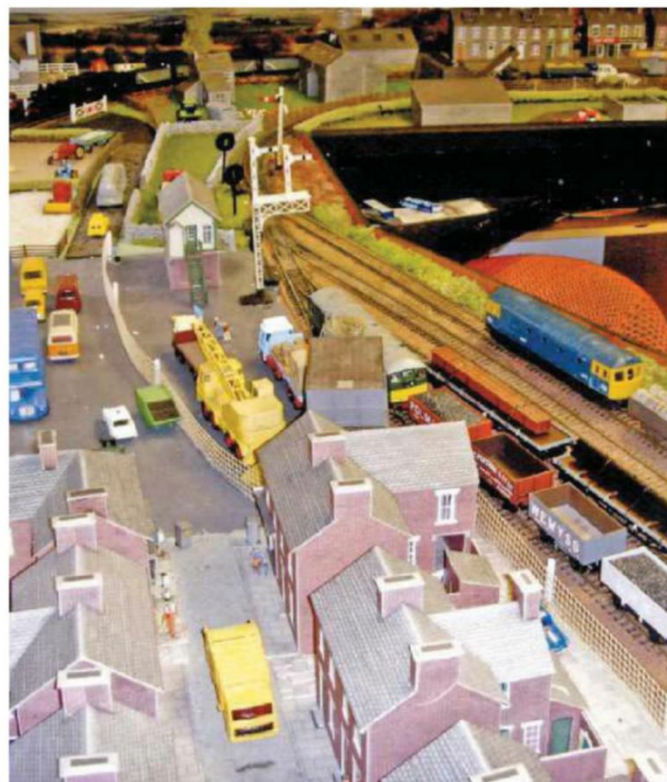
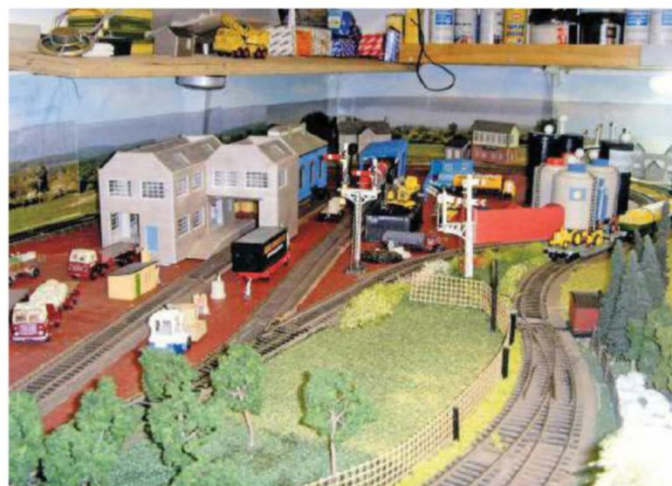


Wired for sound

George Elcher, Evanton, Ross-shire

I started my 'OO' gauge layout several years ago when I retired. Most of my locomotives are digital, with sound where available. Since these photographs were taken, I've started to weather my diesel fleet. The features in *Model Rail* were a big help on the subject!

Buildings are all Metcalfe kits. I have Braidwood, Cleghorn and Craighill stations. I spent my younger years close to Cleghorn and I remember seeing LMS diesel 'twins' 10000 and 10001 in action on London-Glasgow expresses.



ROLLING STOCK

CAN I CONVERT A PULLMAN?

Q My son Fred is a fan of Pullman cars and is really struggling to find a ready-made U-type car. Is it possible to convert a steel-bodied Hornby Pullman Third into a U-type?

Alistair Holt, by e-mail

A Unfortunately, no. There isn't a straightforward way to convert an existing Hornby Pullman car into another version because the differences are too numerous and some of them are quite subtle. It would require both a new chassis and body to create a U-type car.

Hornby offers some cars in its 'Golden Arrow' anniversary pack, which it's describing as U-type cars. These are not correctly described. They are modelled on standard Pullmans which received some superficial conversions to make them look more like the U-type cars. They received guard's doors and rectangular toilet windows but are



D. PYE/COLOUR RAIL

otherwise standard K-type all-steel cars.

The U-type, though newer, reverted to old-style construction with truss underframes and timber-framed bodies.

They also had Gresley bogies - the only Pullmans to have these.

I'm still hopeful that, one day, Hornby will make a proper U-type car! (CJL)

ROLLING STOCK

PAINT JOB

Q I want to repaint some redundant Mk 3 coaches to match my Hornby Class 67 and DVT and am trying to source suppliers for the right paints and decals to complete the DB/EWS managers' train. Can you point me in the right direction?

Niall Cussen, by e-mail

A As far as I know, Fox Transfers (fox-transfers.co.uk) is the only source of transfers aimed specifically at the managers'/hospitality train locomotives and carriages for the EWS era.

For 'OO', pack F4977/6 includes the main logos for the Class 67 and DVT and pack F4977/7 contains the small stripes, numbers and embellishments for the carriages. Paint-wise, the carriages are a deep, glossy maroon shade, similar to BR maroon, if a tad darker. RailMatch (www.howesmodels.co.uk) or Phoenix Precision's (www.phoenix-paints.co.uk) BR maroon shades are recommended. There's also Humbrol 20 Crimson, that can be darkened slightly with a few drops of dark green or dark grey. (GD)



67029 stands at York with the DB managers' train on September 7 2016. The locomotive and DVT have had their large EWS 'three beasts' logo replaced by giant DB graphics. The rest of the train comprised Mk 3 FO 11039, Restaurant 10211, Sleeper 10546 and DVT 92146. PAUL BARTLETT

If you're struggling with a project or mastering a skill, want to know about an area of railway history or operation, or simply want to pass on some tips, ideas and advice, then please let us know. This is YOUR magazine so please keep the questions and tips coming. Write to: Q&A at *Model Rail*, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA. Alternatively, e-mail: mike.harris@bauermedia.co.uk

TOP TIP

FILLING THE GAP

Occasionally, when building a kit, a small gap will appear completely on its own and just won't go away. It clearly needs filling, but what do you do if there are fine mouldings, rivets details or similar around that gap? Can you fill it without destroying this detail? (Dave Lowery)

What you will need

TOOLS NEEDED

- ◆ Craft knife
- ◆ Masking tape
- ◆ Modelling filler

STEP BY STEP



1

This annoying gap appeared here between a resin moulded end and the top of the brass roof. It's not easy to fill with solder, although I'm still working on that one!



2

Get a piece of masking tape and cover both the gap and the surrounding area, making sure you push the tape well into the moulded detail.



3

Run a scalpel blade along the gap and remove the tape above the moulding revealing the gap, but still masking the moulded detail.



4

Now you can use a filler or modelling putty to fill the hole and get rid of the gap.



5

Once the filler has dried, carefully remove the masking tape revealing the unmarked moulded details and the filled-in gap. Apply primer, then the final paint. Job done.

SCENERY

WHERE CAN I BUY THIS BARGE?

Q I recently saw a photograph of a barge in *Model Rail's* 2015 *How To Build A Model Railway* publication (p64), and wondered if it was commercially available?

I'm building a range of sectional dioramas showing the operations of railways on the Western Front during the First World War, from the casualty clearing station and rest camps, through gun lines and light railways, to the trench tramways. I'm keen to include a barge operated by the Royal Engineers, because my great-grandfather served as one of its civil engineer officers at Richborough Military Port, Kent, and on the staff of Field Marshal Haig's GHQ. The bow of the barge shown in the magazine seems to match the profile of those used by the Inland Water Transport.

Chris Henderson, Hemmant, Australia

A You're in luck! The model, photographed on Chris Nevard's former layout 'Cement Quay', is the Large European Freight ship kit from Dutch manufacturer Artitec. It's available from Langley Models (www.langley-models.co.uk). (RF)



CHRIS NEVARD

Aug 28

HARROGATE, YORKS. Bilton Grange MRC MRE. Bilton United Reformed Church, 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

OLNEY, BUCKS. Olney MRC MRE. Carlton House Club, High Street, Olney MK46 4BB. **Time:** 1030-1630. **Admission:** Adult £2.50, Child £2, Family £5. **Tel:** 01234 241686. **Web:** www.olneymrc.org.uk

SELBY, YORKS. Selby Salvation Army, Portholme Church, Portholme Road, Selby YO8 4QH. **Time:** 1000-1630. **Admission:** Adult £4, Child £1. **Tel:** 01757 701169. **E-mail:** ianrkerrison@gmail.com

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:** 07758 458827. **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. Taunton MRG MRE. Bishops Lydeard Station, West Somerset Railway. **Time:** 1030-1630. **Admission:** Adult £1.50, Child £0.76.

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

LOUGHBOROUGH, LEICS. The Soar Valley MRC MRE. Loughborough Grammar School, Leicester Road, Loughborough LE11 2AQ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £8, Concession £7, Child £4, Family £20.

Sep 3

ASHMANHAUGH, NORFOLK. Ashmanhaugh Light Railway Open Day. East View Farm, Stone Lane, Ashmanhaugh, Norwich NR12 8YW. **Time:** 1400-1700. **Web:** www.ashmanhaughlightrailway.co.uk

EXETER, DEVON. The Junction 72A MRC & Exeter & District MES. St Katherine's Priory, St Katherine's Rd, Exeter EX4 7JY. **Time:** 1000-1600. **Tel:** 07989 178741.

Sep 9

CUMBERNAULD, LANARKSHIRE. Cumbernauld MRG Open Day. The Link Community Education Centre, Bron Way, Carbrain, Cumbernauld G67 1EW.

Time: 1000-1600. **Admission:** Adult £1. **Tel:** 01236 612099. **Web:** www.cumbernauldmrg.org.uk

BURY ST EDMUNDS. Bury St Edmunds MRE. Thurston Sixth, Beyton Campus, Bury St Edmunds IP30 9AA. **Time:** 1000-1600. **Admission:** Adult £5, Concession £4. **Tel:** 01284 811180. **Web:** www.burystedmundsmrc.com

HEYWOOD, LANCs. Heywood MRG MRE. Club Rooms, Unit 3, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmrg.co.uk

ROMILEY, CHESHIRE. Romiley Methodist Modellers MRE. Romiley Methodist Church, Stockport Road, Romiley, Stockport SK6 3AH. **Time:** 1030-1630. **E-mail:** iain.gould@virginmedia.com

Sep 9-10

FAVERSHAM, KENT. Faversham MRC MRE. The Abbey School. London Road, Faversham ME19 8RZ. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5, Child £3. **Tel:** 07931 589001. **Web:** www.favershammrc.org.uk

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

PARTINGTON, MANCHESTER. ExpoEM Autumn 2017. Partington Sports Village, Chapel Lane, Partington M31 4ES. **Time:** Sat 1030-1730, Sun 1000-1630. **Admission:** Two days £8. EMGS member £7. **Tel:** 0161 633 4227. **Web:** www.emgs.org

WOKING, SURREY. Railway Enthusiast's Club MRE. Woking Leisure Centre, Kingfield Road, Woking, Surrey GU22 9BA. **Time:** Sat 1030-1730, Sun 1000-1700. **Admission:** Adult £8, Child £3. **Tel:** 01252 542574. **Web:** www.rec-farnborough.org.uk

Sep 16

CULLOMPTON, DEVON. Culm Valley MRE. Willand Village Hall, Cullompton EX15 2PL. **Time:** 1000-1630. **Admission:** Adult £4, Child £1.50. **Tel:** 01884 840369. **Web:** www.cvmrc.co.uk

KETTERING, NORTHANTS. Kettering & District MRS MRE. Wren Spinney School, Westover Road, Kettering, Northants. NN15 7LB. **Time:** 1000-1600. **Admission:** Adult £3, Concession £2. **E-mail:** stig.tyrer@gmail.com **Web:** www.kdmrs.org.uk

LICHFIELD. Trent Valley Model Railway Society, The Life Church, Netherstowe, Lichfield WS13 6TS. **Time:** 1000-1630. **Admission:** Adult £4, Concession £3, Family £11. **Tel:** 01827 52358. **Web:** www.tvrma.org.uk

SHENFIELD, ESSEX. The Mid Essex MRC MRE. Shenfield High School, Oliver Road, Shenfield CM15 8PX. **Time:** 1000-1700. **Admission:** Adult £6, Child £4. **Tel:** 01277 216098. **E-mail:** exhibition@midsexmrc.org

TROWBRIDGE, WILTS. West Wiltshire MRC MRE. Steeple Ashton Village Hall, Trowbridge BA14 6EW. **Time:** 1030-1630. **Admission:** Adult £3, Child £1. **Tel:** 01225 766065. **E-mail:** mirrlees@hotmail.com

WADEBRIDGE, CORNWALL. Wadebridge Locomotive Society MRE. Wadebridge School, Gonvenna Hill, Wadebridge, Cornwall PL27 6BU. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Concession £3, Family £10. **E-mail:** vfgnsu@yahoo.co.uk

Sep 16-17

COVENTRY. Coventry MRC Open Weekend. Coventry Canal Basin, Leicester Row, Coventry CV1 4LH. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £2. **Tel:** 07411 438626. **E-mail:** secretary@coventrymodelrailwayclub.org.uk

DARTFORD, KENT. Erith MRS MRE. The Leigh Academy, Green Street Green Road, Dartford DA1 1QE. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Concession £5.50, Child £3.50, Family £25. **Tel:** 07736 560956. **E-mail:** erithmrs@gmail.com

FLEETWOOD, LANCs. Blackpool and North Fylde MRC MRE. Cardinal Allen High School, Melbourne Avenue, Fleetwood FY7 8AY. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Senior £5, Junior £2.50, Family £14. **E-mail:** iand2509@gmail.com **Web:** www.blackpoolandnorthfylemrc.co.uk

REDDITCH. Redditch 2017 MRE. Trinity High School, Grove St, Redditch Town Centre B98 8HB. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5.50, Senior £5, Child £2, Family £14. **Tel:** 01527 540289. **Web:** www.redditch-mrc.com

SHIPLEY, YORKS. Shipley MRS MRE. Baildon Recreation Centre, Shipley BD17 5JH. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6.50, Child £3. **Tel:** 01274 593031. **Web:** www.shipleymrs.org.uk

Sep 23

ENFIELD, MIDDLESEX. Enfield Whitewebbs Railway Modellers MRE. Whitewebbs Museum of Transport, Whitewebbs Road, Enfield EN2 9HW. **Time:** 1030-1700. **Admission:** Adult £5, Child £3, Family £13. **Tel:** 07798 765859.

Sep 23-24

ELSECAR, YORKS. Elsecar Garden Railway Show. Elsecar Heritage Centre, Wath Road, Elsecar S74 8HJ. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5. **Web:** www.yorkshire.16mm.org.uk

HALIFAX, YORKS. Halifax MRC MRE. North Bridge Leisure Centre, North Bridge, Halifax HX3 6TE. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6.50, Child £3. **Web:** www.halifaxmrc.co.uk

LYDNEY, GLOS. Forest of Dean MRC MRE. The Dean Academy, Lydney. **Time:** Sat 1100-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £10. **Tel:** 01594 837473. **Web:** www.fodmrc.co.uk

MATLOCK, DERBYSHIRE. The Lumsdale Model Club Open Day. St Giles Church, Church Street, Starkholmes, Matlock

DE4 3BZ. **Time:** Sat 1000-1700, Sun 1130-1700. **Tel:** 07733 386194. **E-mail:** lumsdalemodelclub@hotmail.co.uk

STICKNEY, Lincs. Boston MRS MRE. Stickney Village Hall, Hall Lane, Stickney, Lincs, PE22 8BA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Family £7, Child £1. **Tel:** 07958 137122. **E-mail:** djcurrie@live.com

WORTHING, SUSSEX. Worthing MRC MRE. Durrington High School, The Boulevard, Worthing BN13 1LA. **Time:** Sat 1000-1700, Sun 1000-1600. **Tel:** 07970 633908. **Web:** www.worthingmrc.co.uk

Sep 24

NEEDHAM MARKET, SUFFOLK. One Model Railway Club, Needham Market Community Centre, School Street, Needham Market, Suffolk IP6 8BB. **Time:** 1030-1600. **Admission:** Adult £4. **Tel:** 07754 673439. **Web:** www.onemrc.org.uk

Sep 30

BRADFORD, YORKS. Bradford MRC MRE. St Winefride's Church Hall, St Paul's Avenue, Wibsey, Bradford BD6 1ST. **Time:** 1000-1600. **Admission:** Adult/Concession £3, Child £1. **Tel:** 07815 073721. **Web:** www.bradfordmrc.org.uk

EARLEY, BERKS. Loddon Vale MRC MRE. St Peters Church Hall, Church Road, Earley RG6 1EY. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £9. **Web:** www.lvmrc.co.uk

ENNISKILLEN, CO. FERMANAGH. Erne MRC MRE. Cathedral Hall, Halls Lane, Enniskillen BT74 7DR. **Time:** 1000-1700. **Admission:** Adult £4, Child/Senior £3, Family £10. **Tel:** 028 66329050. **E-mail:** rdjwilson29@icloud.com

SALE, MANCHESTER. Tri-ang Society MRE. St Martins Church Hall, Church Lane, Ashton on Mersey, Sale M33 5QG. **Time:** 1030-1630. **Admission:** Adult £3.50, Child £2.

WALTON-ON-THAMES, SURREY. Walton on Thames MRE. All Saints RC Church Hall, Queens Road, Hersham, Walton-on-Thames KT12 5LU. **Time:** 1000-1600. **Admission:** Adult £5, Senior £4, Child £3, Family £12. **Tel:** 07763 438150. **Web:** www.waltonmodelrailwayexhibition.co.uk

WELLINGTON, TELFORD. Telford Railway Modellers Group MRE. Charlton School, Apley Ave, Wellington TF1 3DY. **Time:** 1000-1600. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01952 820376. **E-mail:** jandi.waite@virginmedia.com

Sep 30-Oct 1

DORKING, SURREY. Dorking and District MRC MRE. Oddfellows Hall, 270 High St, Dorking RH4 1QT. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Senior £2.50, Child £1.50, Family £8. **Tel:** 07810 514070. **Web:** www.dorkingmodelrailwayclub.com

Oct 1

ASHMANHAUGH, NORFOLK. See Sept 3.

Oct 6-8

BISHOPS LYDEARD, SOMERSET. See September 2-3.

Oct 7

PRINCES RISBOROUGH, BUCKS. Princes Risborough & District MRC Open Day, Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1100-1600. **Admission:** Free. **Tel:** 01844 275748. **Web:** www.rdmrc.org.uk

SHEFFIELD. The Sheffield MRS MRE. Davy Social Club, Prince of Wales Road, Sheffield S9 4ER. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Web:** www.sheffield-mrs.com

Oct 7-8

SHILDON, CO. DURHAM. Shildon MRC Open Exhibition. Locomotion Museum Shildon, Co. Durham DL4 2RE. **Time:** 1000-1700 (both days). **Tel:** 07720 975208. **Web:** www.shildonmrc.com

WARLINGHAM, SURREY. Croydon MRS MRE. Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £2, Concession £5. **E-mail:** croydonmrs.org.uk@live.co.uk **Web:** www.croydonmrs.org.uk

Oct 8

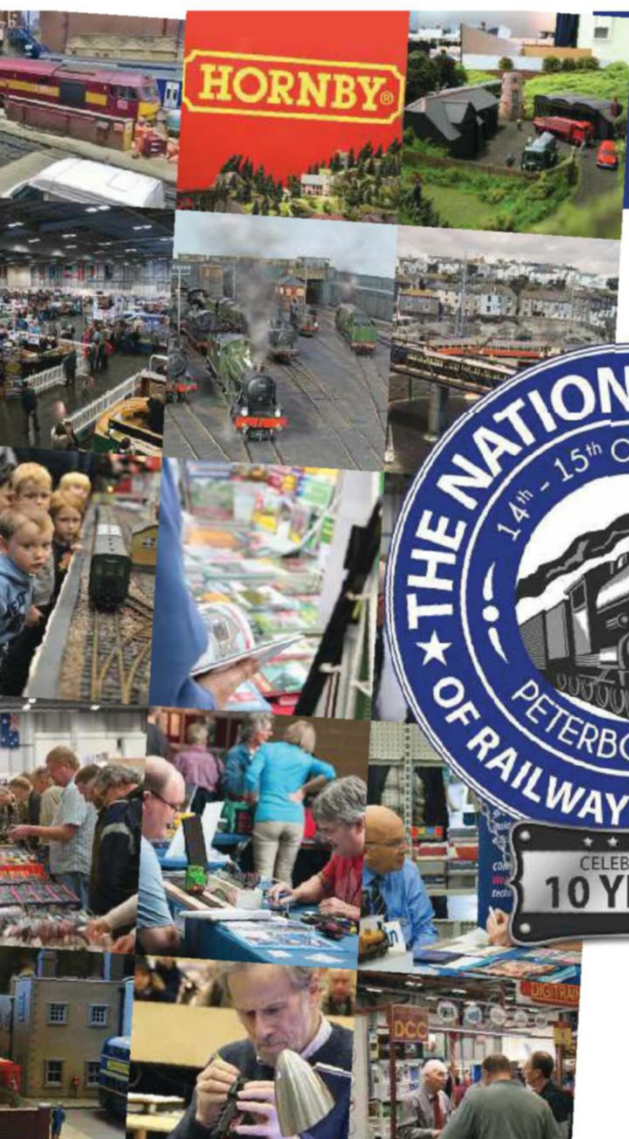
GAINSBOROUGH, Lincs. Gainsborough MRS Open Day. **Time:** 1330-1800. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

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• Send your exhibition details to: *Model Rail* Exhibition Diary, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA or e-mail: jane.skinner@bauermedia.co.uk

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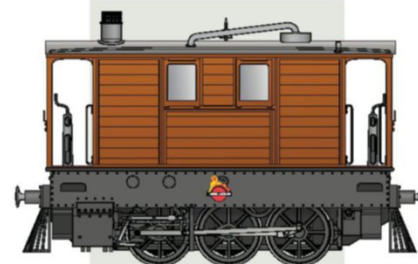
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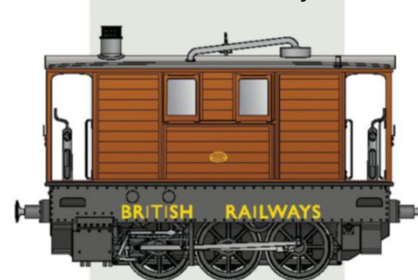
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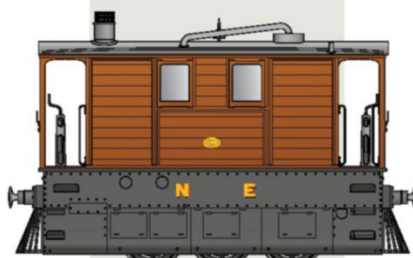
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Railways lettering,
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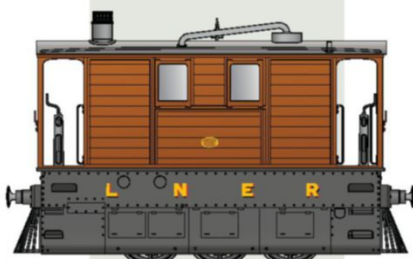
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JUST FIVE LEFT

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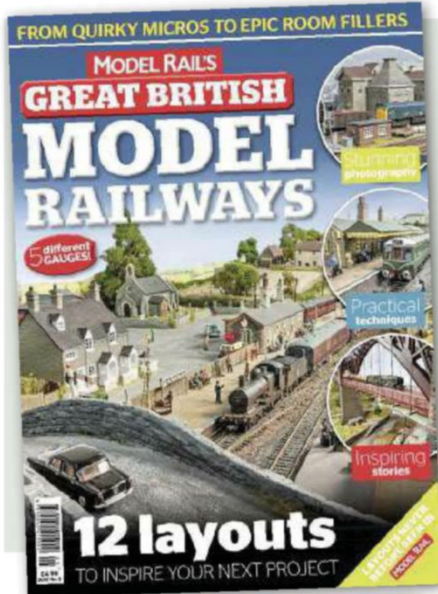
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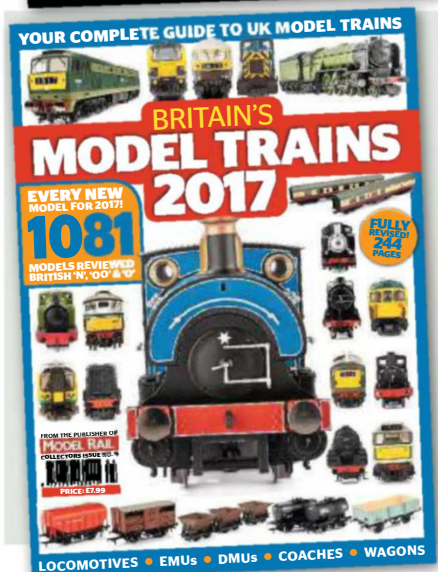
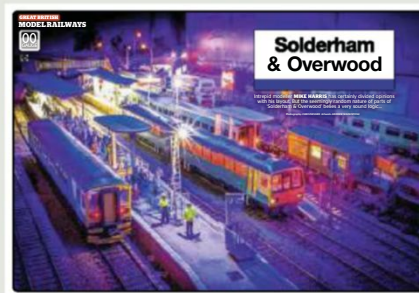


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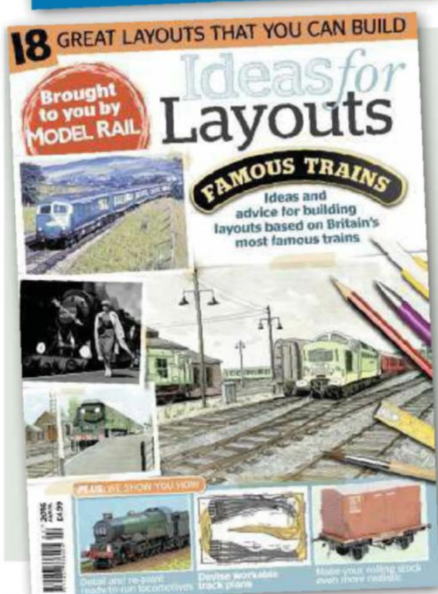


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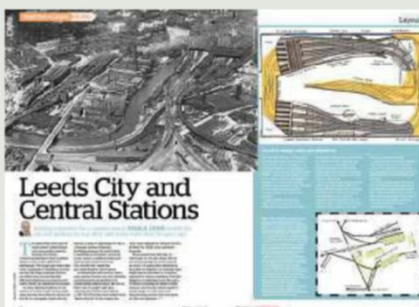


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Next Issue

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SEPTEMBER
21

Layouts in the loft

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Exeter Junction



West Coast Main Line



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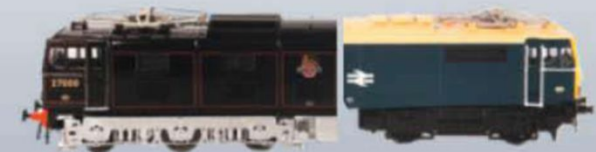
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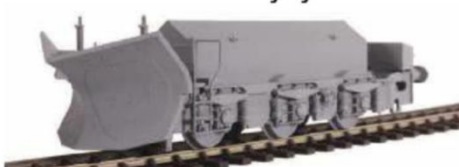
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Due in stock Dec 2017



R3512 31551 in BR black with late crest - Limited Edition train pack with Push/Pull coaches

Class 87 Electric
Pre-order for £144
Due in stock Jan 2018



R3580 87035 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

Hitachi IEP Class 800
Pre-order for £319
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

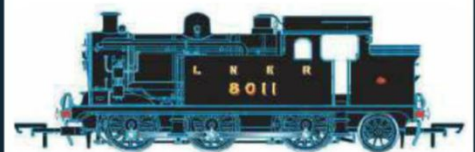


Oxford Rail OO Pre-Orders

LNER N7 0-6-2T

Pre-order for £87

Due in stock Q4 2017



OR76N7001 1002 in Great Eastern Railway livery
OR76N7002 8011 in LNER black
OR76N7003 E9621 in BRITISH RAILWAYS early black

Class A & B tank wagons

Pre-order for £16.50

Due in stock Q4 2017



OR76TKA001 Class 'A' tank in BRT - Staveley chemicals livery
OR76TKA002 Class 'A' tank 4022 in Esso livery with revised suspension
OR76TKA003 Class 'A' tank 4022 in Esso livery with original suspension
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

www.hattons.co.uk/preorder

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

Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

0151 733 3655

**17 Montague Road,
Widnes, WA8 8FZ**

Phone opening times Shop opening times
Mon to Sat **7:30am-6pm** Mon to Sun **9am-5pm**
Sun **9am-5pm**

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012					121		122
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
OO Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £33	Oct 2016							
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £85	Oct 2016							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 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 05	hattons.co.uk/hel05	£315	May 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	from £111	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							
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Class 87	hattons.co.uk/hornby87	£169.99	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							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
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

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 03/08/17.

17 Montague Road, Widnes, WA8 8FZ
T: 0151 733 3655 E: info@hattons.co.uk

Est. 1946

OO Gauge (1:76 Scale) Steam locos



R3515 Battle of Britain Class (Air Smoothed) 4-6-2 21C168 "Kenley" in Southern Railway malachite green - "The Final Day" special edition (Hor)£161



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



R3454 Castle Class 4-6-0 5076 "Drysilwyn Castle" in GWR Green (Hor)£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



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



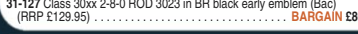
H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ)£99



H1412 Class 14xx 0-4-2T 1474 in BR Unlined black early emblem - Heavily weathered (DJ)£99



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (RRP £154.99)BARGAIN £105



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)BARGAIN £80



31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) (RRP £139.95)BARGAIN £88



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99)BARGAIN £60



R3587 Class 3F Jinty 0-6-0T 7109 LMS black - Railroad Range (Hor) NEW £38



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



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor)£169



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99)BARGAIN £82



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac)£93.46



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



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (RRP £99.99)BARGAIN £58



32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) (RRP £134.95)BARGAIN £88



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99)BARGAIN £45



R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor) NEW £119

31-169 Class 5 L&YR 2-4-2T 50795 BR lined black early emblem (Bac)£93.46



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (RRP £139.99)BARGAIN £83



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac)£135.96



31-190 Class 5XP Jubilee 4-6-0 45575 "Madras" in BR black (Bac)£144.46



31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £203.95



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £181.99)BARGAIN £109



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) (RRP £181.99)BARGAIN £109



31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac)£90.05



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac)£81.55



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



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



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



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £94.99)BARGAIN £55



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 "Tomado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £99.99)BARGAIN £68



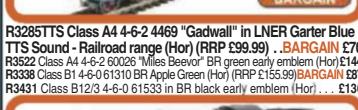
R3528 Class A1X "Terrier" 0-6-0T 4 in Weston Clevedon and Portishead Railway green (Hor) NEW£72



R3312 Class A3 4-6-2 60062 "Mimoru" in BR Green early emblem (Hor) (RRP £154.99)BARGAIN £87



R3371 Class A4 4-6-2 4468 "Mallard" LNER porter blue - Railroad range (Hor)£74.06



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (RRP £99.99)BARGAIN £70



R3322 Class A4 4-6-2 60026 "Miles Deavor" in BR Green early emblem (Hor) £144



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



R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor)£136



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



R3523 Class B17 4-6-0 61665 "Leicester City" in BR green early emblem (Hor)£136



R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (RRP £131.99)BARGAIN £74



31-146 Class D11/1 4-4-0 62663 "Prince Albert" in BR black early emblem (Bac)£101.96



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99)BARGAIN £99



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99)BARGAIN £59



35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac)£101.96

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

31-480 Class G2A Super D 0-8-0 9376 in LMS black tender back cab (Bac)£101.96

R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (RRP £126.49)BARGAIN £75

R3407 Class J50 0-6-0T 68959 BR Black early emblem (Hor) (RRP £93.49)BARGAIN £69



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£7 guaranteed Next Day delivery
(Orders before 2pm)**



OOJ94-001 Class J94 Austerity 0-6-0ST 68023 in BR black early crest & tall coal bunker (DJ) (RRP £95.50) **BARGAIN** £69
OOJ94-004 Class J94 Austerity 0-6-0ST 8023 in LNER black original bunker (DJ) (RRP £95.50) **BARGAIN** £72
OOJ94-003 Class J94 Austerity 0-6-0ST 8064 in LNER black original bunker (DJ) (RRP £95.50) **BARGAIN** £72



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 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Reuvel" in BR Lined Green early emblem (Hor) (RRP £159.99) **BARGAIN** £108



R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) (RRP £94.99) **BARGAIN** £68
R3426 Class C6 Raven 0-8-0 63429 in BR Black late crest (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



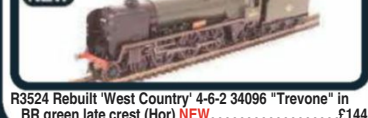
R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) **BARGAIN** £89



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) **BARGAIN** £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) **BARGAIN** £101.96



R3524 Rebuilt 'West Country' 4-6-2 34096 "Trevone" in BR green late crest (Hor) **NEW** £144



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) **BARGAIN** £110.46



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) **BARGAIN** £89



R3500 The Sir Nigel Gresley Collection (Hor) £480
R9287 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



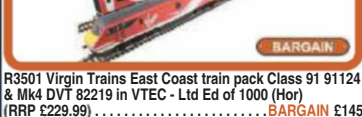
R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) **BARGAIN** £139
R3671 North Eastern freight train pack Class K1 6206 in BR black and three freight wagons (Hor) **NEW** £168



R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor) £280
R3670 South Wales coal train pack Class 72XX 2-8-2T 7224 in BR black and three private owner wagons (Hor) **NEW** £164



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) (RRP £134.95) **BARGAIN** £99



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
R604 Class 16 North British Type 1 D6409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



R3394TTS Class 20 20163 in BR blue - TTS sound fitted - Railroad Range (Hor) **NEW** £93



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61
2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



R3592TTS Class 31 D5551 in BR green - Railroad Range - TTS Sound fitted (Hor) **NEW** £76



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) **NEW** £85



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" BR large logo blue (Bac) £117.26
32-370 Class 37/4 37405 in DRS Compass blue (Bac) £120



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96
32-484 Class 40 40159 in BR Blue (Bac) £123.21



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



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39



R3482 Class 48H Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



R3483 Class 48H Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) **NEW** £144



4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) £127
32-533 Class 55 Deltic D9001 "St. Paddy" in BR green full yellow ends - weathered (Bac) £135.96



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



32-733DS Class 32 666040 in EWS - DCC sound fitted (Bac) **NEW** £208.21



32-737 Class 32 666065 in EWS DB Schenker branding - weathered (Bac) **NEW** £142.76



R3486 Class 32 666185 "DP World London Gateway" in DB Schenker (Hor) (RRP £98.99) **BARGAIN** £59



32-738 Class 32 666711 "Sence" in GBRF/Aggregate Industries (Bac) **NEW** £131.71



R3388TTS Class 32 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104

Electric locos



OO71-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) **NEW** £139.95



OO71-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) **NEW** £139.95
R3376 Class 71 E5022 in BR Green no yellow ends (Hor) £127.50



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) **BARGAIN** £79



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

DMUs



32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) (RRP £159.95) **BARGAIN** £89



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) **BARGAIN** £94



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) (RRP £149.95) **BARGAIN** £89



4D-015-001 Class 122 Gloucester RCW "Bubblecar" single car DMU 55002 in BR blue & grey (Dap) **NEW** £123.25

Visit

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for all new releases



39-530 SR PMV parcels van S1151S in BR green black ends (Bac) £28.01

Wagons

38-115 100 ton TEA bogie tank wagon in Fina - weathered (Bac) £39.06
38-702 12 Ton Pipe Wagon BR Engineers Olive Green (Bac) BARGAIN £13.50
(RRP £23.95)
38-162 12 ton plank ventilated van in Departmental olive green (Bac) BARGAIN £9.50
(RRP £16.95)
37-879 12 ton shock absorbing open wagon in BR bauxite (late) (Bac) BARGAIN £11.50
(RRP £16.95)
38-385A 12T Fruit Van in BR bauxite (Bac) NEW £16.96

H4-WW-013 Warwell wagon 50t diamond frame bogies ADRW96501 in BR engineers yellow (Hat) £33

H4-WW-009 Warwell wagon 50t diamond frame bogies DM721227 in BR Olive green ELECTRIFICATION branding and steel/rail carriers (Hat) £33

H4-WW-012 Warwell wagon 50t diamond frame bogies DM748316 in BR brown bolster deck conversion (Hat) £33

H4-WW-011 Warwell wagon 50t diamond frame bogies DM748343 in BR grey bolster deck conversion (Hat) £33

H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat) £37

H4-WW-003 Warwell wagon 50t diamond frame bogies in WD (LNER) (Hat) £33
H4-WW-003 Pack of 4 (Hat) £119

H4-WW-008 Warwell wagon 50t diamond frame bogies KDE314159 in BR black S&T branding and steel/rail carriers (Hat) £33

H4-WW-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat) £33

H4-WW-006 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) £33
H4-WW-005 Warwell wagon 50t diamond frame bogies MODA95634 MOD 1970s olive (Hat) £33

H4-WW-004 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) £33

H4-WW-002 Warwell wagon 50t diamond frame bogies WW.55 in WD (LMS) (Hat) £33
H4-WW-002 Pack of 4 (Hat) £119

H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) £33

H4-WW-015 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) £37

H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) £37



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) NEW £123.25



4D-015-005 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55007 in BR green small yellow panels (Dap) NEW £123.25



4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (Dap) NEW £123.25



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) NEW £129.95



6991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hat) (RRP £119.95) BARGAIN £69
32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered (Bac) £161.46
32-937 Class 150/2 2-car DMU 150202 in Centro blue stripe (Bac) (RRP £164.95) BARGAIN £114

EMUs

R3341 Class 2-HAL 2 Car EMU 2577 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
31-032 Class 350/1 Desiro 4-Car EMU 350 101 in London Midland (Bac) (RRP £189.95) BARGAIN £99



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (RRP £189.95) BARGAIN £99



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) BARGAIN £94

DEMUS



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

Track Maintenance vehicles

36-151 Plasser QWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) (RRP £59.95) BARGAIN £42



31-577 Windhoff MPV Multi-Purpose master and slave units in "Railtrack" (Bac) (RRP £148.95) BARGAIN £69

Train sets - analogue



R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teak coaches (Hor) (RRP £184.99) BARGAIN £145



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



R1202 Mallard Pullman Train Set (Hor) NEW £131



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) BARGAIN £45

Train sets - DCC



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



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) BARGAIN £170



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

Coaches

39-001 2x Mk1 coaches Works Test Train BR blue & grey - weathered (Bac) £76.46
39-460 57 ft Porthole Corridor Brake 3rd in BR crimson and cream (Bac) (RRP £39.95) BARGAIN £27
39-127E BR Mk1 CK Composite Corridor Crimson & Cream Weathered (Bac) (RRP £39.95) BARGAIN £27
39-276 BR Mk1 GUV InterCity Motorail (Bac) (RRP £38.95) BARGAIN £26
39-426 BR Mk1 POS Post Office Sorting Van BR blue & grey (+ Nets) (Bac) (RRP £59.95) BARGAIN £40
39-501 BR Mk1 SLF Sleeper Car E2054 BR blue & grey (Bac) (RRP £42.95) BARGAIN £30



R4790 GWR A30 autocorridor 191 in GWR chocolate and cream (Hor) NEW £28

R4791 GWR A30 autocorridor 190W in BR crimson and cream (Hor) NEW £28
39-465 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) (RRP £39.95) BARGAIN £29
39-470 LMS 60 ft Porthole Corridor Brake 1st in BR crimson & cream (Bac) (RRP £39.95) BARGAIN £25
39-475 LMS 60 ft Porthole Open Vestibule 1st in BR crimson & cream (Bac) (RRP £39.95) BARGAIN £29



R4768 Maunsell corridor brake third 3778 in SR olive green (Hor) NEW £38

R4768A Maunsell corridor brake third 3779 in SR olive green (Hor) NEW £38

R4796 Maunsell corridor brake third S3777S BR crimson and cream (Hor) NEW £38

R4796A Maunsell corridor brake third S3778S BR crimson and cream (Hor) NEW £38



R4770 Maunsell corridor first 7412 in SR olive green (Hor) NEW £38

R4797 Maunsell corridor first S7212S in BR crimson and cream (Hor) NEW £38

R4798 Maunsell corridor third S1187S in BR crimson and cream (Hor) NEW £38

39-131 Mk1 CK Composite Corridor 7153 in Network SouthEast blue (Bac) (RRP £38.95) BARGAIN £29

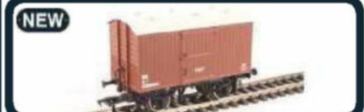
34-633 Mk1 Suburban 2nd brake BR blue - weathered (Bac) (RRP £29.95) BARGAIN £20

34-632 Mk1 suburban BS brake second E43152 in BR blue - weathered (Bac) (RRP £29.95) BARGAIN £20

34-677 Mk1 suburban S second E46094 in BR blue - weathered (Bac) (RRP £29.95) BARGAIN £21

34-678 Mk1 suburban S second E46116 in BR blue - weathered (Bac) (RRP £29.95) BARGAIN £20

R4518 MK2E BSO brake second open 9504 BR intercity (Hor) (RRP £24.99) BARGAIN £17



38-387 12T Fruit Van in NE brown (Bac) NEW £16.96

37-754D 12T ventilated Fruit Van in BR - weathered (Bac) NEW £15.26

37-751D 12T ventilated Fruit Van in GWR grey (Bac) NEW £14.41

38-452A 13 ton Hyft steel open wagon with sheet & highbar in BR bauxite (late) (Bac) (RRP £17.95) BARGAIN £11

38-450A 13 ton Hyft steel open sheet in BR bauxite (early) (Bac) (RRP £17.95) BARGAIN £11

38-331 13T high sided steel wagon chain pockets LNER grey (Bac) NEW £16.96

38-330 13T high sided steel wagon smooth sides & wooden doors in BR late grey (Bac) NEW £16.96



37-684A 14T tank wagon in Esso chrome grey (Bac) NEW £18.66

37-656A 14T tank wagon in ICI Chemicals (Bac) NEW £18.66



37-663 14T tank wagon in Shell / BP black (Bac) NEW £18.66

37-452 16 ton slope side mineral wagon in Boston Deep Sea Fishing (Bac) (RRP £14.95) BARGAIN £10



37-537D 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac) (RRP £26.95) BARGAIN £15

37-533 20 ton brake van ZTD DB950767 in BR Dutch grey & yellow - weathered (Bac) (RRP £26.95) BARGAIN £15



R6809 21 ton hopper wagon E304962 in BR grey (Hor) £14

38-272 22 ton Prestlo in Rugby Cement (Bac) (RRP £28.95) BARGAIN £19

38-750 22 ton STV Tube Wagon BR Bauxite (TOPS) Weathered (previously announced as BR grey) (Bac) (RRP £27.95) BARGAIN £16

37-506 24 ton ore hopper wagon in B.I.S.C. Iron Ore (Bac) £12.71



4F-033-111 24-ton steel ore hopper "Carnforth Iron Company" 236 - weathered (Dap) NEW £11

37-275F 27 ton steel tippler wagon BR grey Iron Ore (Bac) (RRP £14.95) BARGAIN £9

38-146 29 ton VDA sliding door box van in BR Civil Link - weathered (Bac) (RRP £25.95) BARGAIN £16

37-931 3 plank wagon BR Departmental olive green (Bac) (RRP £13.95) BARGAIN £10

37-932 3 plank wagon in LMS bauxite (Bac) (RRP £13.95) BARGAIN £8.50

37-933 3 plank wagon in LMS grey (Bac) (RRP £13.95) BARGAIN £9.50

38-045 31 tonne ZBA Bass open wagon BR brown (Bac) (RRP £22.95) BARGAIN £14

37-066 5 Plank Wagon Wooden Floor "David Parsons & Son" (Bac) (RRP £14.95) BARGAIN £8.50

37-326C 90 Tonne JGA Bonlie Hopper in RMC - weathered (Bac) £36.51



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) BARGAIN £14

38-679 GWR Shunters Truck BR Black Margam Jn Weathered (Bac) (RRP £18.95) BARGAIN £11

38-675 GWR Shunters Truck GWR Grey "Canons Marsh, Bristol" (Bac) (RRP £17.95) BARGAIN £9

38-677 GWR Shunters Truck GWR Grey "Old Oak Common" (Bac) (RRP £17.95) BARGAIN £9

38-2108 LBA auto ballast outfall generator wagon in ex-Railtrack - weathered (Bac) (RRP £54.95) BARGAIN £31

R6793 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) £28

R6794 KFA container wagon Tiphook Rail 1x 20' and 1x 40' container (Hor) £28

37-365 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete - weathered (Bac) (RRP £41.95) BARGAIN £28

38-429 42T Pair of 4-wheel cattle wagons B893520 and B893520 BR bauxite (late) NEW £19

4F-020-028 Pair of 4-wheel cattle wagons B893520 and B893520 in BR bauxite - weathered (Dap) NEW £20.50

R6810 Seven plank open wagon "Crystalate Billiard Ball" (Hor) NEW £13

R6812 Seven plank open wagon "John Vipond, Pontypool" (Hor) NEW £13

R6810B LBA auto ballast outfall generator wagon in ex-Railtrack - weathered (Bac) (RRP £54.95) BARGAIN £31

R6811 Seven plank open wagon "Staveley Caustic Soda" (Hor) NEW £13

Prices valid until 20/09/17

All prices correct
when going to press.
Errors excepted.

Track - Code 100 Streamline

H4-WW-018 Warwell wagon 50t Gloucester GPS bogies
MODA95536 in MOD 2000s olive (Hat)£33H4-WW-017 Warwell wagon 50t Gloucester GPS bogies
MODA95537 in MOD 1990s olive - weathered (Hat)£37H4-WW-016 Warwell wagon 50t Gloucester GPS bogies
MODA95539 in MOD 1990s olive (Hat)£33H4-WW-019 Warwell wagon 50t Gloucester GPS bogies
MODA95582 in MOD 2000s olive (Hat)£33

Point motors



R8243 Surface Mounted point motor (Hor)£8

Lighting equipment

R8952 Bulbs for Skale Lighting system (x4) (Hor) (RRP £6.99) BARGAIN £2

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

Accessories

4F-028-007 Pack of two 45' curtain sided containers 'Tesco Less Co2' (Dap) NEW £11
4F-028-008 Pack of two 45' curtain sided containers 'Tesco Less Co2' - weathered (Dap) NEW £12
4F-028-003 Pack of two 45' hi-cube containers 'Malcolm Logistics' (Dap) NEW £12.50
4F-028-004 Pack of two 45' hi-cube containers 'Malcolm Logistics' (Dap) NEW £13.50
4F-028-011 Pack of two 45' hi-cube containers 'Malcolm Logistics' (Dap) NEW £12.50
4F-028-012 Pack of two 45' hi-cube containers 'Malcolm Logistics' - weathered (Dap) NEW £13.50

Spares

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

Man-made scenic structure - railway-related

89121 21.5 metre (90ft) Motorised turntable - ready for installation.
Upgraded 89111. For HO/OO scales. DCC ready (Hel)£199LK-55 76ft Well type turntable (Pec)£39
R083 Buffer Stop (Hor)£1.80
R083 Box of 6 (Hor)£9.50
R334 Double-track station platform canopy (Hor)£19R070 Electrically Operated Turntable (Hor)£64
R460 Straight Platform (Hor)£5

Signals

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap)£22

Man-made scenic structure - non-railway

97402 Embossed plastic sheet - corrugated metal siding - pack of two 12" x 7.5" sheets (Exp) NEW£5.50

Minerals, Water & Rocks

JDITCH Feature mat - Ditch - 1200mm x 75mm (Jav) NEW£3
JSTREAM Feature mat - Stream / River - 1200mm x 75mm (Jav) NEW £3

People - civil



36-408 12 x Seated Coach Passengers (Bac)£11.50



36-047 Locomotive staff x 6 (Bac)£8.46

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)£9SL-100 Pack of 25 1 yard (91.5cm) length of Code 100
Wooden-sleeper nickel silver flexible track (Pec)£66
SL-100 Single (Pec)£3SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver
concrete-sleeper flexible track (Pec)£70
SL-102 Single (Pec)£3
SL-90 Double slip - insulfrog (Pec)£32SL-E96 Left hand medium point - electrofrog (Pec)£10
SL-96 Left hand medium point - insulfrog (Pec)£10SL-E92 Left hand small point - electrofrog (Pec)£9.50
SL-92 Left hand small point - insulfrog (Pec)£9.50SL-E95 Right hand medium point - electrofrog (Pec)£10
SL-95 Right hand medium point - insulfrog (Pec)£10

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
bulldhead rail flexible track (Pec)£40
SL-108F Box of 25 (Pec)£3.50SL-102F Pack of 25 1 yard (91.5cm) length of finescale
Nickel Silver concrete-sleeper flexible track. (Pec)£82
SL-102F Single (Pec)£3.25SL-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 (Pec)£37

SL-E189 Finescale left hand large point electrofrog (Pec) £12.50
SL-E196 Finescale left hand medium point - electrofrog (Pec)£11.50SL-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

R8090 1 single yard length of Semi-Flexible Track (Hor)£3.90
R8090 Pack of 24 (Hor)£39
R8262 Double 4th radius curve (8 make a circle) (Hor)£3R601 Box of 24 Double Straight (Hor)£47
R601 Single (Hor)£2.10
R8077 Left hand Express point (Hor)£14.50R8072 Left Hand Standard Point (Hor)£9
R603 Long Straight - 670mm (Hor)£3
36-603 Long straight track nickel silver (same as R603) (Bac)£3
36-603 Box of 10 (Bac) (RRP £35) BARGAIN £24.80
R8078 Right hand Express point (Hor)£14.50R8073 Right Hand Standard Point (Hor)£9
R621 Single 970mm length of flexible track (Hor)£3
R621 Pack of 24 (Hor)£66R600 Box of 24 Standard Straight (Hor)£31
R600 Single (Hor)£1.35

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge
underlay (Gau)£19.50

Buses

76IR6001 Irizar i6 Translink Goldline (Oxf) NEW£19.50

15808 Leyland PD1 "East Kent" - "66, Ramsgate
Harbour" (EFE) NEW£29.71
38007 Leyland RTL - "Barton Transport" - "18 to Chilwell" (EFE)£29.71

76WFA005 Weymann Fanfare Greenslades (Oxf) NEW £15.50

OM46512A Wright Eclipse Gemini 2, Brighton & Hove,
Mile Oak 1 (Cor) NEW£33
OM46512B Wright Eclipse Gemini 2, Brighton & Hove, White Hawk
1A (Cor) NEW£33

Cars

76SET60CC 3 Piece VW Set Coca Cola (Oxf) NEW£14
76AMV7001 Aston Martin V12 Vantage S Volcano Red (Oxf) NEW£5
76BM2002 BMW 2002 Golf Yellow (Oxf) NEW£5
EM76868 Ford Prefect 100E 4-door saloon red (Poc) (RRP £4.25) BARGAIN £376XJ005 Jaguar XJ Ultimate Black (Oxf) NEW£4.50
76LE003 Lotus Elan Red and Silver (Oxf) NEW£4.50
EM76817 Morris Minor 2-door in almond green (Poc) (RRP £4) BARGAIN £3
EM76833 Morris Minor Pickup green tonneau cover (Poc) (RRP £4) BARGAIN £3
EM76831 Morris Minor Pickup in grey (Poc) (RRP £4) BARGAIN £3
76SET07B Pack of three Morris Minors (Oxf) NEW£1476SDV001 Rover SD1 3500 Vitesse Targa Red (Oxf) NEW £4.50
76VW030CC Volkswagen Bay Window Coca Cola (Oxf) NEW£4.50
76VW0809CC Volkswagen Beetle Coca Cola (Oxf) NEW£4.50
76VW001 Volvo 760 Gold Metallic (Oxf) NEW£5
76VP003 Volvo P1800 Black (Oxf) NEW£4.50
76VW026 VW Bay Window Van Light Grey (Oxf) NEW£4.50

Commercial vehicles

76ALB001CC Albion Box Van Coca Cola (Oxf) NEW£9
EM76675 Ford Thames 300E 70wt van 'Singer Sewing' (Poc) (RRP £4.25) BARGAIN £3
76FT030CC Ford Transit LWB High Coca Cola Xmas (Oxf) NEW£4.50
76FT1006 Ford Transit Mk1 Marley (Oxf) NEW£4.50
76FT028 Ford Transit Mk5 LWB High Scottair (Oxf) NEW£576LRF6001 Land Rover FC GS 1974 Trans Sahara
Expedition (Oxf) NEW£8.50
76VOL4003 Volvo F44 Outrigger - Knowles Transport (Oxf) NEW£21.50

76FMT003 Field Marshall Tractor in Red (Oxf) NEW£4.50

Farming & Construction

76LRF6001 Land Rover FC GS 1974 Trans Sahara
Expedition (Oxf) NEW£8.50
76VOL4003 Volvo F44 Outrigger - Knowles Transport (Oxf) NEW£21.50

Military ground vehicles

76HST001 Humber Snipe Tourer Old Faithful General
Montgomery Italy 1942 (Oxf) NEW£5.50
76LRF6001 Land Rover FC Ambulance Gulf War Operation Granby
1991 (Oxf) NEW£8.50

Public Service vehicles

76LRS2001 Land Rover Series II SWB Hard Back Royal Mail (Oxf) NEW£5

Tools

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

N Gauge
Steam locos372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven'
in GWR lined green (Gra)£118.96372-138 Class 5MT Black Five 4-6-0 5190 in LMS Black (Gra)
(RRP £129.95) BARGAIN £76372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple
green (Gra) (RRP £169.95) BARGAIN £94372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined
green late crest (Gra) (RRP £169.95) BARGAIN £94372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick
green early emblem (Gra) (RRP £169.95) BARGAIN £94
2S-008-002 Class A4 4-6-2 4498 'Sir Nigel Gresley' in LNER blue double
chimney - as preserved (Dap)£122

Train packs

370-400 Longmoor Military Railway Train Pack WD Austerity
2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake
end coaches in LMR blue (Gra) (RRP £139.95) BARGAIN £99

Diesel locos

371-051C Class 04 Shunter D2295 BR Blue Wasp Stripes (Gra)
(RRP £94.95) BARGAIN £59

372-976A Class 24 D5031 in BR green (Gra)£101.96

371-085A Class 25 D5177 in BR green (Gra) NEW £101.96

371-087A Class 25/2 25225 in BR blue (Gra) NEW £101.96
2D-018-007 Class 35 'Hymek' D7003 BR green no yellow panels (Dap) NEW £98.292D-018-009 Class 35 'Hymek' D7007 in BR blue small
yellow panels (Dap) NEW£98.292D-018-010 Class 35 'Hymek' D7036 in BR blue small
yellow panels (Dap) NEW£98.29
2D-018-008 Class 35 'Hymek' D7043 BR green small yellow panels (Dap) NEW £98.29371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra)
(RRP £121.95) BARGAIN £72

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

Accessories



371-170 Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Gra) £103.66



371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95) **BARGAIN** £72



372-243 Class 47/7 47701 'Saint Andrew' in BR Blue (Gra) (RRP £124.95) **BARGAIN** £79

DMUs



371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) £229.46

EMUs



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) **BARGAIN** £89

Train sets - analogue



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £185

Coaches

374-131A BR Mark 1 GUV in BR green (Gra) **NEW** £25.46
374-135 BR Mk1 GUV Sattink (Gra) **NEW** £26.31



2P-005-012 Mk3 buffet W40435 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39

2P-005-022 Mk3 TFO first open 41145 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39

2P-005-024 Mk3 TFO first open E41069 in BR blue and grey (Dap) **NEW** £21.39

2P-005-025 Mk3 TFO first open E41070 in BR blue and grey (Dap) **NEW** £21.39

2P-005-026 Mk3 TFO first open W41009 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39

2P-005-361 Mk3 TGS guard second 44009 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39

2P-005-338 Mk3 TSO second open 42039 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39



2P-005-337 Mk3 TSO second open 42075 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39

2P-005-036 Mk3 TSO second open E42100 BR blue and grey (Dap) **NEW** £21.39

2P-005-037 Mk3 TSO second open E42101 BR blue and grey (Dap) **NEW** £21.39

2P-005-038 Mk3 TSO second open E42135 BR blue and grey (Dap) **NEW** £21.39

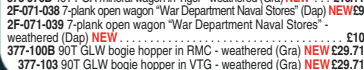
2P-005-039 Mk3 TSO second open W42012 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39

2P-005-040 Mk3 TSO second open W42014 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39

Wagons

2F-036-024 4-wheel bulk grain hopper 42314 GWR - weathered (Dap) **NEW** £14

373-502C 46T HEA hopper in BR bauxite (Gra) **NEW** £11.86



373-507A 46T HEA hopper in BR Railfreight red and grey (Gra) **NEW** £11.86

373-975B 46T POA mineral wagon in Tiger grey (Gra) **NEW** £16.11

373-976B 46T POA mineral wagon in Tiger - weathered (Gra) **NEW** £16.11

2F-071-038 7-plank open wagon 'War Department Naval Stores' (Dap) **NEW** £9

2F-071-039 7-plank open wagon 'War Department Naval Stores' - weathered (Dap) **NEW** £10

377-100B 90T GLW bogie hopper in RMC - weathered (Gra) **NEW** £29.71

377-103 90T GLW bogie hopper in VTG - weathered (Gra) **NEW** £29.71



2F-028-005 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450004-3 and 450002-2 (Dap) **NEW** £13

2F-028-006 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450004-3 and 450002-2 - weathered (Dap) **NEW** £14

2F-028-007 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450012-5 and 450013-0 (Dap) **NEW** £13

2F-028-008 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450012-5 and 450013-0 - weathered (Dap) **NEW** £14

Spare

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

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50

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

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

ST-300 Starter Track Set (Pec) £46

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) £8.50

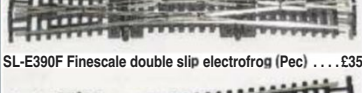
SL-E395 Right hand medium point electrofrog (Pec) £9

Track - Code 55 Finescale



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

SL-300F Single (Pec) £3



SL-E390F Finescale double slip electrofrog (Pec) £35



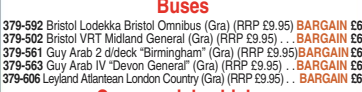
SL-E396F Finescale left hand medium point electrofrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9

SL-E383F Finescale scissors crossover electrofrog (Pec) £61

Buses

379-592 Bristol Lodekka Bristol Omnibus (Gra) (RRP £9.95) **BARGAIN** £6

379-592 Bristol VRT Midland General (Gra) (RRP £9.95) **BARGAIN** £6

379-561 Guy Arab 2 d/deck 'Birmingham' (Gra) (RRP £9.95) **BARGAIN** £6

379-563 Guy Arab IV 'Devon General' (Gra) (RRP £9.95) **BARGAIN** £6

379-606 Leyland Atlantean London Country (Gra) (RRP £9.95) **BARGAIN** £6

Commercial vehicles

NFG009 Foden FG 8 Wheel Dropside H E Payne (Oxf) **NEW** £5

NFG007 Foden FG 8 Wheel Flatbed Blue Circle (Oxf) **NEW** £5

NFG011 Foden FG Dray Fremilins (Oxf) **NEW** £5

NFG012 Foden FG Oval Tanker Isherwoods (Oxf) **NEW** £5

NFG008 Foden FG Round Tanker John Houston (Oxf) **NEW** £5

NFG010 Foden FG Tipper Hovingham (Oxf) **NEW** £5

O Gauge (1:43 Scale)

Steam locos

75-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25



75-010-009 Class A1X 'Terrier' 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) £191.25

Diesel locos



7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £199.95

4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel) £550



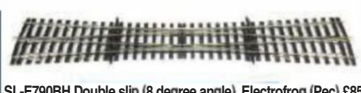
4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) £550

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-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

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



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

Cars

43AMZ002 Aston Martin DB4GT Zagato 2 VJM (Jim Clark Goodwood 1961) (Oxf) **NEW** £21

43AMV001 Aston Martin V12 Vantage S Volcano Red (Oxf) **NEW** £20



43RSD001 Rolls Royce Silver Dawn/Std Steel Maroon/Black (Oxf) **NEW** £21

Commercial vehicles

43LR2S003 Land Rover Series II SWB Hard Back Post Office Telephones (Oxf) **NEW** £14

Military ground vehicles

43LRL003 Land Rover 1/2 Ton Lightweight RAF (Red Arrows) (Oxf) **NEW** £14

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) £140

DCC decoders



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) £15.73



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



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



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92

R8249 Single (Hor) £16



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

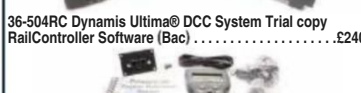
DCC accessory decoders

DCD-ADS8FX COBALT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £56

DCC controllers



36-504RC Dymasis Ultima® DCC System Trial copy RailController Software (Bac) £240



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



DCC04 Prodigy 'Advance 2" Wireless starter DCC controller package (Gau) £369



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £129

DCC accessories

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14

Point motors

DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £20



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £200

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £105

DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) **NEW** £125

PL-10 Point Motor (Switch Machine) (Pec) £5

PL-10 Bag of 6 (Pec) £34



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

PM-2 Seep point motor (Gau) £3.50

PM-1 Seep point motor accessory switch (Gau) £4.50

PL-11 Sidesurface 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-CB512 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165

Accessories

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 6 Pin Plug-in Decoder £26.95
- DCC26 Compact 8 Pin Decoder w/Harness £15.95
- DCC27 OMNI 21 & 8 Pin Decoder £19.95
- DCC28 OMNI 6 Pin Decoder with Harness £22.95
- DCC29 OMNI Direct Plug Decoder £20.95
- BPDC27 OMNI 21 & 8 Pin Decoder (5) £89.95
- BPDC29 OMNI 6 Pin with Harness (5) £94.95
- BPDC29 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 Baklit Walkaround £139.95
- DCC15 "Decoder Doctor" Decoder Tester £89.95
- DCC49 Prodigy DCC Booster Unit 8 Amp £199.95
- DCC51 Prodigy Wireless Conversion Set £269.95
- DCC55 Prodigy Wired Computer Interface £64.95
- DCC60 Spare plug for Prodigy £3.95
- DCC61 Medium NEM 652 Socket (5) £5.50
- DCC62 Prodigy Universal Lead (2m) £5.95
- DCC63 Prodigy Adv Power Supply Unit £27.95
- DCC64 Prodigy Power Pack Lead £7.25
- 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

BPDC80 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-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-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-100Q Single Track O Scale £47.95
- GMC-100LGB Single Track G Scale £57.95
- GMC-U Single Track Simulation £47.95
- GMC-UF Single Track Feedback £42.95
- GMC-UO 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-SS1LGB 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 Triple Point Motor Wire 10m £7.95
- GMC-PM52 Single Point Motor Accessory Pack £4.95
- GMC-PM53 Harnesses for PM10D (2) £3.95
- GM612 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 of high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



- GMC-PM10 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 Blm Flexi Track (24) £79.95
- GM97 900mm N/Silver Blm 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 Homby 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



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 Seafoam 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

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 £5.95
- 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

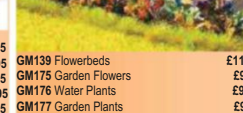
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- GM125 Spruce Trees (25) £22.95

MAKE YOUR OWN TREES

- GM195 Seafoam 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) £11.95
- GM163 Green 12mm Mini Tufts (42) £4.95

BRICKWORK

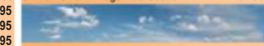
- GM30 Plain Stone Wall Grey £9.75
- GM31 Grey Stone Wall & Buttresses £9.75
- GM32 Grey Stone Wall & Arches £9.75
- GM197 Stone Tunnel Wall £8.75
- GM198 Single Tunnel Mouth & Walls £15.75
- GM199 Double Tunnel Mouth & Walls £20.75

BACKSCENES

- GM701 Large Valley Backscene £7.95
- GM702 Large Countryside Backscene £7.95
- GM703 Large Open Field Backscene £7.95



- GM704 Large Valley 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 £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

OOH 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

OO SCALE LASER CUT KITS

- 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.



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
GMKD13B Farm Rail Fencing Brown	£3.50
GMKD13W Farm Rail Fencing White	£3.50
GMKD14 Telegraph Poles	£3.50
GMKD15 Windows Doors & Guttering	£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
GMKD1000 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 Corner Fencing	£5.75
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

Fine 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 LMS Maroon (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 SR/BR Grn (2)	£13.95
GM822 W/Mounted Swan Neck LMS Maroon (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 Dbl 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 SR/BR 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 Swan Neck Lamp Soft Black	£32.95
GM861 Swan Neck Lamp SR/BR Green	£32.95
GM862 Swan Neck Lamp LMS Maroon	£32.95
GM863 Swan Neck Lamp GWR Stone	£32.95
GM864 Modern Sgl Head Adjustable Height	£32.95
GM865 Modern Dbl 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

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GM51 Spare Pads for GM50 £17.95

GM49 Spare Pads for GM47 £17.95

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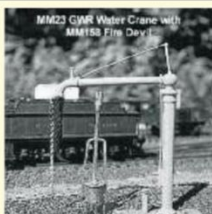
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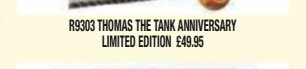
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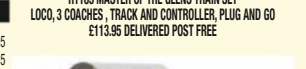
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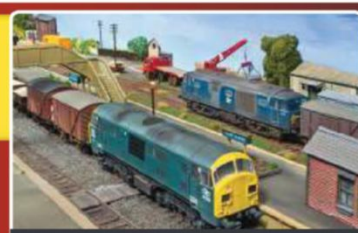
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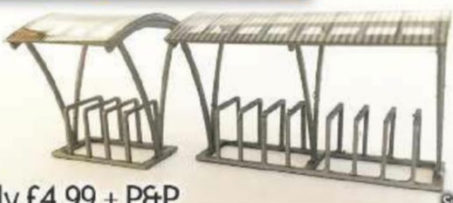
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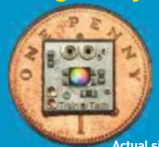
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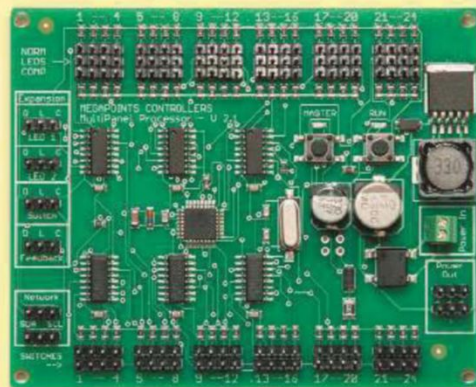
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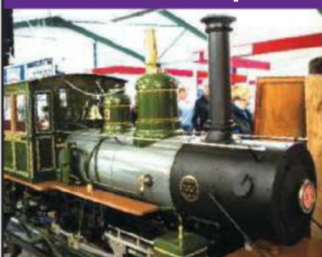
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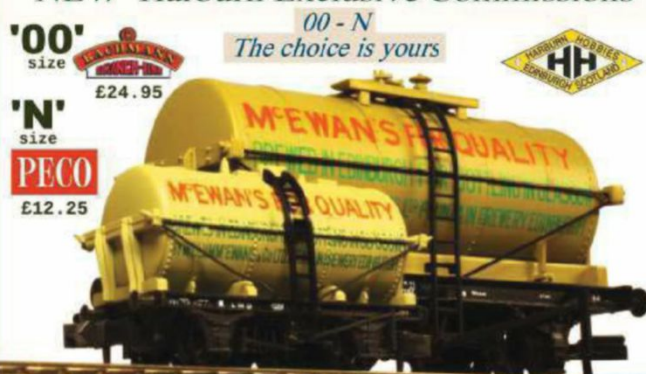
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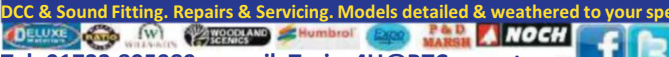
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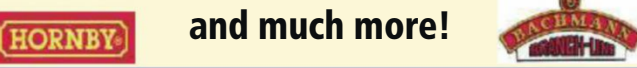
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Backscene

This month's miscellaneous meanderings from the *Model Rail* team...

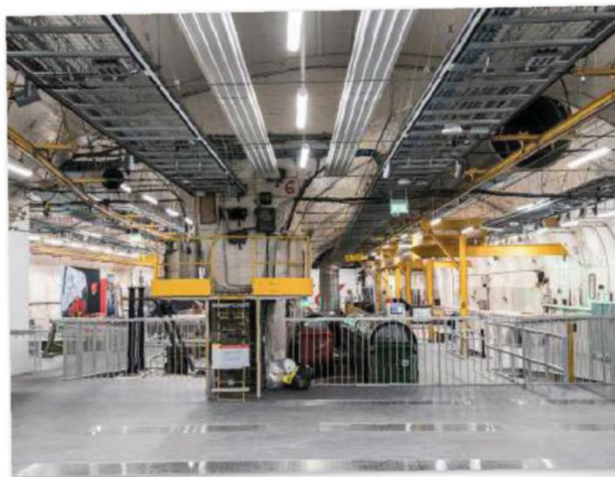


Richard Foster,
Editor

I like exploring tunnels under London: I've walked through the Thames Tunnel, explored abandoned Underground stations and even old air raid shelters. Therefore, I particularly relished a press preview to London's newest tourist attraction, The Postal Museum and the complementary Mail Rail.

Mail Rail is great. It's housed in the former Post Office Railway's engineering depot and has been tastefully turned into a visitor centre without destroying the depot's 'feel'.

The best bit is a trip on the old Post Office Railway. Only a short section of the system has been converted for passenger use - the first time since it opened, 90 years ago. It's therefore a bit claustrophobic, but a great experience, especially seeing the



JACK BOSKETT/RAIL

tunnel full of abandoned Post Office Railway cars.

You learn a lot - except for one fact: why is it not used for carrying mail any more? Because, apparently, it can't cope with parcels, which seems to have replaced the letter as the Royal Mail's lifeblood. Mail Rail opens on September 4 - see www.postalmuseum.org to book your visit.

Modelling hours this month: Not many...

Note to self: Count the number of points you have before ordering point motors.



Chris Leigh,
Consultant Editor

It's been a bit of a mixed summer for me, without my customary break in North America (I've had one every summer since 2011) and with occasional family days out substituting for a 'proper' holiday. I've entertained family and friends, including Rapido Trains' Jason Shron, at the Station House, and even a group of three railfans who were 'station-bashing' and stopped for a photograph.

I performed a banner-breaking ceremony on Ben Jones' 'HO' scale layout, and I was really chuffed (no pun intended) to be asked if 'Polwyddelan', my Cornish harbour layout, is likely to be exhibited. If I got an invitation, I'd certainly consider it, and in the meantime I'm mulling over the idea of a small show in the village where I live. It might just be an



opportunity to display the 'O' gauge 'The Railway Children', too.

For now though, a quiet summer has offered plenty of time to work on the 'N' gauge project that I mentioned last month. I'm starting at the 'wrong' end of the branch, but already the station forecourt is looking pretty good. I have, however, just realised that it was red RTs which turned there, not green ones! The green ones were the low-height RLHs. Oh well, at least the RF is right. It just needs the blind changing to route 218.

My 'N' gauge station forecourt is nearing completion. The 'RT' is improved considerably by painting out the silver-coloured mesh on the radiator.

Modelling hours this month: A lot, but not enough to finish everything I wanted to do.

Note to self: For Pete's sake finish tidying up!



George Dent,
Deputy Editor

Walking around a real locomotive depot always gives me an inspiration boost. In July, I attended DRS' annual open day, at Carlisle Kingmoor Depot, where the stars of the show were the all-new bi-mode Class 88s and a bunch of nearly new '68s'.

How things have changed: the last time I visited Kingmoor, in 2010, the depot was full of '20s', '37s' and '47s'. This year, just one pair of '20s' were on view, along with three '37s'.



The last of the ten-strong fleet, 88010 *Aurora* greets the crowds at Kingmoor Depot.



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Modelling hours this month: 30

Note to self: Make the most of the DRS Class 37-hauled passenger trains on the Cumbrian Coast line.

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