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# Class 25 Diesel

## N Scale Model Locomotives



**371-085** Class 25/1 Diesel, BR Green, No. D5188



- NEM Couplings & 6 pin decoder socket
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- Powerful twin flywheel mechanism
- Bi-directional lighting
- Prototypical body variations
- Electrical pick up on all four axles



**371-086** Class 25/1 Diesel  
BR Green, No. D5222



**371-087** Class 25/2 Diesel  
BR Blue, No. 25245



**371-088** Class 25/2 Diesel  
BR Blue, No. 25231



Era 5 = 1957 - 1966, Era 7 = 1971 - 1982.

features 6 pin DCC Socket. a model with weathering effect applied.

features NEM Couplings. fitted with directional lighting.



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JKL11 LMS/BR Black 5 long firebox.....	£345.00

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**Trevor Smith's** Houghton Bridge was to be his first, and last layout in Gauge 1. Read his account of building this mammoth project.



30

**Tony Wright** takes Bachmann's Porthole stock one step further in this article, transforming already good models into exceptional ones.



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The cost of many ready-to-use items in the hobby has risen recently, but what would it cost if you had to make them for yourself? **Phil Parker** weighs up the pros and cons.



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RMweb member **Mark Darragh's** layout is a little bit of today's West Highland Line in his spare bedroom.



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**14 LAYOUT: HOGHTON BRIDGE**  
Recreating memories of his youth, **Trevor Smith's** gauge 1 shed layout is evocative of the final years of steam in the North West.

**24 WARLEY 2014 SHOW PREVIEW**  
The countdown has begun to the UK's largest model railway show. **Howard Smith** previews some of the highlights of this year's Warley NEC show.

**26 PRACTICAL BRM: DIY OR READY TO USE?**  
Are ready-to-use models expensive or is it cheaper to build things for yourself? **Phil Parker** investigates.

**30 PRACTICAL BRM: IMPROVE BACHMANN'S PORTHOLE STOCK**  
Released recently to much acclaim, these LMS-designed coaches can still benefit from a little extra work, as **Tony Wright** discovers.

**34 LAYOUT: RANNOCH**  
A house move gave **Mark Darragh** the opportunity to build a famous section of the West Highland Line in his spare bedroom.

**44 PROJECT LAYOUT: OWEN'S BRIDGE**  
**Phil Parker** continues his First World War field railway project with a look at how to construct a canal, add scenery and build some appropriate wagons.

**50 PRACTICAL BRM: MODEL TORNADO'S SUPPORT COACH**  
**James Reid** shows how he modelled A1 Tornado's extensively refurbished Mk 1 companion.

**54 LAYOUT: PRESTATYN**  
A model railway can help relive those rose-tinted childhood days and the trains of your youth, as **David Phillips** explains.

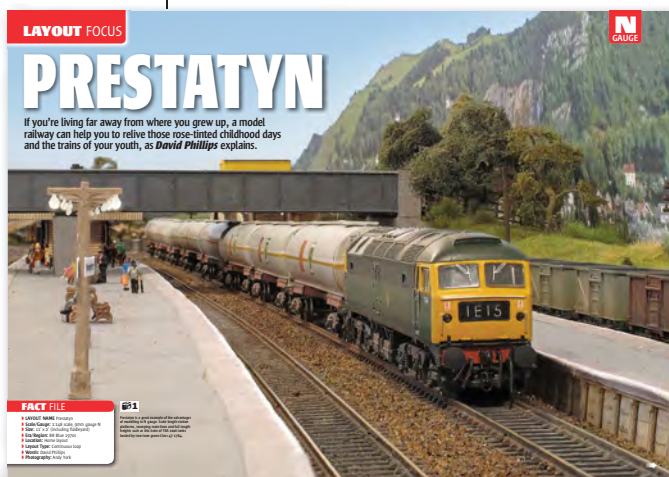
**64 PROTOTYPE INSPIRATION: SHORT & SWEET PART 3**  
In his third collection of archive photographs from the 1980s/90s, **Michael Rhodes** presents a selection of Speedlink trains from around Britain.

**68 PRODUCT PREVIEW: KERNOW 02**  
We get a sneak preview of KMRC's William Adams tank locomotive, most famously used in Cornwall and on the Isle of Wight.



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A small section of the North Wales Coast is depicted this month in the shape of Prestatyn in N gauge. See more of this layout on your DVD.



The latest from Realtrack models, the Class 143 'Pacers' are examined by Ben Jones.

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An exclusive look at the pre-production model of Kernow Model Rail Centre's 02. Will Kernow's Cornish Delight please the editor? You can see it running on this month's DVD too.



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Are you stuck for Christmas gift ideas this year? Howard Smith has a few suggestions for all budgets.

**70 LAYOUT: BOLTON PRIORY**  
Set in the tense years before the Second World War, Geoff Holmes' 7mm scale layout depicts a country terminus in North Yorkshire.

**80 YOUR BRM: READERS' LETTERS**  
Share your layout, projects and opinions with other BRM readers.

**84 WHAT'S NEW?**  
Oxford Rail, a new RTR company, plus Bachmann's new 'Warship', CAD updates from Heljan and progress on the NRM Atlantic.

**90 REVIEWS**  
Ben Jones takes a look at Hornby's second venture into 1930s-built Southern Railway EMUs. Plus four new Graham Farish N models and the Class 143 from Realtrack Models are examined.

**98 TRIED & TESTED: PROXXON TOOLS**  
Howard Smith tests a selection of useful Proxxon power tools for modellers. See more of these on this month's DVD.

**100 CHRISTMAS GIFT IDEAS**  
From stocking fillers to main presents we've got something to suit every budget - leave the magazine open at these pages and keep your fingers crossed!

**102 DIARY DATES**  
All the big events for the coming weeks.

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Find out what exciting features we've got planned for the January issue of BRM.

**HORNBY 2-HAL**  
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**DON'T MISS OUT**

January 2015 issue of

**BRM**

is published on  
December 11 2014

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FOR MORE  
DETAILS  
ABOUT THE  
NEXT  
ISSUE**

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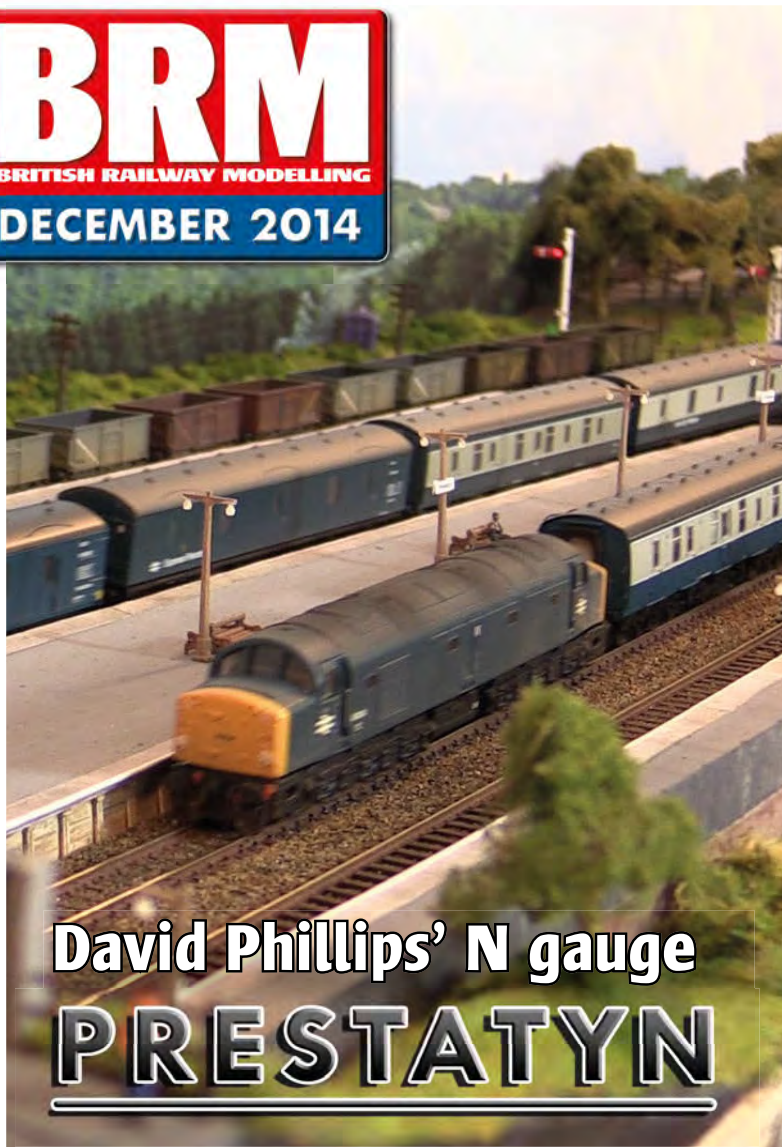




# BRM TV

On this month's DVD we visit David Phillips' N gauge Prestatyn. Phil Parker gives a tour of WW1 layout 'Owen's Bridge', Howard Smith tests out some power tools from Proxxon and much more...

## WHAT'S ON THE DVD



David Phillips' N gauge  
**PRESTATYN**

### PRACTICAL BRM

Phil Parker's  
tours the WW1  
'Owen's Bridge'



### BRM PRODUCT PREVIEW

Exclusive early  
test of Kernow's  
Adams O2



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tools from DCC  
Supplies.



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scenese at  
Barrow Hill







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Decoders are all too often designed by engineers to suit engineers... Lots of features that are never used, dozens of light options and functions that are just not needed, too many wires, just too big to fit easily...

The list goes on and on - and it became very clear to us as we talked to modellers around the world that some issues were ignored and that is a problem because all model trains are not the same at all.

Some prototypes, made to a smaller loading gauge than the USA and parts of Europe, give modellers a real headache when the time comes for them to choose and install a decoder.

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thinking outside the square

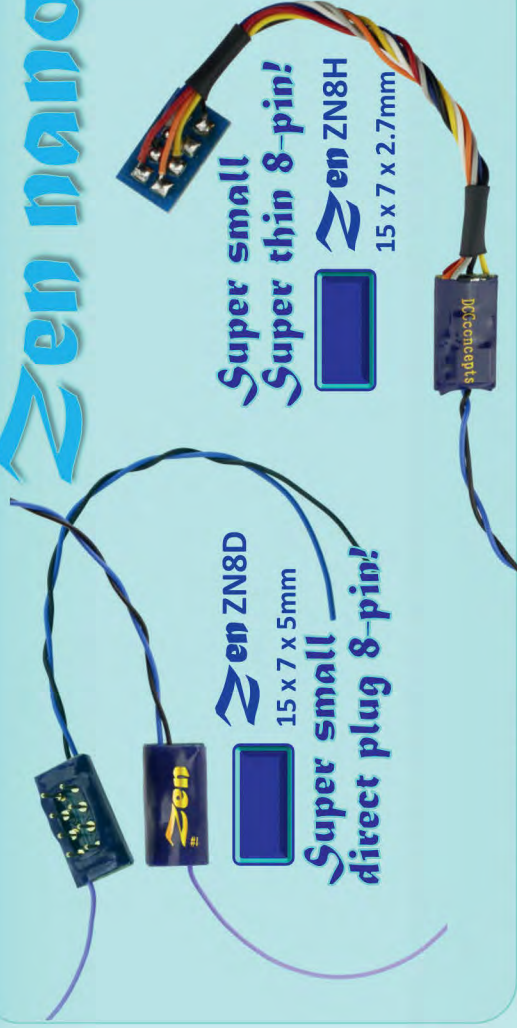
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# WELCOME



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**A**s this issue reaches you, we'll be gearing up for our annual visit to the Warley NEC show. For the **BRM** team, and all the traders, manufacturers, layout owners and demonstrators who attend, it's a frenetic weekend, but one that has gained a unique and well-deserved place in the calendar over the last two decades.

As well as being the UK's best-attended model railway exhibition, it's also become the event of choice for companies looking to launch new products or announce new models. This year's show will be no exception, with plenty of announcements expected and one or two surprises that I'm not allowed to talk about yet! We'll bring you more details via **RMweb** and in our comprehensive Warley show report next month.

I mentioned last month that the current volume of new RTR announcements was unprecedented, even by the exceptional standards of the last few years but since then we've seen two further companies enter the fray - Austrains and Oxford

Rail - plus the promise of further range extensions from existing suppliers, including some exciting and much-requested subjects, to be revealed at the NEC.

Austrains, an established name in the Australian RTR market, is working with an as-yet unnamed British patron to develop a OO gauge model of a Midland Railway Kirtley double-framed 0-6-0. It's a brave choice, especially as these Victorian relics barely made it into the key post-1948 era. Is there enough demand for such a machine? How will it compare price-wise when it is released in 2016? Austrains wasn't saying much when **BRM** enquired, but we'll bring you more on this story as it develops.

The other new entry into the OO RTR market is far better known, but for die-cast road vehicles rather than anything rail-mounted. Oxford Rail is the new venture from Oxford Diecast, and has beaten other interested parties to the punch with its SR Adams 'Radial' 4-4-2T. Sources suggest that it has big plans for a range of several locomotives over the coming years and based on the way its

die-cast range has grown over the last decade, who would bet against it becoming a major player here too?

At a time when the established manufacturers are experiencing major supply issues, it's remarkable that others are prepared to wade in to a volatile and uncertain marketplace with a relatively small target market. None of the companies that have promised to come in and 'shake up the British model railway market' have really done so yet, but perhaps 2015 will be the year these new firms make their mark. Interesting times.

*Ben*



# BRM

**British Railway Modelling** is published by Warners Group Publications plc  
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ISSN 0968-0764

## PRINTING

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## RAILWAY



## Single Track Engine Shed

Available in 00 and N scale in either red brick or stone styles. A detailed kit both inside and out with fine laser cut components.

00 Red Brick / PO331 / £15.99

N Red Brick / PN931 / £10.99

00 Stone / PO332 / £15.99

N Stone / PN932 / £10.99

## RAILWAY



## Stone Wayside Station

One for Great Western fans, but will sit well in any small town or rural location.

00 / PO238 / £16.99

N / PN138 / £9.50

## RAILWAY



## Wayside Station Shelter

Designed to sit alongside PO238

Wayside Station

00 / PO239 / £11.99

N / PN139 / £9.50

## RAILWAY



## GWR Signal Box

Die cut card kit featuring fine laser cut components. Can be built either brick or stone.

00 / PO330 / £14.99

## TOWN & COUNTRY



## Semi-Detached Houses

A pair of inter-war Voysey style houses. This version only in 00, see online for N Scale version.

00 / PO266 / £12.50

## TOWN & COUNTRY

## TOWN & COUNTRY



## Low Relief Cinema

Cinema and two shops. Ideal for high street backdrop scene.

00 / PO206 / £9.20

N / PN170 / £6.50



## Service Station

Small garage facility with showroom, service bays and petrol pumps. Features plastic components. Cars not included.

00 / PO281 / £13.99

## RAILWAY



## Platform Kit

Can be built to any shape: curved, straight, islands, bays.

00 Red Brick / PO216 / £10.75

N Red Brick / PN110 / £8.25

00 Stone / PO235 / £10.75

N Stone / PN135 / £8.25

## RAILWAY



00 Scale version  
platform not included

## MINI KIT



## Platform Underpass

Two stairways that disappear in to an imaginary subway. Only available in N Gauge.

N / PN816 / £5.50

N Scale version (4 bays)



## Two-Bay Platform Canopy

A detailed laser cut canopy, ideal for all platforms. Add more kits to extend the length or width. **Important:** Requires use of Ultra Fine Glue Applicators.

00 / PO340 / £14.99

N / PN940 / £16.50

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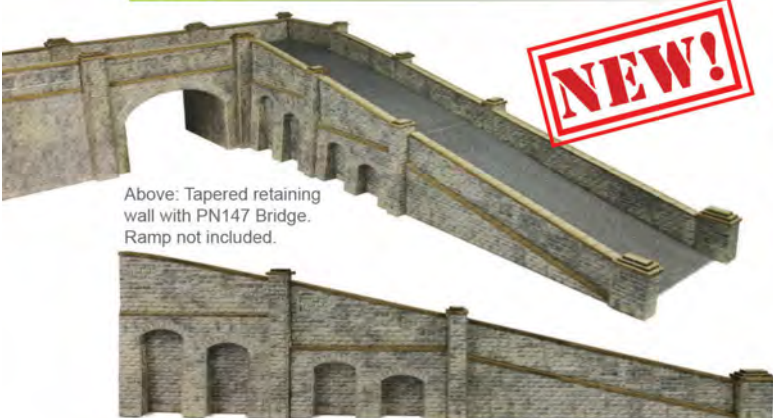
# METCALFE

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See our NEW kit below

## RAILWAY



Above: Tapered retaining wall with PN147 Bridge. Ramp not included.

### Tapered Retaining Walls

Part of our NEW modular kit range. This is ideal for running on to the PN144 walls or can be made into a ramp for use with the PN147 Bridge

N Stone / PN149 / £8.99  
N Brick / PN148 / £8.99

## RAILWAY



### Mainline Station

A superb mainline station kit with lots of features and scope for expansion. With the addition of other Mainline kits, this can be created as a through-station or terminus.

00 / PO230 / £13.99  
N / PN130 / £10.25

## RAILWAY

Pictured above



00 VERSION DUE SEPT

### Retaining Wall

A sectional wall that can be extended with extra kits. Features laser cut top capping stones for crisp, clean finish.

N Stone / PN144 / £8.99  
N Red Brick / PN145 / £8.99

## RAILWAY

### Bridge

Bridge designed to stand with retaining wall and tapered retaining wall. See left.

N Stone / PN147 / £11.99  
N Brick / PN146 / £11.99



## TOOLS

### Glue Applicators

Ultra fine applicators for precise flow of liquid glue. Do not use with solvents. Pack of 3. MT907 / £3.50



## RAILWAY



### Parcels Office & Waiting Rooms

Two sets of buildings with platforms and canopies.

00 / PO231 / £12.99  
N / PN131 / £9.99

## RAILWAY



### Island Platform Buildings

A set of waiting rooms for central platform

00 / PO234 / £10.25  
N / PN134 / £9.25

## MINI KIT



### GWR Benches

Pack contains four fine-detailed laser cut benches with GWR logo. Only in 00.  
00 / PO501 / £5.75

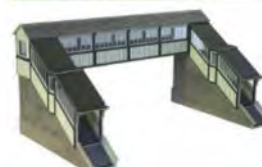
## MINI KIT



### Picnic Tables

Pack contains three table with umbrellas. Note: Umbrella poles not included. Made from paper clips. Only in 00.  
00 / PO510 / £5.50

## RAILWAY



### Footbridge

A platform to platform bridge which can be extended with the addition of extra kits.

00 / PO236 / £10.35  
N / PN136 / £9.50

Visiting Skipton? You will find the full range of Metcalfe kits at Craven Model Centre, Mount Pleasant, Skipton High Street, BD23 1JZ

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'Black Five' No. 45386,  
Stanier 2-6-4T No. 42546  
and yard shunter D2228 rest  
on shed.





**FACT FILE**

- ▶ **LAYOUT NAME** Hoghton Bridge
- ▶ **SCALE/GAUGE** 1:32 / Gauge 1
- ▶ **SIZE** 6' x 58'
- ▶ **ERA/REGION** 1960s North West
- ▶ **LOCATION** Fictitious
- ▶ **LAYOUT TYPE** End to end
- ▶ **WORDS** Trevor Smith
- ▶ **PHOTOGRAPHY** Andy York

# HOGHTON

## BRIDGE

*Trevor Smith* shares how he built his fictitious Gauge 1 shed layout, based on typical Lancashire & Yorkshire practice.







Stanier 8F 2-8-0 No. 48393 clanks through the station on a departmental working of just two bogie bolsters.





**The lights are lit as night descends on shed.**

I came back to railway modelling in 1980 and enjoyed OO gauge for almost ten years, even building my first exhibition layout in that scale. One day I recall being very impressed by an O gauge layout at an exhibition and with a leap of faith decided to change scale.

I sold all my stock and purchased a CCW kit for a Stanier 2-6-4T. I have to say that I did this with a feeling of trepidation as the investment was significant and I'd never attempted anything so large and complex. The kit went together well and gave me confidence to commence a building programme of locomotives and rolling stock from kits.

During almost 20 years of O gauge modelling I constructed some 50 locomotives, a large number of wagons and three large exhibition layouts, 'Tadmorden', 'Lostock Hall' and finally 'Heyside'. I thoroughly enjoyed O gauge and I would recommend it to anyone who enjoys the modelling side of the hobby. However, having exhibited 'Heyside' at such diverse locations as Orleans, Brive-la-Gaillarde, Hazel Grove and Blackburn I was ready for something different.

### TIME FOR A CHANGE

A change of scale is less dramatic in the popular scales of N and OO as both are very well catered for by the trade, and many components are (within reason) similarly priced. In the time I spent modelling O gauge I saw great progress in the availability of material and this continues to be the case with an ever increasing number of ready to run prototypes. It can be argued that you need less stock but, if like me, you enjoy seeing a range of locomotives operating, one little shunter pushing a couple of wagons just won't do. It's a case of horses for courses.

In the months before I disposed of 'Heyside' I became aware of the availability of some Gauge 1 models. It happened that a 'Black Five' was one of them and while exhibiting at Warley in 2008 I was able to view (and upon liking what I saw) purchase one. Within a couple of months I had sold all my O gauge material and could embrace the new scale.

### PLANNING AHEAD

I decided to model a motive power depot because I have always been fascinated by their function. As a

trainspotting schoolboy, they provided a concentration of motive power at close hand. Furthermore, a modest depot could accommodate what I anticipated would be a limited number of locomotives for this scale that was new to me. As for a location, it had to be loosely based on what I grew up with in the North West.

To contemplate an exhibition layout in Gauge 1 initially requires a reality check. It had to be built within the constraints of portability and accommodation, whilst allowing access over a period of time for the building of all the detail involved. I am fortunate in this respect as I converted an old stable building to become my railway room. Although it measures 38' x 16', it is not large when planning in Gauge 1.

I settled on a fictitious small motive power depot based on ex-Lancashire & Yorkshire Railway (LYR) practice set in the early-1960s with a four road stone-built engine shed and coal hole. The

shed would portray an example which had been re-roofed in the 1950s and in common with the practice at that time, the replacement upper works would be executed in brick. Plants for the drying of sand and disposal of ash would also feature.

### MAKING A START

A trackplan was formulated to accommodate the above features and work commenced on the baseboards. As the layout was intended for the exhibition circuit I decided a fiddle yard to fiddle yard system would be most appropriate.

To achieve the required depth needed, not only for the trackwork serving the shed, but also the passing lines, I employed two sets of baseboards running in parallel (for portability) giving a maximum width of 1.66m (5' 5") near the shed building. This means that the boards are bolted together not only at their ends but also their sides.



## KEY DETAILS TRACKWORK



The trackwork on a shed layout is concentrated and obviously involves numerous sets of points, so I decided to build the entire track from components produced by Cliff Barker. A well thought out and fairly comprehensive range of rail profiles and various chair types is available to enable the modeller to design the trackwork. I took the easy option of buying a set of scale point plans of different radii and glued



these to the baseboards. I then made the various components for the points from lengths of rail, fitting the appropriate chair types as I went along and glued them to the trackplan, using a track gauge.

The running lines are similarly constructed, but using Cliff's sleepers which can be purchased with the chairs moulded on. They are threaded onto the lengths of rail with sleepers spacers to ease assembly.





**For the footbridge I again turned to the ‘Oldham Loop’ and based my model on the most attractive one I could find - a lattice type which once stood at Milnrow.**

## LARGER STILL?

As work progressed I thought the layout would benefit from a small station and I added a further baseboard for it. This took the form of a typical L&Y stone-built main building similar to one at Royton junction, whilst on the opposite platform, a wooden style building based on the one at Black Lane station was added. For the footbridge I again turned to the ‘Oldham Loop’ and based my model on the most attractive one I could find - a lattice type which once stood at Milnrow.

## ROLLING STOCK

Running in parallel to the layout build was a programme of rolling stock construction. I’d bought kits for two Stanier 2-6-4Ts, two Ivatt 2-6-2Ts and an ex-LMS 0-6-0T dock tank, but also Chinese produced RTR prototypes including a Jubilee, a Jinty, two 8Fs and a Class 04 diesel.

I should explain at this stage that Gauge 1 has two different scales running in parallel, namely, 10mm:1ft and what is referred to as 1:32 scale. There is a tradition of producing stock to 10mm especially in live steam, but the models produced by Bachmann are built to the truer scale of 1:32. There is a visible difference when stock from each of the scales is placed side by side. Taking this into consideration, I decided to scratchbuild all my freight stock to a scale of 1:32. The kit-built locomotives are all to 10mm:1ft scale.

## BUILDING THE ARCHITECTURE

I approached the construction of the buildings on the layout with the same system I had used on my last layout with the exception that as the buildings would be significantly larger I would employ a shell of 5mm ply where necessary. The engine shed itself is a large structure measuring

170cm x 85cm (5’ 7” x 2’ 10”). I marked out the floor plan on the baseboards and commenced with a shell of 5mm ply for all the walls. All the door and window openings were cut out slightly oversize to allow for the later fitting of door and window frames. The workshops alongside the building increased the rigidity of the adjoining wall as they effectively became a series of boxes. The long wall on the other side of the shed was braced at the front by the fascia and by two internal beams of 10mm ply, clad in plastic card and anchored to the interior of the opposing wall.

I then started making the exterior cladding using dépron (a French foam board material) and on this building I used 3mm thick sheet for both exterior and interior walls. The desired effect involved engraving some 5,000 stones and 10,000 bricks. The sheets were then glued to the





4

The station building and surroundings are based on those of LVR design at Royton Junction. Ivatt 2MT No. 46496 is at a halt in the station and awaits its change of crew.

ply using a non-solvent glue. The chimneys were made from 6mm dépron which is quite robust when formed into a box section.

The foreman's office and workshops had to be detailed before the roof sections were glued on and I made a range of work benches, a pillar drill, vices, and hand tools to adorn the worktops and furniture for the foreman's office. The windows and doors were cut from plastic card and fitted with clear plastic glazing. The stone and brickwork was then painted using artists acrylic paints, gradually changing the shade with each coat. The workshop roof sections were then glued on, firstly with a sheet of 5mm ply with holes cut-out for the glazing where appropriate and then layers of slates made from 0.010" plastic card.

The main shed roof was formed using 3mm ply for the smoke channels in conjunction with the previously mentioned cross beams to form a rigid structure onto which the glazing could be laid. The lighting cables for the interior were hidden under the roof gutters allowing the lamps to hang over the walkways below. The remaining features on the roof such as glazing bars and smoke vents are all in plastic card. Finally, the downspouts and gutter details were glued on. ➡

5

Visiting Stanier 2-6-4T  
No. 42546 of Lostock Hall.





## KEY DETAILS COAL HOLE

Following the shed, the next largest building on the layout is the coal hole and this is based on the general style of the structures which survived on many smaller depots until the end of steam. I had never built one with the ramps still in place and thought it would be visibly more interesting. The main structure of the model is almost completely made from 6mm dépron engraved like the shed, but the water tank is made from lengths of thin wooden beading with one edge chamfered along its length enabling, in this case, two lengths to be glued together to achieve the distinctive curve top and bottom. The ramps were made from dépron supporting a layer of plastic card onto which the track was glued.



The coal hole of typical stone construction with ramps and overhead water tank



6

WD 2-8-0 90374 at the coal hole. The construction of this loco was featured in my thread on RMweb (user: 45584).



## KEY DETAILS SIGNALS

7

The LYR signal box and signal to the end of the platform.



The signalling on the layout is a recent development and is far from comprehensive. The two signals at the station end of the layout were made from laminated plastic card tapered with a file and the tall signal is from a brass tube with all the boards cut from 10thou. brass. The signals and all the yard lamps are equipped with ladders which again, are made from plastic card to the profile I wanted as no alternative was available commercially. The lamps are illuminated by LEDs using tinted plastic for the lenses.

9

The signal is off for 2MT No. 46496 with a local passenger service.



8

At the yard headshunt, 'Jubilee' 4-6-0 No. 45584 North West Frontier keeps 5MT 4-6-0 No. 44894 company.



**I have really enjoyed my six years' modelling Gauge 1 but guess what? I have decided a change of scale is due and a new project beckons in OO Gauge!**

The other main features of the shed are the ash plant which is all plastic card and based on one at Lostock Hall. The depot is served by four water cranes, two of the L&Y type and two of the later style fitted to many sheds undergoing improvements. After considerable thought on the subject of how best to capture the tapering appearance of both types in a material sufficiently stable, but workable, I eventually turned them in wood on the lathe. I then filed laminated plastic card for the pipework and in the case of the LYR versions, added the distinctive operating mechanism in brass.

### AN ATMOSPHERE OF '60S STEAM

The lamentable condition of many depots in the final years of steam is well recorded in the hundreds of photographs taken by enthusiasts, myself included, and I have tried to capture some of this atmosphere on the layout. To that end I have added

some clutter such as steel barrels and discarded tools. I have also represented a diesel fuel point in the form of two converted tank wagons but I have avoided placing things just to fill a space. The same applies for the station where a study of period photographs of the area reveals how remarkably tidy platforms were being devoid of clutter and, sadly, passengers allowing the Beeching axe to fall.

### THE FUTURE

It will be obvious from this article that Gauge 1 will continue to attract a small number of modellers for the reasons listed above. I imagined that the scale would become more evident on the exhibition circuit with the arrival of so many electric ready-to-run products, but although many are being purchased, they do not appear at mainstream multi-scale exhibitions and only see light at the association member's gatherings.

By the time this article appears in print that 'Hoghton Bridge' will have made its one and only exhibition appearance at Accrington at the Blackburn & East Lancs MRC show in September.

In recent months I have been negotiating the sale of my Gauge 1 stock which is now complete. I did not want to bring the layout back to France and as part of the negotiations I have donated it to a group of modellers in the south of England.

I have enjoyed my six years' modelling Gauge 1 but guess what? I have decided a change of scale is due and a new project beckons in OO Gauge! **BRM**

### CREDITS

My thanks must go to Andy York for the accompanying photographs, to my helpers at exhibitions Peter Endley and John Midgeley and especially my long suffering wife Mary whose support is invaluable.

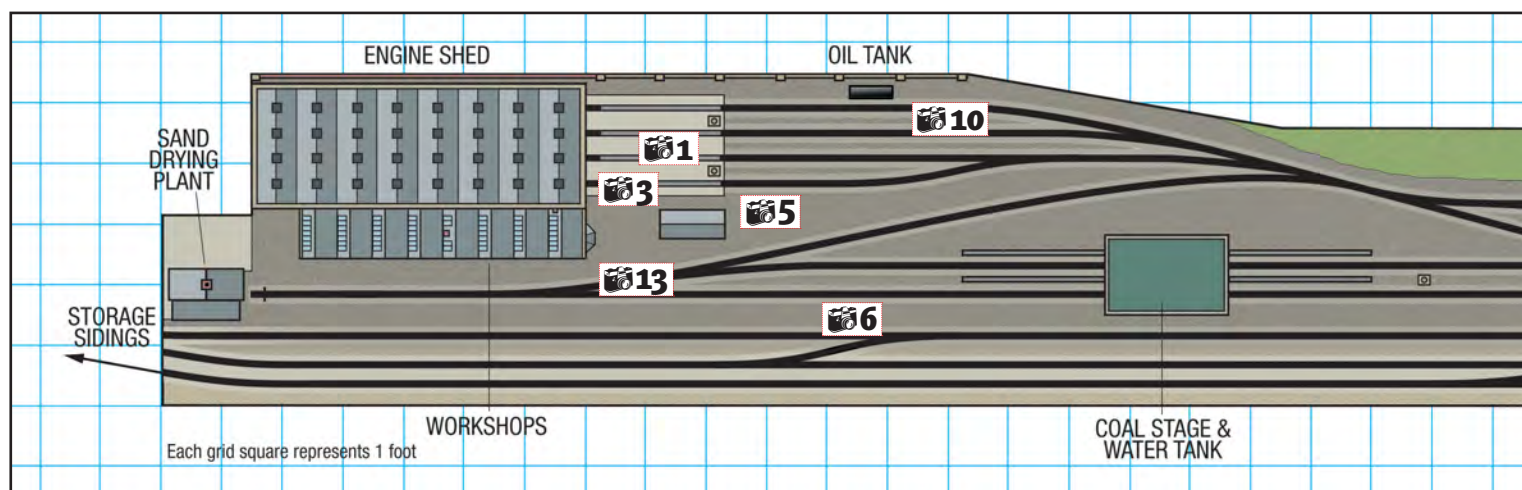




**10**

English Electric Type 4 D223 *Lancastria* is a sign of things to come. The end of one era, the beginning of the next.

## LAYOUT FOCUS HOGHTON BRIDGE







Hoghton Bridge signalbox with outside brick toilet and coal bunker.

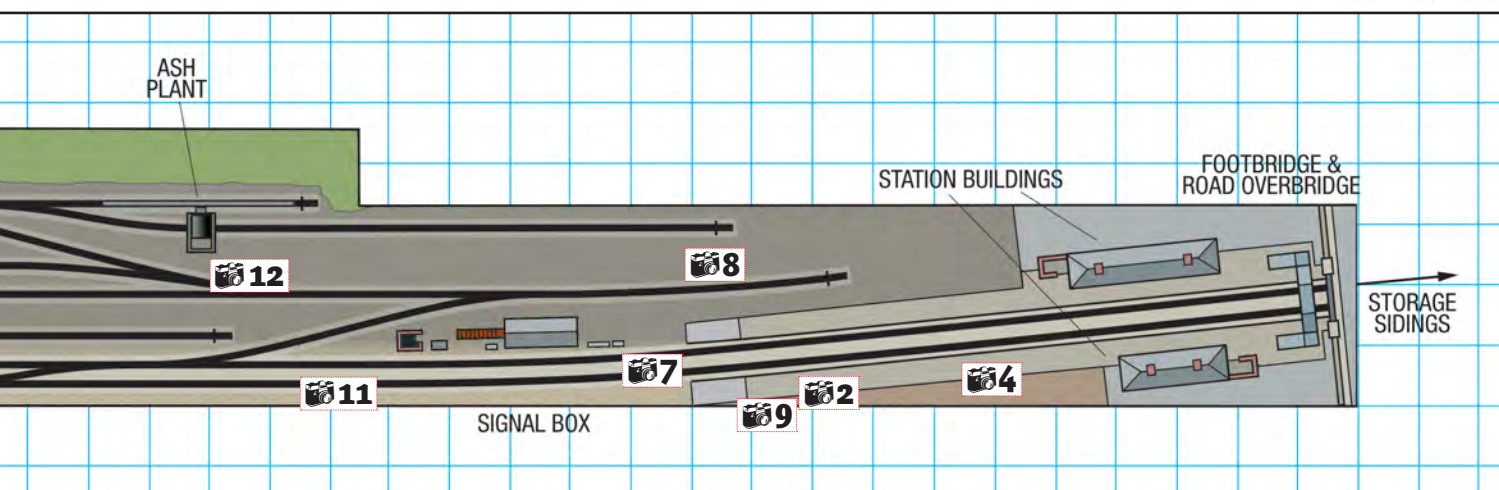


Adjacent to the ashplant stands the emergency fire hose and damping down equipment



The shed yard cabin after a downpour. Old oil barrels serve as bins for scrap.

*Amthor*







Britain's largest model railway exhibition in the UK is fast approaching. **Howard Smith** previews some of the highlights of this year's Warley NEC show.

**O**n November 22nd and 23rd, the NEC will open its doors once again to welcome thousands at the UK's largest model railway exhibition. Here is a selection of our favourite layouts:

#### EM GAUGE

'Black Country Blues' (bottom right) is a crowd favourite and obvious choice. The quality of the presentation alone merits a mention. We covered the building of this layout in **BRM**, but if you haven't had a chance to see it for yourself yet, then visit Warley. **Stand number: D36**

#### N GAUGE

Waton (far right) shows just how good N gauge can look when modelled to a high standard. **RMweb** member Dave Renshaw took the challenge of building a layout that could run scale length trains. Take a look at the trackwork and details when you are there, it really is a work of art. **Stand number: E16**



#### O GAUGE

Giles Favell's 'The End of the Line' (above) is a clever concept in O Gauge with some novel features. Look out for the remote control lorry trundling about and working narrow gauge coal tippler wagons. The scenery whilst simple, has been done to a very high standard – that said, so has everything on this layout. **Stand number: D47**



## BRM AT WARLEY

### COLLECT YOUR FREE BRM DVD AT OUR STAND

Every visitor to the **BRM** stand will receive a FREE 'BRM TV' DVD, so make sure you get yours! Plus, if you subscribe at the show, you'll get a FREE Gaugemaster controller worth £39.95. The **BRM** team will be at hand to help answer your modelling questions and offer advice or just have a friendly chat. We'll also be selling: ▶ The latest issues of **BRM** ▶ Ramsay's Guide to British Model Trains ▶ Bargain books and DVDs

### EXCLUSIVE WAGON OFFER

Get this OO Gauge wagon from the **BRM** stand. We have commissioned Dapol to produce this 7-plank PO wagon in the colours of Cadbury's of Bournville. In its striking yellow livery with blue lettering, it will certainly stand out from the crowd!



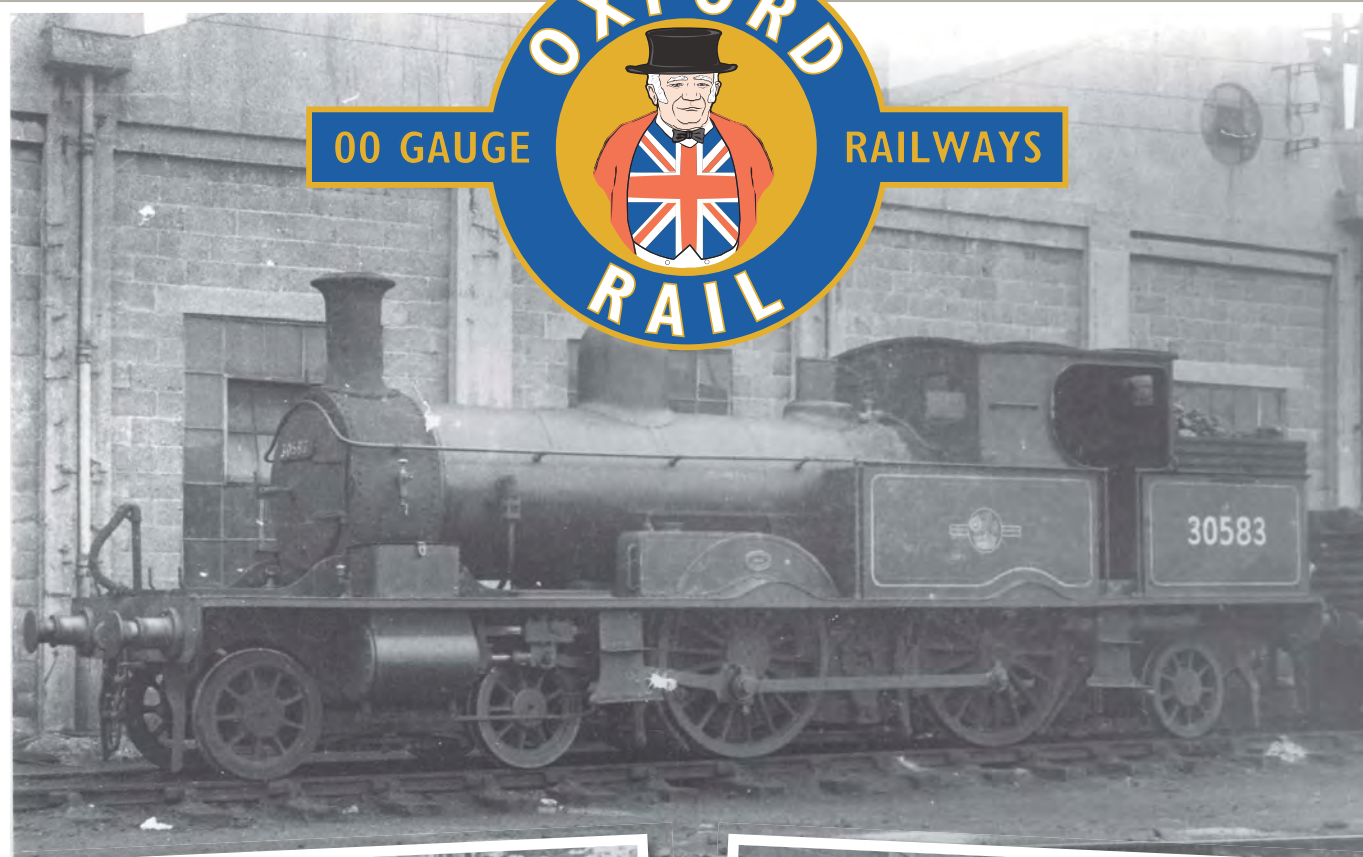
Black Country Blues - as featured in **BRM**.



## ESSENTIAL INFO

**TIMES** Saturday 22nd November 2014 (0945-1800) and Sunday 23rd November 2014 (0945-1700). Early entry (0915) for advance ticket holders both days. For more information on the Warley show, including ticket prices and booking, visit [www.thewarleyshow.co.uk](http://www.thewarleyshow.co.uk)





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# DIY **OR** RE

Are ready-to-plant models expensive? Is it always cheaper to build things yourself? **Phil Parker** compares the relative merits of two ways to add buildings to your layout.



**A**fter recent price rises, many modellers are looking to reduce the cost of the hobby. Some have suggested that this might lead to a reverse of the recent trend towards buying items for a layout rather than building them yourself. The big question is, does this really save you money?

To test the theory, I've taken one of Bachmann's simplest ready-to-use resin buildings, the 1:76 scale Red Star parcels office (44-191) and built a copy. I timed myself and then worked out the price of all the materials used in construction to work out how much it would cost if I charged for both.

As it turns out, this little square structure isn't as simple as it first appears.

While the roof is flat, there is plenty of fiddly and time-consuming decoration around the top edge. Also, the design needs to be kept clean and tidy so work needs to be neat and precise. Sometimes this means throwing away parts that aren't quite right once they have been cut out.

Bachmann has an advantage here in that it can make use of etched windows. These will be nice, square and most importantly,

all identical. Just below the bargeboards are two different sizes – six of one and four of another. Cutting these out of plastic sheet is a fiddly job and I'm sure mine aren't as good as the metal versions.

I've built my model entirely from plastic sheet. It's easy to work with and available in a wide range of

**I suspect that for most people it's going to come down to how much you enjoy making things.**



# ADY TO USE?

thicknesses from most model shops. It's cheap enough that you don't need to worry too much if the first attempt at any part isn't quite right and has to be made again. If you cut a bit too much off, you can usually paint it with liquid glue, push the parts together and after a few minutes the join will be invisible.

The ready-built model is made of resin; it weighs 95g as opposed to the copy at 29g. That doesn't sound like much but if you are building a portable model, then this sort of saving on all the buildings might make a difference when you have to hump the thing out to a car.

After all my work, I produced a pretty convincing copy of the original model. The time it took to do this was far greater than I'd expected. My initial thoughts had involved

a couple of hours, in the end it was over three times that. If I'd been in a hurry I could probably knock an hour off this but we're not in a race.

I suspect for most people it's going to come down to how much you enjoy making things. I do, so the time spent is a pleasure. If you just want the end result then the instant gratification of taking a finished model out of a box will be more appealing. In my case, I don't consider the time an 'expense' and have calculated a cost just for the purposes of this exercise. So, ready-to-use or build it yourself? Which is better? You decide. **BRM**

## TOOLS REQUIRED

- Sharp modelling knife
- Cutting mat ■ Steel rule
- Olfa plastic card cutter
- Medium grade sanding stick ■ Liquid plastic glue
- Solvent free UHU ■ Pencil



## MATERIALS

- ▶ Jarvis white plastic sheet
- ▶ 10 thou - £0.45 ▶ 20 thou - £0.99 ▶ 60 thou - £1.75
- ▶ Slaters embossed brick plasticard sheet
- ▶ Brick - £2.60 ▶ Microstrip
- ▶ 1mm square (30 lengths) - £3.90
- ▶ Assorted (50 lengths) - £4.40

Spot the difference: on the left, a Bachmann Scenecraft model. Above, a scratchbuilt copy in plastic card.

TURN  
OVER TO SEE  
HOW IT WAS  
BUILT

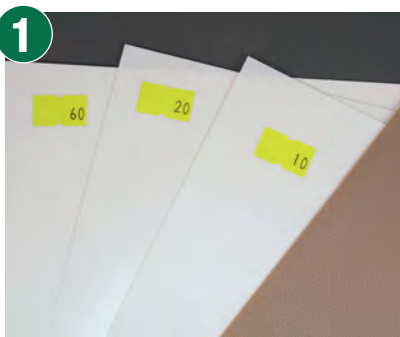


# PRACTICAL BRM



This representation of Bachmann's building made use of common modelling construction materials. Below is how it was made.

## STEP-BY-STEP GUIDE



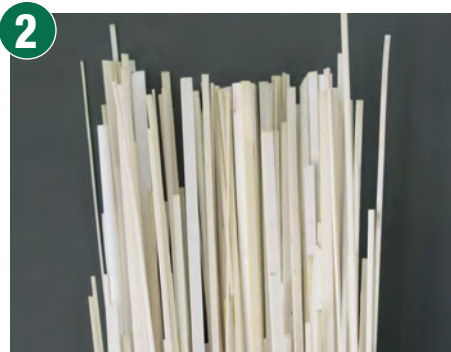
My model is made from plastic sheet. Sold in A4 sized sheets in various thicknesses, I am using 10, 20 and 60thou (thousandths of an inch), plus some embossed brick sheet. 40 thou is roughly 1mm.



Under the roof edge is a set of grooved barge boards. The easiest way to make these is to score some 20 thou sheet with an Olfa plastic card cutter. It removes a sliver of material as it's dragged along the plastic. An alternative is to mark a line with a knife blade and then run a file along it.



After a spray with Modelmates' white primer, the bricks are painted with Humbrol No. 121 to give a mortar-like colour. This needs to dry fully before the brick surfaces are rubbed with brown pencil crayons. Build up the colour with these by working over the surface several times with different shades.

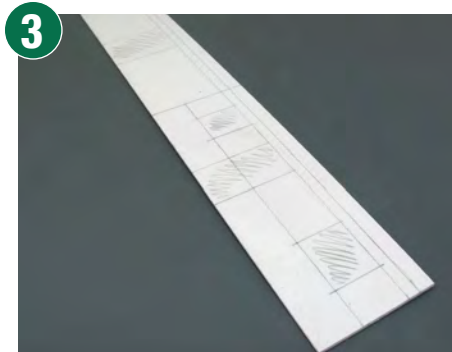


For detailing, strips of plastic are available. You can either buy specific sizes or a pack of mixed ones as shown here. When working with plastic, it's handy to have some of this around for all sorts of jobs, including gap filling.

Step 7: Bachmann uses etched metal for the top windows but that's not an easy job. Instead, I tried making both of them with bits of strip (end wall) and cutting them out of 10thou sheet in one piece (front wall). The second method is fiddly but neater so I used it for all the others.



I'm not sure what colour Bachmann uses for the doors and bargeboards on its building, so I tried Railmatch BR maroon. It's too dark, but not unattractive. At least two coats are required to build up the depth of colour. I used wire for the door handles on my building.



Copying the dimensions from the Bachmann building, the 60 thou sheet is marked out with a sharp pencil. All the walls are lined up, so I only have to mark the height and main horizontals once and they will be consistent.

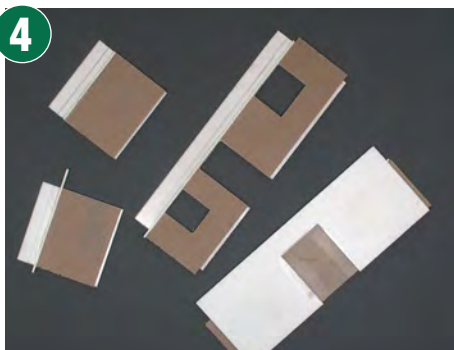


Glazing is cut from old plastic packaging and fixed in place using a solvent-free general purpose glue. The upper windows are simply painted gloss black as you can't see through them.



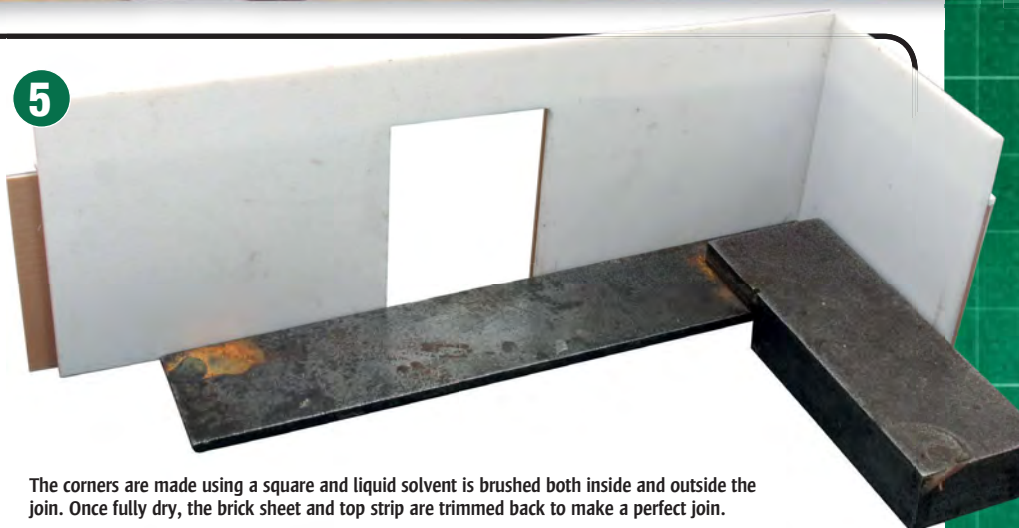


4



Using liquid solvent applied sparingly, the brick sheet are fixed to the walls. Windows and doors will be cut out after this has dried in a minute or so. A 1mm square strip along the top edge will go on next.

5



The corners are made using a square and liquid solvent is brushed both inside and outside the join. Once fully dry, the brick sheet and top strip are trimmed back to make a perfect join.

8



The doors and windows are cut from 20 thou sheet. The frames around each door are built up with square strip to match the resin ones. Each door takes about 25 minutes to make! At this stage, the plastic parts tend to look a bit mucky but all of this will disappear under the paint.

12



The finishing touch is the Red Star Parcels sign. A search on-line quickly found something suitable that was printed on glossy photo paper, cut out and stuck in place.

## THE VERDICT

I used about a quarter of each plastic sheet – around £1.50 worth of material, plus three lengths of 1mm strip and 2 from the assorted packet (cost 50p). In addition there is paint, glue, photo paper and a knife blade to the tune of £2.50.

The final bill for materials comes in at £3.00.

► **Time taken to build the model – 7 hours.**

Based on UK minimum wage, which is currently £6.31 per hour, the cost for the time is £44.17.

► **Total cost of the scratchbuilt building = £47.17**

► **Cost of the Bachmann Scenecraft ready-made building = £20.36**





# IMPROVE BACHMANN'S PORTHOLE STOCK

Released recently to much acclaim, these LMS-designed coaches can still benefit from a little extra work, as **Tony Wright** discovers.

1



Attention to individual detail is incredible. On the left is a Composite and on the right a Brake Third. Note the different end profiles, the more bulbous tumblehome being unique to the CK. I've fitted the bits supplied by Bachmann to the BTK - gangway end cover, screw shackle, vacuum brake pipe and steam-heating pipe. I also fitted a Springside tail lamp by the simple expedient of drilling a hole in its base so that it would fit over the lamp bracket - yes, that last detail is a separate fitting, not just moulded on! The printed-on detail is exemplary and much crisper than anything achievable by transfers.



**W**ith each successive new release of coaching stock from

the RTR manufacturers, the bar seems to be raised a little bit higher with regard to accuracy and fidelity to prototype. Such is the case with Bachmann's latest LMS-designed 'Porthole' stock.

This type, earning its epithet by the characteristic round windows in the lavatories/outer end of corridors, was the final manifestation of LMS carriage design. They were of all-steel construction and the majority was built post-Nationalisation; the originals entering service in LMS maroon but with BR numbers at the left-hand end. BR carmine and cream quickly became the standard, then BR maroon, with just a few survivors finally receiving corporate BR blue/grey. As brand-new, front-line stock, the type formed many of the LMR/ScR principal expresses of the 1950s, though BR Mk 1s quickly replaced many of them from the middle of that decade.

Five types have been produced by Bachmann; a 57' Corridor Third (39-450), 57' Corridor First (39-455), 57' Corridor Brake Third (39-460), 60' Vestibule First (39-475), 60' Corridor Composite (39-465) and 57' Corridor Brake First (39-470), all in BR carmine/cream. As an aside, the latter type was

**These latest examples of Bachmann carriages are outstanding models, beautifully finished and represent superb value for money.**

at the southern end of eight-car 'Caledonian' sets in BR maroon, the rest being Mk 1s, with an ex-LMS catering vehicle.

These latest examples of Bachmann carriages are outstanding models, beautifully finished and represent superb value for money.

So, what is there to do to make them suitable for my model railway? Outstanding though they are, I didn't think they'd be of use to me because of their still front-line status in the mid-1950s (the period depicted on the Midland & Great Northern Joint bit of my 'Little Bytham' layout).

Clearly, they would have been very unusual on the East Coast Main Line proper and the east-west MR/M&GN line seemed to have more antiquated stock in its sets. But, a glance at Express Publishing's two books on M&GN operations revealed pictures of two 'Porthole' carriages on the system - one in an East Coast to Leicester train (a Composite, I think) and the other a Corridor Brake Third in a King's Lynn-Nottingham three-set (BTK/CK/BTK). So, despite their relative youth, I easily found two

## TOOLS REQUIRED

- Sharp craft knife/scalpel
- Pin vice/small drill bits
- Sable brush ■ Humbrol paints ■ PCB material
- 30Amp fuse wire

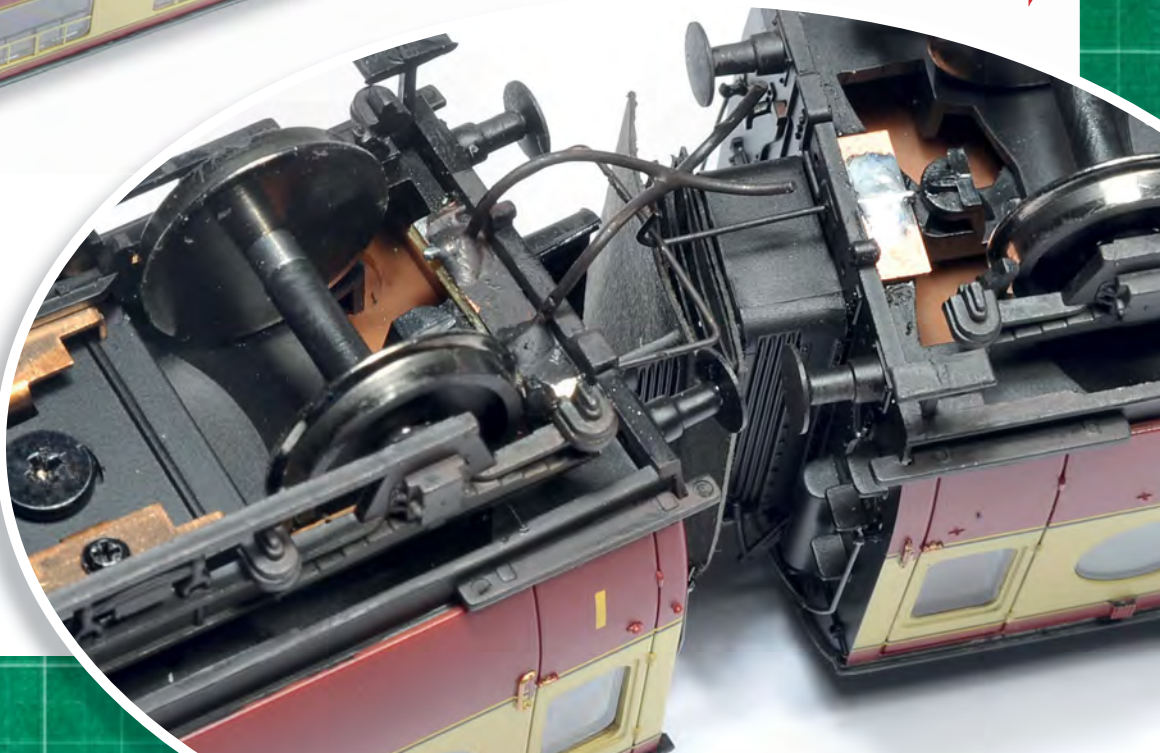
examples of these types on the M&GN - one in an express, the other in the most humble of services. Surely, there must have been more from time to time? I discounted the all-Firsts, because no M&GN services seemed to have those of any type (a CK being the most accommodation for the more well-off) and looked at using the BTK, TK and CK. And, there really isn't much to do, as the following pictures show. **BRM**



More attention to detail. The Composite has the correct four sets of truss-rods, the others have just two. I've already removed parts of the coupling mechanism (using the trusty Xuron cutters) and fitted concertina corridor connections by Modellers Mecca.



**3** Though they're the industry standard, I don't use tension-lock couplings, and I've never been entirely convinced by the moving 'cam' system fitted above the bogies. I've described my own system on several occasions. It's just two pads of printed circuit board material (PCB) glued behind the headstocks to which either a brass wire 'goalpost' (for the towing coach) or a hook is soldered (towed coach). Brake and heating pipes are made of 30Amp fusewire soldered to the pad on the towing coach. My system cannot accommodate automatic coupling/separating of vehicles, but that's not needed on my railway. Because the vehicles tow each other via the headstocks (prototypically), they ride much better.





# PRACTICAL BRM



## SUPPLIERS

► **Bachmann LMR 'Porthole' coaches**

RRP £39.95, from Bachmann stockists.

W [www.bachmann.co.uk](http://www.bachmann.co.uk)

► **Modellers Mecca LS-09 LMS Period III gangway connections**, £3.50

W [www.modellers-mecca.co.uk](http://www.modellers-mecca.co.uk)

► **Humbrol paints and brushes**

W [www.humbrol.co.uk](http://www.humbrol.co.uk)

4



Though already seen before, this is what my coupling system looks like from 'ordinary' viewing angles. The concertina corridor connectors join the two gangways perfectly. I only ever use one (Evo-Stik onto the towed coach), the distance apart being governed by the curves to be negotiated.

6



A Composite 'finished' and ready for service in its three-set. It's a pity no attempt was made to represent the roofboard brackets, fitted just below the cantrail towards the middle of the sides. Not wanting to spoil the excellent paint finish, I didn't attempt to make them. I've weathered the underframe using a sable brush and a mixture of Humbrol enamel matt black, greys and browns, effectively mixed on the surfaces. I sable-painted the roof with Humbrol No. 67, with a touch of matt black added.

8



A returning excursion heads westwards at Little Bytham. The penultimate and last cars are the 'Porthole' TK and BTK respectively. Weathering the outer end of the BTK adds a final touch of realism. The two other carriages are Hornby 57' Stanier TKs. The respective finishes are entirely compatible and represent perfectly the slight differences in the colours of prototype vehicles.



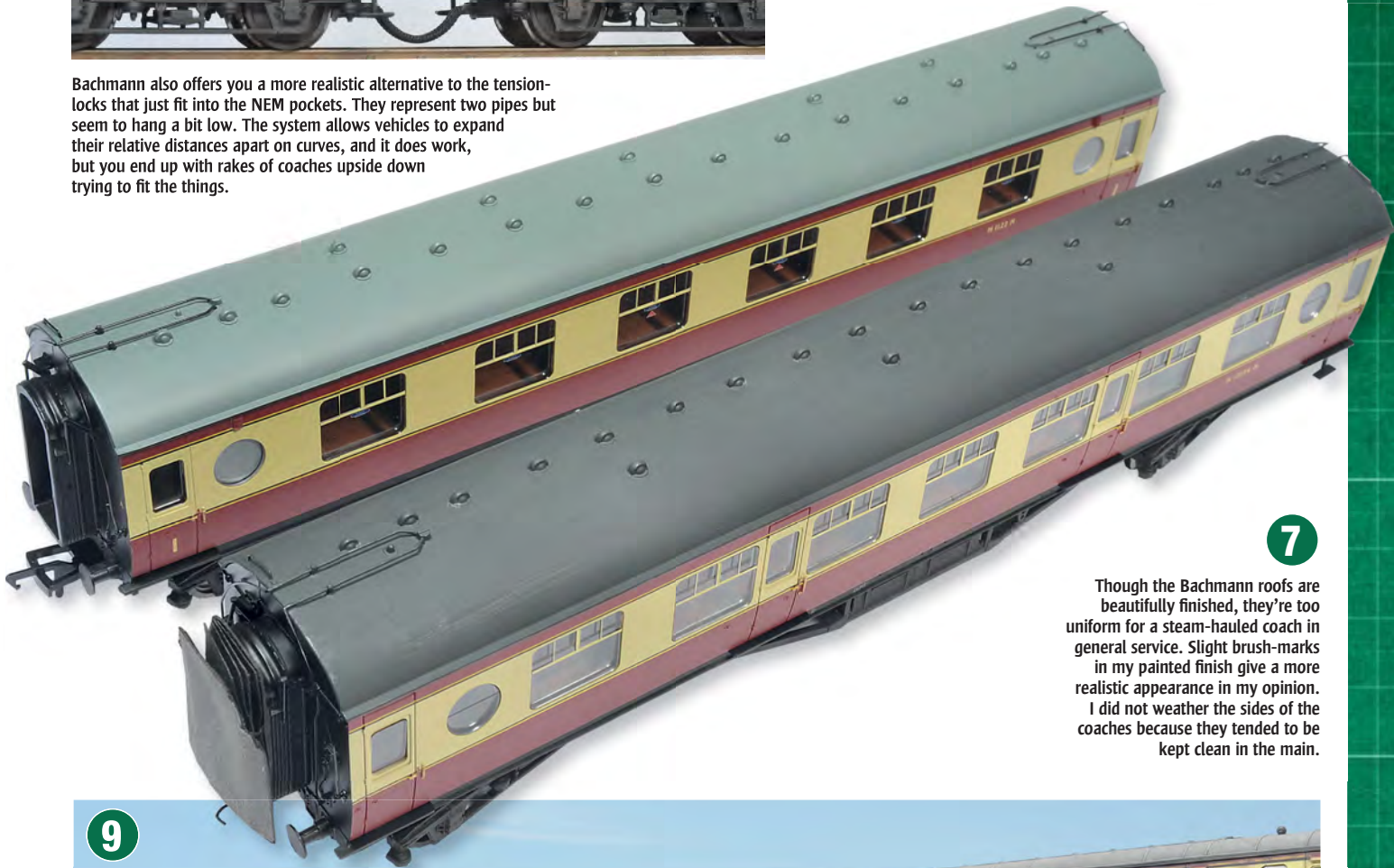
5



Bachmann also offers you a more realistic alternative to the tension-locks that just fit into the NEM pockets. They represent two pipes but seem to hang a bit low. The system allows vehicles to expand their relative distances apart on curves, and it does work, but you end up with rakes of coaches upside down trying to fit the things.

### TAKING IT FURTHER

Although these are very fine models already, there are several other improvements that could be tackled if you wish. Painting the interiors in the correct colours, adding mirrors to the compartment walls and a few passengers would lift the vehicles further still. Rectifying the missing roofboard clips is also possible, although this would require some fiddly painting to blend the additional details in, or a complete repaint.



7

Though the Bachmann roofs are beautifully finished, they're too uniform for a steam-hauled coach in general service. Slight brush-marks in my painted finish give a more realistic appearance in my opinion. I did not weather the sides of the coaches because they tended to be kept clean in the main.

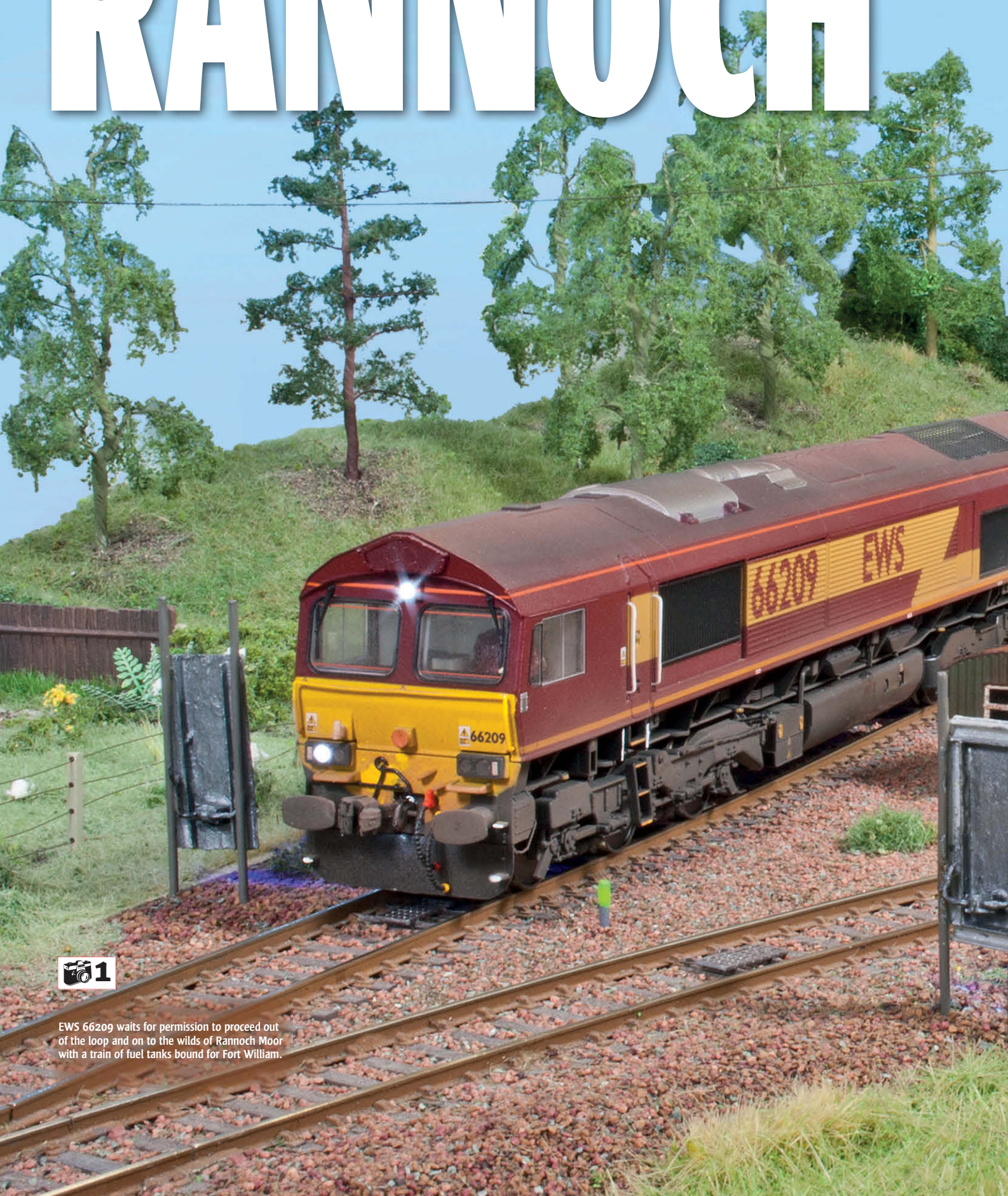
9



Here the Porthole Composite sits between a weathered Hornby BTK and an ancient weathered Airfix BTK, the last-mentioned to illustrate how standards have risen over the last 30 years.

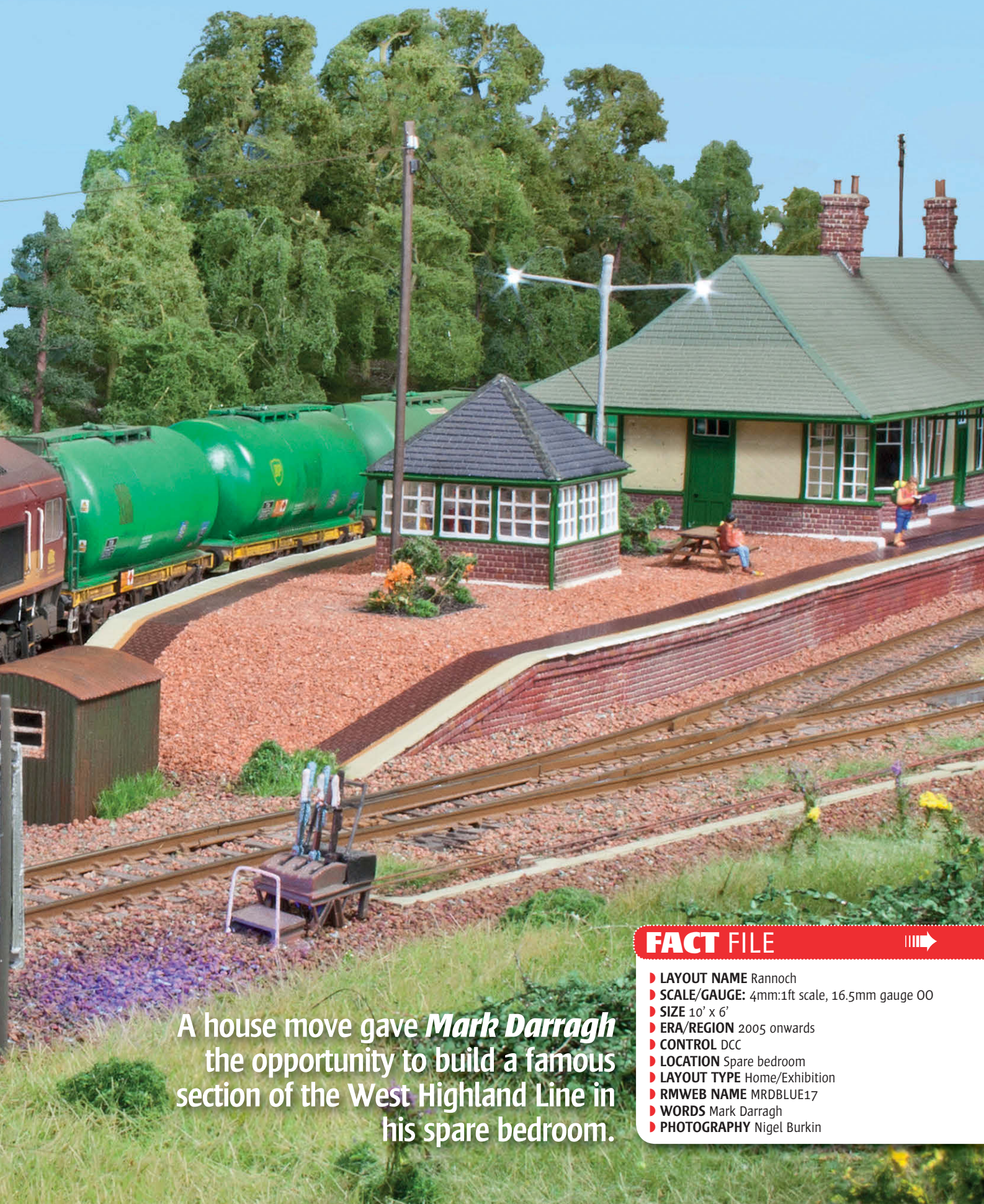


# RANNOCH



EWS 66209 waits for permission to proceed out of the loop and on to the wilds of Rannoch Moor with a train of fuel tanks bound for Fort William.





A house move gave **Mark Darragh** the opportunity to build a famous section of the West Highland Line in his spare bedroom.

## FACT FILE

- **LAYOUT NAME** Rannoch
- **SCALE/GAUGE:** 4mm:1ft scale, 16.5mm gauge 00
- **SIZE** 10' x 6'
- **ERA/REGION** 2005 onwards
- **CONTROL** DCC
- **LOCATION** Spare bedroom
- **LAYOUT TYPE** Home/Exhibition
- **RMWEB NAME** MRDBLUE17
- **WORDS** Mark Darragh
- **PHOTOGRAPHY** Nigel Burkin



**M**y wife and I moved to a bigger flat back in 2008 and for the first time I gained my own dedicated train room. This came with the caveat that I could do what I liked in there so long as the bed was available for guests. Being a traditional Edinburgh tenement flat the room was a decent size at around 16' long by 9' wide. As tempting as it was to fill it, I needed plenty of storage space and I liked having my desk near the window for modelling. A footprint of 10' by 6' was settled on, as this would give me a decent space to play with and also not be so big that I couldn't finish it. The big question was what to build.

As a Barrow lad I had sketched numerous grandiose ideas for a West Coast Main Line layout, inspired by Furness Model Railway Club's 'Baldon Junction', and by watching trains at Lancaster. Since moving north of the border, my interest in the Scottish railways had grown along with my collection of modern image Scottish rolling stock.

I spent three years commuting by train to work in Fife over the Forth Bridge and around the Fife Circle. I therefore had plenty of possible locations to inspire me but anywhere of interest would be just too big to model. I kept looking at the stock I had and wanted to include the West Highland portion of the 'Caledonian Sleeper', which until July 2007 was Class 37 hauled. The West Highland Line fascinated me with its variety of trains, bridges and buildings along a scenic and remote route so I focused my search on the line.

Turning to the internet I followed the route using Google Maps noting down the station names I came across. I then entered these names and searched for images that came up until I discovered Rannoch. The typical Swiss chalet style station building survived, as did its platform signalbox and it had a footbridge from the car park to the platform. The viaduct beyond the station also seemed a popular location for photographers and the whole place well and truly captured my imagination.

I had never attempted to base a model on an actual place before as the thought of having to scratchbuild everything for it was quite daunting. I had not been on the West Highland Line to visit the actual location and so didn't have a true feel for the atmosphere of the place.

To overcome this I did a lot more research on the internet to gather as many images of the place as possible and made lots of notes and sketches from which I could work from to try and re-create everything as realistically as possible.

Typing Rannoch Moor Station into Google produced some good initial results. I quickly discovered the photo-sharing website Flickr which had lots of images from this location, many taken by non-railway enthusiasts, of the surrounding scenery and actually at the station itself which included so much detail. Because there are so many everyday objects and people in these types of photographs it meant I was able to get a good idea of the scale of things and work out what needed to go where and also what to include on the model.

A rough trackplan was sketched out and then transferred onto a roll of lining paper measured out to the 10' space I had available. I laid some track out to see how it all looked and what would fit into the space, drawing on the position of the key buildings, platform and scenic features that I wanted to try and include. I worked out that wrapping the scenic section around the corners would create more space and open up the scene. This meant I could also include a viaduct, albeit not to the size of Rannoch's but in keeping with the West Highland Line structures.

## KEY DETAILS MOORLAND SCENERY

Spectacular scenery features in so many photographs of the West Highland Line, with the railway blending into the landscape.

Attempting to capture this and recreate it in a small space was a challenge. The landscape is built from blocks of polystyrene, carved to shape. These were covered with papier mache using wallpaper paste (I fill up an old pop bottle to store paste left over after wallpapering jobs around the house) and torn up bits of paper which gives a nice solid covering and seals everything in. A base layer of brown acrylic paint was applied before hanging basket liner was stuck on top with PVA glue. This was all good messy fun and a great way of creating large areas of lightweight landscape quickly and cheaply.

Once that was dry, the detailed vegetation was added including brambles, bushes, gorse, wild flowers and static grass to finish off. I worked from photographs to get the colours of the season and also to work out what types of vegetation grew where. I tried out a lot of new products that I'd never used before; made a static grass tool for about £5 from a tea strainer and a fly swat and found that even traditional scatter material still has its uses. Lots of trees were needed; the firs are from International Models, and the rest are from Hornby, which are excellent and often overlooked. The Beech trees at the front of the layout are positioned so as to give the impression of the prevailing wind blowing across the wilderness.



The famous viaduct has been compressed to fit the available space and the required curve radius.

### CONSTRUCTION

Happy with my plans and with a clear vision of what I wanted to achieve I started on the layout construction so it was out of the armchair and into the hall! Living in a flat this was the only space to do any construction work in and my wife - in her words - "tolerated" this. The baseboards are nothing fancy and were built on four boards to keep joints to a minimum. They needed to be simple to construct and made using materials I could buy and carry on foot from my local DIY store about a mile away. Each baseboard is 6' x 2' using 6mm ply tops with softwood frames roughly 2" x 1" around the outer

edge and a couple of cross beams at 2' intervals. These were glued and screwed together and are solid enough and lightweight.

I like being able to view a layout as though I'm actually there by the lineside so settled on a low enough height to be able to sit in a chair and watch trains go by as I relax after work. The layout sits on eight wooden A-frame trestles with metal bullet type dowels used to create perfect alignment and G-clamps to hold the boards together. After laying the track I filled the layout with stock and had a good play until I was happy everything ran smoothly, tweaking some of the sharp curves as I went.



Originally located at Corrour, the lattice footbridge was built from a Lochgorm kit and painted in First Group colours.



A couple of small cottages complete the scene at either end of the station and feature fully-detailed gardens.









## BUILDINGS

To create buildings that looked right for the layout, the only option was to scratchbuild. Over the years I've picked up a lot of hints and tips from fellow modellers, especially Ged Rutter, on ways of creating models of actual buildings which stuck with me and gave me the confidence to have a go.

I usually make a rough scale drawing first to make sure a building looks right when reduced to 4mm:1ft scale. The measurements from this are then used for marking out plastic sheet, which avoids waste as mistakes can be amended at the drawing stage. All my buildings start off with a base of 2mm thick art card onto which the footprint of the building is drawn. I sometimes include what the interior rooms might be like to help position doors and windows. I mainly use Wills sheets for wall sections that are cut to size and glued straight onto the card base. These are quite thick and the corners need to be cut at an angle so the brick or stonework joins neatly.

Door and window frames, sills and lintels are made from plastic strip and plastic weld is used to stick parts

together. Wills slate sheets get the lower edge cut at an angle to create a nice thin edge before being glued in place. Plastic strip detailing is used to create fascias and barge boards on buildings with half round rod and rod section for guttering and down pipes. Tamiya masking tape cut into thin strips makes convincing lead flashing around chimneys. It is also good for roof ridge and hip tiles as it bends into position and is easy to paint. For window glazing, clear plastic sheet is used – the packaging from the Wills sheets is ideal and sealed in place with Johnson's Klear.

I chose to build the tiny entrance shelter that leads from the car park onto the footbridge first as I could learn a lot from building it. If something went wrong it would not be a disaster if I had to start again. I built up the structure using the techniques above and in my madness used plastic strip to make beams for the roof frame with Wills slate sheet added on top. Mock-up roof sections were made out of scrap card first, to ensure the plastic sheet wasn't wasted through error.

The real Rannoch gained its footbridge from Corroir station and the model is made from the Lochgorm

etched brass kit. It was the first time I'd attempted anything like this and it went together well. Painted in First Group purple and white it stands out from the green and cream of the station building and the surrounding countryside.

The signalbox and station are the most recognisable buildings and form the centrepiece of the layout. The 'box went together quite quickly, although making the windows from thin plastic strip was a little tedious. The interior is detailed with parts from the Wills signalbox interior kit with whitmetal levers and an LED light built into the roof space.

My station building took around six months to build, on and off. Firstly, I made some drawings to work from, adding in as much detail as I could find for the real building. Whilst this helped create the footprint, where doors and windows would go and the height of the brickwork, the size of doors and windows were still a bit of a mystery. To solve this I actually measured the front door of my flat as it was of a similar size, style and age to the ones at Rannoch.

I also had a bay window in the lounge and a single





**6**

Mark's scratchbuilt WHL station building is the centrepiece of the layout and a remarkable piece of modelmaking that took six months to complete.



**7**

Each room is fully detailed, although not necessarily visible unless the roof is removed. Interior lighting is also installed.

and double sized window in the bedrooms so this gave me enough to go on. Pete Harvey (PH Designs) designed a brass fret for me with all the doors and windows I needed. This not only saved a lot of time but greatly improved the finished item. The hipped roof was the hardest part to build and started with the upper sections first before the lower sections were added. The underside has wood planking (Slater's plastic sheet) and beams exposed with the gutters added. Brass rod was used for the downpipes due to their size and shape.

It's fair to say that I got a bit carried away with the interior, which includes fireplaces, tables and chairs, a till, glass cake counter and bunk-beds all made from plastic strip and card. Warm white LEDs are fitted with bright white micro-LEDs for the exterior station lighting.

A couple of cottages complete the buildings for the layout. The cottage at the north end appears in lots of photographs taken from the island platform. These provided good rear and side views to copy but the rest had to be made up. Wills white rendered stone sheets

were used for the walls and slate sheet for the roof.

Windows were cut out and a pack of Wills windows used with the smaller ones made from plastic strip. Plastic strip was also used for the wooden battens at the gable ends and roof edges with gutters added from half-round strip and rod for the downpipes. Chimneys were made from a bit of Milliput on the top of the stack with plastic rod and strip used to make the pots.

Parts from old brass frets were used to create the brasswork on the front door with letterbox, door handle and knocker all added to finish off once the door was painted. This can't be seen from any viewing angle but I know it's there! The cottage at the south end is a kit-bash from the old Hornby thatched cottage kit. The patio door and open window are made from plastic strip just to add a bit more interest along with the whirly-gig and chicken run.





## KEY DETAILS RETB STOP BOARDS



8

Since the mid-1980s the West Highland Line has been controlled by Radio Electronic Token Block (RETB) signaling. Passing loops have sprung operated points with 'STOP' boards positioned at the ends of the loops. Blue lights flash when the line is clear to proceed. I only discovered this from watching YouTube clips of

trains departing and decided this had to be included on the model. It was achieved using a simple four-function DCC decoder. The functions are set so that each pair of LEDs at the north and south ends have a function assigned to flash and another fixed 'on'. By simply turning the fixed function off the lights flash to

signal the line is clear to proceed. The boards were kindly made by Phil Holman and fitted at its first show. The RETB transmitter mast is modelled at the south end of the station along with Peco TPWS grids and the bright yellow posts are markers to ensure trains are clear to pass at the ends of the loops.



9

Neat touches such as the typical pink Scottish ballast platform surface and flowerbeds help to make the scene more authentic.



10

The northbound sleeper waits for a train of OTAs to clear the section.





11

EWS/DB Schenker Class 67s have been the regular traction for the 'beds' since summer 2006, but with the Caledonian Sleeper franchise due to change hands soon, it looks likely that they will be replaced by rebuilt Class 73/9s supplied by GB Railfreight. The Mk 3 sleeping cars are also on borrowed time, with new 'hotel trains' built by Spanish firm CAF due to be introduced by 2018.

## ROLLING STOCK AND OPERATION

I wanted to create a representation of the trains that could be seen on the WHL from around 2005 onwards. This would still allow for a healthy mix of Class 37s alongside the Class 66s and 67s that were starting to take over. Watching YouTube video clips and pictures in magazines helped me to create various prototypical trains from the period. I've included the Fort William portion of the 'Caledonian Sleeper', Alcan tanks, BP tanks, Railtrack Autoballasters, engineers trains and timber traffic.

For added interest it's assumed that the paper mill at Corpach is still in operation sending paper by rail and receiving china clay from Cornwall. Empty coaching stock for 'The Jacobite' steam service also

makes an appearance using modified Bachmann Mk I coaches with Railtec transfers to turn them into suitable West Coast Railway Company stock. Although not correct for the WHL, passenger services are formed using Bachmann Class 150/2 and 158 DMUs.

Some of my favourite locomotives, such as 37416 in its 'Royal Scotsman' maroon livery and modelled just how I saw it at Edinburgh, and the West Coast Railways pairing of 37676 *Loch Rannoch* and 37516, were created for me by Andi Walshaw. Stephen Cunningham weathered the rake of Autoballasters to match the colours seen on rakes used on the line. Nearly all the units and locomotives are fitted with Howes and now mainly Legomanbiffo ESU sound systems.

'Rannoch' took about three years to build and was only intended for home use. You can see the entire build within the layouts topic section on **RMweb**

and I'm grateful for the amount of information and encouragement shared on there, which helped keep the build on course. I joined Diesel & Electric Modellers United part way into the build after meeting Phil and Alan on the DEMU stand at Glasgow. From getting involved in the area group activities and making many new friends along the way it has made exhibiting the layout possible thanks to all the 'Rannoch on the Road' crew. I have Stephen at Ayr and Kev at Barrow to thank for the first invitations before the layout was even finished, along with my wife for making some curtains to make it more presentable and Mike Bartle for lending me his lighting rigs.

Following suggestions at shows for ultimate realism I apparently need to create a DCC controlled swarm of midges and make the whirly-gig in the cottage garden operational. I still need to visit the real Rannoch station one-day as well! **BRM**



## Q&A

### How do you find enough time for modelling?

I fit my modelling into any spare time I have. Even since becoming a dad for the first time, I still get the odd hour here and there to do things. I usually have a pile of bits or projects that I can pick up and do either on the layout or workbench at any one time and the variety helps maintain interest as you can pick something and continue where you left off.

### How do you overcome problems that you encounter?

I find my membership of DEMU and Scottish Modellers to be very helpful and the wealth of

knowledge is amazing. I would advise anyone to ask questions on the forum and quiz our group at shows.

### Where do you buy your models and materials?

I enjoy going to the Train Shop in Morecambe. I've shopped there for at least 20 years - since I was about 12. Richard - the owner - has always made me very welcome. Despite now living 200 miles away I still go on my way to visit family and friends in Barrow and Richard always keeps what I order for me. I also buy from exhibitions too as they are often the best place to see specialist suppliers and obtain detailing bits. My regular suppliers include

Harburn Hobbies, Cheltenham Model Centre, DC Kits (Legomanbiffo sounds) Railtec transfers. R3sprays, Carinsroadworks, Shawplan and Ten Commandments.

### What developments would you like to see in the hobby?

I would like to see four-wheel chemical tank wagons produced, specifically 45t and 51t Caustic soda tanks, acetic acid types and CO<sub>2</sub> tanks for Speedlink workings (FTG Models intends to produce the latter - Ed.). Hopefully Bachmann will get round to these at some point. RTR 'Salmon' and 'Mullet' departmental wagons would also be great.







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# OWEN'S

**Phil Parker** continues his First World War field railway project with a look at how to construct a canal, add scenery and build some appropriate wagons.

**T**he main feature on 'Owen's Bridge' is a canal. It is the reason for the bridge after all. According to photographs I found, French canals differ from their British counterparts in that they have wide sloping banks and often run in cuttings. There's no continuous towpath either.

This isn't a problem as all the normal scenic techniques can be used. Firstly, a smooth base for the water is created and then the banks are built up. These are much more like a river and I suspect that this is what the photographs I've looked at show – a navigable watercourse. I'm sure an expert on French waterways will be able to correct me,

for the moment my excuse is that I simply copied a photograph!

There are many methods and dozens of products aimed at the modeller who wishes to incorporate water into a layout. All have their uses but for the flat and relatively still water found in a dockside or canal, yacht varnish always works best for me. This is proved time and again by the number of people who tentatively prod the water at exhibitions to see if it is wet.

It's cheap and readily available, you might already have a can in the shed or garage

already. If not you can probably pick up one for a DIY job and then use the leftovers on your model railway. Unless you are building a lake, the quantity required isn't large but for the best effects, you'll need around seven coats to build up the apparent depth.

The enemy of realistic water is dust. You need to keep it out of the varnish while it is drying and then once finished, the water will need a polish every so often.

For those putting the layout on display, adding a spray can of furniture polish and a duster to the exhibition kit is also a good move. **BRM**

There are dozens of products aimed at the modeller who wishes to incorporate water on a layout

Showing the use of Yacht Varnish to good effect, the canal on Owen's Bridge is made life-like.





# BRIDGE

**PART 2**

## STEP-BY-STEP GUIDE

### BUILDING A CANAL

**1**



A lowered section of the baseboard formed the basic shape (as shown last month). Although the sides should slope to the water, I decided to do this with scenic material rather than form them in plywood which was beyond my basic carpentry skills.

**2**



Sloping sides were created with strips of corrugated cardboard glued roughly in place. These didn't need to be perfect as the next stage was to cover them up. Normally I'd use plaster soaked bandage but as I didn't have any to hand some paper kitchen roll was dipped in household filler and draped over the banks.

**3**



The canal banks and surrounding landscape were treated to a thin coat of ready-mix filler to take away the flat baseboard look. The trick with this stuff is to wet your hands and smear it around so the surface has no sudden lumps, just gentle contours.

**4**



Colour arrives via emulsion matchpots. The earth is 'Nutmeg' and canal 'Java Bean' with streaks of grey, although the exact shades don't really matter. Once fully dry the water is given its first coat of varnish.

**Right** After a couple of coats of varnish, I covered the banks and surrounding groundwork with static grass. This was then sprayed with hair lacquer and coarse flock powder sprinkled over. Then it was back to varnishing after the 'water' had been cleaned of all the loose grass. The extra coats of varnish need to be carefully splodged around the banks so the grass on the edge is surrounded by water as though it were growing just below the surface. One problem you can see in the photographs is the wrinkly surface caused by applying too thick a coat of varnish. While it's not unrealistic – ripples in the water are natural after all – I'd have preferred a really flat surface.

**6**



**5**



For really good wet-looking water, nothing can beat seven or eight coats of Ronseal Yacht varnish. Don't be tempted to use a cheaper version as I found to my cost that this smells terrible and never really seems to fully dry. It's also clear, unlike the Ronseal version which has a hint of yellow in it that accentuates the apparent depth of the water.

**TREES, POPPIES, LAYING TRACK...**



# PRACTICAL BRM



## TREES

**P**art of my plan with 'Owen's Bridge' was to disguise the tiny dimensions of the model by hiding the holes where the track passes through the backscene with some trees. In such a small space there's no chance to use the modelling clichés such as bridges or tunnels but this does the job pretty well. To get the results, I needed a reasonably dense forest. Building each model individually would be terrific but very time consuming. However, Hornby has some decent basic trees in the Skale Scenics range that are cheap enough to use

**Right** Densely packed foliage mats provide the leaves. Tease these out and then cut in to clumps before sticking them to the branches with PVA glue. Let this dry and then spray with hair lacquer and lightly sprinkle some of the contents of the flock packet over them.



1

Hornby's R8943 tree pack (RRP £12.10) contains everything required to make 16 trees in a variety of heights up to 14cm.

*en masse*. Once planted closely together the overall effect is pretty convincing and since only one packet was required, very economical too.

3

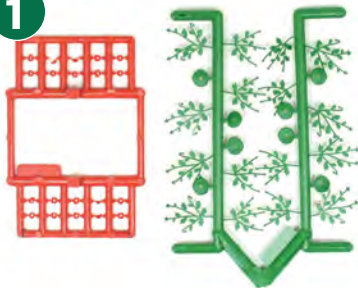


**Right** Each armature is supplied flat so the first job is to twist the branches with your fingers so they are horizontal and drooping slightly. Temporarily planting the tree in a hole drilled in some wood is helpful for the next stage.

2



1



Plastic poppies from Busch (ref. 1255, £7.50) are sold in packs of 80, ready to assemble. Each plant is made up of a stem and flower heads moulded in appropriately coloured plastic.

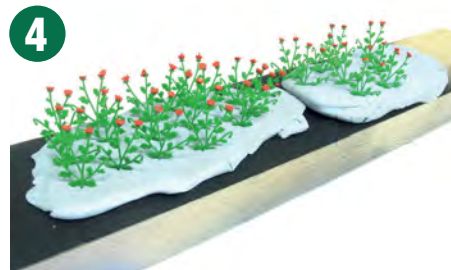
The stems are fixed into the flowers while the latter is still on the sprue as this is easier than fiddling around with tiny parts on the workbench.

2



No special tools are required for assembly but I find that wire cutters are better at removing the poppy heads from the sprue. Cutting with a knife tends to send the flower flying. Revell plastic glue appears to be the best adhesive here, others don't seem to produce as strong a joint with this plastic.

4



Before planting on the layout, the plants are fixed in Blu-tack and sprayed with matt varnish to remove the plastic looking sheen.

## POPPIES

**T**he French and Belgian countryside suffered greatly from the ravages of war. Well-tended fields quickly became a devastated wasteland. As farmers tried to restore their land once the battle front had moved on, they discovered that clumps of poppies started to appear. The seeds can lay dormant under the earth for many years but once disturbed, in the warmth of the 1915 springtime, they started to grow again.

Inspired by a poem entitled 'We Shall Not Sleep' by John MacRae, American Moina Michael put her energies in to persuading the War Department to adopt the Flanders Poppy as a symbol of remembrance, starting the tradition that continues to this day.

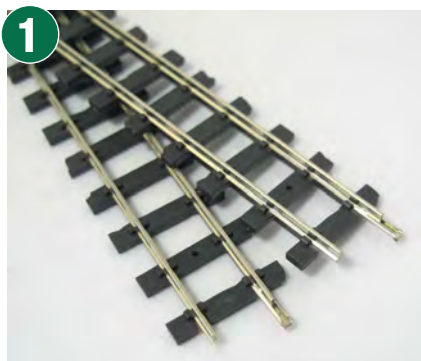
I thought it would be a nice touch to sow a few miniature poppies in the fields around Owen's Bridge, as a small tribute to those killed in the conflict whose aftermath I was modelling.





# LAYING TRACK

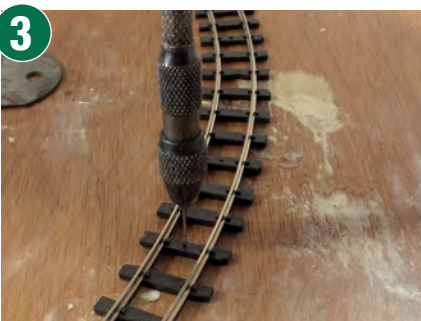
**O**ur trackplan is a simple oval with a single siding – not so different from what you find in some train sets. With such a simple plan I've even used sectional track for convenience. It's certainly the easiest way to lay nice neat curves. In fact, the tracklaying is utterly conventional. Everything here will also work on a OO gauge layout.



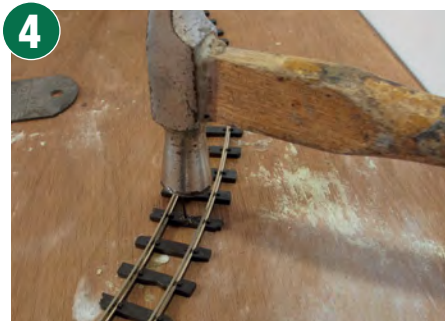
Peco's new 009 Setrack is easy to use although possibly a little too neat for a WW1 field railway. For the longer straights over the bridge and behind the scenes the matching flexitrack reduces the number of joints.



Setrack doesn't really need to be nailed down most of the time. Lay it on some PVA or double sided carpet tape and it's possible to let the ballast do the job of holding it in place permanently.



Where pins are to be used, it's worth drilling slightly in to the wood first. Use a 0.5mm drill bit in a pin vice turned by hand. No need for power tools here.



A small hammer should push even the thin Peco pins in to the wood. Don't hammer them all the way down at this stage though.



All the track was hand-painted with Humbrol track colour (No. 173) and then the rail tops cleaned with a rubber before the paint had fully dried. On larger layouts, spraying is much quicker.



Fine ballast from Greenscene was brushed into place and fixed with a PVA/water mix. Prototype images show the ballast disappearing into the surrounding earth. Brown emulsion adds some appropriate colour.



Let the glue dry for 24 hours before using static grass anywhere near the track. A few fibres sticking through are appropriate but the effect I was after wasn't a completely overgrown railway.

## SHOPPING LIST

■ Peco 009 track: 1 X ST-401 Setrack standard straight 2 X ST-412 Setrack No.1 (9") radius double curves, 2 X SL-400 Flexible Track, 1 X SL-E492 Left hand point electrofrog, 1 X SL-310 Rail Joiners/Fishplates, 1 X SL-14 Track Fixing Pins

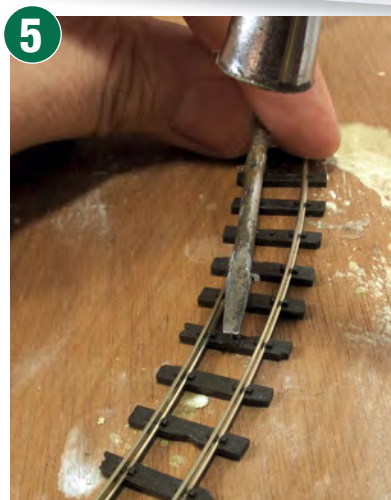
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On narrow track such as this or N gauge, the final push needs to be made with a narrow punch to avoid whacking the rails. If one isn't available, the flat blade of a screwdriver will do. Don't nail things too hard, the sleepers should not bend or the track will distort.

TURN OVER TO SEE HOW THE WAGONS WERE BUILT...





# FIELD RA WAGONS

**L**ast month I built a locomotive for the layout, so now it's time for some rolling stock for it to haul. Huge numbers of wagons were built and operated during the conflict. Some, like those for moving field guns were very specialised. Mostly though, both sides used open wagons and vans just like any other railway. Mind you, they were used for both goods, personnel and even as mobile workshops.

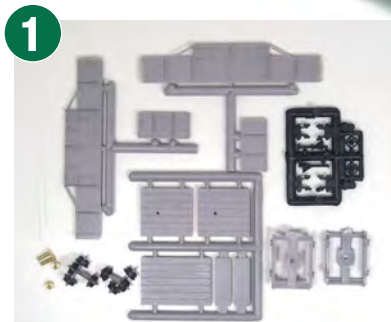
After hostilities ended, many wagons were shipped back to Britain and sold off cheaply to narrow gauge railways to replace older stock. Thus, you could find these vehicles all around the country.

Even when the bodies had passed their best, the bogies soldiered on and you can find at least one pair on the Ffestiniog Railway today under a passenger coach.

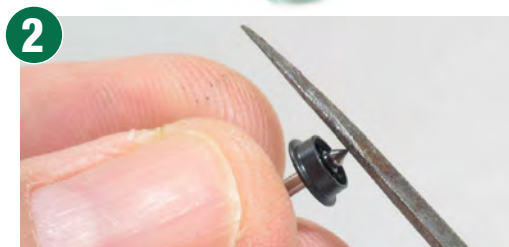
Narrow gauge wagon building doesn't have to be any harder than putting together a standard gauge kit. In fact, for bogie vehicles, the one-piece mouldings mean it is hard not to end up with a running vehicle. In fact the biggest problem is squeezing in some weight; the plastic models are very light indeed. Perhaps the best solution is to add some loads under which you can hide a bit of lead.

At least the livery is simple – grey paint with black metalwork. In service the wagons would be pretty filthy so I've run some Games Workshop shading paint into the woodwork as a starting point, but more work with weathering powders will follow.

Next month we'll look at adding the ruined farm buildings and final details.



If you've ever built a plastic wagon kit, the contents of the Parkside packets will be familiar. A good feature is the one-part moulded bogie, saving the builder the effort of accurately assembling the running gear.



Running will be improved if the tips of the pinpoints are trimmed back with two or three strokes of a needle file. This shortens the axle and makes it spin freely in the plastic axle boxes.

## SHOPPING LIST

Parkside Dundas

■ DM27 - War Dept. Bogie Goods/Ambulance

Van - £12.10 ■ DM18 - War Dept. Class D

Dropside Bogie Open Wagon - £10.60

■ DM19 - War Dept. Class E Dropdoor Well

Bogie Open Wagon - £10.60

■ BEMO 009 Couplings - Straight Shaft, (10)

- £11.95 ■ Greenwich Narrow Gauge Coupling

(10) - £4.50

W [www.park-sidedundas.co.uk](http://www.park-sidedundas.co.uk)

T 01592 640 896

■ WD Models WD1K7 A Class Wagon

planked, fixed sides (3) - £18.00

W [www.wdmodels.com](http://www.wdmodels.com)

## WD MODEL KITS

The four-wheel chassis is made up of plastic mouldings, although these have to be assembled by the modeller. Bodywork is a series of resin castings. The runners for these are substantial and easier to cut away with a fine saw than trim with a knife.



Chassis construction is a little fiddly but if care is taken, a free rolling model will be the result. The body requires superglue as plastic solvent won't work. The corners are moulded with a thin overlap which requires careful handling until fixed as it is a little fragile.



# ILWAY

Huge numbers of wagons were built during the conflict. Most were open wagons and vans, just like any other railway.

## COUPLINGS



Parkside kits (bottom) are designed to use ready-made BEMO couplings. The tails of these have to be shortened before fitting on to the mountings provided. The W^D models kits (top) and locomotive use Greenwich couplings, an etched device that is compatible with the BEMO but less chunky.



The Greenwich is supplied in pairs as a flat etch that has to be formed with pliers. It's important that the loop pivots freely so time spent opening out the holes slightly will pay off with reliable operation.



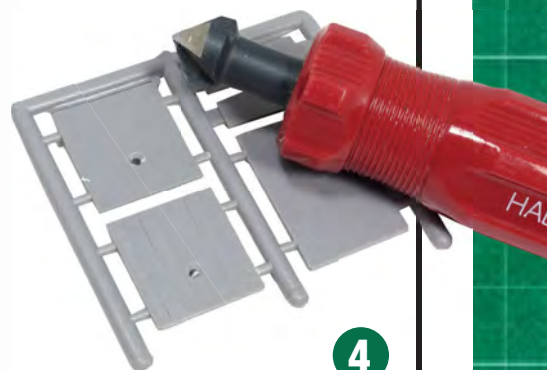
Parkside Wagons (Left to right): Class D Bogie Open, Class E Well wagon, Bogie goods.

3



Axles clip in to the bogie frames and then brake gear is added. The black projections at the end of the bogie are mountings for BEMO couplings.

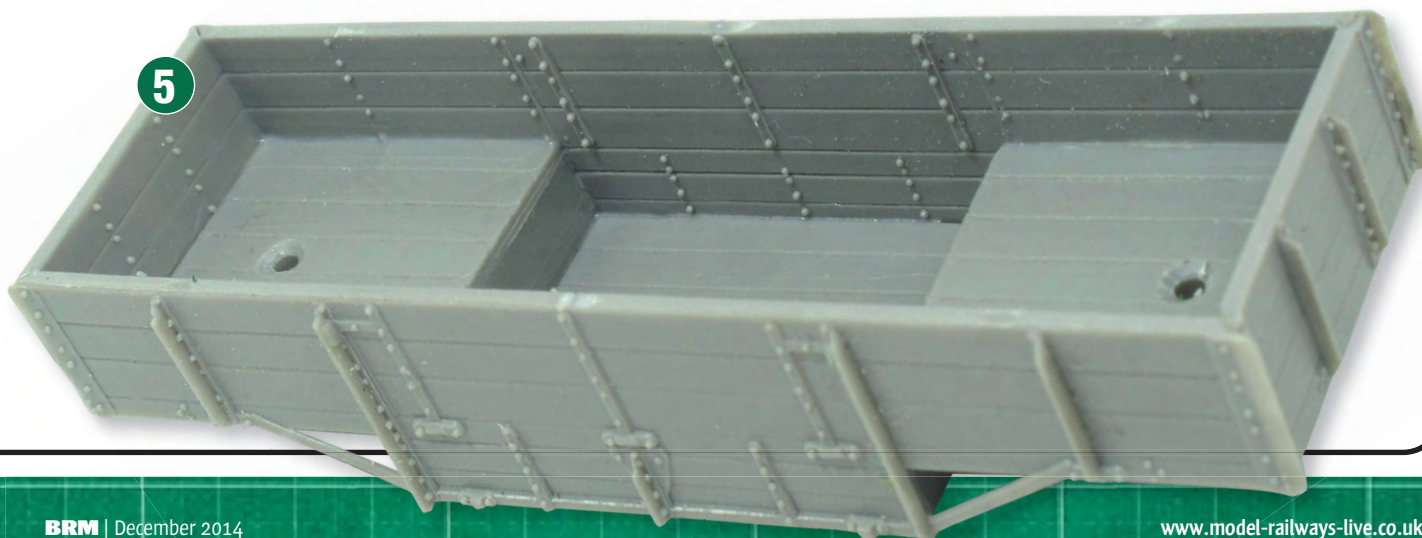
After this the body is assembled as per the instructions. At the corners, the plates are moulded to overlap so they can be trimmed back after the glue dries for a perfect finish.



4

The bogies are attached with countersunk brass bolts and nuts. Inside the open wagons, the holes should be countersunk so the tops are flush with the floor.

5







# TORNADO's SUPPORT COACH

Since its completion in 2008, *Tornado* has proved hugely popular in model form, but if you're running it on the main line you'll need a support coach. **James Reid** shows how he modelled the A1's extensively refurbished Mk 1 companion.

No. 60163 *Tornado* resting at Edinburgh Waverley in June 2013 after working 'The Elizabethan' charter from London King's Cross. Support coach E21249 is immediately behind the tender, as it is on all the A1's main line trips. **BEN JONES**



E21249 in more detail, showing the 'better than new' finish and additional equipment fitted to the extensively modernised Mk 1 coach. The compartment with the white panel is the new kitchen. **BEN JONES**

**T**he A1 Steam Locomotive Trust recently produced a limited edition, by Bachmann, of its Mk 1 support coach E21249. The model was made available to the general public after the Trust's own members orders were fulfilled.

Having purchased one, I assembled as much information as was available at the time before starting work. This came from the internet and published magazines and made it clear that many alterations had been made to the vehicle to make it suitable for its new role. In fact, many thousands of pounds were invested in transforming this once-derelict Mk 1 Brake Composite Corridor (BCK) into

'better than new' condition with modern electrics/electronics, staff facilities and a space for the A1 Trust sales stand.

As befits a support coach intended to be out on the main lines of the UK for long periods, a kitchen was installed in one of the compartments. I have endeavoured to replicate this by modeling a cooker, sink, fridge and cupboards made from various thicknesses of plastic card, suitably painted and, of course, a chef. The most obvious visual requirement was to paint the bottom 4mm of the kitchen window white on the inside. Again, using available photographs, I applied representative signage and panels on the internal corridor walls. **BRM**



## STEP-BY-STEP GUIDE

1

After dismantling the coach into its component parts, I proceeded to carry out the necessary modifications to give me a better representation of the prototype, based on the information obtained.



2



A kitchen was installed in one of the compartments including a cooker, sink, fridge and cupboards made from various thicknesses of plastic card, suitably painted and a chef.

4



To match the prototype, 4mm of the kitchen window was painted white on the inside - a distinctive feature of E21249 since its rebuild.

5



The steps on the coach ends were removed along with the handrails. Replacement handrails were formed from nickel silver wire with small off-cuts of plastic card forming the water filler covers.

3



After suitably painting the coach interior, seats and floor, I installed several figures in the compartments to represent A1 Trust members and the support crew.

6

Two integral electric LED tail lights were fitted to the prototype at each end and these were re-created using plastic card and Hobbycraft red self adhesive jewels. A Kadee No. 5 coupling was fitted at the rear along with a Keen sprung end plate as the BCK would be coupled to a fixed rake of coaches.





# PRACTICAL BRM



## STEP-BY-STEP GUIDE

7

Air brake pipes and vacuum brake hoses were fitted to the dragbeam on either side of the couplings.



### SUPPLIERS

- ▶ Bachmann 39-227Z BR crimson/cream Mk 1 BCK support coach E21249, £30.00
- W [www.a1steam.com](http://www.a1steam.com)
- ▶ Crew figures by Noch/Preiser/Bachmann, W [www.gaugemaster.com](http://www.gaugemaster.com) and stockists nationwide
- ▶ Hobbycraft – stores nationwide W [www.hobbycraft.co.uk](http://www.hobbycraft.co.uk)
- ▶ Keen Systems gangways W [www.keen-systems.com](http://www.keen-systems.com)
- ▶ Kadee couplers – stockists nationwide W [www.kadee.com](http://www.kadee.com)

8



Cabinets for the extra electrical equipment were found in the spares box and positioned on the chassis solebars, based on photographs obtained from the internet.

9



The roof ventilators were removed from the roof carefully and new vents installed to suit the layout of the prototype. As the coach now has a generator set, an exhaust outlet was fitted too.

### TORNADO NEEDS YOUR SUPPORT!

If modelling No. 60163 *Tornado* has given you an interest in the full size Peppercorn 'Pacific', the A1 Steam Locomotive Trust needs your help. See [www.a1steam.com](http://www.a1steam.com) for more information on becoming a supporter. The Trust is also seeking supporters for its new-build LNER P2 2-8-2 No. 2007 *Prince of Wales*, construction of which is now underway at Darlington.

See [www.p2steam.com](http://www.p2steam.com) for details. Look out for more on the P2 project in **BRM** soon.

10

Finally, as the coach was going to be coupled to a locomotive at the front end, a screw link coupling was fitted to the leading end. A BR style end cover was placed on the leading end corridor connection. Network Rail OHLE warning signs and C1 restriction transfers were also applied to the re-modelled coach ends.





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BRIGHTON & HOVE



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# PRESTATYN

If you're living far away from where you grew up, a model railway can help you to relive those rose-tinted childhood days and the trains of your youth, as **David Phillips** explains.



## FACT FILE



Prestatyn is a great example of the advantages of modelling in N gauge. Scale length station platforms, sweeping main lines and full length freights such as this train of TEA 100t tanks hauled by two-tone green Class 47 1764.

- **LAYOUT NAME** Prestatyn
- **Scale/Gauge:** 1:148 scale, 9mm gauge N
- **Size:** 11' x 2' (including fiddleyard)
- **Era/Region:** BR Blue 1970s
- **Location:** Home layout
- **Layout Type:** Continuous loop
- **Words:** David Phillips
- **Photography:** Andy York









The distinctive footbridge, with its wide staircases to accommodate hordes of holidaymakers, was built from scratch, based on photographs of the real thing.







The North Wales Coast line was well-known for the lengthy DMU formations operated on summer weekends. No layout of Prestatyn would be complete without Class 101s and Class 108s; fortunately both are produced by Graham Farish.

I was born in Prestatyn, a seaside town on the most northerly point of the North Wales Coast, in the Summer of 1966. It was not the most auspicious period in British railway history, but I spent 25 years in the town before moving to London. My father had worked on the railways as had his father before him, so it was inevitable that I developed an interest in railways from an early age. A Tri-ang 'Big Big Train' was my first proper train set (I still have it!). Many layouts in various scales followed over the years, most little more than an expansion of the train set on a board, until January 2011 when I joined **RMweb** and became enthralled with the layouts on display. These depicted a far greater level of realism than I had thus far demonstrated. Experiencing the enthusiasm among the forum members to help and encourage a new modeller, coupled with the desire to build something more worthy of my time and effort led to a new beginning; and so Prestatyn in N was born.

I have always had a real fondness for Prestatyn station; its long, slender gently-curving platforms; the semaphore signals that exist even today and the booking office/main building which survived from LNWR times. It has only recently been removed to be replaced by an exact replica. I loved sitting on Platform 2 - which faces South and used to get really hot, gazing out onto the mountain behind, whilst waiting for the trains to pass through and guessing which platform they would take as they thundered up the coast from Chester.

The sheer variety of rail traffic which has passed through the station in the last half century is amazing and was another reason for choosing this location. From humble DMUs to locomotive-hauled expresses and Super Voyagers; from Freightliner container trains to ballast trains and nuclear flasks, just about every type of diesel locomotive seen in the UK, and pretty much every type of passenger vehicle and freight carrier has passed through.

There have also been many steam specials gracing the North Wales Coast, so plenty of excuses to run out the famous locomotives and pretty coaches! Not all trains stopped at Prestatyn, so there's plenty of scope for trains to run through whilst others are stopped in the station, providing operational interest as well as the 'watching the trains go by' views I remember from my childhood.



Class 24s and Class 40s were common in North Wales throughout the 1970s, as demonstrated by these Graham Farish models working parcels and TPO trains.

## COMPRESSION

I decided to model the station trackplan as laid out in 1962, before the Up Slow line was removed. This gives Up and Down main lines with their respective Slow lines; I also included the bay platform by the signalbox at the west end, but left out the branch line to Dyserth due to space constraints.

The layout is 11' by 2' 2"; this was the space available so the prototype had to be compressed to ensure it fitted with all the salient details still present. These included the station building, signalbox, overbridge, footbridge, four-track crossing including single slip at the West end of the platforms, and the old Victorian footbridge upon which I used to stand as Class 40s and 47s roared underneath!

The central island platform at Prestatyn is 860' long, not including end ramps, and 20' wide at each end. Approximately 517' from the west end is the first of the overbridge supports, which is also the widest part of the platform at 31'. The curve is more accentuated on the Down (south facing) side by about a foot, so the platform bows out by 5' on the Up side and 6' on the Down side. In 2mm scale, this equates to 1,720mm long and 40mm wide at each end; the widest part being 1,034mm from the west end and 62mm wide. Assuming an end ramp length of 20' that makes it 900' long, so 1,800mm in 2mm:1ft scale. The other platforms are approximately 10' wide and follow the curve of the island platform.

All this came out slightly too long for the space available so I decided to adopt the 'rule of thirds'. For example, rather than having the platforms at 1,800mm long I could shorten them by about 559mm (22") to 1,219mm (48"), but still retain the gentle curved profile of the original. The latter would accommodate a Class 40 and seven Mk 1/2 coaches with room to spare at each end, so this was the way to go; a locomotive and seven coaches represents the majority of inter-regional workings, and the expresses (which mainly passed through) could be eight or nine coaches at a push, which I thought was more than enough. I had to shorten the HST to 2+7 from the more prototypical 2+8 but that was a small price to pay.

In working all this out I also discovered that prior to 1961 (when the platforms were lengthened) the station was roughly the same length as my model



The photographic backscenes use images taken from the real Prestatyn to give an ultra-realistic background to the station.







## KEY DETAILS BUILDINGS

All the buildings and bridges are kits or scratchbuilt as there was nothing close in the ready-to-plant market. For the station building I rebuilt the old Prototype Models LNWR kit and the signalbox is a modified Metcalfe kit. The bay signal is a Dapol item; the bracket signals await replacing with working models once they become available.



and the pointwork actually ran into the station area, as does mine. It was only moved away from the west end with the lengthening upgrade. So I actually have a prototypical trackplan that works for me albeit from another era; but then it's a representative layout not a scale rendition!

## FLEXIBILITY

The baseboards were built from 9mm ply on a 2" x 1" frame, and are lifted up on 4' 6" legs in order to clear all the stuff underneath; this is a great operating height as you can look into the layout







6

A Holyhead-Euston boat train formed of air-conditioned Mk 2d/e/f stock passes through behind a Class 47/4. Note how the road overbridge has been used as a scenic break.



7

In contrast to the view left, the eastern end of the layout features a lattice footbridge as a scenic break against the backscene. A centre-headcode Class 40 curves into view with a Holyhead-bound express.

**I've tried to replicate the mix of virulent weeds and hedges amongst dead grasses and a mixture of trees which typifies The Morfas behind Prestatyn station**

rather than onto it, and enter into the operation much more easily. It also makes for easy tracklaying and scenic work as you don't have to constantly bend over to paint or glue things together.

The era represented can be changed quite easily as the basic infrastructure has remained unchanged since the 1960s, and indeed the station building has just been rebuilt to original London & North Western Railway (LNWR) specifications! By swapping the stock and road vehicles I can change the whole layout from 1970s BR blue to 2000s Arriva Trains Wales/Virgin Trains in just a few minutes.

All the track in the scenic section is Peco code 55 finescale laid on Gaugemaster foam ballast strip – this has been augmented with loose ballast and heavily weathered. All other track is Peco code 80; all the points are electrofrog and changed using Peco switches. I use a Gaugemaster Q four-track controller and HF2 track cleaner and have never had any problems with performance; testimony to the running qualities of the stock as well as the track!

The fiddleyard has five loops for each main line meaning there can be ten trains available for any one operating session, and each side can

accommodate up to ten-coach expresses in the longest loops.

Scenery is from Woodland Scenics, and the superb Static Grass Applicator from FMR provided the power behind the grass effects in between. I've tried to replicate the mix of virulent weeds and hedges amongst dead grasses and a mixture of trees which typifies The Morfas behind the station.

Figures are from Bachmann, Modelscene and eBay. I've tried to position them so they look natural and free-flowing rather than motion-captured which you see on some layouts. If they're

## KEY DETAILS PHOTOGRAPHIC BACKSCENE

The backscene is a bit special but couldn't really be simpler. I stood in the fields adjacent to the station and took half a dozen pictures with a compact camera of the mountains behind; I then sent them off to ID Backscenes who stitched them together and posted me a backscene 11' long and 10" high within a few days. I mounted it on plywood boards with double-sided tape and erected the whole lot behind the station. People often say the backscene completes the scene and in this case I think they're right!

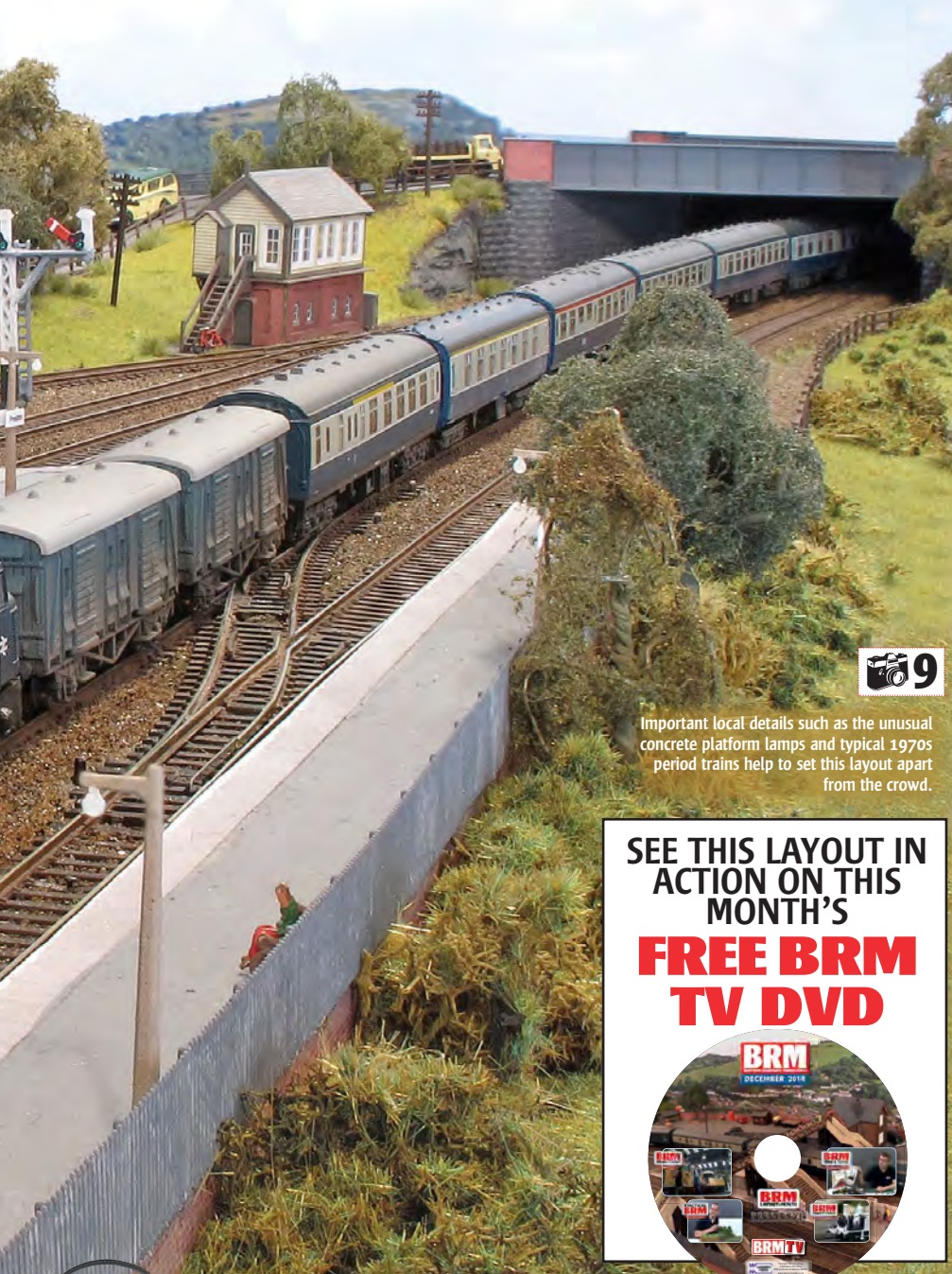






With a full load of Freightliner containers from Ireland via Holyhead, a Class 40 roars through on the Up Fast. Virtually all the locomotives and stock have been weathered by Millfield Models.





Important local details such as the unusual concrete platform lamps and typical 1970s period trains help to set this layout apart from the crowd.

## SEE THIS LAYOUT IN ACTION ON THIS MONTH'S FREE BRM TV DVD



not moving they shouldn't look like they are!

Virtually all the stock is from the current range of Graham Farish and Dapol, and most of it has been detailed and weathered by Pauline McKenna at Millfields Models. I learned early on that my abilities didn't include the finer points of such skills so I decided to leave that side of things to the professionals. It's been well worth the additional cost.

All the passenger and freight rakes are prototypical, and I have photographs of the prototype of virtually every train run on the layout; this way I know I can't get them wrong! The main focus for me has always been the trains themselves so I try to make sure all the details are included, including corridor doors and tail lamps on the end coach, or brown staining around the rusty hinges on the front of a Class 40 – these are the things which make the layout believable and give me the most pleasure in running the trains.

As well as railway modelling, I play bass guitar to professional standard and have a 'nine to five' job in the Public Sector. I am also an Elder at Living Stones Evangelical Church where I play bass guitar and preach every Sunday, and am a father to two teenage daughters, so time is at a premium! It has taken me two years to bring Prestatyn to a stage where I am happy to lean back and watch the trains go by without feeling 'I really must...' but I'm sure there'll be other bits to do as we go.

I have thoroughly enjoyed the experience of building a layout based on a prototype, but know I couldn't have done it without the invaluable help and encouragement of all those who contributed to the layout thread with suggestions, hints and tips along with expertise in so many areas that I simply couldn't have sourced myself.

Looking to the future, I intend to re-wire the fiddleyard with IRDOT (infra-red sensor) technology to allow automated sequences to take place, but that may be some way off as I'm pretty useless at electronics! As well as finishing off Prestatyn I'm also hoping to build a model of Llangollen station in the present day, in OO this time - steam locomotives and old Mk 1s galore! The thread is already up on **RMweb** and I welcome all contributions. **BRM**

## KEY DETAILS FLEXIBILITY

Modelling a location that hasn't altered much over the decades can be a wise choice, especially if your collection includes models from different periods. While other locations along the North Wales Coast have changed radically

since the 1960s, Prestatyn retains much of its original character, allowing me to run 1970s BR blue diesels or, in this case, Virgin Voyagers and Arriva DMUs from the 2000s.

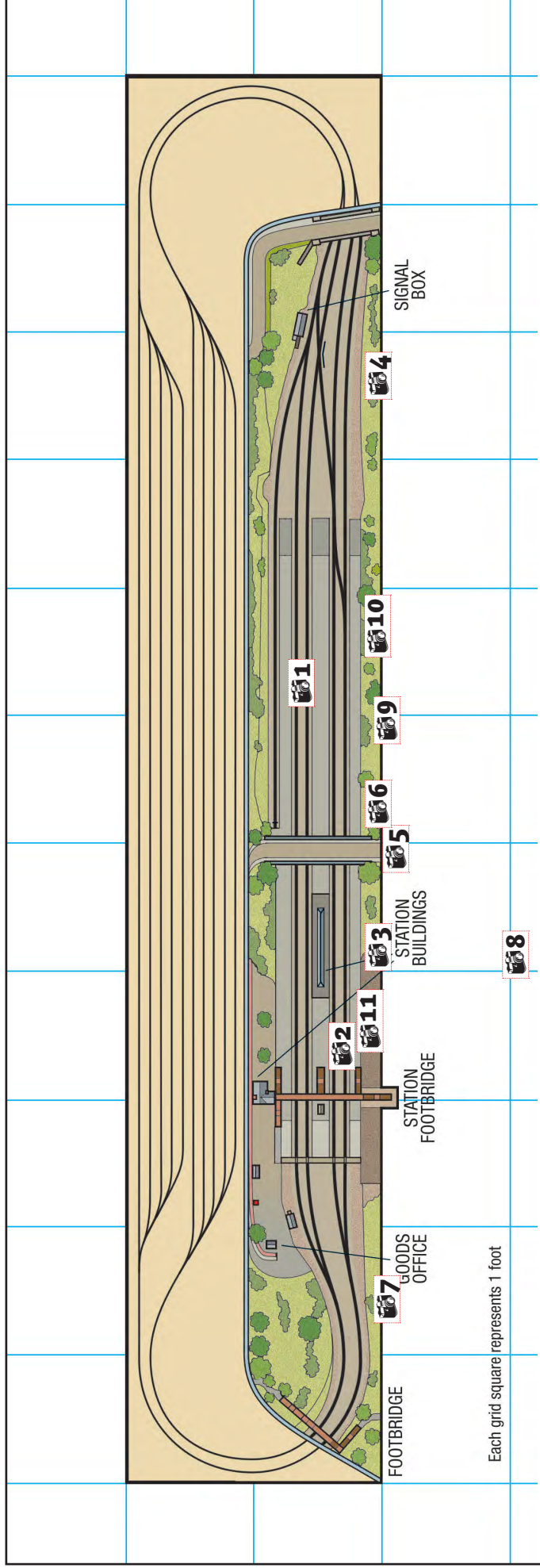






# LAYOUT OF THE MONTH

## PRESTATYN



Each grid square represents 1 foot



David's fleet includes most of the necessary locomotive types for the North Wales Coast in the 1970s. Class 24s and 40s were very common and appear frequently, alongside Class 45s, 47s and various types of DMU.



The footbridge is David's second attempt to scratchbuild this important and distinctive structure, after the first didn't quite fit the space as expected! The photographic backscene is particularly effective from this angle.



Passengers wait on the central island platform as a Class 24/o chunters away at the head of a parcels train. By the 1970s, these locomotives had been relegated to secondary duties such as local freight, departmental and lightweight parcels trains.



Modellers of the 1970s are now fortunate to have a wide selection of period road vehicles from which to choose. This British Rail yellow Leyland FG flatbed is a BT Models product, ideal for parking in a lineside yard or depot.



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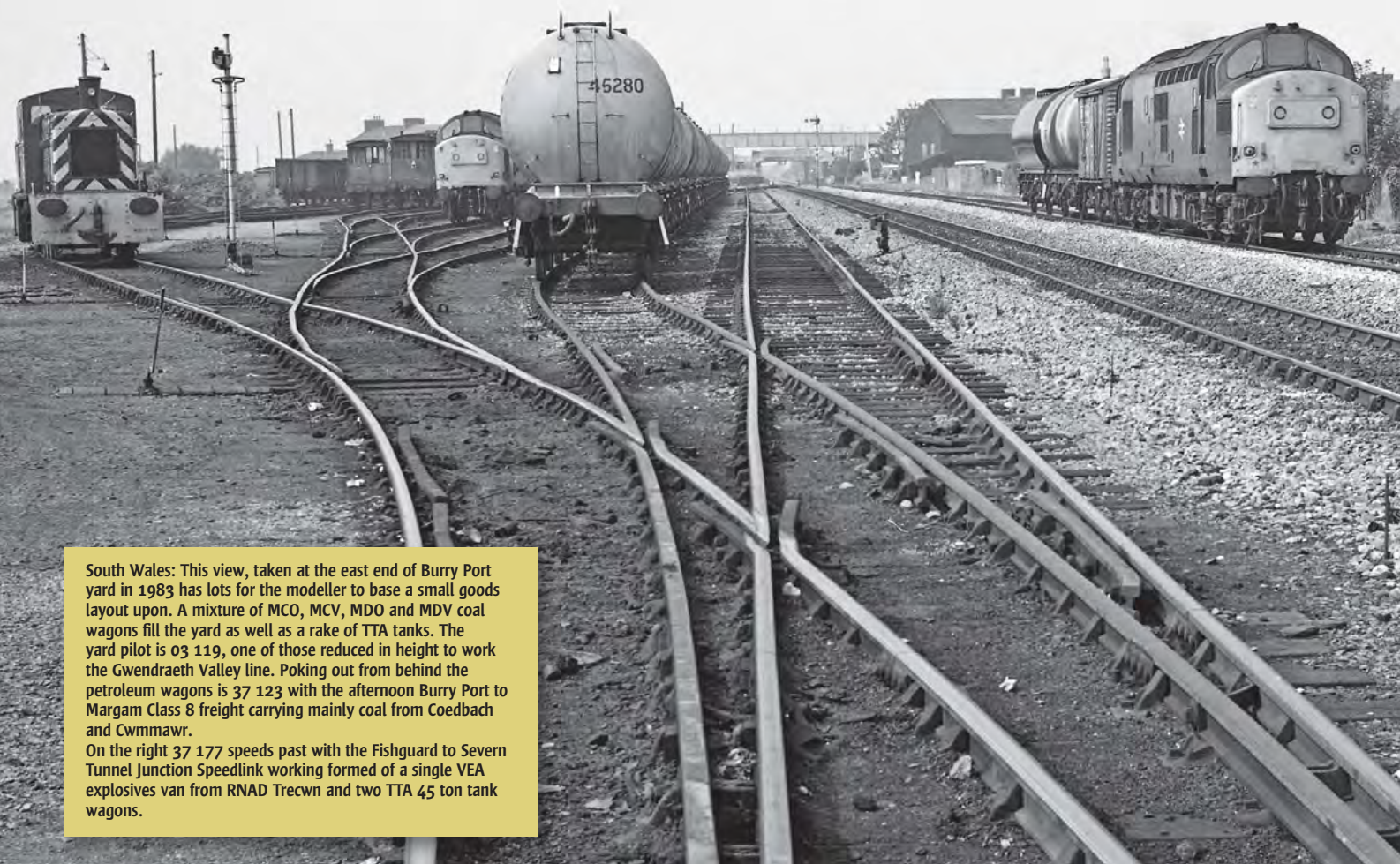
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South Wales: This view, taken at the east end of Burry Port yard in 1983 has lots for the modeller to base a small goods layout upon. A mixture of MCO, MCV, MDO and MDV coal wagons fill the yard as well as a rake of TTA tanks. The yard pilot is 03 119, one of those reduced in height to work the Gwendraeth Valley line. Poking out from behind the petroleum wagons is 37 123 with the afternoon Burry Port to Margam Class 8 freight carrying mainly coal from Coedbach and Cwmmawr.

On the right 37 177 speeds past with the Fishguard to Severn Tunnel Junction Speedlink working formed of a single VEA explosives van from RNAD Trecwn and two TTA 45 ton tank wagons.

# SHORT & SWEET

## PART 3: SPEEDLINK TRAINS

In his third collection of archive photographs from the 1980s/90s, **Michael Rhodes** presents a diverse selection of modelleable Speedlink trains from around Britain.





Humberside: Back in 1980, Hull still saw several Speedlink trips to the many sidings around the town. Here the afternoon Saltend to Hull New Yard trip is seen passing through Hull Docks. The two Class 20s, 20 008 and 20 217 are hauling a solitary acetic acid tank. The latter is not available as a ready-to-run model, but can be found in kit form.



Tyneside: Amazingly this two wagon train is 6S63, the Scunthorpe to Aberdeen Speedlink, seen here in 1985, behind 31 247 at Ouston Junction, south of Tyne Yard. The first wagon is a BDA bogie bolster (Bachmann/Farish) carrying steel from Scunthorpe, whilst the second is a Railfreight HEA coal hopper with coal from South Yorkshire coalfield, attached at Doncaster for domestic depots in Scotland.





**Merseyside:** Passing Rock Ferry in 1983 with the daily Birkenhead to March Whitemoor Speedlink is 25 251. It arrived a couple of hours earlier on the 6M90 Speedlink from Whitemoor, delivering several wagons of grain for export and is now returning with two empty Polybulk wagons, destined for East Anglia. Bachmann/Graham Farish offer OO/N models of Class 25s and Polybulk bogie hoppers.



**Fife:** BR blue 26 027 arrives at Methil Docks with 6G01, the Speedlink trip from Thornton Yard. When this image was taken in 1986 there was a large import traffic of wood pulp from Scandinavia for paper manufacture. Most of it was carried in VDA vans (as seen in the second wagon). Behind the '26' is a unique experimental wagon converted from an OBA open wagon for this traffic and given a TOPS code of OEA – perhaps some courageous modeller will be able to convert the Bachmann OBA? With Heljan and Dapol making the Class 26, modellers have excellent models of these locomotives in N, OO and O gauge.



**Yorkshire:** In 1986, Railfreight 31 207 is in charge of 6F83, the Tees Yard to Harwich Parkeston Quay Speedlink. Four PCA cement wagons (Bachmann/Farish/Hornby) are followed by a single VGA van (Bachmann/Farish), a TTA tank and finally an SPA steel plate carrier (Farish/FTG Models).





Scotland: Eastfield's 26 031 winds out of the small yard at Grangemouth in 1989 with the Speedlink feeder service to Mossend (6D26).

The train conveys a single 100t TEA tank wagon and six TTAs carrying liquefied petroleum gas (LPG). Both types of tank have been made by Hornby, Graham Farish and Bachmann, although the LPG variant has not yet being offered.



Cheshire: During the late-1980s and early-1990s, Class 20s were commonplace around Warrington on MGR coal trains to Fiddlers Ferry power station. They were also often used on Speedlink trips, as here with 20 007 and 20 166. The train is reversing past the photographer and is in fact the Warrington to Allerton Speedlink trip delivering fuel oil to the depot. With Bachmann producing excellent models of Class 20s and TTAs in OO and N, this is another short freight which can be replicated exactly on a small layout.



EXCLUSIVE

# KERNOW 02 0-4-4T

KMRC's second exclusive OO gauge model will depict this lovely little William Adams tank locomotive, most famously used in Cornwall and on the Isle of Wight. **Ben Jones** gets a sneak preview. *Photography: Tony Wright*

In the September issue of *BRM*, Tony Wright cast his expert eye across Heljan's model of the Gresley O2 2-8-0. This month, thanks to Kernow Model Rail Centre, we preview another pre-production model given the same designation, but very different in size, origin and intended use.

Having successfully worked with Dapol to produce a Beattie 2-4-0WT in OO gauge a couple of years ago, KMRC announced the Adams O2 as the follow up. As a class strongly associated with the Southern's 'Withered Arm' in the West Country, it was an obvious choice for the Camborne-based retailer.

Add a shortage of small Southern

tank locomotives, a very pretty little prototype, numerous detail variations and liveries into the mix and it's easy to see why KMRC took the plunge.

For various reasons, development of the model has been slower than anticipated, but this latest engineering prototype from DJ Models has recently been signed off by KMRC, allowing the project to move to the next stage – decoration. Once the factory-decorated samples are approved, KMRC will give the go-ahead for production to start, with the first batch of models hopefully arriving in the UK in early-2015.

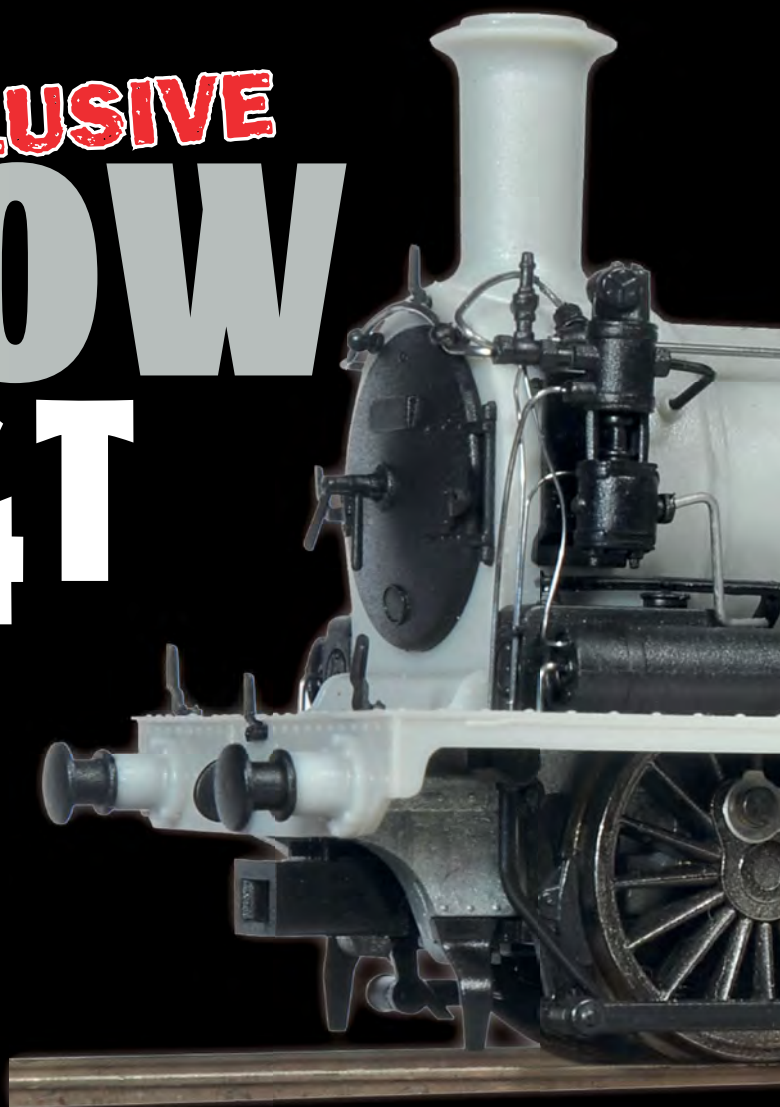
Very kindly loaned for inspection is the engineering prototype for K2103, which will depict No. 30182 in BR

lined black with the early emblem and fitted with push-pull equipment and a Westinghouse air pump.

The very busy front end of the model displays a wealth of fine detail, with wire air pipes around the Westinghouse pump, air tanks, separately fitted small details such as the auto-control gear and wire handrails all contributing to a superbly detailed feel. Likewise, the detail in and around the cab, accurately shaped body, die-cast metal wheels, fluted coupling rods and fine running

gear make for a model that is impressive and charming in equal measure.

As a late-condition mainland O2, it will be an ideal companion for another KMRC exclusive being produced by DJ Models – the LSWR 'Gate Stock' push-pull coaches. Isle of Wight locomotives will differ in several respects, not least the redesigned and extended coal bunker and lack of push-pull gear. However, across the seven models there will be numerous detail variations to suit livery, period and area of use.



This is a mainland O2 with standard bunker. Other versions will depict modified Isle of Wight locomotives.



After a long gestation period, the O2 is now approved for production



Introduced in 1889 to work suburban trains, 60 O2s were built and gradually cascaded to the country for branch line work as larger classes replaced them on increasingly heavy trains in and around London. A batch was also transferred to the Isle of Wight in the mid-1920s, famously working there until 1967.

For this month's 'BRM TV' DVD programme, we gave the O2 a thorough running test on Graham Hobbs' garden railway and it performed reliably, smoothly and quietly, even in less than ideal conditions. The five-pole motor drives both leading axles and brass pick-ups have been provided on the bogie axles – essential on such a diminutive machine.

Although largely built in plastic, the model is given much-needed weight by the metal chassis block and accurately shaped frames, which are visible ahead of the driving wheels.

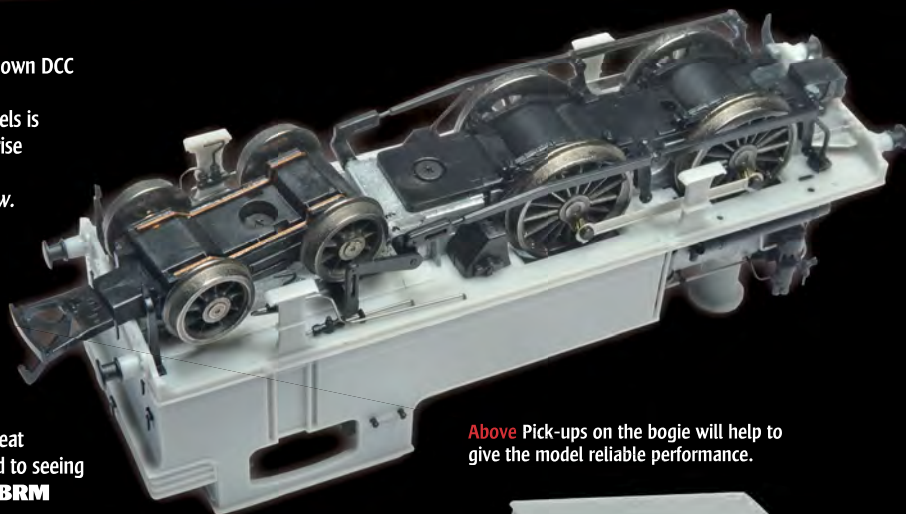
Anyone who has the 'Beattie' will be familiar with the method for installing a DCC decoder; the smokebox door is cleverly held in place by magnets and can simply be popped off to reveal a six-pin socket in the smokebox.

Interestingly for such a small locomotive, it has been designed for the installation of sound. Lifting out the coal load in the bunker reveals enough space for a speaker and two wires fed through specifically for this purpose. It's a clever piece of design that should

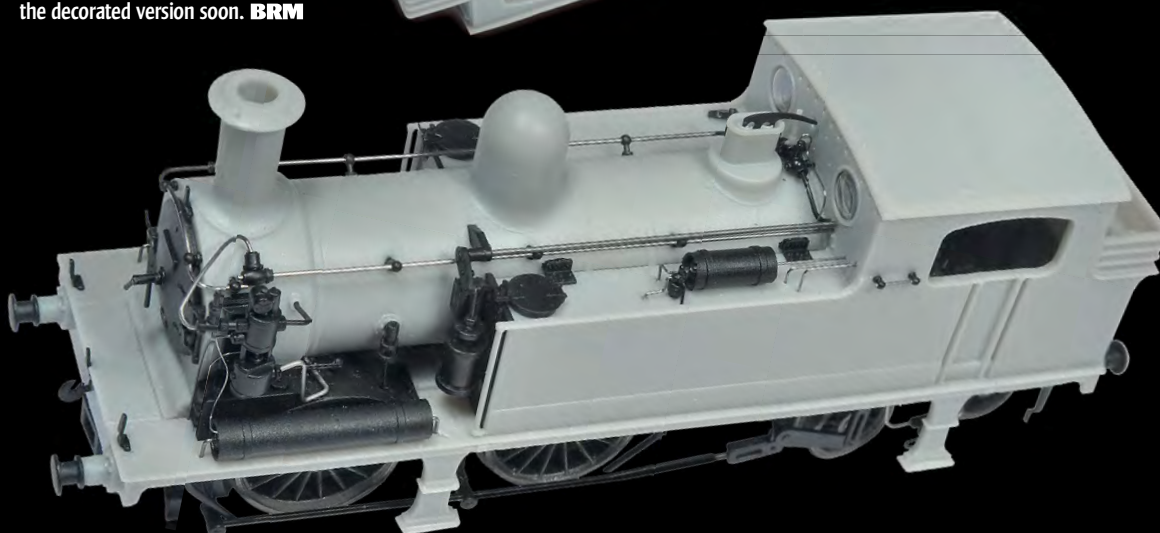
help more people to fit their own DCC sound.

Price for pre-ordered models is £104.99, although this will rise to £119.99 for orders placed after the O2s arrive. See [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com) for more information on locomotive identities and liveries and to place your order.

Thanks to KMRC for allowing us to take a detailed look at this sample; it certainly shows great promise and we look forward to seeing the decorated version soon. **BRM**



**Above** Pick-ups on the bogie will help to give the model reliable performance.







D49 4-4-0 No. 357  
*The Fernie* arrives  
with a semi-fast  
train from Selby.



## FACT FILE

- **LAYOUT NAME** Bolton Priory
- **GAUGE** 7mm:1ft scale, 32mm O gauge
- **SIZE** 18' x 30"
- **ERA/REGION** July 1937, LNER, North Eastern Area
- **WORDS:** Geoff Holmes
- **PHOTOGRAPHS:** Michael Russell





# BOLTON PRIORY

Set in the tense years before the Second World War, **Geoff Holmes'** 7mm scale layout depicts a country terminus in North Yorkshire served by the LNER and an unusual private railway.





**M**any years ago I was given a Hornby 'Royal Scot' electric train set for Christmas. Many of you will have seen this strange locomotive that came out as a 4-4-2 with a large bulb in the centre of the smokebox door. It may not have been very realistic, but it started a lifelong interest in model railways. It was Christmas 1936, Berlin had just hosted the Olympic Games and there was a general feeling of unrest in the country. Nevertheless to me it was pure heaven and with Dad's assistance, or my hindrance, my whole bedroom was very soon taken up with model railways. Much of this first layout was donated by relatives.

This was my start in the hobby, but it was soon rudely interrupted. It was never again run and it was the 1950s before I was able to continue the hobby. My two daughters were as keen as I was so a Tri-ang 'Jinty' and a 'Princess Royal' took me into the OO gauge scene. I stayed with 4mm scale until 2008 when I sold off my EM gauge modern image layout and turned back to O gauge. What got me started again was a Jim McGeown NER G5 0-4-4T kit; a thank you from a friend for whom I had done some work.

'Bolton Priory' is my current and, I feel sure, last layout. Although I was brought up in LMS territory, and having worked for the Midland Region of BR, my real passion was the North Eastern Area of the LNER. I reasoned that the area near to my home was a good location for a 'might have been' prototype.

Back in 1876 the NER co-operated with the Midland Railway on the Ilkley & Otley Joint Line to get to Ilkley from Arthington Junction. The MR was in no hurry to connect Skipton to Ilkley and



After turning and servicing, Neville Hill D49 *The Fernie* departs with the afternoon train to Selby.

the **Duke of Devonshire**, who has a large estate at Bolton Abbey, wanted a rail outlet for his stone and timber traffic from Hambleton Quarry and the sawmills. He also regularly entertained other members of the aristocracy, including royalty, at his home on the Priory Estate. So, with my imagination running riot, I could see him offering land to the NER to build a branch from Ilkley to Bolton Priory leaving via a triangular junction at Ilkley Gasworks, sweeping down to the banks of the River Wharfe and running via Addingham (Wharfeside) to a terminal station, not a stone's throw away from his home. I also envisaged a feeder line to the aforementioned sawmill and quarry. His only

stipulation was that the station be built as close as possible to the style of Richmond in North Yorkshire.

## MAKING IT WORK

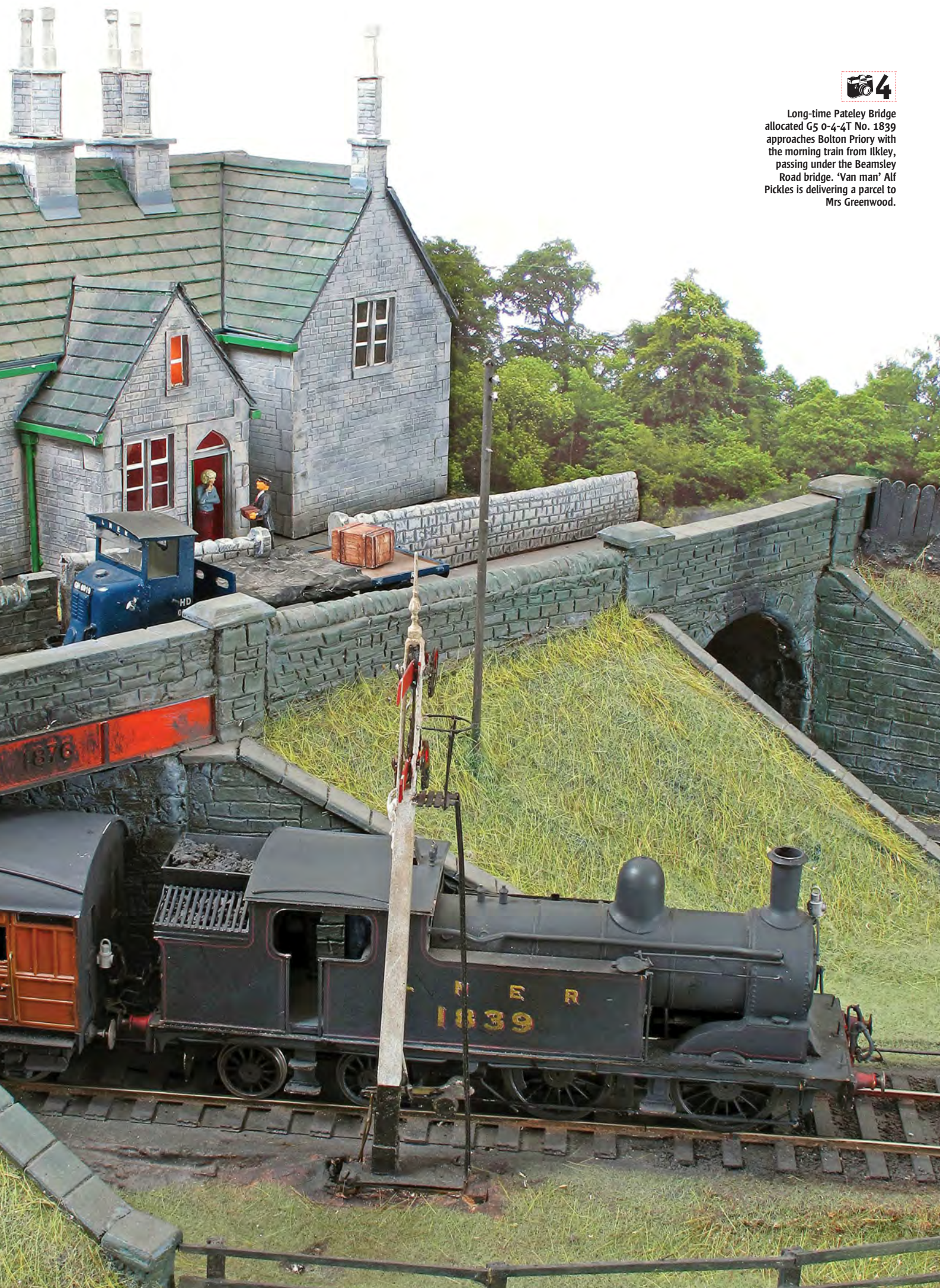
My railway room and workshop is 18' long, so I had to think carefully about how much of this scenario, or rather how little, would look realistic in the space available. To allow me to run fairly prototypical branch trains I needed a fiddleyard some 6' long, but this was going to make the visible length too short. So I compromised and built four 4' 6" by 30" baseboards of which three are fully scenic. Another consideration was that, as a retired person, I had to be careful with expenditure. Luckily my



Ex-NER J21 No. 973, from Neville Hill depot in Leeds, drifts into Bolton Priory past the river bridge. Manning Wardle No. 4 *Barden* has just arrived from Hambleton quarry with the empty gunpowder van, running between its four barrier wagons.



Long-time Pateley Bridge allocated G5 0-4-4T No. 1839 approaches Bolton Priory with the morning train from Ilkley, passing under the Beamsley Road bridge. 'Van man' Alf Pickles is delivering a parcel to Mrs Greenwood.







Manning, Wardle No. 5 Beamsley, having assisted No. 4 with the gunpowder train, runs back to the quarry.

## KEY DETAILS SCRAPBOX SCENICS

Many small items of lineside bric-a-brac can be seen around the layout, most obviously the platform furniture. Many of these were built from scrap materials. The platform seating is brass rod bent to shape and off-cuts of old etchings. The wheelbarrows, both two and four-wheeled, are fabricated the same way using small brass washers for wheels. The Pooley weighing scale on the platform is scrap brass, but the weighbridge in the yard is made from modelling clay marked out



Almost everything you can see in this picture is scratchbuilt, the only obvious exception being the Manning, Wardle 'L' Class which is exiting the tunnel from the wood yard.



Overview of the cattle dock area showing the hurdles which the NER used instead of fixed fencing; this gave more flexibility when loading cattle in confined areas.

by hand, the latter being completed at the time as scribing all the setts in the goods yard. In the coal siding can be seen a couple of one hundred weight scale bag loaders, which all coal merchants used in railway yards, again made from the scrap box.

Another prominent item is the loading gauge, built from a timber post sanded to shape, with the arm and bar at the top made from scrap brass.

Platform lamps were made from square section brass tube. The glass at the top was cut from commercial 12-way electrical connectors with the brass portion removed and a grain of wheat bulb pushed inside. The wire supplying the current passes down through the tube and the whole thing is topped

off with a plastic card hood. The water tank was also built in plastic-card with a brass ladder; the base being constructed in the same way as the station walls. The NER did not build cattle pens at its wayside stations, preferring instead to use hurdles to form pens, often on the passenger platforms, which were sparsely used at many rural locations. At Bolton Priory they are a feature of the wooden platform extension and the hurdles are, as you might expect, built out of old etched frets.

I must now admit to actually spending on figures, milk churns, barrels, packing cases and also the Scammell mechanical horse delivering parcels on the bridge. The lorry in the yard is an item of military hardware which I was given.



biggest interest in the hobby is in construction, so scratchbuilding was to be the order of the day.

Each board is wired back to the panel as a separate layout so I can check for faults on each individual board. With all the boards wired and test running successfully completed, I fixed the ballast in place. The NER used mainly ash ballast and was sometimes parsimonious in its use, so I set to with a bag of silver sand and a spray bottle filled with a mix of PVA water and a drop of washing-up liquid. When I was happy, and further test running was completed, I gave the whole area a covering of Carplan matt black which when dry gives the slightly purplish colour of ash.

In the meantime, I had been busy building a modified version of Richmond station. This is an exercise in multimedia construction and the basic shell is built from scrap plywood of either 4mm or 3mm thickness. The platform is a solid piece of 5/8" thick timber cut to shape. The edges are made from Obeche stripwood and each flagstone is marked and filed to shape. The surface flags were made using modelling clay rolled into the central area and then marked out with a ruler edge.



6

Starbeck's  
only J27 0-6-0  
No. 1044 leaves  
for Wellington Street  
Goods, Leeds, with the  
morning pick-up goods.

**Although I was brought up in LMS territory and worked for BR London Midland Region, my real passion has always been the North Eastern Area of the LNER.**



D49 No. 357 takes  
water between duties.

7





**Above** Still elegant despite its drab black livery, ex-NER D20 No. 1236 of Starbeck awaits departure time with the lunchtime train to Harrogate.

**Right** Permanent way ganger Jos Akrigg and his gang tidy up the area where a disused crossover has been removed.

Walls are also covered with modelling clay with each stone marked carefully to ensure the integrity of the structure as in real life. In other words, no stones are depicted as being unsupported by those beneath.

The gable ends of the train shed are constructed from 2mm MDF scribed to form the distinctive end pattern of the roof. The central support for the roof is made from plastic card cut in a fretted pattern as per the prototype.

The roof is supported by columns using two different sizes of tube to give the necessary shape. Wiring for the roof lights passes up these columns to hide it from view. The main crossbeam supporting the gables is made from plastic card as are the bargeboards on the roof and also on the raised section which allows smoke to clear the station area.

The station has a booking office, parcel office, waiting room and Station Master's office along with a main entrance hall. I have put quite a lot of detail in the rooms even though no one can see them without taking the roof off. These are also electrically lit. The goods shed, unlike the one at Richmond, is attached to the station building. The construction of this was by the same method as for the station.



## SCENERY

Landscapes were formed of flyscreen mesh over wooden formers and covered in a liberal layer of one-coat plaster mixed with PVA to give it some elasticity. The bridge and stepping stones from Bolton Abbey are reproduced, but reduced in size and moved from their true position. The fencing is made from wooden coffee stirrers. These were procured from many different station buffets and, as long as you get the straight grained ones, they make excellent modelling material.

The signalbox is constructed in the same way as the other buildings, but here I splashed out on a really nice interior seen at the Halifax O gauge show along with an NER water column. It was difficult, as a Yorkshireman, to get my wallet out!

At the same time I purchased an NER bracket slotted post signal from MSE and I then scratchbuilt my other signals based upon that one. They are, at the moment, operated by Fulgurex motors, but I may in the future change to using servos.

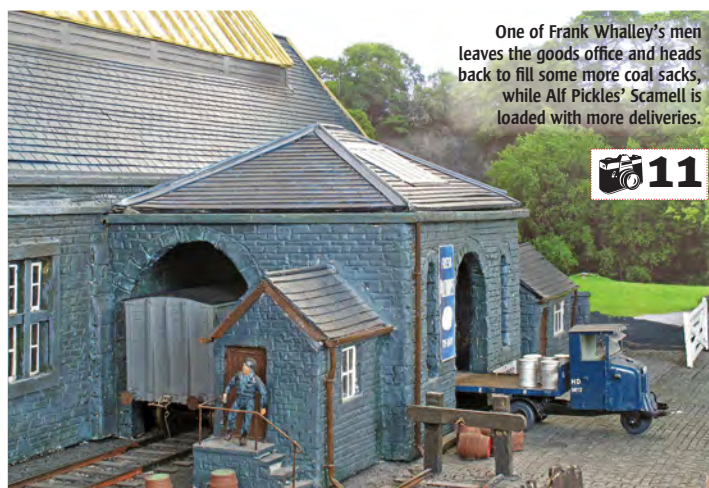
The grassed area has a base covering of various green flockings spread over dilute PVA with a final trimming of static grass to give the impression of longer grass around the edges. The backscene is a 360 degree panoramic view taken from the actual river bridge. In all, 16 images were stitched together on a computer by Skipton Model Railway Club secretary, Trevor Shaw. They were printed by a local photographic shop as A3 size prints and fixed in place with paste. This was, apart from the purchase of rail and sleepers, the most expensive part of the layout.





10

Ford railbuses 'Duke' and 'Duchess' stand in the bay waiting to take workers to the wood yard and the quarry. These two vehicles have recently arrived from Chichester after the closure of the Selsey Tramway. Beyond them stands Sentinel steam railcar 'Emerald' which will work a stopping train to Bradford after the railbuses leave.



11

One of Frank Whalley's men leaves the goods office and heads back to fill some more coal sacks, while Alf Pickles' Scammell is loaded with more deliveries.



12

G5 No. 1839 arrives with a local train from Ilkley, passing the Moorhouse family at the stepping stones.

## MOTIVE POWER

That first locomotive kit inspired me to purchase another one, a J21 0-6-0, from the same supplier. With nowhere to run them, I then started building the layout, but the kits also gave me the inspiration to scratchbuild more.

My friend Peter Dunford had long been building unusual locomotives for which kits were unobtainable. After a few drinks we decided to build D20 4-4-0 No. 1236, a long time Starbeck machine, but Peter's input flagged after a while due to ill health and so I carried on alone. The final outcome pleased me so much that I now scratchbuild any locos that I require.

To date these have included J25 No. 2142 and J27 No. 1044, (both Starbeck locomotives in 1938),

N9 No. 76 (of York shed), No. 357 'The Fernie' (a Neville Hill D49) and Sentinel Steam Rail Motor 'Emerald' (also from Starbeck).

A McGeown N10 was converted to an N9 as No. 348. Currently under construction is an A8 4-6-2T No. 1530, which was at Neville Hill in 1938. The two kit-built locomotives are G5 No. 1839, which spent most of its long life at Pateley Bridge (a sub-shed of Starbeck) and J21 No. 973, another Neville Hill resident. Also available for use is G5 No. 149 which I built for club member David Seymour.

The Devonshire Estate Railway, which moves timber and stone from the Duke's estate, is worked by two Agenoria Models Manning, Wardle 0-6-0STs; 'Barden' and 'Beamsley'. One of the two Ford railbuses provided for the use of the estate workers

is constructed from a Branchlines kit and the other is scratchbuilt. These date back to a period when I was thinking of building a model of the Selsey Tramway.

Rolling stock for passenger and goods workings is in the main built from Slater's, Parkside Dundas, D&S and Ian Kirk kits. Of late I have been building more obscure vehicles using Slater's and Alan Gibson underframes including a couple of ex-NER coaches for which kits are unavailable.

You may have noted the date of that Christmas gift all those years ago and will realise that time is not on my side, but I still have a part-time job and relaxing at the modelling workbench is the best therapy in the world. I do hope that I have inspired others to build a model railway. **BRM**





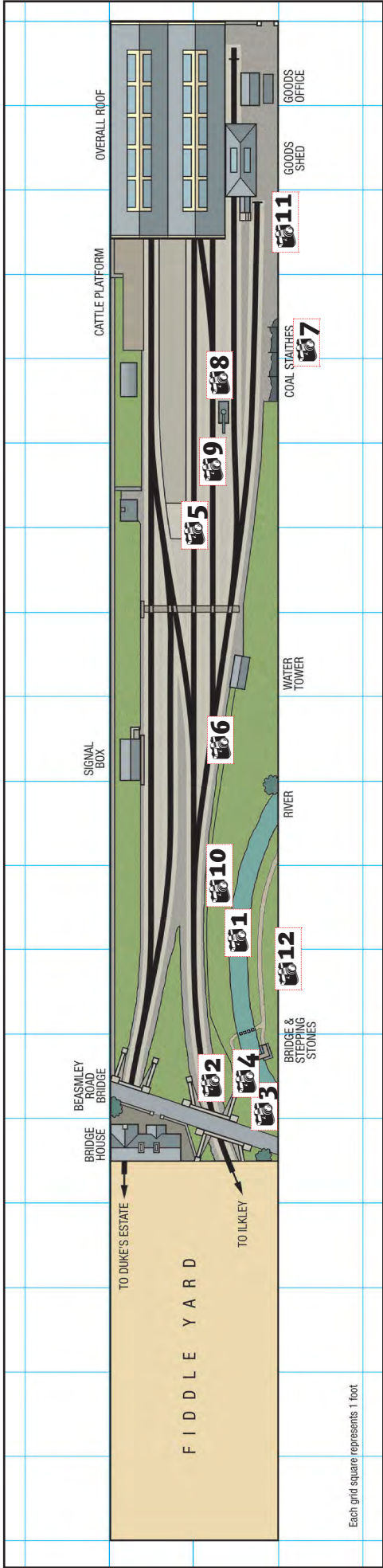
An interior view of the station and train shed not normally seen by viewers, but showing how the roof supports and timber trusses have been modelled.



Stonework was created using modelling clay, with each course carefully scribed into the clay before it dried. Much of the interior detail has been modelled too, although it is only visible when the station roof is lifted off!



The signalbox is based on the one at Richmond, North Yorkshire, but because of restricted space has internal rather than external steps.





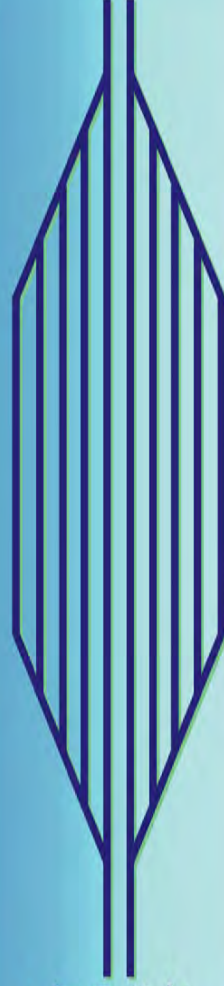
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thinking outside the square

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Share your layout, projects and opinions with other **BRM** readers...

**STAR  
LETTER**

## SIGNALLING A DIFFERENT APPROACH

**H**ow refreshing to read Roy Harris' letter in the October issue of **BRM**. Indeed it is reassuring to know there are others who are content with RTR models and have never built a wagon kit. I must confess I am not much good at scenery either, but my wife does help a little there.

My enjoyment comes not from building models but operation. I am therefore quite content to use Bachmann and Hornby products straight out of the box, and use these to create (hopefully!) some realistic operating scenarios.

My layout is fully signalled on all running lines, using mainly Traintronics colour light signals. There is some primitive interlocking with the points whereby the route indicator will only show when the associated signal is green and the points are set for the diverging route. This is achieved by using Peco accessory switches under the points.



As with the real thing, if there is no signal to control a particular move then the move is not permitted. Although I like the flexibility of DCC for my locomotives, all the signalling is controlled the traditional way from levers as part of the enjoyment comes from re-creating the signalbox environment (see inset photograph)

For this reason I find the reviews of new RTR models the most interesting part of **BRM**. However, I do feel it would also be interesting to have some articles on signalling and other aspects of operation, formation of trains and so on, for those of us who enjoy our hobby without actually building anything.

**David Carpenter, Rugby**

*The great thing about this hobby is that everyone can take what they want from it, and no-one should be made to feel that what they're doing isn't right or look down on the efforts of others if it doesn't match their own standards. We'd be happy to run more articles on aspects of signalling and operation in **BRM**. If you feel you have information or ideas from which other readers would benefit, contact me via the usual address. – Ed.*



Working, prototypical signalling is a feature often overlooked on layouts, or at least left until other tasks have been completed. However, for some modellers, authentic operation is a priority. Stirling & Clackmannan District MRC's 'Tullygarth' features working semaphore signals – an essential part of the layout's Scottish Region secondary route atmosphere. Look out for this superb layout in **BRM** in the New Year. NIGEL BURKIN



# LETTERS

## BRCW TYPE 2s IN SCOTLAND



I fully agree with the points made by Roy Harris in his letter in the October **BRM**. As a former employer used to say of his logistics company; "It's my train set and I will run it the way I want to."

Even the late and much respected David Jenkinson had his 'funny trains', trains that would not normally be seen in a Settle & Carlisle environment. My 1960s BR Scottish Region layout features largely prototypical motive power but Pennsylvania Railroad GG1s, SNCF CC6500s and even an LNER P2 now make occasional appearances!

However, for those who do strive to attain prototypical authenticity, I am afraid that the closing remark of the review of Heljan's new Pilot Scheme Class 26 perpetuates the myth that the Class 26/27s were used indiscriminately across Scotland.

When the Pilot Scheme Class 26/0s first arrived in Scotland, they were used almost exclusively in pairs to dieselise the Edinburgh-Aberdeen service from April 1960. Within a couple of years, they were displaced by the arrival of Haymarket's Class 40s and cascaded onto other duties, effectively bringing about the end of Haymarket depots' steam allocation.

Diagrams for 1963/64 (by which time they would all have acquired yellow warning panels) show the class to be fully engaged on duties from Edinburgh to Aberdeen, Broughty Ferry, Perth and Stirling (all via the Forth Bridge), to Glasgow Queen Street and Glasgow Parcels Station (both via Falkirk) and to Hawick, Riccarton Junction and Carlisle (via the Waverley Route).

It can therefore be seen that this model in this livery would only be appropriate for a layout based on former North British or Caledonian lines east of Glasgow and would be inappropriate on any layout based on former GNoS, Highland or G&SW lines.

**Brian McDevitt, by e-mail**

## SPARE A THOUGHT FOR... SOUTH WALES

I have to agree with the letter from Roy Harris in October's edition of **BRM**. I am not a model engineer, and prefer ready-to-run trains. I also agree with Joss Murray, who asked people to spare a thought for the West Country. The same applies, to a slightly lesser extent, to South Wales where I live. York costs a fortune to reach. In the good old days of British Rail, I could buy a day return to York from Cardiff, travel there on a through train, look round York and travel back on a through train in the late afternoon. To visit an exhibition in York today, would mean changing trains twice and taking out a second mortgage for the ticket.

**Paul Sheppard, South Wales**

## WHITES AND WRONGS

I have just read the article on Jason Thomas' excellent layout 'Bacup' (October **BRM**, pictured right) and the standard of trackwork and architectural modelling is absolutely superb. There is one minor thing I would like to point out however; prior to the 1950s white paint was very rarely used on either domestic or industrial buildings.

It is a common mistake, not only among railway modellers, but film and TV programme makers as well. Too many period dramas depict pre-war buildings with white windowframes and doors. It was only after Imperial Chemical Industries (ICI)



began to use titanium dioxide as the main pigment for white gloss paint that it became widely used. Prior to that doors and window frames tended to be painted darker colours.

**James Porter, Cleckheaton**



## facebook

### Question of the Month

We asked **BRM**'s Facebook community what they thought about a topical subject. Here's what they said:

With both **Hatton's Model Railways** and **Hornby Model Railways** announcing rival OO Gauge GWR 'King' 4-6-0s last month, what do you think of the possible duplication and which one are you going to choose?

**James Wells, Cherry Burton** Hornby has a proven track record whereas DJM is yet to actually release anything in its own right. Think Hornby has the advantage.

**John Upton** DJM for me. Hornby is an utter shambles at the moment.

**Andrew Carter, Banbury** Whilst duplication is not desirable it is sometimes inevitable. I have ordered the DJM/Hatton's model because on paper it has a better specification. Hatton's has been open about its specification whilst Hornby has kept its cards close to its chest. I like the openness.

**John H. Edge, Warrington** Going by the specification list for the DJM version, it sounds much better. However as always, the proof of the pudding will be in the eating. If Hornby can get its model to market first, it may well take a large part of the sales. Lets wait and see, shall we?

**Jim Smith-Wright, West Midlands** Competition in model railways doesn't always result in the best product, especially if both parties rush to get theirs to market first.

**Roy Simpson** I would love the Hatton's model but with TTS sound on the Hornby version for just a few pounds more, I think the latter will get my vote, unless I win the lottery. Then it will be one of each!

**Nicholas Davies** The best one of course; and Hornby seems to be far in advance in this aspect.

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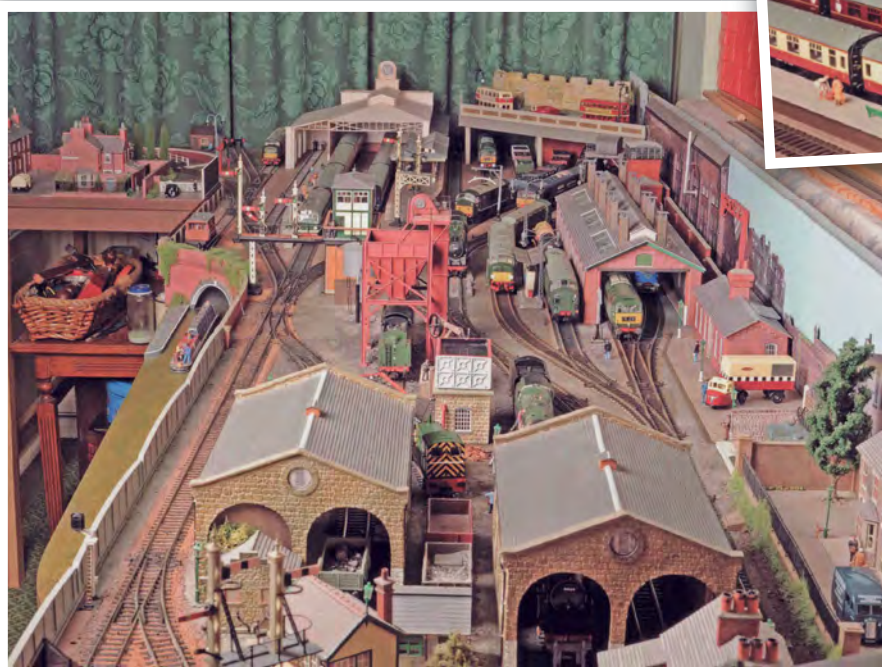
YOUR  
**BRM**

# READERS' L

Here's your chance to have your layout or project highlighted in the pages of **BRM** for all our readers to enjoy. Send your photographs and text to the address below. We look forward to receiving them!

**STAR  
LAYOUT**

## RAILWAY NOSTALGIA



**H**ere is my vision of a layout in a 10' x 2' space which includes two small return ends, one for the turntable, the other for the high-level station. I have incorporated three levels, 33 points including three-ways and double slips.

I maintain interest by running steam locomotives in regional rotation with my collection of BR green and more modern diesels. I make models of real places in York including my boyhood home and premises when I was in business.

A backscene is made up of photographs of buildings around York station and I learn by experimenting with different modelling techniques.

The layout, started in 2002, is my first for 50 years. The original brief is slowly evolving, but it's not yet finished because I enjoy running it!

**Malcom Tomlinson, York**

## HESKETH VALLEY RAILWAY

**H**ere is a photograph of my model railway. It started in early-2001 but since then it has had a complete makeover. Originally there was only track and a plastic mat underneath but in 2008 I got serious about model railways and took my own approach to it by creating a heritage railway (so I can run anything I want, but mainly steam) I have around 14 steam locomotives including my five lovely LNER A4s - *Mallard*, *Dwight D. Eisenhower*, *Sir Nigel Gresley*, *Union of South Africa* and *Empire of India*. I can't get enough of them! I run it like a preserved railway which is what I want it to be like. I have plans to extend my shed area to increase capacity by adding four rows to house two locomotives on each row, but that can't happen until the room it's in is reorganised. Until then, like any good modeller, it's not complete and there always something to do!

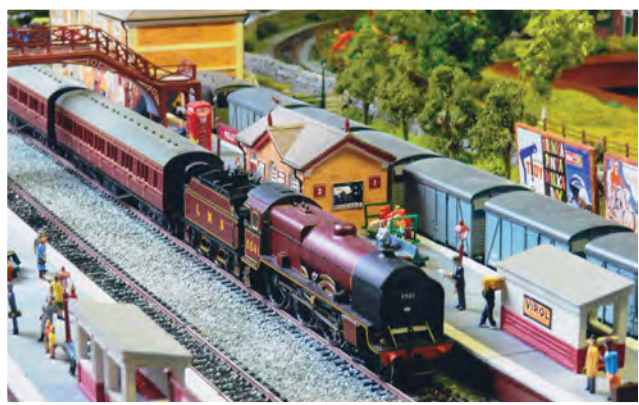
**Joshua White, via email**





# AYOUTS

## MILLDALE, BRACKENFIELD & BRADWELL



**M**y layout centres around three main stations: **Milldale**: a busy market town set in the Midlands. **Brackenfield**: serving the village and surrounding rural/agricultural areas. **Bradwell**: serving an industrial and mining community.

The layout is housed in a purpose-built railway room and is L-shaped. The overall dimensions are 20' x 14' x 8'6". The railway is set in the late-LMS/early-BR period c.1948-50. In addition to the rail network, there is also a road network linking the towns, villages and countryside. The layout is serviced by a collection of 26 locomotives, although the fleet continues to grow. I am now semi-retired and have been working on the layout for four years with some help from my ten year old grandson!

**Trevor Burch, Chesterfield**

## PEN GOS

**I**am currently building a large private OO Gauge layout based in Cornwall around 1971. It's called 'Pen Gos' which is old Cornish for 'The end of the woods'. This model is a very big project made entirely by myself costing several thousand pounds to date. While nothing as yet is moving, everything is now in place to commence train operation. Like all models it is still a 'work in progress'. I do not pretend to be a skilled modeller as all rolling stock is 'off the shelf' Bachmann and Heljan, but the detail and visual appearance is very good.

**Rob Watts, via email**



WRITE TO Readers' Layouts, BRM, The Maltings, West Street, Bourne PE10 9PH

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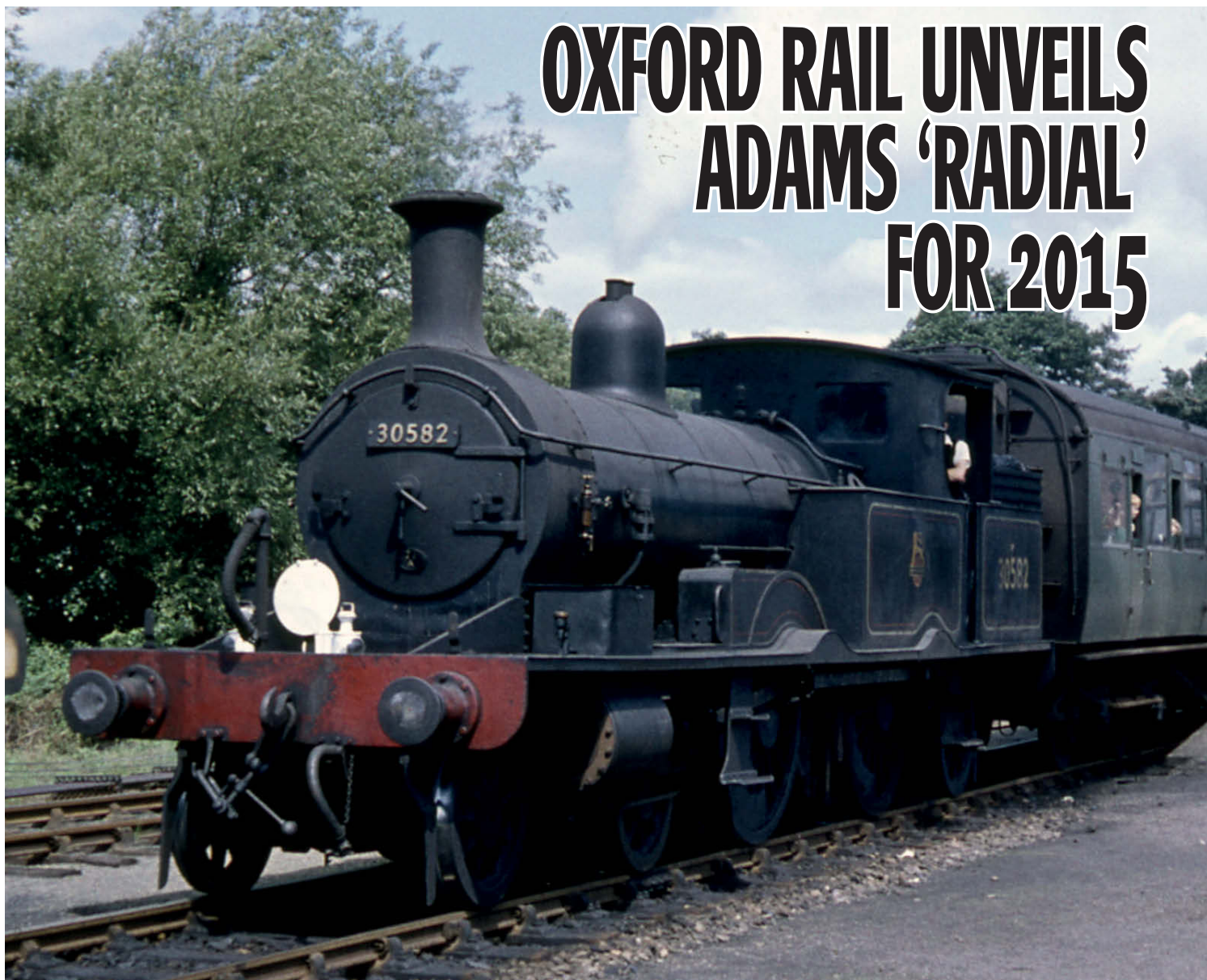
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# WHAT'S NEW?

News and Events from the model railway trade

## OXFORD RAIL UNVEILS ADAMS 'RADIAL' FOR 2015



### FACT FILE LSWR ADAMS 'RADIAL'

Introduced in 1882 for use on suburban services in south and south-west London, 71 were built by Robert Stephenson, Dübs & Co., Neilson and Beyer, Peacock to a William Adams design. Officially known by the LSWR as the 0415 Class, they gained the nickname 'Radials' due to their trailing truck arrangement.

Quickly displaced by Drummond M7s and suburban electrification in London, the class was cascaded to lighter work across the LSWR/SR system, with many being withdrawn in 1916-18. Of the 30 inherited by the Southern Railway in 1923, just two remained in service by 1928. Their light axleload and flexibility made them ideal for the lightly laid and tightly curved Axminster-Lyme Regis branch in Devon. No suitable replacements could be found and so Nos. 0125 and 0520 were recommissioned and rebuilt to extend their working lives. The fleet increased to three in 1946 when No. 488 was bought back from the East Kent Light Railway (for £120!). The trio, numbered 30582-584 after 1948, survived until track improvements allowed Ivatt 2MT 2-6-2Ts to be drafted in by BR in 1961.

No. 488, which was sold by the LSWR to the Ministry of Munitions in 1917 and to the EKR in 1919 before returning to the fold in 1946, was rescued by the Bluebell Railway and now resides as a static exhibit at Sheffield Park.

**B**ranching out from its core business of die-cast road vehicles, Oxford Diecast is to produce OO gauge RTR locomotives for the UK market. Starting with the much-requested LSWR Adams Radial 4-4-2T, Oxford Rail is planning quick expansion in this area with several more products to be announced over the coming months. Engineering samples of the 'Radial' are expected in early-2015 with the first releases expected mid-year.

Acknowledging the complex service history and detail variations of this class, Oxford Rail has catered for two alternative boilers and frame arrangements, two chimneys, rectangular or oval spokes, single or double slidebars, alternative coal rails and pipework arrangements according

to livery and locomotive.

Other features will include a five-pole skew-wound motor, eight-pin DCC decoder socket, low gearing for prototypical slow running, sprung buffers, NEM couplings, a detailed cab interior, weighted chassis for extra haulage power and pick-ups on all wheels.

Oxford Rail is also promising 'all-over sprayed bodywork with precision printing', although the exact identities and liveries of the first releases had not been revealed as this issue of **BRM** went to press.

Prices are still to be confirmed, but the models are expected to be available through Oxford Diecast's usual network of stockists.

For more information and updates, see their website.

**W** [www.oxfordrail.com](http://www.oxfordrail.com)



**GET IN TOUCH** If you have a new product that you would like us to feature, send it to Howard Smith by e-mail: [howards@warnersgroup.co.uk](mailto:howards@warnersgroup.co.uk)



## FIRST LOOK



LSWR 4-4-2T to head new OO gauge RTR range from the team behind Oxford Diecast.

COLOUR.RAIL.COM



## BACHMANN'S NBL 'WARSHIP'

Bachmann has published the first images of its forthcoming OO gauge Class 43 'Warship'. Based on the MAN-powered locomotives built by North British in Glasgow, the all-new model will allow the D833-D865 batch of diesel-hydraulics to be modelled in RTR form for the first

time. Bachmann's existing 'Warship', which can trace its origins back to Mainline Railways in the late-1970s, is based on the Swindon-built, Maybach-engined D803-D832 batch.

Significant extra detail is visible on the new model, particularly on the bogies and roof. Other features

will include a 21-pin DCC decoder socket, illuminated headcodes, cab lighting and provision for a sound decoder. Three versions are promised for release in mid-2015; BR maroon D865 *Zealous*, BR green D835 *Pegasus* and BR blue 842 *Royal Oak* with full yellow ends.



## TOWER AND LIONHEART JOIN FORCES



RTR O gauge private owner wagons are being produced in a combined effort between Lionheart Trains and Tower Models.

The 8-plank side and end door wagons are based on the current PO wagons in the Lionheart range, and Tower has added another six exclusive liveries. The wagons feature sprung buffers, sprung couplings, finescale wheels and a compensated chassis.

This is the first time that the two businesses have collaborated on a project and they have indicated that it won't be the last. Other projects between the two firms are currently under development, with details to be revealed next month on Tower Models' website.

The wagons are priced at £40.00 each or six for £225.00 and full details of the liveries available are on Tower Models' website.

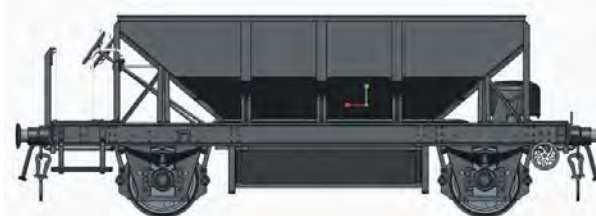
**W** [www.tower-models.com](http://www.tower-models.com) **E** [sales@tower-models.com](mailto:sales@tower-models.com)  
**T** 01253 623 797





# FIRST LOOK: HELJAN O 'WARSHIP' AND FALCON

Latest CAD artwork from Danes reveals progress on O gauge diesels, wagons and GWR '1361' in OO gauge.



SEE  
MORE IMAGES  
of these new Heljan models  
on the BRM Digital Edition,  
available now from  
[bit.ly/1oN2TOI](http://bit.ly/1oN2TOI)

Cammell between 1954 and 1961.

Finally, Heljan has revealed the first images of its OO gauge GWR '1361' 0-6-0ST, which looks set to go head-to-head with a rival model of the same class from Kernow Model Rail Centre.

No information has been given about whether Heljan's '1361' will feature the same variations between individual locomotives as promised by KMRC or likely delivery dates, but by releasing CAD images, the Danes have confirmed their intention to continue with the project despite the duplication.

Heljan is expected to announce its next batch of new models at the Warley NEC show on 22nd/23rd November. Look out for details on **RMweb** over the weekend and in the January edition of **BRM**.

**H**eljan has gone public with CAD images of its latest projects, revealing how much progress it has made with each one. Design work on the O gauge Class 42 'Warship' diesel-hydraulic is well underway, along with Brush prototype Do280 *Falcon* and 7mm scale 'Dogfish' and 'Catfish' ballast hoppers.

The German-inspired lines of the 'Warship' look to be particularly well captured at this early stage of

development. The unique *Falcon* (below) also looks to be well advanced. Already offered in OO gauge, the O gauge models will be impressive when they arrive, given the exceptional length of the original.

Heljan's 'Dogfish' and 'Catfish' wagons will be a welcome addition to O Gauge. Judging from the CADs, the Danish company have the design down (almost) to a tee. At an equally advanced state is the O gauge 'Catfish'. A total of 716 were built by Metropolitan-



## DIARY DATES

6

7

12/14

Things to  
SEE & DO  
in December

### EUROPEAN RAILWAYS ASSOCIATION EXHIBITION

Eurorail 2014 is a large UK show specialising in European Model Railways with trade support. Held at Cadbury's in Bournville, a selection of different scale layouts will be available on the day. Sat 1030-1700.

**A** The Cadbury Club, Bournville Lane, Bournville, West Midlands B30 2LU  
**T** 01214 783 554  
**W** [www.eurorail.org.uk](http://www.eurorail.org.uk)

### GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAY

An Open Day at one of the largest O gauge layouts in the country. A chance to see how the London & North Eastern Railway was run in the heyday of steam. Sunday 1330-1800

**E** [gmrcontact@gmail.com](mailto:gmrcontact@gmail.com)  
**A** Gainsborough Model Railway, Florence Terrace, Gainsborough, Lincolnshire DN21 1BE  
**T** 01427 615 871

### MODEL ENGINEER EXHIBITION - CELEBRATING 107 YEARS

Looking for a family day out? This model engineering show will have aeroplanes, boats, trains, combustion engines and more on display. Fri & Sat 1000-1700, Sun 1000-1600.

**E** [diane.carney@mytimemedia.com](mailto:diane.carney@mytimemedia.com)  
**A** Sandown Park Racecourse, Portsmouth Rd, Esher, Surrey KT10 9AJ  
**W** [www.modelengineersshow.co.uk](http://www.modelengineersshow.co.uk)





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[bit.ly/1oN2TOI](http://bit.ly/1oN2TOI)

## NGS COLLETT ALMOST READY

The N Gauge Society has received factory decorated samples of its exclusive GWR Collett 57' Passenger Brake from Dapol. With eight liveries spanning the five decade career of the vehicles, the models are only available to NGS members. See the website below for more information.

**W** [ngaugesociety.com](http://ngaugesociety.com)

## THE LONDON MODEL ENGINEERING EXHIBITION



### WIN A PAIR OF TICKETS TO THIS SHOW!

We are giving away three pairs of tickets to the London Model Engineering Exhibition. To be in with a chance, all you need to do is answer the following question on our website correctly.

**The most popular model railway scale in the UK is:** **A** N gauge **B** OO gauge **C** O gauge

To answer the question, visit [www.model-railways-live.co.uk/](http://www.model-railways-live.co.uk/)  
Competitions. Competition closes on December 31, 2014.  
Full terms and conditions on our website.

The London Model Engineering Exhibition will return to Alexandra Palace, London on 16th-18th January 2015. A wide spectrum of modelling from steam locomotives, traction engines and traditional model engineering, through to Airfix kits, operational miniatures and modern gadgets will be on display. Look out for the futuristic rockets and remote control trucks, boats, aeroplanes, helicopters and robots!

The show will see the return of Robot Wars including Major Damage and Matilda along with the British Model Flying Association, Tamiya Trucking Group, Brickish, The UK Tank Club, The Imaginering Foundation and the Polly Owners Group who provide passenger rides behind the 5" gauge steam locomotives within the Great Hall.

Over 50 UK & overseas model clubs and societies will be represented displaying their members work and competing to win the prestigious Society Shield.

For further details, visit the website.

**E** [info@meridienneexhibitions.co.uk](mailto:info@meridienneexhibitions.co.uk)

**T** 01926 614 101

**W** [www.londonmodelengineering.co.uk](http://www.londonmodelengineering.co.uk)

### BRM WAGON EXCLUSIVE

Visit the **BRM** stand at the Warley NEC show on 22nd/23rd November to secure your exclusive limited edition wagon with a local theme. The Dapol 7-plank private owner models are in the striking yellow livery of Cadbury's of Bournville, as carried in the 1920s/30s. Priced at £9.99, the wagon is limited to just 300 pieces. Every visitor to the **BRM** stand will also receive a free 'BRM TV' DVD. Come and see us at Stand Bo4!



## TAKING NUMBERS

# 32

A Model Railway Club is the new name for the Broadland Model Railway Club at Panxworth. The club meets between 1900 and 1000 each Tuesday and Friday.

For more information, contact the club secretary Jon Bird. **E** [jon.bird02@yahoo.co.uk](mailto:jon.bird02@yahoo.co.uk)

**T** 01692 403 846

**W** [www.32amrc.co.uk](http://www.32amrc.co.uk)

# 4

mm and 7mm scale Lynx Autocoupler kit production is restarting. The couplers use a hooked steel wire fixed to a pivoting tube with a magnet under the baseboard to work. The 4mm kit (LC4) and 7mm kit (LC7) each make 5 pairs of couplers, both priced at £5.00. A demonstration of their use

will be held on stand A63 at the Warley National Model Railway Exhibition on Saturday 22 and Sunday 23 November 2014.

**A** Richard Syms, 47 Elizabeth Drive, Warrington, WA1 4JQ **E** [richard\\_syms@btinternet.com](mailto:richard_syms@btinternet.com)

# 5,600

pounds has been raised for Cancer Research from the sale of Dave Shakespeare's railway items. The sale of his diorama at our Peterborough show on October 18 and 19 raised £250. Dave sadly passed away from the illness earlier this year. His wife Julie and friend Gilbert Barnatt have helped with the sale of his remaining rolling stock and items.

# 14

Ton OO gauge tank wagons in the livery of Paper Makers Chemicals Ltd are being produced by Bachmann exclusively for the Erith Model Railway Society (ref: 37-650R). The tank wagon on which the

model is based was built at Hurst, Nelson Co. Ltd. in Motherwell, Scotland in the late-1930s and was used to carry liquid chemicals used in the production of paper. The wagons are priced at £17.50 + p&p, with orders limited to a maximum of four per person.

**E** [erithmrs@gmail.com](mailto:erithmrs@gmail.com)

**T** 07736 560 956

# 24

### SEVERN VALLEY RAILWAY - SANTA STEAM SPECIALS

A whole host of Christmas-related events are being held at the Severn Valley Railway between Bridgnorth and Kidderminster throughout December. Advance booking is required, so reserve your seats today. For full details on all the railways' Santa events, visit its website.

**W** [www.svr.co.uk](http://www.svr.co.uk)

**A** Kidderminster Station, Comberton Hill DY10 1QX

**T** 01562 757 900



## SPECIALIST SUPPLIERS

### 3 NEW PRODUCTS THIS MONTH...

#### HELMSMAN GOES CARBON FIBRE

Helmsman Model Rail is introducing a new range of DC controllers aimed at larger layouts and scales. They sport an all-new carbon fibre case that claims to be stronger. Helmsman has also revisited the circuit board, making it possible to add-on a remote control unit for most models. The range offers between 2Amp and 5Amp of power depending on models, plus a 'Super-Power' 30Amp controller, all with a lifetime guarantee. For full details of these new controllers and other items in the Helmsman range, visit the website.

**A** Helmsman Model Rail, 31 Faringdon Av. Blackpool Lancs FY4 3QQ  
**T** 01253 343 056 **W** [www.helmsmanuk.co.uk](http://www.helmsmanuk.co.uk)



#### VOLLMER IS BACK!

Items from the Vollmer range are to be brought back into production. The German model company has announced that it is to join the Viessmann group of companies, which also includes Kibri. Over 700 items from the range will now be available in the UK via Golden Valley Hobbies, including building kits, figures and card products.

**T** 01981 241 237

**W** [www.goldenvalleyhobbies.com](http://www.goldenvalleyhobbies.com)

#### SIX-PACK FROM TMC

Packs of six Bachmann weathered 16T mineral wagons (37-235Z) have been commissioned by The Model Centre (TMC). The limited edition unfitted wagons have different running numbers and a mixture of both three-hole and spoked wheels. Priced at £74.99 per pack they can be ordered via the website or telephone.

**A** The Model Centre, Hill Farm, Beck Hole Whitby, North Yorkshire, YO22 5LF

**T** 01947 896 040 **E** [websales@tmc-direct.com](mailto:websales@tmc-direct.com)



## REVIEWS IN NEXT MONTH'S BRM...

Look out next month for full reviews of the Heljan O gauge Class 40, SPA wagon from FTG Models and the Hornby/Arnold Class 403 'Brighton Belle' EMU.



Look out for a bumper news and reviews section in the January 2015 issue of BRM.



## BACHMANN 'ATLAN

Locomotion Models has revealed images of a hand-painted engineering prototype (EP) of its Bachmann GNR 'Atlantic' in OO gauge. Ivatt C1 No. 251 will be the next addition to the 'National Collection in Miniature' series.

Three liveries are planned for the 4-4-2 locomotives; GNR green No.251, LNER apple green and BR black. All are priced £179.00 each and Locomotion Models believes they should be available in early 2015. Factory-painted samples

## ULTIMATE QUALITY FROM IWATA

Online retailer airbrushes.com now has the latest tools and accessories from Iwata. A flagship airbrush, the Custom Micro PLUS v2 is the highlight of the company's new products. This is the Rolls-Royce of airbrushes and each one is sold with a specially matched head, hand-fitted and all are tested and adjusted until the spray characteristics are perfect. However, this quality is reflected in the premium price of £370.00.

An airbrush cleaning set, at £22.50 will be of use to anybody owning an airbrush, regardless of its origin. Inside the box is an LED

magnifier, airbrush nozzle wrench, tube of airbrush lubricant, 50 pipe cleaners, three small cleaning brushes and a 1oz bottle of airbrush cleaning fluid. An airbrush cleaning mat measuring 300mm x 273mm tops off this trio of useful products at £19.50.

These and many other products that Airbrushes.com stock are available to buy from its comprehensive website.

**A** The Airbrush Company Ltd, 79 Marlborough Road (East), Lancing Business Park, Lancing, West Sussex BN15 8UF

**T** 01903 767 800

**W** [www.airbrushes.com](http://www.airbrushes.com)







## TIC' IN GNR GREEN

will now be produced for approval before the models are approved for production.

Advance orders are also still being taken for Locomotion Models' exclusive APT-E models. Canadian firm Rapido Trains is producing the experimental

gas turbine train in OO gauge, which is also currently on display at Locomotion in Shildon. For more information, or to place an order, visit the website or telephone Locomotion Models.

W [www.locomotionmodels.com](http://www.locomotionmodels.com)  
T 01388 771 439



## EWS 'SHED' FROM LORD & BUTLER

Cardiff model shop Lord and Butler has taken delivery of an exclusive EWS Class 66 in OO gauge. The Bachmann-produced locomotives are numbered as 66050 EWS Energy (ref: 32-725X), and come complete with Shawplan etched metal nameplates. The '66s' can be weathered to order and fitted with ESU sound if required. Prices start at £129.95, with weathered models costing an extra £20. Sound-equipped locomotives are priced from £229.95. Full details will shortly be available on Lord and Butler's new website, expected to go live as this issue went to press.

A The Pumping Station, Penarth Road, Cardiff,  
Glamorgan CF11 8TT

T 02920 667 225

W [www.lordandbutler.com](http://www.lordandbutler.com)



## DIECAST CORNER

For more diecast models, see BRM's sister titles - Diecast Collector and Collector's Gazette.

### OXFORD DIECAST

(Ref: 76BD012)

BEDFORD OX QUEEN MARY TRAILER 'Wynns'  
OO Gauge



RRP: £14.95



### OXFORD DIECAST

(Ref: 76FOW002)

FOWLER B6 ROAD LOCO  
'Pickfords'  
OO Gauge

RRP: £15.95

### OXFORD DIECAST

(Ref: 76MJ008)

MORRIS J VAN 'Southdown'  
OO Gauge



RRP: £4.75



RRP: £8.99

### B-T MODELS

(Ref: DA79)

AEC MAMMOTH MAJOR  
TANKER 'Charringtons'  
OO Gauge

### EXCLUSIVE FIRST EDITIONS

(Ref: E28908)

GM STANDARD

ATLANTEAN

'East Kent'

OO Gauge



RRP: £32.50



### EXCLUSIVE FIRST EDITIONS

(Ref: E34207)

AEC RLH 'Midland General'

£32.50

OO Gauge

RRP: £32.50

### EXCLUSIVE FIRST EDITIONS

(Ref: E35212)

AEC SWIFT 6 BAY

'Sheffield Transport'

OO Gauge



RRP: £32.50



# HORNBY

## SR 2-HAL EMU

**Ben Jones** takes a look at Hornby's second venture into 1930s-built Southern Railway EMUs.



### FACT FILE

- ▶ **MANUFACTURER** Hornby Hobbies
- ▶ **PRODUCT** R3290A BR green 2-HAL two-car EMU No. 2630 (small yellow warning panels) S10748S+S12215S green/cream 143610
- ▶ **PRICE** RRP £130.25
- ▶ **AVAILABILITY** Hornby stockists
- ▶ **REVIEW** Ben Jones
- ▶ **PHOTOGRAPHY** Tony Wright

**W**hen Hornby released the '2-BIL' last year, few expected another Southern Railway EMU to follow so closely behind. However, this new '2-HAL' takes advantage of much of the good work seen on the 'BIL' to produce an alternative unit that will please Southern Electric fans and appeal to modellers of the late 'Big Four' and BR steam/modern traction transition era.

Kindly loaned by Kernow Model Rail Centre for review is this mid-1960s BR green model of 2630, one of the first batch of 79 units built by the SR for semi-fast work as part of its Medway electrification scheme in 1939. Complete with yellow cantrail stripes over the First Class compartments, small yellow warning panels and black triangle denoting the guards van end, the unit is finished in BR(S) multiple unit green with superbly printed coaching stock roundels. The matt finish is neatly applied throughout and suits the 'HAL's' austere outline.

With its angular welded steel cabs, the 'HAL' has a quite different appearance to its predecessor and one that has been well captured by Hornby. The same applies to the overall body shape, which features some subtle curves and angles that could easily have been overlooked. The pronounced radius of the curved windowframes also contrasts with those of the 'BIL'.

As with the 'BIL', a mix of moulded and separately fitted detail has been employed. Items such as water tank filler pipes on the inner end of the DTCL and multiple working jumper cables on the cab fronts are neatly executed

in blackened wire and fine plastic respectively, while other details such as door handles and ventilators and lighting conduits on the roof moulded as part of the bodysell. However, the roofs also have separate wire handrails; one on the DTCL and two on the DMBS.

Underframes are also fully detailed with numerous separate components, fine trusses and full length stepboards. Some of the underframe details are relatively fragile and require careful handling. Staying below the floor, Hornby has responded to criticisms of the 'BIL' by tooling the correct 10' wheelbase outer bogie on the trailer coach. The finely-detailed 10' powered bogie under the DMBS and two inner 9' bogies are shared with the earlier EMU.

One slightly unfortunate aspect of the newly-tooled trailing bogie is that the new NEM coupler pocket moulding is too long, meaning that standard NEM couplings won't lock into place. This can be cured by trimming 1-2mm off the end of the pocket, allowing the prongs of the coupler to fit as intended. No couplings are provided for the outer ends, so you'll need to source your own.

A set of self-adhesive stencil-type headcode characters is supplied

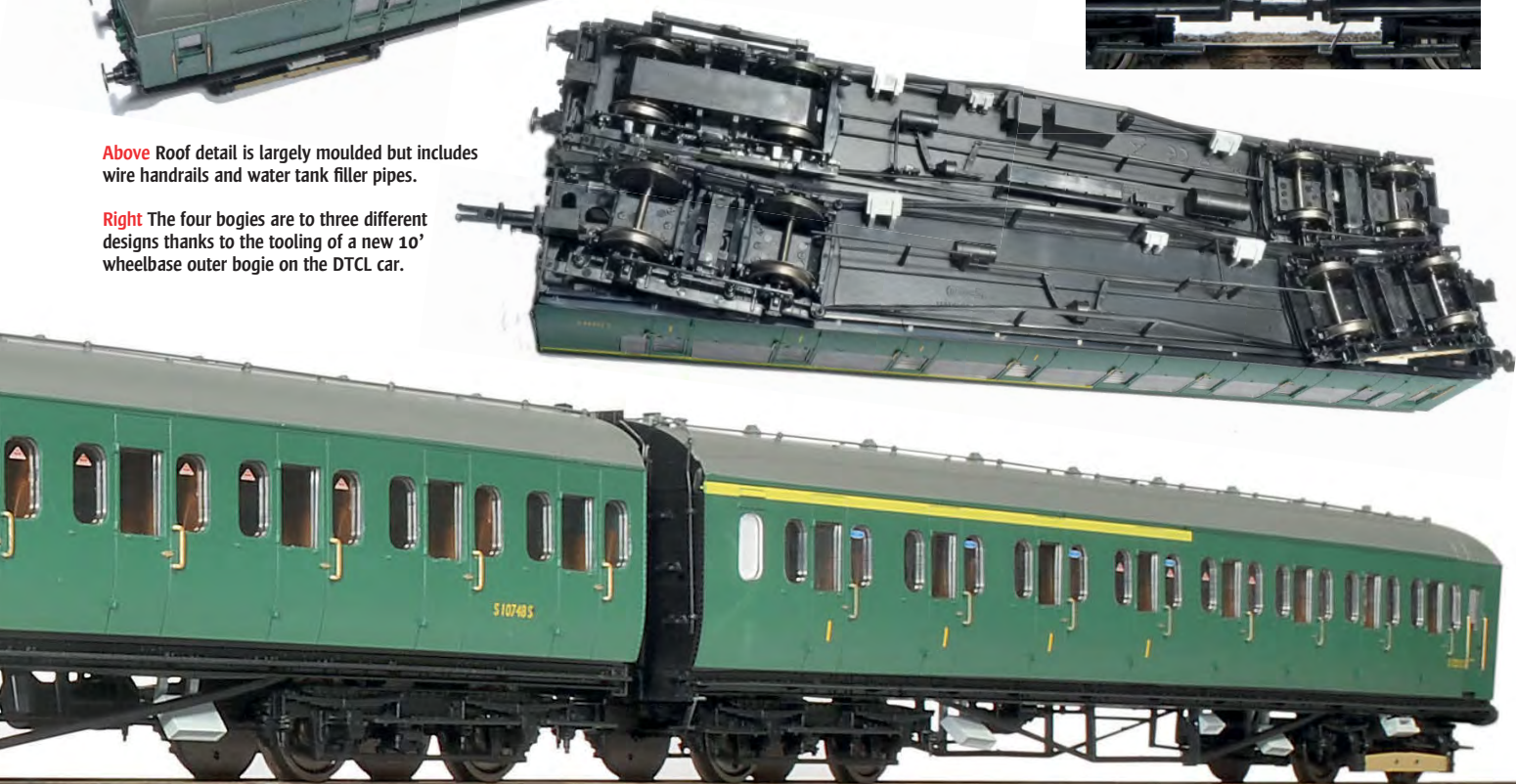






**Above** Roof detail is largely moulded but includes wire handrails and water tank filler pipes.

**Right** The four bogies are to three different designs thanks to the tooling of a new 10' wheelbase outer bogie on the DTCL car.



in the packaging. Route codes for typical 1960s 'HAL' duties include '12' for Waterloo-Alton, '15' for London Bridge-Brighton stoppers via Redhill on the Central Section and '60' for Brighton-Portsmouth Harbour semi-fasts.

Other standard features include sprung metal buffers at the outer ends and a sprung centre buffer between cars, a commendably short inner coupling bar (non-conductive, although this is not an issue as there are no lights on either car) and an eight-pin DCC decoder socket on the chassis close to the motor housing.

The model has much in common with the '2-BIL', including the surprisingly heavy DMBS car (365g) housing the five-pole skew-wound motor bogie. This provides smooth, quiet performance and should run well in multiple with other 'HAL' and 'BIL' sets, in prototypical four, six or eight-car formations.

Removing the bodysheet to fit a DCC decoder is straightforward; just four clips hold the body in place and clear, illustrated instructions are provided to assist you. The instruction sheet also covers lubrication or the

mechanism and coupling.

While the bodysheets are off, there's plenty of scope for further detailing of the interior units by painting them in the correct colours and adding some passengers. Additional details such as mirrors and advertisement

posters on the partition walls would also help to 'gild the lily'. A further enhancement would be interior lighting, using a product like Train-Tech's 'warm white' carriage lighting strips ([www.train-tech.co.uk](http://www.train-tech.co.uk)).

Whether you choose this mid to

late-1960s unit, the slightly earlier BR green variant without yellow warning panels or the Bulleid-era SR green version (R3260), the 'HAL' is a welcome addition to Hornby's Southern EMU family and an ideal companion for the '2-BIL'. Recommended. **BRM**





## 'REFURB' CLASS 37 -



New tooling adds refurbished Class 37/45 and 37/5s to the Graham Farish range.

**O**ver the last few years Graham Farish has offered two quite different Class 37 models in its range. While the Class 37/0 was updated to modern standards in 2008, a much older model of the refurbished Class 37/4 and 37/5 variants persisted alongside it until recently. A replacement has been promised for some time, and

engineering prototypes have been around for at least 18 months, so it's good to report that the production models are at last being released 'into the wild'.

Shown above is 37406 *The Saltire Society* in early-1990s Railfreight Distribution sector grey. Although Eastfield's '37/4s' had been replaced on West Highland Line trains by 1988, 37406 remained a regular sight on WHL

freight trains until the late-1990s with RID, Transrail and eventually EWS.

Like the re-tooled Class 37/0, this new version is streets ahead of the model it replaces. The overall body shape, detail and relief of the mouldings and extra attention to aspects such as the grilles, nose ends and bogies are far superior to the old Farish '37/4'. The major differences from unrefurbished locomotives are the revised grilles on

each side of the nose and updated nose end units with plated-over headcode panels and high-intensity headlights. The plug-in nose ends have been designed to allow various Class 37/4 and 37/5s to be offered, including those rebuilt from split-headcode Class 37/0s (37501-521). No fewer than five versions are advertised in the 2014 catalogue; 37407 *Loch Long* in BR large logo blue, Railfreight red stripe 37506

## TARTAN ARROW MK1 CCT

**O**nly last month we reviewed a brand new Mk 1 CCT from Bachmann in OO gauge and now we have the same vehicle in N from Graham Farish. It's a long-awaited replacement for the Lima CCT of 1975, which despite being outdated and overscale has been a fixture of many N layouts for almost four decades.

Unlike the OO gauge model for Invicta Model Rail, this version is on general sale through Bachmann/Farish stockists. Standard BR maroon and BR blue CCTs are being offered, as well as the more unusual 'Tartan Arrow' version shown here. Coincidentally, this short-lived late-1960s/early-1970s guise was also offered by Lima and appears to be much more prevalent in model form than it ever was in reality!

Small numbers of CCTs and ex-LMS 50ft BGs were painted in these colours to promote the Anglo-Scottish express

parcels service, which started in 1967. The striking orange and white colour scheme with prominent branding compares well with photographs of

the prototype and the decoration is crisply applied throughout.

The chassis and underframe has separately fitted footsteps and

handbrake levers plus neatly moulded battery boxes, dynamo and vacuum brake equipment. Metal wheels and pin-point axles make the CCT





## AT LAST!

British Steel Skinningrove, Railfreight Metals sector 37514 and DRS 'Compass' livery 37409 Lord Hinton, as well as RfD 37406.

Fine details include radio aerials on top of the nose and a bag of extra parts to detail the bufferbeam. The pack also includes miniature snowploughs and orange ETH jumper cable receptacles which fit into holes on the nose end.

While the familiar Class 37 character is generally well captured, the disappointing gap between the body and bogies remains. This, more than anything, detracts from the otherwise high quality of the design, fit and finish. Graham Farish showed what could be done earlier this year with its re-tooled Class 55 (**BRM** June 2014) and while it would be unreasonable to expect a complete re-design of the chassis from the '37/0', it is something that ought to be considered for the next generation of Farish Class 37s.

However, the stylish RfD grey livery is beautifully applied and accurate for 37406 before the application of Transrail 'Big T' logos in 1994. Correctly it has cast BR arrows, but no diamond depot plaque, while the nameplates are in a lower position than originally fitted.

Performance is excellent from the all-wheel drive chassis, powered by a

### FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **PRODUCT** 371-166 Railfreight Distribution sector grey 37406 *The Saltire Society*
- **PRICE** £104.95
- **SUPPLIER** Bachmann stockists
- **REVIEW** Ben Jones
- **PHOTOGRAPHS** Andy York

five-pole motor contained within the die-cast metal chassis block. A six-pin decoder socket is provided for easy DCC conversion. The bodysheet simply unclips and lifts off the chassis - if only all models were this straightforward! Bachmann recommends a minimum curve radius of 12", but it will run on 9" radius curves if required.

For anyone modelling BR from the mid-1980s onwards, refurbished Class 37s are essential traction. Ride height issues aside, this is a great improvement on the model it replaces and should prove popular with late BR and privatisation era modellers in N.

See the **BRM** Annual 2015, on sale November 13, for Nigel Burkin's article on how to reduce the gap between body and bogies on a Graham Farish Class 37.



## POLYBULK BOGIE HOPPER

### FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **PRODUCT** 373-237 Traffic Services Ltd green/grey Polybulk bogie hopper 93 82 041-9
- **PRICE** £39.95
- **SUPPLIER** Bachmann stockists
- **REVIEW** Howard Smith
- **PHOTOGRAPHS** Andy York

The eagerly anticipated Polybulk bogie hoppers from Graham Farish have now arrived. Ideal for the Speedlink era of freight traffic, diesel modellers will rejoice at the level of detail present. Built from the mid-1970s by Fauvet Girel in France for use by Traffic Services Ltd, these wagons were effectively replacements for the earlier BR 'Covhops' and Grain hoppers.

The detail on this model has been moulded, with finer parts such as the door wheels, handbrake wheel and handrails separately applied. The handrails are robust and made from wire, except the most vulnerable and largest at the very end of the wagon which is moulded in plastic. Given its size it will bend easily, so handle them with care.

Underneath, an airtank and distributor have been added, whilst on the top, above the Y25 bogies is an impression of the brake rigging.

The size and intricacy of the lettering on the model is impressive. Even with a magnifying glass, I could barely read the numerous English, French and German instructions.

Looking at such a model, you can see how much N gauge has improved - long may it continue.

### FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **PRODUCT** 374-786 BR 'Tartan Arrow' white/orange Mk 1 CCT M94246
- **PRICE** £19.95
- **SUPPLIER** Bachmann stockists
- **REVIEW** Ben Jones
- **PHOTOGRAPHS** Andy York

free-running and stable. Detachable NEM couplers are fitted on sprung, self-centring arms at each end.

The body has plenty of detail too, including flush glazing and a few separately fitted parts such as metal buffer heads. Inevitably for this scale, much more of the detail is moulded, but where that has been necessary the results are excellent.

Whilst not the most glamorous of vehicles, a couple of these will certainly enliven parcels trains otherwise formed of scruffy maroon or blue vans. Highly recommended.

## BR 'COVHOP'

Read more about the real 'Covhops' at [bit.ly/1x81dE1](http://bit.ly/1x81dE1)

Fresh in the office from Graham Farish is this fine model of a BR covered hopper (Covhop) as used by BR from the 1950s through to the 1980s. Versatile wagons, the 'Covhops' were used for the transport of bulk goods that needed to be kept dry during transport, including sand, salt and sugar. A total of 1,337 were built.

This model portrays a member of the last batch, built at Ashford in 1962 to Lot 3431. Incidentally, this is the same wagon number as the OO gauge wagon released at the beginning of the year, B870812.

Later batches of 'Covhops' had disc brakes down one side and traditional clasp brakes down the other. As such, three-hole wheels are visible on one side and not the other - commendable attention to detail in this small scale.

The two vertical supports at either end of the wagon protrude too much and the 'T' angle is a little on the crude side. Neither of these points are easily visible and don't detract from the overall high quality of this model.

Whether you plan to run them in block trains or as a general goods, no BR green/blue era layout should be without a few of these superb wagons.

### FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **PRODUCT** 377-765 BR bauxite (late) Covhop hopper wagon B870812
- **PRICE** £17.95
- **SUPPLIER** Bachmann stockists
- **REVIEW** Howard Smith
- **PHOTOGRAPHS** Andy York





# REALTRACK

## CLASS 143 RAILBUS

RealTrack's latest 'Nodding Donkey' is examined by **Ben Jones**.

**H**aving released its Class 144 diesel railbuses to rave reviews, Realtrack Models has now added the similar, but more widely travelled Class 143 variant. Built in Kilmarnock by Andrew Barclay, using bodies assembled by bus builder Walter Alexander, the 25 two-car sets were delivered to Heaton depot in Newcastle in 1985. Intended for local services in the north-east of England, their duties extended over a wide area from Carlisle to Berwick-upon-Tweed and Whitby.

In 1991/92, the class moved to Cardiff Canton for use in South Wales, working Valley Lines commuter trains as well as longer-distance services to destinations such as Fishguard and Pembroke Dock. Over the following decade, the class was also used around Bristol and in the West Country by Wessex Trains and its successors. Today, the fleet is split between Arriva Trains Wales

(15 sets) and First Great Western, which operates eight sets based in Exeter for local services in Devon. Two sets - 143613/615 - were scrapped after being seriously damaged by fire.

As with the '144s', Realtrack has started with contemporary liveries, selecting two Arriva Trains Wales units and two FGW units in 'Local Lines' livery - 143618/619. Reviewed here, and kindly loaned by RealTrack, are two ATW sets carrying the Welsh operator's attractive green/cream livery.

RealTrack's '143' should appeal to a wider audience than its Yorkshire cousin, and offers the potential for many more colourful liveries, from Tyne & Wear yellow to Valley Lines white/green/red. Older liveries should follow in due course, although those wanting original Provincial, TWPT and Regional Railways units will

have to wait for an alternative interior featuring original bus-style bench seats. Production runs are limited to 250-450 sets each (depending on livery), although a couple of alternative numbers and destinations are available for each livery.

Another useful service is the range of options available to customers when purchasing. As well as basic 'DCC Ready' sets, Realtrack can supply models 'to order', fitted with passengers, a Lenz DCC decoder or ESU LokSound V4.0 sound decoder with authentic sounds.

See [www.realtrackmodels.co.uk](http://www.realtrackmodels.co.uk) for details and prices.

### SMART LIVERY

The smart ATW green and cream livery has been well executed, although there are one or two areas where printing isn't quite as crisp as it could be. On our sample of 143609 some of the bi-lingual company lettering wasn't as densely

### FACT FILE

- ▶ **MANUFACTURER** Realtrack Models
- ▶ **PRODUCT** 143-211 Arriva Trains Wales green/cream Class 143 two-car diesel railbus 143609 Sir Tom Jones, 143-212 ATW green/cream 143610
- ▶ **PRICE** From £120.00
- ▶ **REVIEW** Ben Jones
- ▶ **PHOTOGRAPHY** Tony Wright

printed as on 143610, suggesting that the finish quality could be more consistent. Logos, numbers and maintenance instructions are neatly printed throughout. Look out also for the warning signs on the doors, transfer 'nameplates', destination roller blinds and overhead line warning notices, all of which are crisp and accurate.

Once again, there's a finely crafted cab front, bodyshell and superbr







Just as with its Class 144s, Realtrack also provide dummy BSI couplings with the models.

moulded detail throughout. In terms of looks and detail, it's as good as anything from the established manufacturers. It takes a trained eye to spot the differences between a '143' and a '144', but to its credit, Realtrack has taken the time and effort to change its tooling to cater for them.

Changes are largely related to the underframe, with larger equipment boxes under the cabs, minor differences to the underslung components between the axles and less prominent footsteps either side of the BSI auto-coupler on each end. The latter are perhaps a fraction too small compared to the prototype.

The large windows reveal highly detailed interiors with the revised 2+2 Chapman seating arrangement introduced on refurbished sets after privatisation. Impressive details include separate seats, passenger and driver fire bottles and glazed internal partitions.

Separate exterior components

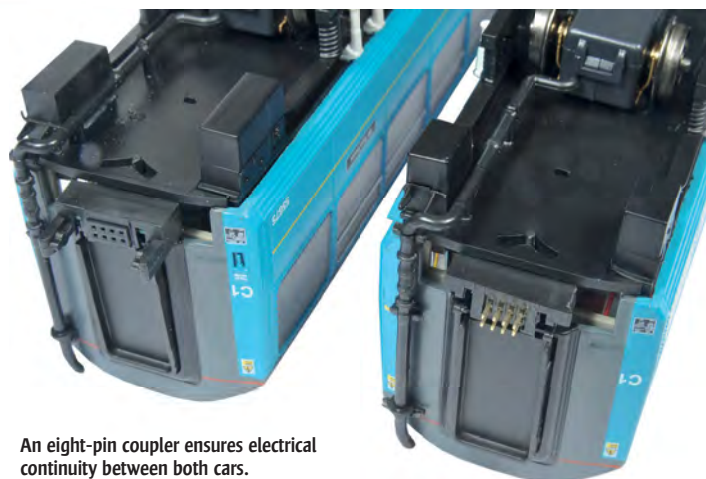
include extensive underframe equipment, wire door handrails, roof-mounted radio pods and exhaust stacks on the inner ends. Moulded detail is crisply executed, including the passenger door buttons and indicator lights.

Sprung gangways address one of the major visual issues on RTR models, eliminating the gap between cars whilst still allowing reliable operation on tight curves.

### PERFORMANCE

As with the '144', a flat five-pole can motor is housed under the floor of the Driving Motor Second Lavatory (DMSL) car. Power is delivered to the axles via cardan shafts. The clip-together compensated axle units pivot and provide some vertical and radial play to keep the wheels firmly on the rails.

The Driving Motor Second (DMS) car has four additional pick-ups running in brass bushes behind both wheels on each axle. These supply power for traction and lights, ensuring that operation is smooth and reliable.



An eight-pin coupler ensures electrical continuity between both cars.

A neat eight-pin connector/coupling under the gangway provides an electrical link between the two vehicles. The eight-pin DCC decoder socket is located on the unpowered chassis. There's also space for a speaker should you wish to install a sound decoder. Both chassis have holes drilled on the underside through which the sounds can escape. Excellent directional LED white/red lights are fitted. LED interior lights are also fitted.

Both can be switched on or off when operating on DCC, but no switches are fitted to give DC users the same options.

All units are supplied with tension lock couplings in NEM pockets at the outer ends and an alternative set of dummy BSI couplers.

everything the modern image modeller could ask for, and at a competitive price. We look forward to seeing more liveries suitable for earlier periods of the class's three decade career. **BRM**





# MODERN SEARCHLIGHT SIGNALS



## FACT FILE

- **MANUFACTURER** Scale Design
- **PRODUCT** Network Rail Single aperture three-aspect LED colour light signal
- **PRICE** £21.00
- **SUPPLIER** [www.scaledesign.co.uk](http://www.scaledesign.co.uk)
- **WORDS & PHOTOGRAPHS** Simon Paley

In recent years Network Rail has been installing a modern version of 'Searchlight' signals. Lightweight single aperture Dorman multi-aspect LED signals are replacing traditional filament lamp installations.

This increasingly common type of signal is available from new start-up company Scale Design.

Kindly Supplied for review is a three aspect signal with standard height post but without a backboard extension. Scale Design also make the four-aspect version, along with ground position light and semaphore signals.

The model is constructed from brass and cast resin components and makes use of a surface-mount LED to make the whole head a very fine scale model.

It is well built and has a good paint finish, although the shade of grey used for the post might be slightly too dark



for newer installations. The signal doesn't come with an ID plate or telephone, but these can be fashioned out of plastic section.

It is supplied pre-wired with a resistor and, helpfully, with coloured labels indicating the three aspect colours applied to the input wires. Be careful when wiring the signal to a power supply (it operates off standard 12V DC), as the thin single core wire used can snap if bent excessively. Once connected, the LED produces bright, vibrant colours that are like those produced by the real signals.

Overall, these models provide a good alternative to traditional filament lamps for modellers of the contemporary scene. We look forward to seeing more from this new supplier.

# BACHMANN BR PIPE WAGON



## FACT FILE

- **MANUFACTURER** Bachmann
- **MODEL** 38-702 BR Departmental olive green ZDV 'Pipe' wagon KDB484176
- **PRICE** RRP £20.95
- **SUPPLIER** Bachmann stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHS** Andy York

Having hoovered up most of the standard BR wagon designs over the last decade, Bachmann is now working its way through some of the types built for more specific traffic. Examples include last year's 'Covhop' and the forthcoming 21t Grain hopper, but attention is also being paid to open wagons. First of these to arrive is the 12t 'Pipe' wagon, a dropside open with a 12' wheelbase designed to carry cast iron pipes, but used for many other payloads over the years.

Based on an LNER design, 1,950 were eventually built by BR. Their main workload involved short-term contracts delivering pipes of all shapes and sizes around the country, most notably from the Stanton & Staveley works in Derbyshire. A further 50 wagons were built to the same design for carrying rolls of paper for newsprint.

A batch of 50 was modernised for Ministry of Defence (MoD) traffic in 1983, receiving upgraded running gear and air brakes. Repainted in Railfreight

red/grey, they gained the TOPS code ODA and continued in service until the early-1990s.

Our review sample is typical of how the wagons looked in the 1970s/80s after switching to the departmental fleet. Decorated in drab olive green, KDB484176 carries the TOPS code ZDV. Bachmann has chosen the RCH vacuum brake arrangement. The convoluted shape of the handbrake lever has been well captured as one of several separate components on the underframe.

Unlike many RTR open wagons, the body sides and ends are commendably thin, more akin to a kit-built wagon. Other fine details include turned metal buffers, separate end lamp brackets and metal strips to prevent the doors banging against the underframe and the moulded strapping/plank detail of the body.

Two BR bauxite versions are being produced to suit 1950s-1970s modellers, but this ZDV will also be a very useful addition to BR blue era departmental trains. More colourful livery options also exist in the form of late-1980s Satlink red/yellow and departmental light blue wagons.

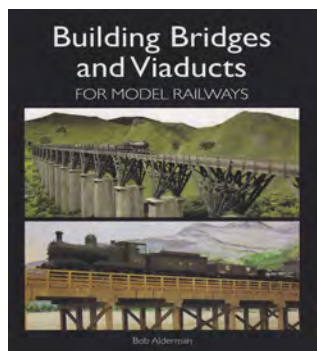
Another superbly detailed wagon from Bachmann. Highly recommended.



# BRIDGES FOR MODEL RAILWAYS

**B**ridges bring visual interest to any model railway and are a hugely varied subject in their own right. Bob Alderman's new book provides a practical guide to building bridges and viaducts for model railways. With plenty of background information and photographs, the book also contains step-by-step guides to making your own bridges, from a simple girder bridge to a large viaduct.

Whilst this should cover most requirements, modellers of the



modern world will perhaps be disappointed at the lack of information about concrete bridges.

However, with more than 500 photographs there will be something to interest all bridge builders. Particularly useful are the detail views of aspects such as weathering, safety rails and even signage. Descriptions, diagrams and a glossary of common terms are useful too and make this a handy addition to the layout builder's library.

## FACT FILE

- ▶ **TITLE** Building Bridges and Viaducts for Model Railways, Bob Alderman, Crowood Press, ISBN 978 1 84797 818 9
- ▶ **PRICE** £18.99
- ▶ **AVAILABILITY** Good bookshops and [www.crowood.com](http://www.crowood.com)
- ▶ **WORDS** Ben Jones

# OVERHEAD LINE STORES VAN

**I**n contrast to today, where Network Rail invests millions in bespoke vehicles for major infrastructure projects, BR tended to take a thriftier approach to such matters. Redundant coaches, vans and wagons were commandeered by the Mechanical & Electrical Engineer (M&EE), Civil Engineers (CE) and Signal & Telegraph (S&T) departments and modified for use as mobile stores, equipment or mess vans and wiring trains.

This new OO gauge ex-LMS 50' BG was used as a Mobile Instrument Store by the London Midland Region M&EE in the 1950s/60s, during the electrification of the West Coast Main Line. Electrification trains in the 1950s/60s were hauled by

whatever locomotives were available, including elderly pre-Grouping types. A few of these vans and wagons loaded with cable drums for the overhead wiring would make an interesting feature for any layout set in the right period and location.

## FACT FILE

- ▶ **MANUFACTURER** Bachmann Europe
- ▶ **MODEL** 34-330 BR Departmental black ex-LMS 50' BG DM 395665
- ▶ **PRICE** RRP £24.95
- ▶ **WORDS** Ben Jones
- ▶ **PHOTOGRAPH** Tony Wright



## ALSO OUT NOW...



### BACHMANN 37-356 BR DEPARTMENTAL OLIVE GREEN ZCO 13T TIPPLER DB746085

1:76 scale OO, RRP £11.95

Another member of Bachmann's new BR departmental series, making use of existing tooling to produce useful engineers vehicles. This ZCO, a former 13t Sand tippler, is depicted in 1970s/80s condition, when it was employed to carry spoil or ballast. Excellent model with fine decoration, ideal for use with BR blue diesels.



### BACHMANN 39-552Z BR EXPRESS PARCELS BLUE (WEATHERED) MK 1 CCT VAN W94598

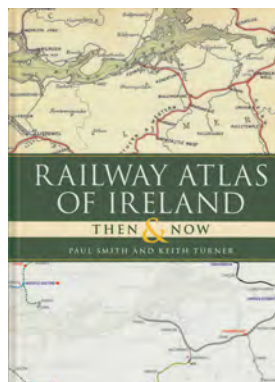
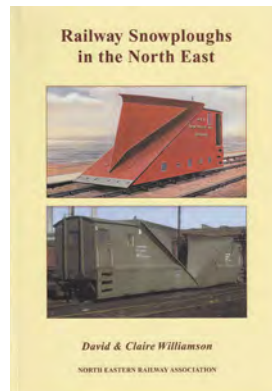
1:76 scale OO, RRP £31.99

Arguably the best of Invicta Model Rail's exclusive CCTs to date, this weathered BR blue van (limited to 1,000pcs) features considerably more printed detail than the pristine version, including Express Parcels branding and neat yellow 'Brute Circuit Only' stickers. A really outstanding model that will slot straight into to any 1970s/80s parcels train. Telephone 0208 3027774 or order online at [www.invictamodelrail.com](http://www.invictamodelrail.com)

### RAILWAY SNOWPLOUGHS IN THE NORTH EAST

David & Claire Williamson, North Eastern Railway Association, ISBN 978 1 873513 88 0, £12.95

An excellent new study of a rarely discussed subject, focussing on 'ploughs' used in the North East of England by the NER and its successors. Packed with drawings, photographs and information that will be most useful to modellers, the 88-page book also contains plenty of anecdotes and background details about operations and 'ploughs' from other regions. Available now from good railway bookshops and direct from; The Sales Officer, NERA, 15 Woodside Drive, Darlington DL3 8ES. At £12.95 (post free to UK addresses), it's very reasonably priced too.



### RAILWAY ATLAS OF IRELAND: THEN & NOW

Paul Smith and Keith Turner, Ian Allan Publishing, ISBN 978 0 7110 3796 0, £20.00

A new atlas comparing maps from 1920 and 2014, giving a graphic illustration of just how much of the Irish rail network has disappeared over the last century. Some maps work better than others, although the overall effect is somewhat disjointed. An interesting idea, but Stephen Johnson's *Atlas & Gazetteer of the Railways of Ireland* (1998) is a more usable atlas.



# PROXXON TOOLS

**Howard Smith** tests a selection of useful Proxxon power tools for modellers.

**M**ost of us have some favourite modelling tools. It could be a set of pliers, or even a needle file for instance. And then there are tools that you thought you didn't need, but only realise just how useful they are when you own them.

These Proxxon tools from Germany, imported in the UK by tool supplier Brimarc are perfect

examples. Proxxon power tools are designed to be used by modellers and hobbyists. Its products cater for large tasks such as woodworking, ideal for when a layout build is getting started. But it doesn't end there, metalworkers, scratchbuilders and more advanced modellers will marvel at the top end products in the range, which includes impressive milling machines, bench drills and lathes.

OK, not all of us are going to need a milling

machine, or even a lathe for that matter but there are lots of tools in the Proxxon range that are worth considering. From drills to sanders, glue guns and hot wire cutters, the list goes on.

With so many tools to choose from, I narrowed the choice down to just a few and picked out my favourites. Not just because of their build quality, versatility and ease of use, but also their competitive prices.

## FBS 240/E PRECISION DRILL



**T**he words 'Made in Germany' have become synonymous with products of a certain calibre and quality. This is true with this drill. It is presented in a solid storage case with 43 accessories that can cut, drill and sand.

What is particularly interesting is the fact that it has a keyless chuck that ranges from 0.3 to 3.2mm, enough to take most common modelling drill sizes.

Yellow non-slip grips are moulded into the drill body and a handy hook to the rear is provided - perfect for hanging on the side of a workbench or on the wall when not in use.

### KEY FEATURES

#### FOR:

- ▶ 0.3mm-3.2mm adjustable keyless chuck
- ▶ Variable speed 5,000-20,000rpm
- ▶ High torque motor - 100W
- ▶ Supplied in a sturdy case with accessories
- ▶ Quiet motor

#### AGAINST:

- ▶ A bit large to grip in one hand for fine tasks

▶ Price: £90.89

▶ Ref: 718858

These are good, quality tools, in a range that no modeller should overlook.



Supplied in the case (as is usual with many similar multi-tools) is a selection of drill bits and grinders and other accessories. When modelling, some of these will be of use, the slitting discs and drills in particular, but you certainly won't have everything you need here.

You can't beat a good 'box set' of modelling drills, diamond-based slitting discs and burs. When out and about at the many exhibitions around the country, look out for a set of each. It always pays to have a few in stock and they won't break the bank.





# MH550 MICRO HEAT GUN

**Y**ou might well ask what use a heat gun tool can have when modelling, but there are several. A few examples are for the bending of plastic or resin parts to shape, speeding up the drying process of paint or glue and even applying heat shrink sleeving when wiring a layout.

A heat gun isn't perhaps as high on our wish lists as a good drill, but if you're building a layout it'll still have plenty of uses and can be used for DIY afterwards.



## KEY FEATURES

### FOR:

- ▶ Three different nozzles to suit different applications
- ▶ Two heat settings: 350° or 550°
- ▶ Compact size, smaller than most heat guns

### AGAINST:

- ▶ Nothing of note

▶ Price: £35.45

▶ Ref: 950537



# THERMOCUT 12/E HOT-WIRE CUTTER

**B**uilding landscapes from foam board or polystyrene blocks makes for a lighter layout. Cutting shapes into the foam is a messy task at the best of times though, so having the right tool is important. Here is one that no club or layout builder should be without; a hot-wire cutter. As soon as the trigger is pulled, this 12V device heats almost instantly and cuts like a hot knife through butter.



## KEY FEATURES

### FOR:

- ▶ Wire can be bent to cut different shapes
- ▶ Heats to temperature rapidly
- ▶ Adjustable cutting temperature

### AGAINST:

- ▶ Nothing of note

▶ Price: £38.94

▶ Ref: 211076



The two ends of the cutter and wire can be adjusted to cut virtually any shape. You can also adjust the temperature by turning the knob on the handle.

## SEE THESE TOOLS IN ACTION!

See our test of a selection of these and other Proxxon tools on this month's DVD.



This is just a small selection of Proxxon tools; but in our experience they are value for money and have a sturdy and feel across the range. I can fully recommend them. For the full range and up-to-date prices, visit:

### DCC Supplies

T 08452 241 601

W [www.dccsupplies.com](http://www.dccsupplies.com)

### BriMarc

T 03332 406 967

W [www.brimarc.com](http://www.brimarc.com)



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**T 01778 392 002**

**W [www.model-railways-live.co.uk](http://www.model-railways-live.co.uk)**

## Good budget tools... ...that no modeller should be without!

**1** A good quality craft knife is a tool that will have its uses time and time again. A Swann Morton craft knife from Metcalfe Models comes with five spare blades - perfect for cutting both card and plastic.

**Price: £4.00**

**2** Sold by Metcalfe, this A4 cutting mat is ideal for when you're cutting or building kits. A high friction surface helps hold items in place and the small cut marks made are self-sealing. **Price: £8.20**

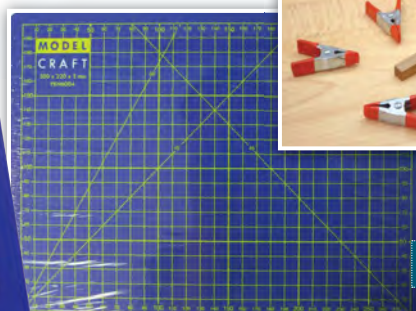
**A Metcalfe Models, Bell Busk, Skipton, North Yorks BD23 4DU  
W [www.metcalfe-models.com](http://www.metcalfe-models.com)**

**3** This six-piece set of clamp tools from Expo Tools is ideal for holding things together when you run out of hands. They'll save you burnt fingers! **Price: £2.50**

**A Expo Drills and Tools, Unit 6, The Salterns, Tenby SA70 7NJ  
E [info@expotools.com](mailto:info@expotools.com)  
T 01834 845 150**



**1**



**3**



**2**





## Get started in the hobby this Christmas... Starter sets £100-£150

Not quite stocking fillers, but these starter sets are what got a lot of us started in the hobby in the first place. They make great Christmas presents for young children, or adults starting in the hobby alike! They'll soon be wanting more track, more locomotives and more scenery!



**Manufacturer:** Bachmann  
**Set:** Midland Marvel  
**Ref:** 30-105  
**Info:** DCC Ready (21-pin)  
**Price:** £124.95



**Manufacturer:** Hornby  
**Set:** Western Master  
**Ref:** R1173  
**Info:** DCC Fitted with eLink  
**Price:** £124.99

Get started  
in Digital  
Command  
Control

## Die-cast models for your layout...

If your layout is set during a specific era and features a road, how about treating yourself to some scale die-cast vehicles. It'll add character and help to define the era you are trying to portray.

With such a large selection of scales, manufacturers and types of model to choose from for all budgets, here are just three in OO gauge (1:76 scale) that we liked the look of:

**Manufacturer:** Oxford Diecast ▶  
**Model:** Land Rover Discovery 4 (Santorini Black)  
**Price:** £4.75  
**Ref:** 76DIS002



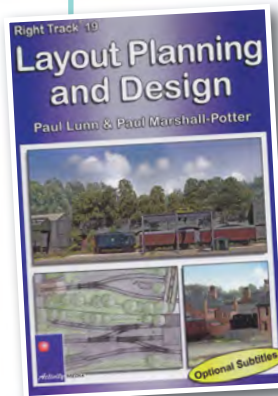
▼ **Manufacturer:** Oxford Diecast  
**Model:** Scammell Scarab  
**Price:** £5.95  
**Ref:** NRAB011



▼ **Manufacturer:** Corgi (Trackside)  
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## Planning a layout?



*Layout Planning and Design* is the latest DVD from Activity Media.

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**W:** [www.model-railway-dvd.co.uk](http://www.model-railway-dvd.co.uk)  
**T:** 01476 861 988

## Ideal books for your shelf this Winter...

### British Locomotive Allocations 1962

As the title suggests, this ABC book covers the shed allocations of locomotives on British Railways in 1962. First published as two books by Ian Allan in 1962, this 2014 reprint combines both. Recommended for both modeller and historian alike.

**Publisher:** Ian Allan  
**ISBN:** 978-0-7110-3809-7  
**Price:** £9.99



### Designing and Building Fiddle Yards

The scenic side of railway modelling has been mentioned in chapter and verse. The same can't be said for the fiddle yard side of layouts. This 174 page book covers the concepts and construction of fiddle yards from start to finish. If you'd like a few ideas, whether you are building

a home layout or exhibition, this book is certainly recommended.

**Publisher:** Crowood Press  
**Author:** Richard Bardsley  
**ISBN:** 978-1-84797-816-5  
**Price:** £14.99







# DATES FOR YOUR DIARY

## CONTACT US

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

**PLEASE SEND FULL DETAILS OF FORTHCOMING EVENTS TO**  
Diary Dates, **BRM**,  
The Maltings,  
West Street, Bourne,  
Lincolnshire. PE10 9PH  
Or, fax them on  
**01778 425437**

**EMAIL** [diarydates@warnersgroup.co.uk](mailto:diarydates@warnersgroup.co.uk)

**WEBSITE** Enter them on our website at [www.model-railways-live.co.uk](http://www.model-railways-live.co.uk)

MODEL RAILWAYS LIVE

*Closing date for the February issue is 1st December 2014*

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## EXHIBITIONS

### SATURDAY NOVEMBER 15

**Elham Valley Model Railway Club 1st Show**  
Elham Village Hall, High Street, Elham, Kent CT4 6SX **Saturday:** 10.00 - 16.00  
**Web:** [evmrc.jimdo.com](http://evmrc.jimdo.com)

### SATURDAY NOVEMBER 15

**White House MRG in association with Hampton and District MRS** White House Model Railway Group, 45 The Avenue, Hampton, Middlesex TW12 3NR **Saturday:** 10.30 - 17.00  
**Prices:** £4.00 adult **Contact:** Paul Hockie  
**Email:** [phchat@hotmail.co.uk](mailto:phchat@hotmail.co.uk)

### SATURDAY NOVEMBER 15 TO SUNDAY NOVEMBER 16

**Newcastle and District MRS - Tyneside 2014 Model Railway Exhibition**  
Gateshead International Stadium, Neilson Road, (off the Felling bypass), Gateshead, Tyne and Wear NE10 0EF **Saturday:** 10.00 - 18.00  
**Sunday:** 10.00 - 17.00 **Prices:** £5.00 adult, £2.00 child, £4.00 OAP, £12.00 family  
**Web:** [www.newcastlemodelrailway.org.uk](http://www.newcastlemodelrailway.org.uk)

### SATURDAY NOVEMBER 15 TO SUNDAY NOVEMBER 16

**Solent MRG - Millbrook Show** Blightmont Barracks, Millbrook Road West, Southampton, Hampshire SO15 0AJ **Saturday:** 10.00 - 17.00  
**Sunday:** 10.00 - 16.00 **Prices:** £3.50 adult, £2.00 child, £8.00 family (2 + 2)  
**Contact:** Ron Boreham **Tel:** 07833 113 704

### SATURDAY NOVEMBER 15 TO SUNDAY NOVEMBER 16

**Solrail Ltd - Workington Model Railway Exhibition** Energus Building, Blackwood Road, Lillyhall CA14 4JW **Saturday:** 10.00 - 17.00  
**Sunday:** 10.00 - 16.00 **Prices:** £5.00 adult, £1.00 child **Tel:** 01228 522 118  
**Web:** [www.solrail.co.uk](http://www.solrail.co.uk)

### SATURDAY NOVEMBER 15 TO SUNDAY NOVEMBER 16

**Alsager Railway Association - Crewe Exhibition** Victoria Centre, West Street, Crewe, Cheshire CW1 1HD **Saturday:** 10.00 - 17.00  
**Sunday:** 10.00 - 16.30 **Prices:** £5.00 adult, £3.00 child, £12.00 family (2 + 2)  
**Tel:** 07747 087 050 **Email:** [jrf.cox@hotmail.co.uk](mailto:jrf.cox@hotmail.co.uk)  
**Web:** [www.alsager railway association.co.uk](http://www.alsager railway association.co.uk)

### SATURDAY NOVEMBER 15 TO SUNDAY NOVEMBER 16

**Spalding MRC - 25th Exhibition**  
Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET **Saturday:** 10.00 - 17.00  
**Sunday:** 10.00 - 16.30 **Prices:** £7.00 adult, £3.00 child, £6.00 OAP, £17.00 family (2 + 3)  
**Web:** [www.spaldingmodelrailwayclub.org.uk](http://www.spaldingmodelrailwayclub.org.uk)

### SATURDAY NOVEMBER 22 TO SUNDAY NOVEMBER 23

**Scunthorpe & District Model Railway Show**  
Sunshine Hall, Ashby High Street, Ashby, Scunthorpe, Lincolnshire DN16 2ND **Saturday:** 10.00 - 17.00 **Sunday:** 09.30 - 16.00  
**Prices:** £2.50 adult, £2.00 concessions, £6.00 family **Contact:** Mr Gash **Tel:** 01724 860 149  
**Email:** [sdmrc63@virginmedia.com](mailto:sdmrc63@virginmedia.com)

### SATURDAY NOVEMBER 22 TO SUNDAY NOVEMBER 23

**Shoeburyness MRC - 32nd Annual Festival of Model Railways & Hobbies** Garons Tennis & Leisure Centre, Eastern Avenue, Southend-on-Sea, Essex SS2 4FA **Saturday:** 10.00 - 17.00  
**Sunday:** 10.00 - 17.00 **Prices:** £6.00 adult, £4.00 child, £5.00 concessions, £15.00 family (2 + 2) **Tel:** 01702 294 926  
**Web:** [www.shoeburynessmrc.co.uk](http://www.shoeburynessmrc.co.uk)

### SATURDAY NOVEMBER 22 TO SUNDAY NOVEMBER 23

**Warley National Model Railway Exhibition**  
National Exhibition Centre (NEC), Birmingham B40 1NT United Kingdom **Saturday:** 09.45 - 18.00 **Sunday:** 09.45 - 17.00 **Prices:** £14.00 adult, £8.50 child, £41.50 family (2 + 3)  
**Web:** [www.warley-mrc.org.uk](http://www.warley-mrc.org.uk)

### SATURDAY NOVEMBER 29

**Falmouth Society of Railway Modellers Exhibition** Budock Village Hall, Budock Water, Falmouth, Cornwall TR11 5DR **Saturday:** 10.00 - 16.00 **Prices:** £2.00 adult, £1.00 child  
**Tel:** 01326 312 338 **Web:** [www.fsrn.weebly.com](http://www.fsrn.weebly.com)

### SATURDAY NOVEMBER 29

**Letchworth Model Railway Society Exhibition** Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire SG15 6XS **Saturday:** 10.00 - 16.30 **Prices:** £4.00 adult, £2.00 child, £3.00 concessions, £10.00 family **Contact:** David Coates **Tel:** 01438 725 707 18.00 - 19.00 **Email:** [davidandlynda@ntlworld.com](mailto:davidandlynda@ntlworld.com)  
**Web:** [www.leitchworthmrs.org.uk](http://www.leitchworthmrs.org.uk)

### SATURDAY NOVEMBER 29

**Rainhill Model Railway Club Christmas Railway Show 2014**  
Rainhill Village Hall, Weaver Avenue, (behind shopping precinct), off Warrington Road, Rainhill, Merseyside L35 4LU **Saturday:** 10.00 - 17.00  
**Prices:** £2.00 adult **Contact:** Brian Davis  
**Tel:** 01926 226 266  
**Email:** [brian@andertodavis.fsnet.co.uk](mailto:brian@andertodavis.fsnet.co.uk)  
**Web:** [www.rainhillmrc.org.uk](http://www.rainhillmrc.org.uk)

### SATURDAY NOVEMBER 29

**South Hants Model Railway Club**  
Portsmouth Model Railway Exhibition  
The Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hampshire PO3 5XT  
**Saturday:** 10.30 - 16.30  
**Prices:** £4.00 adult, £2.50 child, £11.00 family  
**Tel:** 01329 847 989  
**Email:** [secretary@shmrc.co.uk](mailto:secretary@shmrc.co.uk)  
**Web:** [www.shmrc.co.uk](http://www.shmrc.co.uk)

### SATURDAY NOVEMBER 29 TO SUNDAY NOVEMBER 30

**North Kent Model Railway Group Exhibition**  
St George's School, Westwood Road, Broadstairs, Kent CT10 2LH **Saturday:** 10.00 - 17.00  
**Sunday:** 10.00 - 16.00 **Prices:** £4.50 adult, £2.50 child, £4.00 OAP, £12.00 family (2 + 2)  
**Contact:** David Wills **Tel:** 07803 229 235

### SUNDAY NOVEMBER 30

**Thornbury & South Glos. MRC**, The Chantry Castle Street, Thornbury, Nr. Bristol BS35 1HB  
**Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £4.50 adult, £3.50 concessions, £10.00 family (2 + 2)

### SATURDAY DECEMBER 6

**Cheltenham Model Railway Exhibition**  
The Tithe Barn, Bishop's Cleeve, Nr Cheltenham, Gloucestershire GL52 8LU **Saturday:** 10.00 - 16.30 **Prices:** £4.00 adult, £2.50 child, £11.00 family (2 + 2) **Contact:** Mike Walker  
**Tel:** 01242 517 788 **Web:** [www.cheltenhammodrail.org.uk](http://www.cheltenhammodrail.org.uk)

### SATURDAY DECEMBER 6

**Reading O Gauge Trade show**  
Rivermead Leisure Complex, Richfield Avenue, Caversham Bridge, Reading RG1 8EQ **Saturday:** 10.00 - 16.00 **Prices:** £3.00 adult  
**Contact:** Steve Cook  
**Tel:** 01420 83495  
**Web:** [www.guildford0gaugegroup.co.uk](http://www.guildford0gaugegroup.co.uk)



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# EVENT DIARY

## SATURDAY DECEMBER 6

### G-Wizz Garden Railway Display Team - G-Wizz It's Christmas Again

St. Margaret's Church Hall, St. Leonard's Road West / off Clifton Drive, St. Annes, Lytham St. Annes, Lancashire FY8 2JW  
**Saturday:** 10.00 - 16.30  
**Prices:** £2.50 adult, £1.50 child  
**Web:** www.g-wizz-group.co.uk

## SATURDAY DECEMBER 6 TO SUNDAY DECEMBER 7

**The Model Show, Poynton Leisure Centre**  
 Yew Tree Lane, Poynton, Stockport, Cheshire SK12 1PU **Saturday:** 10.00 - 17.00  
**Sunday:** 10.00 - 16.30 **Prices:** £5.50 adult, £15.00 family (2 + 3) **Email:** enquiries@themodelshow.co.uk **Web:** www.modelshow.co.uk

## SUNDAY DECEMBER 7

**Gainsborough Model Railway Society**  
 Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE  
**Sunday:** 13.30 to 18.00 **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2)  
**Contact:** M A Clapham **Tel:** 01427 615 871  
**Email:** gmrscontact@gmail.com  
**Web:** www.gainsboroughmodelrailway.co.uk

## SATURDAY DECEMBER 13

**First Bangor Model Railway Club Exhibition**  
 First Bangor Presbyterian Church Halls, Main Street, Bangor, County Down BT20 4AG Ireland  
**Saturday:** 10.00 - 17.00 **Prices:** £3.00 adult, £1.00 child, £2.00 concessions, £6.00 family (2 + 2) **Tel:** 02891 467 891  
**Email:** firstbangormrc@btinternet.com  
**Web:** www.firstbangormrc.co.uk

## SATURDAY DECEMBER 27 TO SUNDAY DECEMBER 28

**Gainsborough Model Railway Society**  
 Florence Terrace (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE  
**Saturday:** 13.30 to 18.00 **Sunday:** 13.30 to 18.00 **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2) **Contact:** M A Clapham **Tel:** 01427 615 871  
**Email:** gmrscontact@gmail.com  
**Web:** www.gainsboroughmodelrailway.co.uk

## SUNDAY DECEMBER 28

**Borders Model Railway Club - Llandrinio Model Railway Show** The Village Hall, Llandrinio, Shrewsbury SY22 6SB  
**Sunday:** 10.30 - 16.30 **Prices:** £3.50 adult, £3.00 concessions  
**Web:** www.bordersmodelrailwayclub.com

## TRAIN & TOY FAIRS

## WEDNESDAY DECEMBER 31

**West Camel MRS - Yeovil Model Railway Exhibition** Davis Hall, West Camel, Yeovil, Somerset BA22 7QX United Kingdom  
**Wednesday:** 10.00 - 13.30 **Prices:** £3.00 adult, £1.00 child **Tel:** 01963 440 167  
**Email:** wjh069@gmail.com  
**Web:** www.davishall.co.uk

## SATURDAY NOVEMBER 15

**Barry Stockton Train & Toy Collectors Fair - Wrexham** Wrexham Memorial Hall, Wrexham LL12 7AG **Saturday:** 11.00 to 16.00  
**Prices:** £3.50 adult, £1.00 child **Contact:** Barry

Stockton **Tel:** 01513 343 362

**Web:** www.barrystocktonfairs.co.uk

## SATURDAY NOVEMBER 15

**World of Motion Wrexham Hobbies, Toy & Model Railway Exhibition** Wrexham Memorial Hall, Wrexham LL12 7AG **Saturday:** 10.30 - 16.00 **Prices:** £3.50 adult, £1.00 child  
**Contact:** Albert Pyper **Tel:** 01516 383 915  
**Web:** www.worldofmotion.com

## SUNDAY NOVEMBER 16

**Barry Stockton Train & Toy Collectors Fair** - Haydock Park Racecourse, Exhibition Centre, Haydock Park, Merseyside WA12 0HQ  
**Sunday:** 10.30 to 15.00 **Prices:** £2.00 adult, £0.50 child **Contact:** Barry Stockton **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

## FRIDAY NOVEMBER 21

**Alfreton Toy & Train Fair** The Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD  
**Friday:** 19.00 - 21.00 **Prices:** £2.00 adult  
**Contact:** Malcolm Townsend **Tel:** 07951 072 790 **Email:** malctow@hotmail.co.uk  
**Web:** www.ashfieldtoyfairs.kk5.org.uk

## SATURDAY NOVEMBER 22

**Exeter Train & Toy Fair** Matford Centre, Matford Park Road, Exeter EX2 8FD  
**Saturday:** 10.00 - 15.00 **Prices:** £2.00 adult  
**Contact:** Ray Heard **Tel:** 01823 480 097 / 07717 278 420 **Email:** rayheard66@btinternet.com

## SATURDAY NOVEMBER 22

**SRP Fairs - Crowborough** Crowborough Community Centre Pine Grove, Crowborough, East Sussex TN6 1FE **Saturday:** 10.00 - 14.00  
**Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729  
**Email:** srptoy1@hotmail.co.uk  
**Web:** www.srptoyfairs1.co.uk

## SATURDAY NOVEMBER 22 TO SUNDAY NOVEMBER 23

**Locomotion National Railway Museum Shildon - Toy Fair** Locomotion: the National Railway Museum, Shildon, Durham DL4 1PQ  
**Tel:** 01338 771 445

## SUNDAY NOVEMBER 23

**Barry Stockton Train & Toy Collectors Fair - Leigh** Leigh Sports Village, Sale Way, (off Atherleigh Way), Leigh, Greater Manchester WN7 4JY **Sunday:** 10.30 to 15.00 **Prices:** £2.00 adult, £0.50 child **Contact:** Barry Stockton **Tel:** 01513 343 362  
**Web:** www.barrystocktonfairs.co.uk

## SUNDAY NOVEMBER 23

**SRP Toy Fairs - Herne Bay** The Kings Hall, The Beacon Hill, Herne Bay, Kent CT6 5BA  
**Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult  
**Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729  
**Email:** srptoy1@hotmail.co.uk  
**Web:** www.srptoyfairs1.co.uk

## TUESDAY NOVEMBER 25

**SRP Fairs - Tonbridge** Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF **Tuesday:** 18.30 - 20.30 **Prices:** £1.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk  
**Web:** www.srptoyfairs1.co.uk

## WEDNESDAY NOVEMBER 26

**South Croydon Toy & Train Fair** St John's Community Hall, Upper Selsdon Road, South Croydon CR2 8DD **Wednesday:** 18.30pm - 20.30 **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 01992 467 967 / 07866 641 215

## SATURDAY NOVEMBER 29

**Tony Oakes Fairs - Stoke on Trent** Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT **Saturday:** 10.30 to 14.00  
**Prices:** £1.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

## SUNDAY NOVEMBER 30

**Ashfield Toy & Train Fair** Festival Hall, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ  
**Sunday:** 10.00 - 15.00 **Prices:** £2.00 adult  
**Contact:** Malcolm Townsend **Tel:** 07951 072 790 **Email:** malctow@hotmail.co.uk  
**Web:** www.ashfieldtoyfairs.kk5.org.uk

## SUNDAY NOVEMBER 30

**SRP Fairs - Orpington** Crofton Halls, Station Road, Orpington, Kent BR6 8PR **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoyfairs1.co.uk

## THURSDAY DECEMBER 4

**Theydon Bois Toy & Train Fair**  
 Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, Essex CM16 7ER **Thursday:** 19.00 - 21.00 **Contact:** Joe Lock **Tel:** 01992 467 967 / 07866 641 215

## SATURDAY DECEMBER 6

**Pooleys Puffers - Train & Toy Fair** Gateshead International Stadium Neilson Road, (off the Felling bypass), Gateshead, Tyne and Wear NE10 0EF **Saturday:** 10.00 - 15.00 **Prices:** £2.00 adult, £1.50 child, £1.50 OAP **Contact:** Jim Corr **Tel:** 07504 359 955  
**Email:** jim\_corr73@hotmail.co.uk

## OPEN DAYS

### SATURDAY NOVEMBER 29 TO SUNDAY 30

**Gresley & Wychnor Mince Pie 2014**  
 Gresley Social Centre, Park Road, Church Gresley, Swadlincote, Derbyshire DE11 9QE  
**Saturday:** 10:00am - 4:30pm **Sunday:** 10:00am - 4:30pm **Prices:** £3.00 adult, £1.00 child (5 - 16yrs), £2.50 OAP, £2.50 concessions, £6.50 family (2 Adults + 3 Children) **Contact:** Matt Shaw **Tel:** 01283 548 880 **Email:** gwmrg@mail.com

### SUNDAY NOVEMBER 30

**Hurley O Gauge Group Public Running Sessions** St Dunstan's Catholic Church Hall Wakeman Road, Bourne End, Buckinghamshire SL8 5SX **Sunday:** 11.15 - 17.00 **Contact:** Peter Harris

### SUNDAY NOVEMBER 30

**New Forest MRS - New Forest Model Railway Society Club Open Day**  
 Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY  
**Sunday:** 10.00 - 16.30 **Prices:** £3.00 adult,

## OTHER EVENTS

### SATURDAY DECEMBER 7

**Leicester Museums Technology Association - Christmas Toys & Steam Day** Abbey Pumping Station, Corporation Road, Leicester LE4 5PX **Saturday:** 13.00 - 17.00 **Prices:** £3.50 adult, £2.50 child, £2.50 concessions, £8.00 family **Contact:** Brian Gillespie **Tel:** 01162 995 111  
**Web:** www.abbeypumpingstation.org.uk

### SATURDAY DECEMBER 6

**Tony Oakes Fairs - Chester** Northgate Arena, Victoria Road, Chester, Cheshire CH2 2AU  
**Saturday:** 10.00 - 15.00 **Prices:** £2.00 adult  
**Contact:** Tony Oakes **Tel:** 01270 652 773

### SUNDAY DECEMBER 7

**Newton Abbot Train & Toy Fair** Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3A  
**Sunday:** 10.00 - 15.00 **Prices:** £2.00 adult  
**Contact:** Ray Heard **Tel:** 01823 480 097 / 07717 278 420  
**Email:** rayheard66@btinternet.com

### WEDNESDAY DECEMBER 10

**Burton Upon Trent Toy & Train Fair**  
 The Town Hall, Burton Upon Trent, Staffordshire DE14 2EB **Prices:** £2.00 adult **Contact:** Malcolm Townsend **Tel:** 07951 072 790  
**Email:** malctow@hotmail.co.uk  
**Web:** www.ashfieldtoyfairs.kk5.org.uk

### SUNDAY DECEMBER 14

**SRP Fairs - Colchester** Marks Tey Parish Hall, Old London Road, Marks Tey, Colchester CO6 1EN **Sunday:** 10.00 - 14.00  
**Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729  
**Email:** srptoy1@hotmail.co.uk  
**Web:** www.srptoyfairs1.co.uk

### WEDNESDAY DECEMBER 17

**Hoddesdon Toy & Train Fair**  
 Sheredes School, Cock Lane, Hoddesdon,

£2.00 child, £8.00 family (2 + 2)  
**Web:** www.nfmrs.co.uk

### SUNDAY DECEMBER 28

**Hurley O Gauge Group Public Running Session** St Dunstan's Catholic Church Hall, Wakeman Road, Bourne End, Buckinghamshire SL8 5SX  
**Sunday:** 11.15 - 17.00 **Contact:** Peter Harris

### SATURDAY DECEMBER 20

**Hillingdon Railway Modellers Test Track Open Day** Weylesley Baptist Church, Cornerstone Centre, 74 Colham Avenue, Weylesley, Middlesex UB7 8HF  
**Saturday:** 10.00 - 16.00 **Contact:** Peter **Tel:** 02083 684 090

### SATURDAY NOVEMBER 29

**Wirral O Gauge Group Saturday** : 13.00 - 17.00 **Prices:** £2.00 adult **Contact:** Jenny Elliott **Tel:** 07931 846 794 **Email:** j.elliott37@sky.com



7<sup>TH</sup> & 8<sup>TH</sup> FEBRUARY 2015

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## MEETINGS & TALKS

### TUESDAY DECEMBER 2

**Presentation of David Alison The Enfield Transport Circle** First Floor Meeting Room, The Drill Hall Sports Club, Enfield EN2 6PJ  
**Tuesday:** 8pm - 10.30pm **Prices:** £3.00 adult  
**Contact:** Roger Elkin **Tel:** 020 8363 0697  
**Email:** rogerkim@btinternet.com

### THURSDAY NOVEMBER 13

**Irish Railway Record Society IRRS - Ten Happy Years with Iarnród Eireann - 2003 to 2013** The Exmouth Arms, 1 Starcross Street, London **Thursday:** 19.00  
**Email:** irrs london@hotmail.com **Web:** www.irrs.ie

### MONDAY NOVEMBER 17

**Plymouth Railway Circle - Maurice Dart "Welsh Rail Miscellany"** St Edwards Church Hall Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 19.30  
**Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

### THURSDAY NOVEMBER 20

**The Gravesend Railway Enthusiasts Society (GRES) Meetings Annual Quiz**

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB **Thursday:** 19.45  
**Contact:** Bob Poole **Tel:** 01474 326 232  
**Web:** www.gres.org.uk

### THURSDAY NOVEMBER 20

**Lutterworth Railway Society Lynton & Barnstaple Railway** United Reformed Church, George Street, Lutterworth LE17 4EF  
**Thursday:** 19.30 **Contact:** David Hanger  
**Tel:** 01455 203 307

### MONDAY NOVEMBER 24

**Nantwich & Market Drayton Railway Society History of GWR King class loco. (6024. King Edward 1)** King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH  
**Monday:** 18.00 **Contact:** John Slyn  
**Email:** johnslyn147@virginmedia.com

### MONDAY DECEMBER 1

**Mirfield Railway Enthusiasts Society - John Holdroyd Transport on the Isle of Man** Navigation Tavern, Station Road, Mirfield, West Yorkshire United Kingdom

**Monday:** 19.45 **Contact:** Pete Whitworth  
**Tel:** 01924 498 651  
**Email:** petesyl12whitworth@hotmail.com

### MONDAY DECEMBER 1

**Plymouth Railway Circle - Annual Photographic Competition** St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 19.30  
**Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

### TUESDAY DECEMBER 2

**The Gravesend Railway Enthusiasts Society (GRES) Meetings Christmas Social** Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB **Tuesday:** 19.45  
**Contact:** Bob Poole **Tel:** 01474 326 232  
**Web:** www.gres.org.uk

### THURSDAY DECEMBER 4

**Irish Railway Record Society - IRRS A Classic & Colourful Journey on Irish Railways in the Early 1960s** The Exmouth Arms, 1 Starcross Street, London **Thursday:**

19.00 **Email:** irrs london@hotmail.com  
**Web:** www.irrs.ie

### THURSDAY DECEMBER 4

**Lutterworth Railway Society - Locomotive Steam Sheds Part 1** United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 19.30  
**Contact:** David Hanger **Tel:** 01455 203 307

### MONDAY DECEMBER 15

**Plymouth Railway Circle - Bernard Mills presents his "Annual Review"** St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG  
**Monday:** 19.30 **Contact:** Barrie Lanyon  
**Email:** barrielanyon@talktalk.com

### THURSDAY DECEMBER 18

**Lutterworth Railway Society - Border Counties Railways** United Reformed Church, George Street, Lutterworth LE17 4EF  
**Thursday:** 19.30pm **Contact:** Dave Hanger  
**Tel:** 01455 203 307 **Email:** john.rawlinson27@tesco.net

Hertfordshire EN11 9JY **Wednesday:** 19.00pm - 21.00pm **Contact:** Joe Lock  
**Tel:** 01992 467 967 / 07866 641 215

### SATURDAY DECEMBER 20

**SRP fairs - Hawkinge** Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP  
**Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult  
**Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptofairs1.co.uk

### SUNDAY DECEMBER 21

**Barry Stockton Train & Toy Fair - Southport** Splash World, Dunes Leisure Centre, Esplanade, Southport, Cheshire PR8 1RX  
**Sunday:** 10.30 to 15.00 **Prices:** £2.00 adult,

£0.50 child **Contact:** Barry Stockton **Tel:** 01513 343 362  
**Web:** www.barrystocktonfairs.co.uk

### SATURDAY DECEMBER 27

**Llandudno Transport Festival - Christmas Exhibition / Toy Fair** Cymru Seafront, Llandudno LL30 1BB **Saturday:** 10.30 - 15.30  
**Prices:** £2.00 adult **Tel:** 01492 545 053  
**Web:** www.llantransfest.co.uk

### SATURDAY DECEMBER 27

**Nottingham Bluecoat Toy & Train Fair** Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Malcolm Townsend **Tel:** 07951 072 790  
**Email:** malctow@hotmail.co.uk  
**Web:** www.ashfieldtoysfairs.kk5.org.uk

### SATURDAY DECEMBER 27

**SRP Fairs - Orpington** Crofton Halls, Station Road, Orpington, Kent BR6 8PR **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult  
**Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptofairs1.co.uk

### SUNDAY DECEMBER 28

**Barry Stockton Train & Toy Fair - Haydock Park Racecourse** Haydock Park Racecourse, Exhibition Centre, Haydock Park, Merseyside WA12 0HQ **Sunday:** 10.30 to 15.00  
**Contact:** Barry Stockton **Tel:** 01513 343 362  
**Web:** www.barrystocktonfairs.co.uk

### SUNDAY DECEMBER 28

**SRP Fairs - Worthing** Charmandean Centre, Forest Road, Worthing BN14 9HS

**Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult  
**Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptofairs1.co.uk

### MONDAY DECEMBER 29

**SRP Fairs - Rayleigh** Rayleigh Swayne Park School, Sir Walter Rayleigh Drive, Rayleigh, Essex SS6 9BZ **Monday:** 10.00 - 14.00  
**Prices:** £2.00 adult **Contact:** Gerald Widdowson  
**Tel:** 07739 998 012 / 01322 662 729  
**Email:** srptoys1@hotmail.co.uk  
**Web:** www.srptofairs1.co.uk

### TUESDAY DECEMBER 30

**Tony Oakes Fairs - Evesham** Evesham Leisure Centre, Abbey Road, Evesham, Worcestershire WR11 4SU **Tuesday:** 10.30 to 14.00  
**Contact:** Tony Oakes **Tel:** 01270 652 773



See Graham Tandy's Little Histon layout at the Warley NEC show on 22/23 November. PAUL BASON



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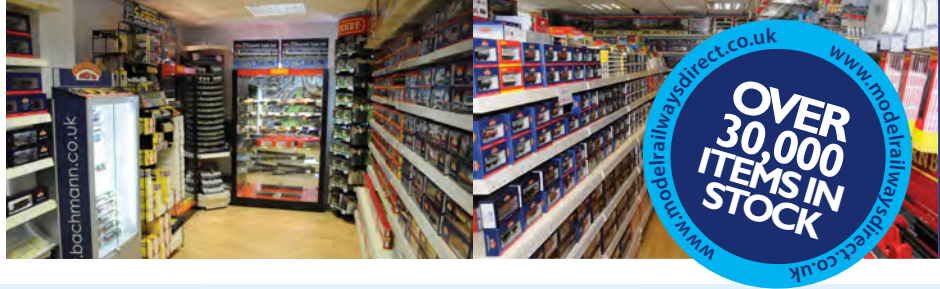
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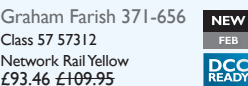
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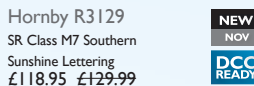


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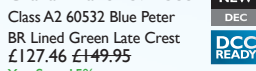
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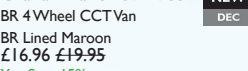
Graham Farish 372-182  
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£127.46 £149.95  
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BR Lined Green Late Crest  
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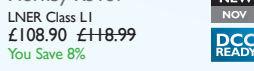


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Train Pack  
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Class 67003  
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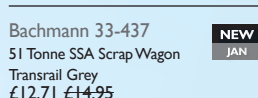
Bachmann 32-937  
Class 150/2 2 Car DMU  
150202 Centro  
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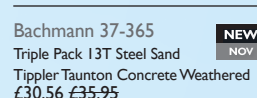
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Train Set  
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Imitation load of ballast for all styles  
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Electric Train Set  
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BR Green  
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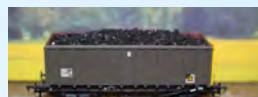
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Electric Train Set  
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150128 First Great Western  
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DCC  
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SOUND



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R3232	BR 0-6-0 J15 Class Locomotive - Late BR	£95.95
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R3243/A	BR 2-6-0 K1 Class - Late BR Loco Different Running Numbers	£113.95
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371-169	Class 37/4 #37409 DRS	£89.20
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371-330	Class 150/1 #150128 First Great Western	£101.95
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371-396	Class 66 (Low Emission Variant) 'Interhub GB' #66731 GBRf	£89.21
371-454	Class 37 #D6827 BR Green Centre Headcode - Weathered	£97.70
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39-026J SK 2nd corridor maroon  
39-050G SO 2nd open blue & grey  
39-051J SO 2nd open maroon  
39-100C RU restaurant car blue & grey  
39-103C RU restaurant car maroon  
39-150D FK 1st corridor blue & grey  
39-151F FK 1st corridor maroon  
39-231 BCK brake composite corridor departmental yellow  
39-186 BG full brake departmental olive green - weathered £29.71 (Running numbers TBA)

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391-025 778 WW1 ROD in black weathered  
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391-027 "Peggy" Ashover Railway in crimson  
391-028 "Hummy" Ashover Railway in black weathered

### Covered Goods Wagon



393-025 WW1 WD in grey weathered  
393-026 Nocton Estate Railway in light grey

### Open Bogie Wagon



393-050 WW1 WD in grey weathered  
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393-053 Welsh Highland Railway in grey

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31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) ..... £118.96  
31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) ..... £135.96  
31-933 Class 1000 Midland Compound 4-4-0 41157 BR lined black late crest (Bac) ..... £118.96



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) ..... £93.46



31-128<sup>+</sup> Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £139.95) **BARGAIN** ..... £82



31-727 Class 3700 City GWR 4-4-0 3439 "City Of London" GWR Green Monogram (Bac) ..... £106.21  
R3006 Class 3800 2-8-0 3864 in BR weathered black early emblem. (Hor) £106



31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac) ..... £76.46



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) ..... £101.96



R3167 Class 4000 4-6-0 Star 4061 "Glastonbury Abbey" in BR green early emblem & 4000 gallon tender. DCC Ready (Hor) ..... £108



32-129A Class 45xx Prairie tank 2-6-2 4545 in BR black early emblem (Bac) ..... £72.21  
31-880 Class 4F 0-6-0 3651 in LMS black Johnson/Deeley tender (Bac) £76.46



31-881 Class 4F 0-6-0 43875 in BR black early emblem and Johnson/Deeley tender (Bac) ..... £76.46



31-167DC<sup>+</sup> Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) (list £115.45) ..... **BARGAIN** ..... £89



R3019 Class 6800 Grange 4-6-0 6845 "Paviland Grange" in BR green late crest - heavily weathered (Hor) ..... £123



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268) ..... **BARGAIN** ..... £189



R3017 Class 6P Patriot 4-6-0 45535 "Sir Herbert Walker K.C.B." in BR green early crest (Hor) ..... £123  
31-013 Class 7F 2-8-0 S&DJR 53808 BR black late crest & Deeley tender (Bac) ..... £110.46



R3236 Class 8 4-6-2 71000 "Duke Of Gloucester" in BR green late crest 1960 condition (Hor) **NEW** ..... £116.80



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) ..... £79



31-530 Class A2 4-6-2 526 "Sugar Palm" in LNER lined apple green. (Bac) (list £149.95) ..... **BARGAIN** ..... £89



31-529 Class A2 4-6-2 60534 "Irish Elegance" in BR lined green early emblem (Bac) (list £149.95) **BARGAIN** ..... £92



31-964 Class A4 4-6-2 60004 "William Whitelaw" in BR lined green late crest (Bac) ..... £99



31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) **BARGAIN** ..... £92



31-714 Class B1 61250 "A. Harold Bibby" BR lined black early emblem (Bac) ..... £84.96  
R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DCC Fitted (Hor) ..... £125  
31-146 Class D11/1 4-4-0 62663 "Prince Albert" BR black early emblem (Bac) ..... £101.96



31-136DC<sup>+</sup> Class D11/2 4-4-0 62677 "Edie Ochiltree" in BR black late crest. DCC Fitted (Bac) (list £139.95) ..... **BARGAIN** ..... £85



R3190 Class L1 2-6-4 67777 in BR black early emblem (Hor) ..... £104



R3189 Class L1 2-6-4 9003 in LNER apple green (Hor) £104



R3108 Class T9 Greyhound 4-4-0 708 in SR black sunshine lettering (Hor) ..... £111.20  
R3208 Class V Schools 4-4-0 30915 "Brighton" BR black early emblem & tender (Hor) ..... £134



31-564 Class V2 Gresley 2-6-2 60860 "Durham School" in BR lined black early emblem (Bac) ..... £94  
31-565 Class V2 Gresley 2-6-2 60862 in BR lined green late crest and double chimney (Bac) ..... £94



R3194 Class V Schools 4-4-0 30937 "Epsom" in BR black early emblem (Hor) ..... £112



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) ..... £106.21

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R2669 Class 08 diesel shunter in BR red, 2 x open wagons and 1 x box van (Hor) ..... £42.50  
R2670 Class 101 0-4-0 steam loco GWR green open wagon, closed van & brake van (Hor) ..... £42

### Diesel locos



10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) ..... **BARGAIN** ..... £99



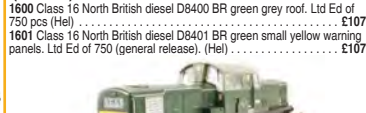
R3283 Bagnall shunter in red - Railroad range (Hor) £27.80



1405<sup>+</sup> Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) ..... **BARGAIN** ..... £75



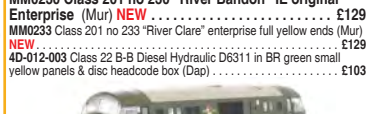
1406<sup>+</sup> Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp ends. (Hel) (list £115) ..... **BARGAIN** ..... £75



1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) ..... £107  
1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) ..... £107



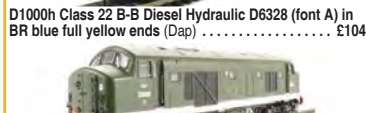
1716 Class 17 diesel D8585 in green small yellow panels (Hel) ..... £87  
1717 Class 17 diesel D8606 in green full yellow ends (Hel) ..... £87



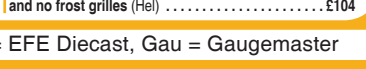
MM0233 Class 201 no 233 "River Clare" enterprise full yellow ends (Mur) **NEW** ..... £129  
4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) ..... £103



4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) ..... £103  
4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) ..... £103



D1000H Class 22 B-B Diesel Hydraulic D6328 (font A) in BR blue full yellow ends (Dap) ..... £104



2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) ..... £104



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with live stock information

2311 Class 23 Baby Deltic D5906 in BR green small yellow panels (Hel) (list £119.95) ..... BARGAIN ..... £76

2310<sup>A</sup> Class 23 Baby Deltic D5907 in BR green small yellow ends - gloss finish. (Hel) (list £119.95) BARGAIN ..... £72

2300 Class 23 Baby Deltic diesel D5900 in BR Green Small Yellow Panels and 4 character headcode. (Hel) (list £119.95) ..... BARGAIN ..... £76

2308<sup>A</sup> Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) ..... BARGAIN ..... £722302<sup>A</sup> Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) BARGAIN ..... £79

2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) ..... £95



2662 Class 26/0 diesel D5309 in BR green early version (Hel) ..... £95



2665 Class 26/0 diesel D5312 in BR green - weathered (Hel) ..... £103



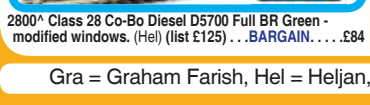
2663 Class 26/0 diesel D5317 in BR green small yellow panels (Hel) ..... £95



2724 Class 27 BRCW Sulzer diesel D5353 in BR green (Hel) (list £99.95) ..... BARGAIN ..... £69



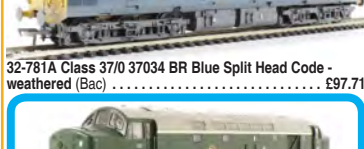
2723 Class 27 BRCW Sulzer diesel D5361 in BR green small yellow panels (Hel) (list £99.95) ..... BARGAIN ..... £69



2709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (Hel) (list £99.95) ..... BARGAIN ..... £69

2800<sup>A</sup> Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) ..... BARGAIN ..... £84

2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) ..... BARGAIN ..... £89

2809<sup>A</sup> Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) ..... BARGAIN ..... £892807<sup>A</sup> Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) ..... BARGAIN ..... £892810<sup>A</sup> Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) ..... BARGAIN ..... £892803<sup>A</sup> Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). (Hel) (list £132) BARGAIN ..... £98

R2963 Class 31/4 31439 diesel in Regional Railways 'North Yorkshire Moors Railway' DCC Ready. (Hor) ..... £109



3433 Class 33/0 diesel 33002 'Sea King' in Engineers yellow &amp; grey (as preserved at the South Devon Railway) (Hel) ..... £95



3434 Class 33/0 diesel 33033 Railfreight Construction Sector triple grey (Hel) ..... £95



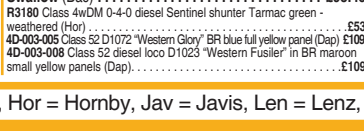
3432 Class 33/0 diesel 33059 in BR blue full yellow ends (Hel) ..... £95



3431 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) ..... £95



3413 Class 33/0 diesel D6530 in BR green experimental yellow panels rounded top corners (Hel) ..... £95



3414 Class 33/0 diesel D6570 BR green full yellow ends and BR coach roundels (Hel) ..... £95



3411 Class 33/0 diesel D6577 in early BR green (Hel) ..... £95



32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) ..... £97.71



32-480DS Class 40 D211 'Mauretania' in BR green indicator discs. DCC Sound on board (Bac) (list £244.95) ..... BARGAIN ..... £189



32-481 Class 40 D369 in BR green centre head code (Bac) (list £114.95) ..... BARGAIN ..... £77



4748 Class 47 Un-numbered BR green full yellow ends (Hel) (list £89) ..... BARGAIN ..... £60



32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) ..... £93.46



R3180 Class 4wDM 0-4-0 diesel Sentinel shunter Tarmac green - weathered (Hor) ..... £53



4D-003-005 Class 52 D1072 'Western Glory' BR blue full yellow panel (Dap) ..... £109



4D-003-008 Class 52 loco D1023 'Western Fusilier' in BR maroon small yellow panels (Dap) ..... £109



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) ..... £113



32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as 'pristine') (Bac) ..... £93.46



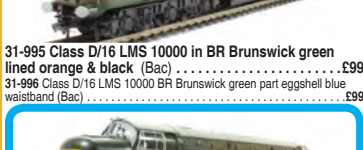
32-725X Class 66 66050 'EWS Energy' in EWS - limited edition etched nameplates (Bac) NEW ..... £129.95



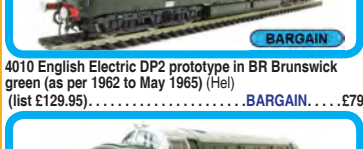
32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) ..... £97.71



R3183 Class 67 diesel loco 67002 in Arriva Trains Wales (Hor) ..... £108



31-587DC Class 70 PowerHaul diesel 70004 in Freightliner. DCC On Board (Bac) ..... £112.50



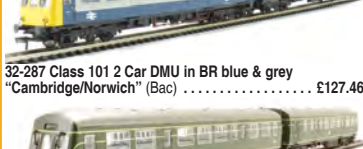
31-588 Class 70 PowerHaul diesel 70005 Freightliner - weathered (Bac) ..... £130.01



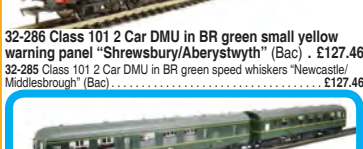
31-995 Class D16 LMS 10000 in BR Brunswick green lined orange &amp; black (Bac) ..... £99



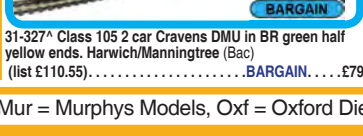
31-996 Class D16 LMS 10000 BR Brunswick green part eggshell blue waistband (Bac) ..... £99



4010 English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) ..... BARGAIN ..... £79



4011 English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) ..... BARGAIN ..... £79



4005 Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) ..... BARGAIN ..... £79



32-287 Class 101 2 Car DMU in BR blue &amp; grey 'Cambridge/Norwich' (Bac) ..... £127.46



32-286 Class 101 2 Car DMU in BR green small yellow warning panel 'Shrewsbury/Aberystwyth' (Bac) ..... £127.46



32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac) ..... £127.46

31-327<sup>A</sup> Class 105 2 car Cravens DMU in BR green half yellow ends. Harwich/Manningtree (Bac) (list £110.55) ..... BARGAIN ..... £79

31-326A Class 105 2 Car Cravens DMU in BR green speed whiskers 'Cambridge/Harwich' (Bac) (list £114.95) ..... BARGAIN ..... £70



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £114.95) ..... BARGAIN ..... £67



32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) ..... BARGAIN ..... £69



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) ..... BARGAIN ..... £74

32-913<sup>A</sup> Class 108 3 Car DMU in BR green speed whiskers 'Middlesbrough' (Bac) (list £169.95) ..... £82

8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) ..... £94



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) ..... £94



8993 Class 128 DPU in BR blue full yellow ends and Midland style fronts (Hel) ..... £94



8991 Class 128 DPU in BR green small yellow panels &amp; Midland style fronts (Hel) ..... £94



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts (Hel) ..... £94



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) ..... £123.21



31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) ..... BARGAIN ..... £290



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) ..... £123.21

8705<sup>A</sup> Railbus W&M E79961 in green - gloss (Hel) (list £119.95) ..... BARGAIN ..... £69

8704 Railbus W&amp;M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) ..... BARGAIN ..... £79



8710 Railbus W&amp;M Laboratory 20 'Elliott' RTC red &amp; blue (Modelzone Exclusive) (Hel) ..... £97



8800 Railcar W79975 in BR light green speed whiskers &amp; semi-gloss finish (Hel) ..... £94



R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (Hor) ..... £176.10



R4527 1967 Brighton Belle Car (Pullman Trailer 3rd) (Hor) ..... £47.50



R3258 Class 2-BIL 2 car EMU in BR blue (Hor) ..... £120.70



R3259 Class 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) ..... £120.70



**Prices valid until 10/12/14**

Orders received after this date for products that have increased in price will be given a refund



R3257 Class 2-BIL 2 car EMU in BR green yellow ends (Hor) ..... £120.70



R3161B Class 2-BIL 2 car EMU in SR green (Hor) . £120.70



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) **NEW** ..... £120.70



R3260 Class 2-HAL 2 car EMU in SR green (Hor) . £120.70



R3161A Class 401 2-BIL 2-car EMU 2041 in SR green DCC ready (Hor) ..... £99



R3161AX Class 401 2-BIL 2-car EMU 2041 in SR green DCC fitted (Hor) ..... £114

R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC fitted (Hor) £114



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) ..... £99



31-269 Class 419 Motor Luggage Van (MLV) in BR 'Jaffa Cake' two-tone grey and orange (Bac) ..... £83.26

### Track Maintenance vehicles



B859NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap). ..... £118

B859RTBG2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Railtrack blue/grey. Pristine (Dap). ..... £89



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap). ..... £56



B800BRBlue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR blue (Dap). ..... £52



B800BRGreen Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR green (Dap) ..... £52



36-165A Plasser Tamper track maintenance machine (motorised) (Bac) ..... £59.46

31-575 Windhoff MPV Multi-Purpose master and slave units 'Network Rail' (Bac) ..... £126.61

### Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) ..... £7

### Train sets - analogue

R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) ..... £49



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) ..... £120

30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) ..... £89.24



30-125 St. Blazey Hauler set BR Blue Class 08 06839, 2 x China clay wagons & Brake van (Bac) ..... £80.74



30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71



30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £106.21



30-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shirtbutton green and GWR Toad brake van & shunters truck in GWR gr (Bac) ..... £84.96

### Train sets - DCC



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) **NEW** ..... £250.71

R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) ..... £134

### Coaches

R4585 Bogie passenger brake van in BR blue (Hor) ..... £28

R4569 BR (Ex LNER) 61' 6" Corridor Buffet Car in maroon (Hor) ..... £44

R4567 BR (Ex LNER) 61'6" Corridor 1st Class (Hor) ..... £38



R4628 BR carmine and cream MK1 SO second open - Railroad range (Hor) **NEW** ..... £18.50



R4642 BR chocolate & cream MK1 BG full brake/parcels coach (Hor) **NEW** ..... £23.10

R4626 BR chocolate and cream MK1 BG full brake/parcels coach - Railroad range (Hor) **NEW** ..... £18.50



R4644 BR chocolate and cream MK1 TSO tourist second open (Hor) **NEW** ..... £23.10



R4630 BR chocolate and cream MK1 TSO tourist second open - Railroad range (Hor) **NEW** ..... £18.50



R4620 BR crimson and cream Mk1 SO second open (Hor) **NEW** ..... £23.10

R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) ..... **BARGAIN** ..... £22

R4409A BR Hawksworth (Post 1953): Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) ..... **BARGAIN** ..... £22



R4413A BR Hawksworth: (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list £40.25) ..... **BARGAIN** ..... £21

R4411A BR Hawksworth: (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) ..... **BARGAIN** ..... £21.50

R4406A BR Hawksworth: (Pre 1953) Brake 3rd. (Hor) (list £40.25) ..... **BARGAIN** ..... £21



R4634B BR InterCity blue & grey MK3 TS second class lights (Hor) ..... £32.90

R4634A BR InterCity blue & grey MK3 TS second class lights (Hor) ..... £32.90

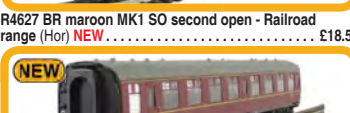
R4634C BR InterCity blue & grey MK3 TS second class lights (Hor) ..... £32.90



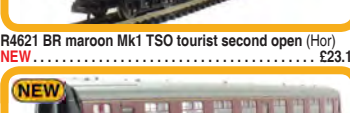
R4625 BR maroon MK1 BG full brake/parcels coach - Railroad range (Hor) **NEW** ..... £18.50



R4627 BR maroon MK1 SO second open - Railroad range (Hor) **NEW** ..... £18.50



R4621 BR maroon Mk1 TSO tourist second open (Hor) **NEW** ..... £23.10



R4629 BR maroon MK1 TSO tourist second open - Railroad range (Hor) **NEW** ..... £18.50

39-229C BR Mk1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac) ..... £28.01



39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) ..... £29.71



R4604 BR Mk1 BCK in holiday camping coach green and cream (Hor) **NEW** ..... £22.70

39-175D BR Mk1 BG Full Brake Express Parcels blue & grey (Bac) £24.01

39-185 BR Mk1 BG Full Brake in Departmental Olive Green (Bac) £24.10

39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) ..... £29.71

39-079C BR Mk1 BSK Brake Second Corridor (WR) Chocolate & Cream - weathered (Bac) ..... £29.71

39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) ..... £28.01

39-127E BR Mk1 CK Composite Corridor Maroon & Cream Weathered (Bac) ..... £29.71

39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac) ..... £29.71



39-154C BR Mk1 FK First Corridor (WR) chocolate & cream - weathered (Bac) (list £34.95) ..... **BARGAIN** ..... £18

39-275 BR Mk1 GUV Royal Mail (Bac) ..... £28.01



39-425 Pack of 4 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey. (Bac) (list £155.80) **BARGAIN** ..... £89



39-425 Single (Bac) (list £38.95) ..... **BARGAIN** ..... £23



39-430^ Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Letters Large Red. (Bac) (list £155.80) ..... **BARGAIN** ..... £89

39-430^ Single (Bac) (list £38.95) ..... **BARGAIN** ..... £25



39-435^ Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red. (Bac) (list £155.80) ..... **BARGAIN** ..... £89

39-435^ Single (Bac) (list £38.95) ..... **BARGAIN** ..... £25



39-501 BR Mk1 SLF Sleeper Car in blue & grey (Bac) £33.11



39-503 Pack of 4 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac) (list £155.80) ..... **BARGAIN** ..... £122

39-503 Single (Bac) ..... £33

39-502 BR Mk1 SLSTP Sleeper Car in maroon (Bac) ..... £33

39-502 Pack of 4 (Bac) (list £155.80) ..... **BARGAIN** ..... £120

39-052G BR Mk1 SO Second Open Crimson & Cream (Bac) ..... £28.01

39-058 BR Mk1 SO Second Open Network SouthEast (Bac) ..... £28.01

39-381 BR Mk2A BSO brake open 2nd InterCity blue/grey SC9424 (Bac) (list £25.95) ..... **BARGAIN** ..... £12

39-340A BR Mk2A FK First Corridor Blue & Grey (Bac) (list £39.95) ..... **BARGAIN** ..... £18



39-363 BR Mk2A TSO Tourist Second Open Network SouthEast (Bac) ..... £33.96

39-400 BR Mk2S BFK brake corridor 1st blue grey 14033 (Bac) (list £25.95) ..... **BARGAIN** ..... £12

R4595 BR Mk3 TGS in blue & grey lights 'Eastern Region' (Hor) ..... £32.90

R4518A Gresley (Non Vestibled) suburban 3rd class brake LNER teal (Hor) £39

R4524 GWR Brake Coach - Railroad Range (Hor) ..... £16



39-777 LMS 50ft Inspection Saloon BR blue & grey (Bac) ..... £50.96



39-775 LMS 50ft Inspection Saloon in LMS Lined maroon (Bac) ..... £50.96

39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) ..... £33.96



39-450 Pack of 4 LMS 57 ft Porthole Corridor 3rd in BR crimson & cream (Bac) (list £159.80) ..... **BARGAIN** ..... £125

39-450 Single (Bac) ..... £33.96



39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) ..... £33.96





# Opening Hours

Shop 8am to 6pm Mon to Sat  
10am to 4pm Sun

Phones 7am to 9pm Mon to Thu  
8am to 6pm Fri & Sat  
9am to 5pm Sun



39-465 LMS 60 ft Porthole Corridor Composite in BR crimson & cream (Bac)..... £33.96



39-475 LMS 60 ft Porthole Open Vestibule 1st BR in crimson & cream (Bac)..... £33.96  
R4388 LMS Composite Coach (Hor)..... £16  
R4572 LNER Thompson Teak effect Non-Corridor Composite (Lavatory) (Hor) £45



R4591 Midland Mainline MK3 TGS (Hor) NEW..... £26.40  
R4271A\* Pendolino trailer standard buffet (non-working pantograph) PTSRMB (Hor) (list £41.49)..... BARGAIN..... £29



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99)..... BARGAIN..... £25



R4478 Pullman 1st Class Parlour Car 'Leona' - Matchboard type (Hor) (list £49.99)..... BARGAIN..... £25



R4483 Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99)..... BARGAIN..... £25



R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99)..... BARGAIN..... £25



R4487 Pullman 3rd Class Brake Car 'Car No. 63' - Flush Sided. (Hor) (list £49.99)..... BARGAIN..... £25



R4486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49)..... BARGAIN..... £25



R4429\* Pullman 3rd Class Kitchen car 'No 171' - steel sided (Hor) (list £49.99)..... BARGAIN..... £22



33-184 10 ton covered wagon in Tollemache Pulverised Coal (Bac) NEW..... £9.78



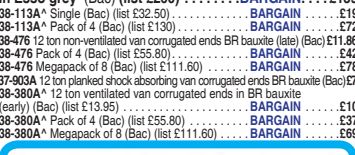
38-575 10 Ton Fish Van LNER Oxide (Bac)..... £11.86



33-179A Pack of 4 10 ton salt wagon in ICI/Fleetwood Salt (Bac) (list £46)..... BARGAIN..... £34



38-113A\* Megapack of 8 100 ton TEA bogie tank wagon in Esso grey (Bac) (list £260)..... BARGAIN..... £19



38-113A\* Single (Bac) (list £32.50)..... BARGAIN..... £19



38-376\* Pack of 4 12 Ton ventilated van plank ends in BR bauxite (early) (Bac) (list £55.80)..... BARGAIN..... £40



38-376\* Single (Bac) (list £11.60)..... BARGAIN..... £10.50



38-325\* 13 Ton high sided steel open wagon chain pockets BR bauxite (early) (Bac) (list £58)..... BARGAIN..... £42



37-452 16 ton slope side mineral wagon in Boston Deep Sea Fishing (Bac) NEW..... £10.16



37-226F Pack of 4 16 ton steel mineral wagon top flap doors in BR bauxite (Bac) (list £47.80) BARGAIN..... £34



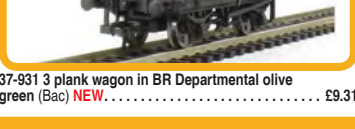
37-256 16 ton steel mineral wagon without top flap doors in BR bauxite (Bac) NEW..... £10.16



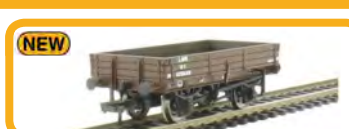
37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) NEW..... £11.01



38-402A 25 ton Pill Box brake van in BR grey - weathered (Bac)..... £21.21



37-255 16 ton steel mineral wagon without top flap doors in Departmental olive green (Bac) NEW..... £10.16



37-932 3 plank wagon in LMS bauxite (Bac) NEW..... £9.31



37-933 3 plank wagon in LMS grey (Bac) NEW..... £9.31



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £155.60)..... BARGAIN..... £116



38-041B Single (Bac) (list £14.53)..... BARGAIN..... £16.53



38-058\* Megapack of 8 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £175.60)..... BARGAIN..... £76



38-058\* Single (Bac) (list £21.95)..... BARGAIN..... £11



38-120B Megapack of 8 35 Ton VAA box van sliding door in Railfreight red & grey - weathered (Bac) (list £191.60)..... BARGAIN..... £136



38-130A Megapack of 8 40 Tonne YGH Sealion bogie hopper wagon in olive green - weathered (Bac) (list £263.60)..... BARGAIN..... £194



33-902 45 ton bogie well wagon in BR Departmental black (Bac)..... £8.84



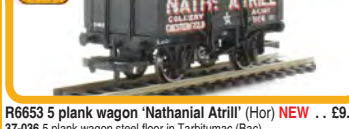
33-879A 45 Ton bogie well wagon in LNER grey boiler load (Bac)..... £12.71



33-084\* 5 plank china clay wagon hood in BR bauxite - weathered (Bac) (list £12.65) BARGAIN..... £10



33-084\* Pack of 4 (Bac) (list £50.60)..... BARGAIN..... £38



33-084\* Megapack of 8 (Bac) (list £101.20)..... BARGAIN..... £74



33-083\* 5 plank china clay wagon without hood in BR bauxite (Bac) (list £9.35)..... BARGAIN..... £7.50



37-061C 5 plank wagon wooden floor in BR grey (Bac)..... £10.16



38-151B\* Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £174.40) BARGAIN..... £96



38-151A\* 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £21.80)..... BARGAIN..... £15



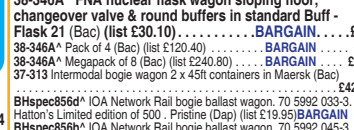
38-151B\* 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £21.80)..... BARGAIN..... £13



38-151A\* Pack of 4 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £27.20)..... BARGAIN..... £58



38-151B\* Pack of 4 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £27.20)..... BARGAIN..... £49



38-151A\* Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £174.40) BARGAIN..... £104



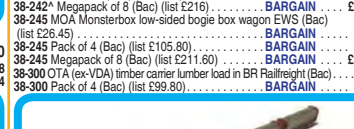
38-350A BZA steel carrier steel coils in EWS (Bac)..... £22.06



R6683 Extra long CCT Van A in BR (Hor)..... £20.30



R6682 Extra long CCT Van A in LNER (Hor)..... £20.30



R6683A Extra long CCT Van B in BR (Hor)..... £20.30



38-345A\* FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £30.10)..... BARGAIN..... £18



38-345A\* Pack of 4 (Bac) (list £120.40)..... BARGAIN..... £68



38-345A\* Megapack of 8 (Bac) (list £240.80)..... BARGAIN..... £130



38-346A\* FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10)..... BARGAIN..... £18



38-346A\* Pack of 4 (Bac) (list £120.40)..... BARGAIN..... £68



38-346A\* Megapack of 8 (Bac) (list £240.80)..... BARGAIN..... £130



38-346A\* FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10)..... BARGAIN..... £18



38-346A\* Pack of 4 (Bac) (list £120.40)..... BARGAIN..... £68



38-346A\* Megapack of 8 (Bac) (list £240.80)..... BARGAIN..... £130



38-346A\* FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10)..... BARGAIN..... £18



38-346A\* Pack of 4 (Bac) (list £120.40)..... BARGAIN..... £68



38-346A\* Megapack of 8 (Bac) (list £240.80)..... BARGAIN..... £130



38-346A\* FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10)..... BARGAIN..... £18



38-346A\* Pack of 4 (Bac) (list £120.40)..... BARGAIN..... £68



38-346A\* Megapack of 8 (Bac) (list £240.80)..... BARGAIN..... £130



38-346A\* FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10)..... BARGAIN..... £18



38-346A\* Pack of 4 (Bac) (list £120.40)..... BARGAIN..... £68



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38-346A\* FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10)..... BARGAIN..... £18



38-346A\* Pack of 4 (Bac) (list £120.40)..... BARGAIN..... £68



38-346A\* Megapack of 8 (Bac) (list £240.80)..... BARGAIN..... £130





## Visit

[www.ehattons.com/new](http://www.ehattons.com/new)

## for new releases

**NEW**



37-235A Pack of 3 16 ton steel mineral wagons in BR grey top flap doors - weathered (Bac) **NEW** ..... £30.56

**NEW**



37-236 Pack of 3 16 ton steel mineral wagons in NCB top flap doors - weathered (Bac) **NEW** ..... £30.56



38-285 Pack of 3 22 ton Presfios in Tunnel Cement (Bac) £46.71  
R6649 Pack of 3 CDA china clay hoppers ECO silver and blue - weathered (Hor) ..... £48.20  
37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) ..... £36.51



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) ..... £36.51  
38-651 PCA Metalair Bulk Powder Wagon Grey (Bac) ..... £14.41



38-652 PCA Metalair Bulk Powder Wagon Grey - weathered (Bac) ..... £15.26

### Containers & Loads

**NEW**



76CONT002 Container in green (Ox) **NEW** ..... £7.95

### Analogue controllers

36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) ..... £25.54  
R8250 Standard Train Controller (an alternative to R965). Use R964 or P9200 transformer (Hor) ..... £21

### DCC decoders

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) ..... £12  
DCR-21PIN-Direct Box of 5 (Hat) ..... £57  
DCR-21PIN-Direct Box of 10 (Hat) ..... £110



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) . **BARGAIN** ..... £70  
36-557 Single (Bac) ..... £14.50



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) ..... £76  
R8249 Single (Hor) ..... £14



DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) ..... £13  
DCR-8PIN-Direct Box of 5 (Hat) ..... £59  
DCR-8PIN-Direct Box of 10 (Hat) ..... £105  
DCD-Z218-5 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (5 Pack) (DCC) ..... £100  
DCD-Z260 ZEN 260 8-pin Direct 4-function 1.1A Decoder Stay Alive (14.2x12.5x3.5mm) (DCC) ..... £25

DCD-ZN6D-5 ZEN 6-pin Direct 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (5 Pack) (DCC) ..... £100

### DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) ..... £32



PC2 One Touch DCC Quad Point Controller x 4 (Tra) ..... £32

### DCC controllers



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) ..... £68  
36-500 EZ Command DCC controller - boxed (Bac) ..... £75.18



36-599 EZ Command Dynamis Pro Package (due to be superseded late 2014 by 36-504) (Bac) ..... £230

### Point motors

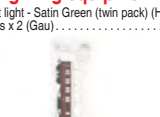


DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC) ..... £75



DCP-CB6D Cobalt slow-action digital DCC point motor x 6 (DCC) ..... £110  
R8014 Mark 2 Point Motor (Hor) ..... £7

### Lighting equipment



50222 Old style street light - Satin Green (twin pack) (Hel) ..... £17  
GM56 OO Buffer lights x 2 (Gau) ..... £10

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

### Cables & Wires



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

### Spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) ..... £2.30  
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) ..... £2.20  
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) ..... £2

### RAIL JOINERS

HO/OO, O and HO-16.5

For reference see page 16

PO340 Platform canopy (Met) ..... £13

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  
19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) ..... £3.50

### Wheel sets

R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) ..... £5  
36-033 Brass turned coach disc wheels on 10 metal axles - Pack of 20 (Bac) £9.90  
R8096 Metal disc wheels on axles (10 axles) (Hor) ..... £5.99

### Buildings - railways

PO213 2 Road Red Brick Engine Shed & Workshop Building (Card Kit) (Met) ..... £13  
44-086\* Ash Plant (based on Camforth, Lancashire) (Bac) (list £79.95) ..... £47  
44-141 Double track 1970's & 80's diesel depot (Bac) (list £79.95) **BARGAIN** £49  
44-121 Great Central single track road bridge (120 x 112 x 110mm) (Bac) £32.26  
44-144 Highley Station Booking Hall (215 x 80 x 105mm) (Bac) ..... £59.46  
LK-56 Loco inspection pit for normal code 100 track (Pec) ..... £6  
44-184 Mechanical Wash Plant (96 x 96 x 75mm) (Bac) ..... £33.96  
PO340 Platform canopy (Met) ..... £13  
PO216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) ..... £9  
44-170 Shillingstone Goods Shed (170 x 115 x 100mm) (Bac) ..... £33.96  
44-178 Traction Servicing Depot (320 x 142 x 100mm) (Bac) ..... £73.91  
LK-80 Train Shed Unit (Pec) ..... £23

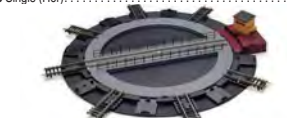
## Man-made scenic structure railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) ..... £199  
LK-55 76ft Well type turntable (Pec) ..... £39



R083 Box of 6 Buffer Stop (Hor) ..... £8  
R083 Single (Hor) ..... £1.40



R070 Electrically Operated Turntable (Hor) ..... £59  
44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) ..... £25.46  
SL-43 Loco Lift and storage unit (Pec) ..... £11  
44-508 Motive Power Depot Accessories (Bac) ..... £14  
R514 Platform Canopy x 2 (Hor) ..... £12  
LK-62 Platform Edging - Concrete Type (Height 20mm) (Pec) ..... £4.60  
R460 Straight Platform (Hor) ..... £3.50

**NEW**



OOWT2 Water Tank Kit (Anc) **NEW** ..... £12.99

### Signals



4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) ..... £22  
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) ..... £22

### Buildings - general

**NEW**



OO3-AS1 Anderson Shelter (Anc) **NEW** ..... £6

**NEW**



OOH2 Cottage dormer window (Anc) **NEW** ..... £19



44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) ..... £13  
44-237 Low Relief Factory Side (215 x 30 x 95mm) (Bac) ..... £33.11  
44-205 Low Relief Industrial Unit (272 x 56 x 127mm) (Bac) (list £32.50) ..... £19  
PO274 Low relief terrace house fronts - red brick (128w x 73d x 125h mm) (Met) ..... £10  
44-094 Modern Town house under construction (Bac) (list £49.95) **BARGAIN** £24  
PO261 Pair of red brick terraced houses (Card Kit) (Met) ..... £9  
PO272 Terraced shop fronts - brick - 128 (w) x 73 (d) mm (Met) ..... £13

**NEW**



R9755 Utility Warehouse - Low Relief (Hor) **NEW** ..... £11.40

## Man-made scenic structure - non-railway

LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces (Pec) £2.50

**NEW**



OO3-LB1 Modern Litter Bins (Anc) **NEW** ..... £6  
GM370 Tarmac road 80mm wide (1m) (Gau) ..... £6.95

### Bridges, Tunnels & Walls



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) ..... £14.41  
537 Retaining Walls x 2 (350mm long) (Rat) ..... £7  
R8744 Straight walls x 3 - Skaledale "Gasworks" range (Hor) ..... £11

## People - civil



36-407 1950s Train Crew x 6 (Bac) ..... £6.21



36-047 Locomotive staff x 6 (Bac) ..... £6.21  
36-045 Station passengers sitting x 6 (Bac) ..... £6.21  
36-044 Station passengers standing x 6 (Bac) ..... £6.21

### Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £12  
ST-244 Setrack curved double radius right handed point insulfrog (Pec) ..... £12  
ST-201 Setrack double straight (Pec) ..... £1.75  
ST-247 Setrack medium radius Y point insulfrog (Pec) ..... £9  
ST-226 Setrack No.2 radius double curve (Pec) ..... £2.30



ST-241 Setrack No.2 radius left handed point insulfrog (Pec) ..... £7.50  
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) ..... £7.50  
ST-231 Setrack No.3 radius double curve (Pec) ..... £2.25



ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) ..... £2



ST-204 Box of 24 Setrack Quad Straight (Pec) ..... £68  
ST-204 Single (Pec) ..... £3

### Track - Code 100 Streamline



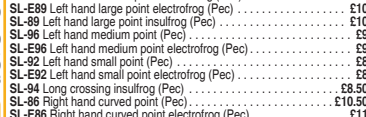
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) ..... £64  
SL-100 Single (Pec) ..... £2.80



SL-102 Pack of 25 1 yard (91.5cm) length of Nickle Silver concrete-sleeper flexible track (Pec) ..... £62  
SL-102 Single (Pec) ..... £2.75  
SL-E99 3 way medium radius point electrofrog (Pec) ..... £22

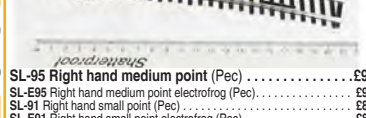


SL-99 3 way medium radius point insulfrog (Pec) ..... £22  
SL-90 Double slip insulfrog (Pec) ..... £28  
SL-87 Left hand curved point (Pec) ..... £10.50  
SL-E87 Left hand curved point electrofrog (Pec) ..... £11  
SL-E89 Left hand large point electrofrog (Pec) ..... £10  
SL-89 Left hand large point insulfrog (Pec) ..... £10  
SL-96 Left hand medium point (Pec) ..... £9  
SL-E96 Left hand medium point electrofrog (Pec) ..... £9  
SL-92 Left hand small point (Pec) ..... £8  
SL-E92 Left hand small point electrofrog (Pec) ..... £8  
SL-84 Long crossing insulfrog (Pec) ..... £8.50  
SL-86 Right hand curved point (Pec) ..... £10.50  
SL-E86 Right hand curved point electrofrog (Pec) ..... £11  
SL-E88 Right hand large point electrofrog (Pec) ..... £10  
SL-88 Right hand large point insulfrog (Pec) ..... £10



SL-95 Right hand medium point (Pec) ..... £9  
SL-E95 Right hand medium point electrofrog (Pec) ..... £9  
SL-91 Right hand small point (Pec) ..... £8  
SL-E91 Right hand small point electrofrog (Pec) ..... £8  
SL-80 Single slip insulfrog (Pec) ..... £27

### Track - Code 75 FineScale Streamline



SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickle Silver concrete-sleeper flexible track (Pec) ..... £64  
SL-102F Single (Pec) ..... £3  
SL-E199 3 way finescale medium radius point electrofrog (Pec) ..... £24  
SL-E1096 Code 75 Medium Radius Concrete sleeper turnout LH (Pec) ..... £11  
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) ..... £31  
SL-E187 Finescale left hand curved point electrofrog (Pec) ..... £11  
SL-E189 Finescale left hand large point electrofrog (Pec) ..... £10.50  
SL-E196 Finescale left hand medium point electrofrog (Pec) ..... £9.50  
SL-E192 Finescale left hand small point electrofrog (Pec) ..... £10  
SL-E186 Finescale right hand curved point electrofrog (Pec) ..... £11  
SL-E188 Finescale right hand large point electrofrog (Pec) ..... £10.50  
SL-E195 Finescale right hand medium point electrofrog (Pec) ..... £11  
SL-E191 Finescale right hand small point electrofrog (Pec) ..... £10



SL-102F Single (Pec) ..... £3  
SL-E199 3 way finescale medium radius point electrofrog (Pec) ..... £24  
SL-E1096 Code 75 Medium Radius Concrete sleeper turnout LH (Pec) ..... £11  
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) ..... £31  
SL-E187 Finescale left hand curved point electrofrog (Pec) ..... £11  
SL-E189 Finescale left hand large point electrofrog (Pec) ..... £10.50  
SL-E196 Finescale left hand medium point electrofrog (Pec) ..... £9.50  
SL-E192 Finescale left hand small point electrofrog (Pec) ..... £10  
SL-E186 Finescale right hand curved point electrofrog (Pec) ..... £11  
SL-E188 Finescale right hand large point electrofrog (Pec) ..... £10.50  
SL-E195 Finescale right hand medium point electrofrog (Pec) ..... £11  
SL-E191 Finescale right hand small point electrofrog (Pec) ..... £10





**UK P&P £4 PER ORDER**  
**£2 per single diecast item**

**£7 guaranteed Next Day delivery**  
 (Orders before 2pm)

### Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor).....	£3.50
R8090 Pack of 24 (Hor).....	£79
R605 1st radius double curve (8 make a circle) (Hor).....	£2.50
R605 Circle of 8 (Hor).....	£15
R607 2nd radius double curve track (8 make a circle) (Hor).....	£2.25
R607 Circle of 8 (Hor).....	£18
R609 3rd radius double curve track (8 make a circle) (Hor).....	£3
R609 Circle of 8 (Hor).....	£22
ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec).....	£17
R8262 Double 4th radius curve (8 make a circle) (Hor).....	£23



R601 Box of 24 Double Straight (Hor).....	£49
R601 Single (Hor).....	£2.25
R8074 Left hand curved point (Hor).....	£14.40
R8077 Left hand Express point (Hor).....	£16
R8072 Left Hand Standard Point (Hor).....	£9
36-877 Left-Hand Point (same as Hornby R8077) (Bac).....	£11.65
36-872 Left-hand standard point (same as Hornby R8077) (Bac).....	£7.52
R603 Long Straight (Hor).....	£3.25



36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £32.50).....	BARGAIN. £24.80
36-603 Single (Bac).....	£2.76
R8075 Right hand curved point (Hor).....	£14.40
R8073 Right Hand Standard Point (Hor).....	£9
36-878 Right-Hand Point (same as Hornby R8078) (Bac).....	£11.65
R610 Short Straight (Hor).....	£1.50
R600 Standard Straight (Hor).....	£2
R600 Box of 24 (Hor).....	£33

### Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau).....	£19
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SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £8	
R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor).....	£9

### Railway publications

36-2014 Bachmann Branchline 2014 25th Anniversary Catalogue (Bac).....	£6.38
R8148 Hornby 2014 Catalogue (60th Edition) (Hor).....	£8

### Buses



16137 16137 - Leyland PD2 Highbridge - C.I.E. (Córás Iompair Éireann) (EFE) NEW.....	£28
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35212 36' BET 6 Bay Single Lamp "Sheffield Transport" (EFE).....	£24
UK6043 ADL Enviro 400H First London (Nor).....	£48



34207 AEC RLH Weymann d/deck bus "Midland General" (EFE) NEW.....	£24
23804 Alexander A Type/Atlantean "Gateshead District" (EFE).....	£26
B108B Bristol Lodekka LDI Open Platform Short Radiator "Bristol Omnibus Co." 233 to Chippenham (circa 1957-1973) (Bas).....	£21



B111A Bristol Lodekka LR Open Door Crosville (K20) (Bas).....	£21
B111B Bristol Lodekka SR Closed Door Crosville (C84) (Bas).....	£21



B111C Bristol Lodekka SR Csd Door Crosville (H16) (Bas) £21	
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### NEW



20456 Bristol VR III "First Eastern National" (EFE) NEW.....	£24
38112 Bristol VRT bus "Western National" (EFE).....	£26
OM42521A Dennis Trident East Lancs "Preston Bus, 8 Bus Station" (Cor).....	£32
29003 GM Standard Daimler Fleetline d/deck bus "Warrington Corporation" (EFE).....	£18
26328 Guy Arab II Utility bus "London Transport" in WWII grey (EFE).....	£26

### NEW



16537 Leyland MCW Atlantean "Wallasey Corporation" (EFE) NEW.....	£26
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### NEW



16136 Leyland PD2 Highbridge "C.I.E. Southern Ireland" (EFE) NEW.....	£32
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### NEW



76LRT004 Leyland Royal Tiger "Maldstone & District" (Oxf) NEW.....	£12
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### NEW



76LRT002A Leyland Royal Tiger Southdown (Oxf).....	£12
UK5013 Mercedes Citaro Rigid s/deck bus "Southampton Uni-Link" (Cre) (list £25).....	BARGAIN. £8
31510 RM Routemaster d/deck bus "London Transport - Typhoo Tea" (EFE).....	£25
76WFA001 Weymann Fanfare 1950s coach "South Wales" (Oxf).....	£13

### NEW



76WFL001 Weymann Fanfare Leyland Southdown (Oxf) £12	
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### NEW



OM46707A Wright Eclipse 2 Petuaria Express, X55 Gilberdyke (Cor) NEW.....	£30
OM46707B Wright Eclipse 2 Petuaria Express, X55 Hull City Centre (Cor) NEW.....	£30
27508 Wright Volvo Renown "Midland Classic" (EFE).....	£26

### Cars

### NEW



76SET30 5 Piece Vauxhall Set - Wyvern, Cresta, FB, Friary, Viva (Oxf) NEW.....	£18
76AH3001 Austin Healey 3000 in blue ivory (Oxf) NEW.....	£4.75

### NEW



76BT2001 Bentley T2 Saloon in Caribbean blue (Oxf) NEW.....	£4.75
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### NEW



76DTYP001 Jaguar D Type 1956 Le Mans (Oxf) NEW.....	£4.75
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### NEW



76SET19 Jaguar Sports Car Set D E F Types (Oxf) NEW.....	£13
76J1003 Jensen Interceptor in Flag red (Oxf).....	£4.75
76DS1002 Land Rover Discovery 4 Santorini black (Oxf).....	£4.75

### NEW



76BSA006 Motorbike/Sidecar Police (Please note, some outer sleeves incorrectly refer to item as N Gauge) (Oxf) NEW.....	£3.95
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### Commercial vehicles

76TIP004 AEC Ergo Tipper Tarmac (Oxf).....	£10
DA79 AEC Mammoth Major Tanker 'Charmingtons' (circa 1958-1968) (Bas).....	£8.99
76AM004 AEC Mercury TL Fire Engine 'Plymouth' (Oxf).....	£17

### NEW



DA84 Albion Reiver Bulk Tipper "Glover's Transport" (circa 1961-1971) (Bas) NEW.....	£8.99
76ATKL002 Atkinson 8 Wheel Flatbed 'Chivers' (Oxf).....	£12
EM76306 Austin K2 Compton's coal merchants flatbed sacks and headboard (Poc).....	£7
76BD010 Bedford OW Platform "LMS" (Oxf).....	£9
76BD012 Bedford OX Queen Mary Trailer Wyrens (Oxf) NEW.....	£13

### NEW



76TCAB006CC Coca Cola Coke Zero (Oxf) NEW.....	£18
76TCAB004CC Coca Cola T Cab Box Trailer (Oxf).....	£19

### NEW



DA76 Commer Bulk Tipper 'National Coal Board' (circa 1954-1964) (Bas) NEW.....	£7.99
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### NEW



76LV001 ERF LV Flatbed in red (Oxf) NEW.....	£13
76FT010 Ford Transit LWB High Roof 'Stobart' (Oxf).....	£4.75

### NEW



76FCR001 Fowler B6 Crane Marston's Duke of York (Dorset) (Oxf).....	£13
76FSR003 Fowler Road Roller Pippenny Queen/A W Field (Oxf).....	£10
76BD008 GWR Bedford OX Flatbed Trailer (Oxf).....	£10

### NEW



DA83 Karrier Bantam Artic Dropside "British Railways" (circa 1953-1963) (Bas) NEW.....	£9.99
DA77 Karrier Bantam Artic Van 'British Railways' Fleet No.4126D M (circa 1953-1963) (Bas).....	£9.99

### NEW



DA82 Leyland FG Integral Van "Rail Express Parcels" (circa 1969-1975) (Bas) NEW.....	£7.99
76BMC002 Mobile Training Unit/car transporter 'British Leyland special tuning department' in blue (Oxf).....	£12
76MH018 Scammell Mechanical Horse Tanker LNER (Oxf).....	£9.95

### NEW



76S94002 Scania 94D Curtainside 'H E Payne' (Oxf) NEW.....	£13
76WHSCA08 Scania cab - plain white (no or operator) (Oxf).....	£8
76TCAB005CC Scania T Cab Coca Cola Polar Bears (Oxf).....	£18
76TCAB003 Scania T Cab Topline Curtainside J H Yates & Sons Ltd (Oxf).....	£18
76TCAB002 Scania T Topline Tipper 'Tinnelly' (Oxf).....	£20

### NEW



76TV006 Tricycle Van Lancashire 'Evening Post' (Oxf) NEW.....	£4.75
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### NEW



76DTR001 Whiteleggs Trailer (Oxf) NEW.....	£9.95
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### Military ground vehicles

76BF003 40mm Bofors Anti-Aircraft Gun as used by the British Army/Navy 1937 - late 1980s in desert light stone (Oxf).....	£6.50
76ATV007 Austin ATV RAF (Oxf).....	£7.95
76CMP004 Bedford CMP Truck 1st Canadian Army - UK 1944 CMP LAA Tractor (Oxf).....	£8.95

### NEW



76BD011 Bedford OX Queen Mary Trailer RAF 108 Repair Salvage Unit Tunisia 1943 (Oxf) NEW.....	£12
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### NEW



76BD004 Bedford OY 3 Ton GS "15th Scottish Infantry" (Oxf).....	£9
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### NEW



76BD007 Bedford OY 3 Ton Water Tanker HQ Corps RASC (Oxf).....	£9
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### NEW



76COM001 Commer Commando 1 1/2 decker bus RAF blue (Oxf).....	£12
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### Public Service vehicles

### NEW



76F8004 Dennis F8 Essex Fire Brigade (Oxf) NEW.....	£11
76DL4004 Dennis Light 4 'New world' Fire Engine British Railways (Oxf).....	£10
76DN001 Dennis RS Fire Engine London FB (London's Burning) (Oxf) £10	
76LC002 Leyland Cub FK7 City of Canterbury Fire Brigade (Oxf).....	£9

### NEW



76TR009 Mobile Canteen NFS (Oxf) NEW.....	£7.95
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### Tools

DCG-BB145 Back to Back Brass Gauge OO/HO (DCG-14.5) (DCC).....	£13
BS-HO-01 HO/OO Scale Ballast Spreader (Pro).....	£11

### N Gauge

### Steam locos



2S-006-003 Class 14xx steam loco 1456 in BR early black & autococh W198W in carmine & cream (Dap).....	£67
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372-626 Class 2MT Ivatt 2-6-0 46440 in BR lined black early emblem (Gra).....	£93.46
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372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra).....	£93.46
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372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra).....	£93.46
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2S-015-001 Class 2MT Ivatt 2-6-2 in LMS black (Dap) NEW.....	£53
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2S-014-001 Class 45xx 2-6-2 4518 in GWR green (Dap) £53	
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2S-014-002 Class 45xx 2-6-2 4528 in BR black early emblem (Dap).....	£53
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2S-014-003 Class 45xx 2-6-2 4571 in BR black 'British Railways' lettering (Dap).....	£53
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## Want it DCC fitted?

[www.ehattons.com/dccfitting](http://www.ehattons.com/dccfitting)

for more details



2S-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) ..... £95  
2S-010-002D Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest. DCC fitted (Dap) ..... £111  
372-752 Class 4MT Fairburn 2-6-4 tank 42073 BR black late crest (Gra) £89.21



372-751 Class 4MT Fairburn 2-6-4 tank 42096 in BR black early emblem (Gra) ..... £89.21



372-753 Class 4MT Fairburn 2-6-4 tank 42267 in BR black late crest - weathered (Gra) ..... £97.71



2S-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) ..... £61  
2S-007-009 Class 57xx Pannier #5724 GWR Green 'GWR' Lettering (Dap) £61  
2S-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61  
2S-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) ..... £88



372-480 Class 6P Jubilee 4-6-0 5664 'Nelson' in LMS Crimson (Gra) ..... £110.46  
2S-001-001 Class 7800 Manor 4-6-0 7801 'Anthony Manor' in GWR green shirbutton emblem (Dap) ..... £100



2S-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) ..... £100  
2S-001-000D Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest. DCC fitted (Dap) ..... £119



2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) ..... £94  
2S-013-005D Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered. DCC fitted (Dap) ..... £113  
2S-013-004 Class 9F 2-10-0 92052 BR black early emblem & BR1C tender (Dap) ..... £87  
2S-013-003 Class 9F 2-10-0 92220 'Evening Star' in BR green late crest & BR1G tender - weathered (Dap) ..... £94



2S-013-002 Class 9F 2-10-0 92226 in BR black late crest & BR1G tender (Dap) ..... £87  
2S-013-002D Class 9F 2-10-0 92226 in BR black late crest & BR1G tender. DCC fitted (Dap) ..... £106  
372-802 Class A1 4-6-2 60147 'North Eastern' in BR green early emblem (Gra) (list £144.40) ..... BARGAIN ..... £111



ND129D Class A3 steam loco 4472 'Flying Scotsman' LNER Green (Dap) ..... £105



2S-008-000D Class A4 steam loco 60019 "Bittern" in BR green late logo and double chimney. DCC fitted (Dap) £122



372-400 Class J39 0-6-0 1856 in LNER Lined Black flat sided tender (Gra) ..... £80.71

372-402 Class J39 0-6-0 64791 BR black late crest & stepped tender (Gra) £80.71



372-725^ Standard Class 5MT 4-6-0 73068 in BR lined green late crest & BR1C tender (Gra) (list £124.95) ..... BARGAIN ..... £79



372-727^ Standard Class 5MT 4-6-0 73082 "Camelot" in BR lined black early emblem & BR1B tender (Gra) (list £124.95) ..... BARGAIN ..... £84



372-726^ Standard Class 5MT 4-6-0 73158 BR lined black late crest BR1B tender (Gra) (list £124.95) BARGAIN .. £79

### Train packs



370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) ..... £203.96



2D-012-007 Class 22 diesel loco in BR blue & 6 milk tankers - weathered (Dap) ..... £142

### Diesel locos

371-019 Class 08 diesel 08897 in EWS - weathered (Gra) ..... £76.46  
371-032 Class 20 diesel 20063 BR blue indicator discs - weathered (Gra) £93.46  
371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) ..... £84.96  
2D-012-001^ Class 22 diesel loco D6318 in BR blue full yellow ends (Dap) (list £136.89) ..... BARGAIN ..... £99



2D-012-003^ Class 22 diesel loco D6319 in BR green small yellow panels (Dap) (list £136.89) BARGAIN ..... £99  
2D-012-002^ Class 22 diesel loco D6320 in BR green small yellow panels (Dap) (list £136.89) ..... BARGAIN ..... £99  
372-979 Class 24 diesel D5085 BR two-tone green (Gra) ..... £84.96



371-085 Class 25/1 diesel D5188 in BR green (Gra) £84.96



371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) ..... £93.46



371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) ..... £93.46



371-087 Class 25/2 diesel 25245 in BR blue (Gra) .. £84.96



371-080 Class 25/3 diesel 25279 BR blue (Gra) (list £94.05) ..... BARGAIN ..... £45



2D-018-001 Class 35 Hymek D7061 in BR blue full yellow ends (Dap) NEW ..... £79  
2D-018-001D Class 35 Hymek D7061 BR blue full yellow ends. DCC Fitted (Dap) NEW ..... £99

2D-003-008D Class 52 diesel loco D1000 "Western Enterprise" in BR maroon - weathered. DCC fitted (Dap) ..... £110  
2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) ..... £94  
2D-003-002 Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel (Dap) ..... £91  
2D-003-009 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap) ..... £94  
2D-003-010 Class 52 diesel loco D1062 "Western Courier" in BR Blue full yellow ends - weathered (Dap) ..... £94  
2D-003-010D Class 52 diesel loco D1062 "Western Courier" in BR blue full yellow ends - weathered. DCC Fitted (Dap) ..... £110  
2D-003-006 Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels (Dap) ..... £94  
371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR blue (Gra) ..... £93.46  
371-285 Class 55 diesel 'Deltic' D9007 'Pinza' in BR green (Gra) ..... £93.46



371-286 Class 55 diesel 'Deltic' D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) ..... £93.46  
371-285 Class 55 diesel 'Deltic' D9007 'Pinza' in BR green (Gra) ..... £93.46



2D-004-008 Class 56 diesel 56056 in Construction (Doncaster built) (Dap) ..... £101  
2D-004-007 Class 56 diesel 56090 BR blue large loco (Doncaster built) (Dap) £101  
2D-004-009 Class 56 diesel 56105 Colas Rail freight (Doncaster built) (Dap) ..... £101  
371-355 Class 60 diesel 60011 in DB Schenker (Gra) ..... £93.46  
371-356 Class 60 diesel 60029 'Ben Nevis' Railfreight Metal sector (Gra) £93.46  
371-384 Class 66 diesel 66209 in EWS - weathered (Gra) ..... £99.41



2D-004-008 Class 56 diesel 56056 in Construction (Doncaster built) (Dap) ..... £101  
2D-004-007 Class 56 diesel 56090 BR blue large loco (Doncaster built) (Dap) £101  
2D-004-009 Class 56 diesel 56105 Colas Rail freight (Doncaster built) (Dap) ..... £101  
371-355 Class 60 diesel 60011 in DB Schenker (Gra) ..... £93.46  
371-356 Class 60 diesel 60029 'Ben Nevis' Railfreight Metal sector (Gra) £93.46  
371-384 Class 66 diesel 66209 in EWS - weathered (Gra) ..... £99.41

### Electric locos



ND099Q^ Class 86 electric Freightliner Power Haul new style panto (Dap) (list £117.89) ..... £59  
ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) ..... BARGAIN ..... £69



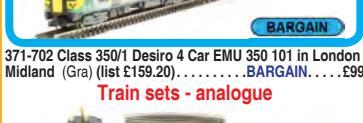
ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) ... £135



ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) ... £135



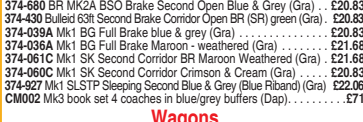
371-740 Class 251 Blue Pullman 6 car Midland set in Nanking blue (Gra) ..... £229.46



371-741^ Class 251 Blue Pullman 6 car Midland set Nanking blue full yellow ends. (Gra) (list £269.95) . BARGAIN. .... £171



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £159.20) ..... BARGAIN. .... £99



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £159.20) ..... BARGAIN. .... £99

### Train sets - analogue

NDIESEL2 DCC train set Class 56 in Loadhaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) ..... £232  
2P-003-004 B Set Coach Twin Pack GWR shirbutton 6894 & 6895 (Dap) ..... £21  
374-680 BR Mk2A BSO Brake Second Open Blue & Grey (Gra) ..... £20.83  
374-430 Bulleid C38 Second Brake Corridor Open BR (SF) green (Gra) ..... £20.83  
374-039A Mk1 BG Full Brake blue & grey (Gra) ..... £21.68  
374-036A Mk1 BG Full Brake Maroon - weathered (Gra) ..... £21.68  
374-061C Mk1 SK Second Corridor BR Maroon Weathered (Gra) ..... £21.68  
374-060C Mk1 SK Second Corridor Crimson & Cream (Gra) ..... £20.83  
374-927 Mk1 SLSTP Sleeping Second Blue & Grey (Blue Riband) (Gra) £22.06  
CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) ..... £71

### Wagons

373-900E 45 Tonne glw HAA Hopper Freight Brown - weathered (Gra) ..... £11.01  
2F-031-002 6-wheel milk tanker "Express Dairies" (Dap) ..... £11  
377-326B^ Corflit With AF Container light blue (Gra) (list £43.80) ..... BARGAIN ..... £28  
377-326B^ Megapack of 8 (Gra) (list £87.60) ..... BARGAIN ..... £50  
373-038A PGA bulk aggregate hopper wagon "Tarmac" (weathered) (Gra) ..... £7  
377-725^ SPA Wagon Steel Coil Wagon Railfreight red (Gra) ..... £11  
377-725^ Pack of 4 (Gra) (list £63.40) ..... BARGAIN ..... £42



377-725^ Megapack of 8 (Gra) (list £126.80) ..... BARGAIN ..... £80



377-990 Triple pack 12 Ton ventilated vans BR bauxite early - weathered (Gra) (list £29.95) ..... BARGAIN. .... £19  
377-335 Triple pack Corflit wagons BR bauxite AF containers light blue - weathered (Gra) (list £32.95) ..... BARGAIN ..... £19



377-935^ Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) ..... BARGAIN. .... £23

### DCC decoders



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) ..... £24



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) ..... £15.26

### DCC accessory decoders

DCC-ADS2 Solenoid accessory decoder (2-way) (DCC) ..... £14



36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) ..... £15.26

### Point motors



DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC) ..... £75

### Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII 'Plug&Play') (Dap) ..... £8  
NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'Plug&Play') (Dap) ..... £8



DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC) ..... £75

### Cables & Wires

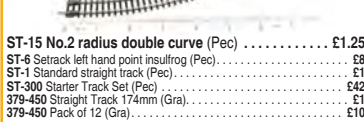
PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) ..... £6



SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) ..... £1.50  
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) ..... £18  
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) ..... £17  
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) ..... £1.50

### Buildings - railways

42-083 Carriage Shed (Gra) (list £34.95) ..... BARGAIN ..... £16



42-125 Rural Workers Cottages (72mm x 43mm x 65mm) (Gra) ..... £21.21

### Buildings - general

42-125 Rural Workers Cottages (72mm x 43mm x 65mm) (Gra) ..... £21.21

### Bridges, Tunnels & Walls

42-125 Rural Workers Cottages (72mm x 43mm x 65mm) (Gra) ..... £21.21



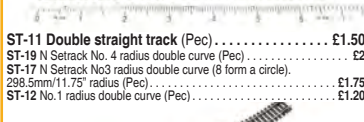
NBR4 Four Arch Causeway (Anc) NEW ..... £15  
42-225 Low Relief Retaining Walls (86 x 5 x 44mm) (Gra) ..... £5.06



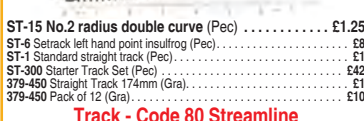
PN147 Railway Bridge (Stone) (Met) NEW ..... £10.50



239Ratio Retaining Walls (Rat) NEW ..... £7.50  
PN149 Tapered Retaining Walls (Stone) (Met) NEW ..... £8



Track - Code 80 Setrack



ST-11 Double straight track (Pec) ..... £1.50  
ST-19 N Setrack No. 4 radius double curve (Pec) ..... £2  
ST-17 N Setrack No.3 radius double curve (8 form a circle). 298.5mm/11.75" radius (Pec) ..... £1.75  
ST-12 No.1 radius double curve (Pec) ..... £1.20

ST-15 No.2 radius double curve (Pec) ..... £1.25  
ST-6 Setrack left hand point insulfrog (Pec) ..... £8  
ST-1 Standard straight track (Pec) ..... £1  
ST-300 Starter Track Set (Pec) ..... £42  
379-450 Straight Track 174mm (Gra) ..... £1  
379-450 Pack of 12 (Gra) ..... £10

### Track - Code 80 Streamline

SL-302 1 yard (91.5mm) length of Concrete Sleeper Nickle Silver Flexible track (Pec) ..... £2.70  
SL-302 Pack of 25 (Pec) ..... £53



## Looking for past products?

[www.ehattons.com/latestpreowned](http://www.ehattons.com/latestpreowned)

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec).....£52  
 SL-300 Single (Pec).....£2.60  
 SL-389 Left hand large point insulfrog (Pec).....£9  
 SL-396 Left hand medium point electrofrog (Pec).....£8  
 SL-396 Left hand medium point insulfrog (Pec).....£8  
 SL-388 Right hand large point insulfrog (Pec).....£9  
 SL-E395 Right hand medium point electrofrog (Pec).....£8  
 SL-395 Right hand medium point insulfrog (Pec).....£8

**Track - Code 55 Finescale Streamline**

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec).....£68  
 SL-300F Single (Pec).....£2.90  
 SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec).....£3  
 SL-302F Pack of 30 (Pec).....£78  
 SL-E399F 3-way finescale turnout (Pec).....£26  
 SL-E387F Finescale curved double radius left hand point electrofrog (Pec).....£9.50  
 SL-E386F Finescale curved double radius right hand point electrofrog (Pec).....£9.50  
 SL-E390F Finescale double slip electrofrog (Pec).....£31  
 SL-E389F Finescale left hand large point electrofrog (Pec).....£9.50  
 SL-E396F Finescale left hand medium point electrofrog (Pec).....£8.50



SL-E392F Finescale left hand small point electrofrog (Pec).....£8  
 SL-E388F Finescale right hand large point electrofrog (Pec).....£9.50  
 SL-E395F Finescale right hand medium point electrofrog (Pec).....£8.50  
 SL-E391F Finescale right hand small point electrofrog (Pec).....£8  
 SL-E383F Finescale scissors crossover electrofrog (Pec).....£52

**Track & Points****Track underlay**

379-461 Right Hand Standard Point (Gra).....£7  
 GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau).....£18

**Railway publications**

379-014 Graham Farish 2014 25th Anniversary Catalogue (Gra).....£5.74

**Buses**

NAN001 Leyland Atlantean Park Royal 'Southdown NBC' (1975 - 1990) (Bas).....£8.99  
 NAN002 Leyland Atlantean Park Royal 'East Yorkshire NBC' (1973 - 1989) (Bas).....£8.99

**Commercial vehicles**

NFG002 Foden FG Foden FG Round Tanker Milk Marketing Board (Oxf) NEW.....£4.75  
 NFG001 Foden FG Platform BRS (Oxf) NEW.....£4.50



N033 Karrier Bantam dropside 'RAF' (circa 1956-1966) (Bas) NEW.....£5



NSCA004 Scania Curtainside Knights of Old (Oxf) NEW.....£11



NSCA003 Scania Highline Tipper 'Ian S Roger - The Forgie Norseman' (Oxf) NEW.....£11  
 NSCA002 Scania Highline Frigate 'Eddie Stobart' (Oxf).....£10  
 NTCAB002 Scania T Cab Curtainside 'Ian Hayes' (Oxf).....£11  
 NTCAB003 Scania T Cab Tipper 'J & M Murdoch' (Oxf).....£11  
 NSCA001 Scania Topline Curtainside 'Stobart' (Oxf).....£9

**HO Gauge (1:87 Scale)****DCC accessory decoders**

DCD-ADS2 Solenoid accessory decoder (2-way) (DCC).....£14

**Point motors**

DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC).....£75

**O Gauge (1:43 Scale)****Diesel locos**

4051 Class 40 1Co-Co1 in BR blue full yellow ends (Hel) NEW.....£500



4050 Class 40 1Co-Co1 in BR green small yellow panels (Hel) NEW.....£500

**Wagons**

7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap).....£62  
 7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap).....£62



7F-100-004 SR 25T 'Pillbox' Brake van 55583 in BR bauxite & grey right hand duckett (Dap).....£62

**Point motors**

DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC).....£75

**Track - Code 124 Bullhead Streamline**

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec).....£60  
 SL-700BH Single (Pec).....£6  
 SL-E787BH Left hand O gauge curved turnout (Pec).....£47  
 SL-E786BH Right hand O gauge curved turnout (Pec).....£47  
 ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec).....£6.50  
 SL-E797BH Y Point bullhead rail & electrofrog (Pec).....£36

**Cars**

43ASV001 Austin Seven RN Van in Primrose (Oxf).....£12

VA13305B Ford Capri Mk1 RS3100 Sebring Red RHD (Australian Export model) (Cor) NEW.....£19  
 VA10812 Ford Capri Mk3 2.8 injection, Forest Green and Crystal Green (Cor).....£19  
 43HT002 Healey Tickford in black (Oxf) NEW.....£18



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90069Percy Percy loco (split from 90069) (Bac).....£99

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**Analogue point control**

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 PL-35 Capacitor Discharge Unit Mk2 (Pec).....£12



PL-15 Twin Microswitch (Pec).....£6

**DCC decoders**

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36-520 EZ Command 5 amp booster transformer (Bac).....£190



36-507 EZ Command Dynamis system - Additional handset (Bac).....£64.13



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DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau).....£99



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau).....£124

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DCP-CB12D Cobalt slow-action digital DCC point motor x 12 (DCC).....£180



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PL-10E Point Motor Extended Pin (use PL-9) (Pec).....£4.50

PL-10E Bag of 6 (Pec).....£25



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PM-1 Seep point motor accessory switch (Gau).....£4

PL-11 Side mounted point motor (Pec).....£7

**Switches & Levers**

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PL-26R Passing Contact Switch - Red Lever (Pec).....£4.50

PL-26W Passing Contact Switch - White Lever (Pec).....£4.50

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WM1 Output 1x18v AC 1A (Gau) NEW.....£0

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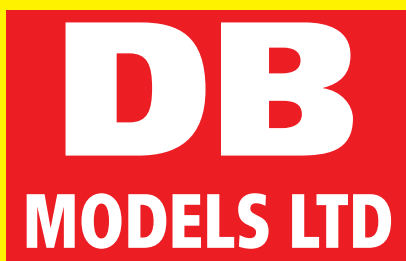
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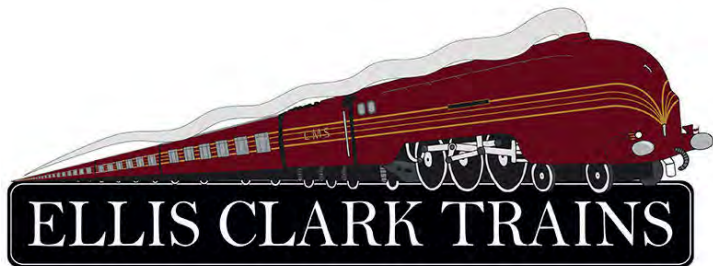
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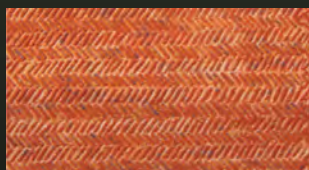
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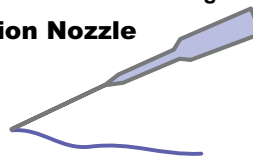
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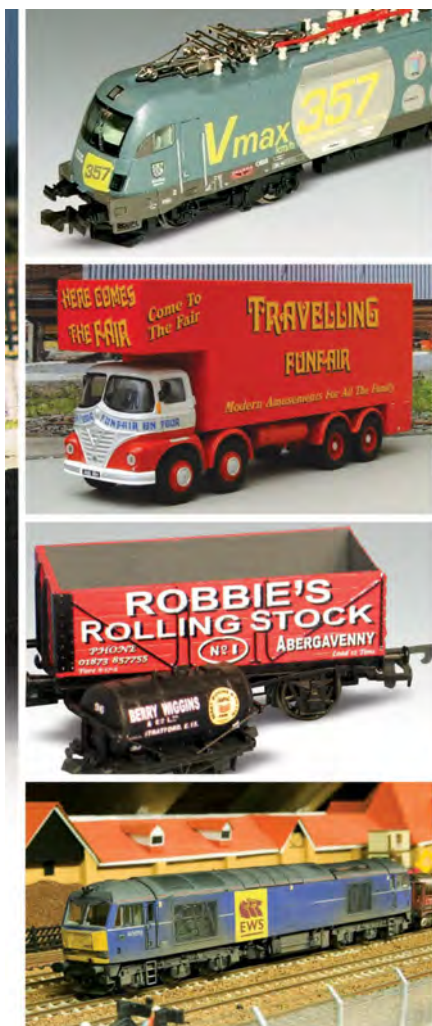
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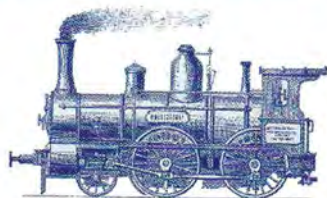


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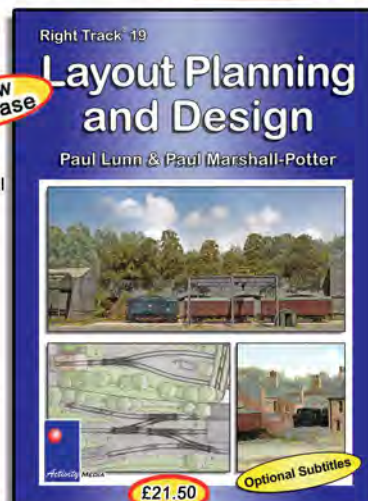
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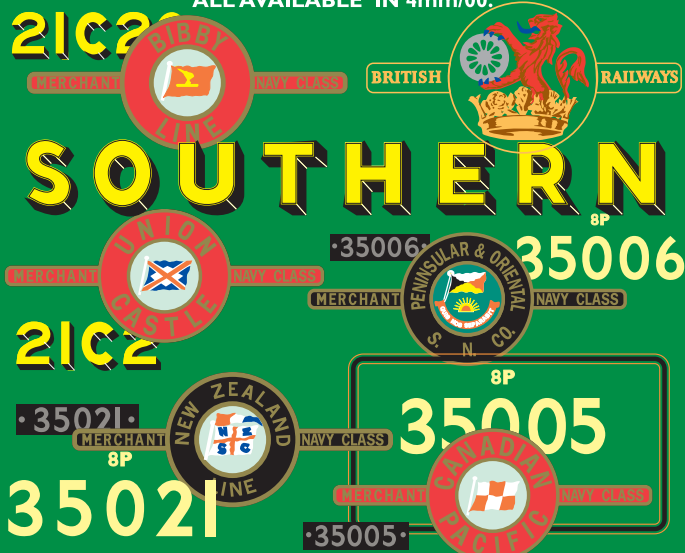


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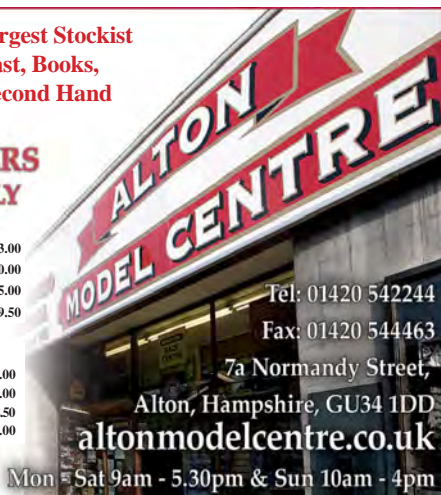
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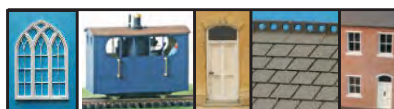
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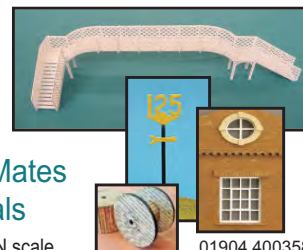
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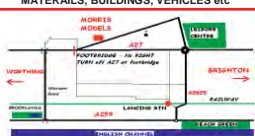
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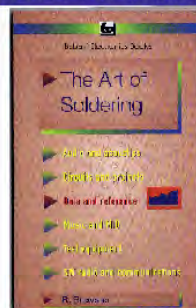
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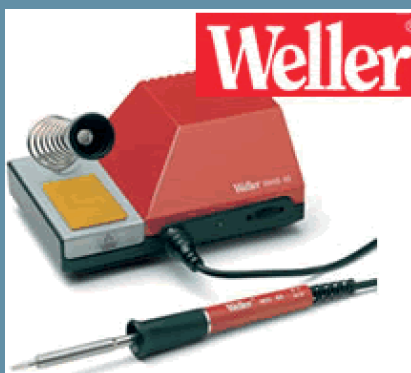
Richard started and continued to expand the retail side especially taking advantage of the internet to promote and sell the Soldering Irons etc. via the specialist website [www.soldering-shop.co.uk](http://www.soldering-shop.co.uk).

Several years ago the publishing house, Bernard Babani Publishing, persuaded Richard to write a book for the Soldering Beginner now published as "The Art Of Soldering", available through the website. So far it has sold just over 26,000 copies and has featured in most model magazines, many newspapers and last year on "James May's Man Lab" on BBC Television.

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- 2D-015-002D** - Class 122 BR Green SYP W55006 DCC
- ND210A** - Class 122 Regional Railways Livery 55012 Dummy
- ND210B** - Class 122 Blue/Grey Livery W55011 Dummy
- ND210C** - Class 122 BR Green with Whiskers W55016 Dummy
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- 2S-017-002** - Britannia BR L/Crest Alfred the Great 70009
- 2S-017-002D** - Britannia BR L/Crest Alfred the Great 70009 DCC
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- 2S-017-004D** - Britannia BR L/Crest Morning Star DCC
- 2S-017-005** - Britannia BR L/Crest Western Star Weathered
- 2S-017-005D** - Britannia BR L/Crest Western Star Weathered DCC
- ND095B** - Britannia Oliver Cromwell 70013
- ND210BD** - Britannia Oliver Cromwell 70013 DCC

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- 2D-012-013** - Class 22 BR Green SYP Font A D6315 Weathered
- 2D-012-013D** - Class 22 BR Green SYP Font A D6315 Weathered DCC
- 2D-012-014** - Class 22 BR Blue Full Yellow Ends Font A D6328
- 2D-012-014D** - Class 22 BR Blue Full Yellow Ends Font A D6328 DCC
- 2D-013-000** - Class 27 BR Blue Livery 27108
- 2D-013-000D** - Class 27 BR Blue Livery 27108 DCC
- 2D-013-001** - Class 27 BR Green SYP D5401
- 2D-013-001D** - Class 27 BR Green SYP D5401 DCC
- 2D-013-051** - Class 27 BR Blue 27203 Dummy
- 2D-013-052** - Class 27 BR Blue 27212 Dummy
- 2D-013-053** - Class 27 BR Green SYP D5360 Dummy

- 2D-013-054** - Class 27 BR Green SYP D5369 Dummy
- 2F-053-001** - Megafret Wagon (3368 4943 076) + 2 Less C02 Cont'rs
- 2F-053-002** - Megafret Wagon (3368 4943 055) + 2 Stobart Rail Cont'rs
- 2F-053-003** - Megafret Wagon (3368 4943 061) + 2 Less C02 Cont'rs Wthd
- 2P-005-510** - MK 3 Buffet Arriva Trains Wales 10259
- 2P-005-520** - MK 3 Coach Arriva Trains Wales 12179
- 2F-034-015** - 21T Hopper NCB 145
- 2F-034-016** - 21T Hopper NCB 145 Weathered
- 2F-036-011** - Bulk Grain Hopper Bass Charrington 36
- 2F-036-012** - Bulk Grain Hopper Bass Charrington 36 Weathered

*All product release dates correct at time of going to press*

## 'OO' releases in November



- 4F-034-009** - 21T Hopper NE 19377
- 4F-034-010** - 21T Hopper NE 19377 Weathered



- 4F-040-011** - 4 Plank - Cwmbran
- 4F-040-012** - 4 Plank - Cwmbran Weathered

**Released this month;**

- 4F-014-009** - Fruit D GWR S/Button 2894
- 4F-014-010** - Fruit D GWR S/Button 2894 Weathered
- 4P-010-034** - 57FT Stanier Corridor Brake BR Maroon Lined M5768M
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SHILLINGSTONE



# Welcome from the Club

**W**elcome to this special sample edition of the Bachmann Times, included with the December 2014 edition of BRM. The Bachmann Times is a high quality, 64 page full colour quarterly magazine and is the official magazine of the Bachmann Collectors Club. Alongside the latest news from all of the Bachmann brands, each issue is packed with articles from respected contributors covering aspects of both railway modelling and the real prototypes.

In this edition we look at just a few of the many highlights from recent issues of the Bachmann Times. Of particular interest is our new series entitled "The Bachmann Story". Over the coming issues this series will delve into the history of Bachmann Europe Plc whilst giving readers an insight into the journey a new model goes through, from the initial proposal to the finished item arriving in our UK warehouse. Part two of this fascinating series will be published in the Bachmann Times Vol. 15 No. 2, which will be dispatched to members at the end of November 2014. As you will see, in each magazine we also bring you detailed updates of the progress of new developments from both Bachmann Branchline and Graham Farish.

The only way to catch every issue of the Bachmann Times is by being a member of the Bachmann Collectors Club, so don't delay, sign up today!

## The Bachmann Collectors Club Team

**Club Manager** Katie Hines  
**Magazine Printing** Warners Midlands plc

The Club office is open from  
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**The Official Bachmann Collectors Club**



*Bachmann Club Members Day 2013 at the Bluebell Railway.*



# The Bachmann Story

## Part 1 - The Background Of The Brand



**A Bachmann Branchline L&YR Tank model with a Mainline J72 model. PHOTO BY RHIANNON WOOLLACOTT**

**W**elcome to this new series of articles looking at what could be described as 'The Bachmann Story'. At a time when our hobby is seeing a plethora of changes in terms of direction, pricing and methods, I thought it would be a good idea to commemorate 25 years of Bachmann Europe Plc by sharing our history, heritage and current operations with our valued Collectors Club members. Much has changed since Graham Hubbard started the company on behalf of Kader Holdings Company Limited in 1989 (then trading as Kader Industrial Company), but in many ways the best of what was

achieved then is perpetuated today. Who better to lead us through this interesting subject than our retired R&D Manager Merl Evans, and his colleague Dennis Taylor, who until recently headed up our product artwork team.

David Haarhaus  
European Sales & Marketing Manager

Without seeking to be controversial in my opening statement, I think it safe to say, in my opinion, that the UK's railway modelling market in OO scale stagnated in the 1960s/early 1970s. Modellers had to accept

standards for products that purported to be detailed scale models but bordered on being just marginally better than toy-like in manufacture. Such inherent features typical of the time can be described briefly as follows. Centre driving wheels (on steam outline locomotives) minus their flanges with rigid, one-piece coupling rods; body shells cast as one-piece mouldings with the majority of details combined integrally in low-relief form with the exception of two brass safety valves attached.

These shells were self-coloured plastic or die-cast alloy with a very basic level of applied livery decoration and finish. A large,



**ABOVE: The front page of the first Mainline Railways catalogue released in 1976. PHOTO BY PAT HAMMOND**



**ABOVE: The Palitoy factory site in Coalville in 1977. The area outlined in white shows the factory as it was in 1950. PHOTO MERL EVANS COLLECTION**



crude and obtrusive pressed metal coupler system of hinged hook and frame arrangement, which gained favour in the UK at the time, was employed. Dimensional accuracy in certain products offered was questionable while the motors/drive mechanisms were relatively basic.

Meanwhile, concurrent with this situation, HO scale models of European and American outline made their appearance onto the market. Although these 'high end' products were substantially more expensive (particularly the former), British modellers asked the question why were they starved of such sophisticated products in OO scale. In fact, some chose to model in HO simply because of what was currently available to them.

## PALIToy STEPS IN

In the early 1970s this 'climate' did not go un-noticed by one of the UK's major toy makers based in Coalville, Leicestershire, called The Palitoy Company, then part of the Cincinnati-based General Mills Group. Seeking to expand its turn-over, their astute Marketing Manager at that time, Nicholas (Nick) Farmer, began to look into the feasibility of making in-roads into the train set market share monopolised almost entirely by Hornby. This statement is noteworthy relating to the original strategy proposal of the company. Palitoy's success was due to its long-established record in the toy market; the range of sets was their first priority as this was the 'comfort zone' they knew.

The rolling stock and locomotive elements of the sets were to be made available as separate unit sales as it was envisaged these might have some secondary appeal to model shops. Each item bore the exact same likeness to that which appeared in the set contents with no alteration whatsoever in assembly or livery detail.

## KADER PRODUCTION

Palitoy already enjoyed a commercial arrangement with the Kader Industrial Company founded in 1948 in North



**ABOVE: Mainline Railways packaging showing the BR 4MT 4-6-0 one of the first locomotives released. PHOTO BY PAT HAMMOND**

Point, Hong Kong (Island), as a source of manufacture of some of the toy products it (Palitoy) marketed, predominantly dolls. Kader was at the time already manufacturing for the US brand name Bachmann which it later came to acquire.

They asked if they would make for them, in return for contracts placed with Kader as an OEM vendor; action toys for the Star Wars concept for which Palitoy held the licence. Three avenues of feasibility were explored to address this proposal over a period of time.

The first option was simply to become an importer of Bachmann. The second was to evaluate the feasibility of placing British outline body shells onto US chassis units. And finally, for the first time ever within a Far East factory, tooling a range of carefully selected bespoke products in the scale unfamiliar to the Chinese of 1:76 reduction ratio (compared to 1:87 which they were used to) that would be entirely new in selection of specific prototypes. It goes without saying, the latter was the option chosen. The foundation was set to change the company's future when, without intentionally seeking to do so, almost overnight it found itself one of the main players in the UK ready-to-run railway modelling market.

From the very outset in this negotiation, Palitoy senior management were adamant they did not want to be owners of the new tooling about to be commissioned; this cost would be permanently amortized by the Kader Industrial Company. In simple terms this meant Kader remained the rightful and legal owner of any moulds or dies; the

price of this capital outlay would be recouped by building it into the unit price quoted for any particular item, that is, its F.O.B. (Free on Board) or ex-works cost.

Unknown at the time, some 15 years later this commercial arrangement gave Kader an inventory of tooling available for use to form the nucleus of an upgraded range using the same moulds with improved motors and mechanisms. This was to be sold directly via its own division into the UK launching in 1989 as Bachmann Branch-line, imported by Bachmann Industries Europe Limited.

## MAINLINE RAILWAYS

To revert to the early 1970s, Palitoy's marketing department selected, from a number of other suggestions, the brand name for its model railway concept and this was Mainline Railways. Momentum was building in the associated preparations for Mainline's product launch debut to the toy and model trade, scheduled for the Brighton and Harrogate Toy Fairs in 1976. At this time it became obvious that another major name had noticed that there was room for another in the market alongside Hornby. This was Airfix, who already enjoyed a firm foothold in the scale model/hobby market with its plastic construction kits some of which were railway themed. With the common knowledge of each other's intentions, and projected launch date for unveiling their range to the model trade, this only served to accelerate the activities of both companies. It was conjectured at one time that both the Mainline and Airfix ranges were made in the same factory in Hong Kong. This was



**ABOVE: The box artwork for the first Airfix train set launched in 1976. PHOTO BY PAT HAMMOND**



**ABOVE: The two 'Wild West' locomotives manufactured by Kader and included in early Airfix train sets. PHOTO PAT HAMMOND COLLECTION**





**ABOVE: These two wagons are pre-production samples which appeared at the launch at the Brighton Toy Fair in 1976. They are now in a private collection. PHOTO BY PAT HAMMOND**

certainly not so as, although approached by Airfix to manufacture for them, Kader had an agreement in place with Palitoy, which they honoured. However, Airfix did source from Kader their scale 4-4-0 locomotives and associated rolling stock for their somewhat 'quirky' Wild West themed play sets, which may have given rise to the confusion.

One thing both companies shared in common was in the subsequent year after their launches (each attending the same 1976 venues incidentally), that they both chose to 're-invent' themselves and adopt a different strategy as to how they saw themselves in the market place as model manufacturers.

Speculation of the time has it that there was a third very well known long-established toy company, specialising in die-cast models, that coincidentally had its sights set on expanding into railways. However, they abandoned this proposal leaving a 'two horse race' between Palitoy and Airfix.

## GREAT MODEL RAILWAYS

Five years after their launch debut, the year 1981 saw the next major milestone in Mainline Railways' story. The Airfix Company went into receivership and was acquired by Palitoy. The model railway division had at this time been re-branded as GMR (Great Model Railways) and the next task was to seamlessly blend the

two ranges into one.

The tooling was placed with established vendors, two used already by Airfix for sourcing, namely Sanda Kan and the Cheong Tak Company. The former was acquired by Kader a few years ago. A third, and until then unknown vendor, namely Todco, was selected into which all GMR goods wagons tooling was moved. There was just one single and noteworthy exception to the latter. Palitoy made the request that the Conflat and its Type B container load be singled out to go to Kader as the latter was ideally compatible with their I-Plank Wagon flat.

With three new sources coming on stream and subsequently opening up the prospect of greatly increased manufacturing capacity, there now followed a complex logistical exercise. It was necessary to unify the product line so that an overall impression of uniformity presented itself on the shop shelves. Paints had to be rematched; the coupler (developed jointly between Kader and Palitoy) was re-tooled to phase out the GMR offering primarily for compatibility and visual effect; coach/wagon wheels and their shouldered axles were standardised and, most importantly, packaging and corporate graphics had to be identical.

It must be realised that for all these vendors, now totalling four including Kader, in day-to-day business activity right

from the outset Palitoy never had direct contact with them from the UK (in those days the options were phone or telex!). This was controlled by their own offices situated in Kowloon under the name General Mills (Hong Kong) Limited. Prior to this, and before the CPG takeover (General Mills' toy division), it traded as Palitoy (Far East) Limited undertaking a similar role.

## TOOLING OWNERSHIP

Following a directive from the US parent company, it was decreed that after a certain date that Palitoy should own any new tooling necessary in expanding its range and the amortization arrangement enjoyed with Kader must cease. Some of the first new product selections this directive applied to were the Class 56 Co-Co diesel; Class 2P and the GWR Dean Goods. In the acquisition of Airfix all tooling formerly owned by that company now constituted the assets of Palitoy; it was these moulds and dies that were to be later sold to the Dapol model railway company.

Any Kader tooling remained their legal property despite this. The only Kader-sourced items sold to Dapol were stock from their Glenfield, Leicestershire warehouse of finished goods shipments. As a result, Dapol was in a position where it could never be given the opportunity to re-run certain ex-Kader



**ABOVE: Artwork for the Airfix suburban train set featuring the 14xx 0-4-2T and B set coaches. PHOTO BY PAT HAMMOND**



**ABOVE: 1980 Mainline Railways catalogue the last before the acquisition of Airfix GMR. PHOTO BY PAT HAMMOND**



**ABOVE: New release leaflets were produced as supplements to the existing catalogues. This one dates from 1978. PHOTO BY PAT HAMMOND**





**ABOVE: This pre-production Mainline livery sample was produced in completely the wrong shade of green. It has survived in a private collection. PHOTO BY PAT HAMMOND**

items such as the popular small locomotives the 57xx pannier tank or the Class 03 shunter.

Confusion and misunderstanding in this ownership of tooling may have occurred, a sizeable chunk of which fell under Kader amortization policy and as a result remained their intellectual property. In 1986 this resulted in a legal altercation being brought by David Boyle, then proprietor of Dapol, against Replica Railways who had negotiated an arrangement with Kader to become import agent. Boyle thought he had been sold the rights to anything made using Kader tooling in the acquisition of the Mainline Railways brand name. However, the date of this litigation is outside the time frame of this profile of the genesis of Mainline Railways for, in 1983, a directive issued by Palitoy's US parent company sounded the death-knell of the brand. It was decreed that all European development should cease (which included the re-launch of Action Man) and the R & D Department based in Coalville would close on 31st August.

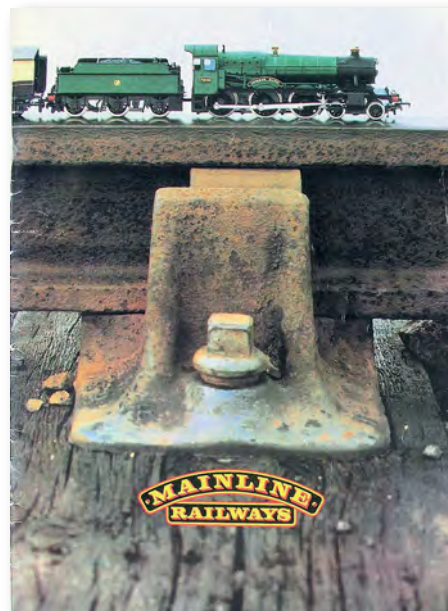
This was a particularly cruel blow to occur at this time as Palitoy management had taken contingency measures to get its house in order and improve its performance. Because of ever-increasing delays in product not being delivered in the year of its catalogue release, a policy of consolidation was implemented. The

development function still went on apace without any new release proposals being unveiled for one year. 1983 saw the tooling completed for a number of new steam locomotives plus a few items of rolling stock, namely, the GWR Modified Hall with Hawksworth tender; LNER Class B1 and LMS 2P. Despite their immediate readiness, requiring only livery artwork to be originated, the projects were simply abandoned although some Class 2Ps made it to market.

By this time, for better in-house project control and long-term planning, the 1:76 scale engineering drawings executed in the traditional drafting medium, before such a thing as CAD, for some (but by no means all) new products were contracted to a competent and railway-orientated drawing office based in Leicester called Tooling Essentials Limited. They had drawn the SR Lord Nelson locomotive plus its associated set of Bulleid coaches using a redesign of Airfix drawings as the basis for the latter.

Furthermore, other projects completed which were never to see fruition were a Class 8F and two LNER Gresley coaches. How an acceptable interpretation of the LNER's teak wood-grain effect was to be achieved in decoration at that time has to remain an unanswered question!

A rudimentary framework, for a long-term programme of new release



**ABOVE: The last Mainline catalogue, produced in 1983. PHOTO BY PAT HAMMOND**

proposals was in existence within Palitoy at the time of closure. It is noteworthy that choices which figured in it would see their appearance made by others such as the LMS Class 5 (Black Five); LMS Ivatt 2-6-2T; SR Class T9 and Class Q1. ■

*This story was taken from Special Edition Vol.15 No.1 which was published in August 2014. Follow this series in future editions of the Bachmann Times.*



**ABOVE: The B1 Class 4-6-0 was designed by Palitoy but the tooling was completed and released during the Replica Railways period in 1987. It continued to be available until 1993. PHOTO BY PAT HAMMOND**





# Railways & World War One

2014 marks the 100th anniversary of the start of World War One. To commemorate the event, Bachmann is launching a train pack in both N and OO scales to represent this dark period in European history during which railways played a major role.

**A**lthough wars were not new, the outbreak of World War One on 4th August 1914 was the first to be fought on such a large scale, becoming a global war before the signing of the Armistice in November 1918. This 'war to end all wars' was, of course, nothing of the sort and conflicts continue to rage to this day. By the end of World War One on 11th November 1918, some 9 million people had lost their lives and there were few villages or families who had not been affected in one way or another.

The Great War (as it was originally known) began as a result of the circumstances surrounding the assassination of Archduke Franz Ferdinand and his wife in Sarajevo by a Serbian group on 28th June 1914. Ferdinand was the heir to the Austro-Hungarian Empire (which at that time was in league with Germany) and this led to the Austro-Hungarian attack on Serbia in retaliation. At the time there were two large European powers with Britain, France and Russia as one alliance (The Triple Entente) and the Austro-Hungarian Empire and Germany comprising the other, which

was known as the Central Powers. The German forces then attacked Belgium and Luxembourg, which were at the time neutral countries, and made their way towards France and its capital Paris. This was enough to cause Britain to

declare war on Germany on 4th August 1914 and the German advance was halted in an area in North Eastern France where it remained entrenched for the next four years. With most of the French army positioned on the French / German border,



*This diorama has been produced using W. Britain scenic sections and figures in 54mm (1/32nd scale) depicting the atrocities of World War One. PHOTO BY W. BRITAIN*



they were caught out when the Germans advanced through Belgium. This resulted in the first battle of the war, the Battle of the Frontiers (7th August – 13th September) that was fought initially by French and Belgian troops. The British Expeditionary Force reached Mons on the France / Belgium border on 22nd August. A British reconnaissance party reached the area a day earlier and following the sighting of German troops, Private John Parr of the Middlesex Regiment became the first British soldier to be killed in the war. The following day the British army was engaged in the Battle of Mons. It was the first of many battles that resulted in the entrenchment of troops that we refer to today as the Western Front. Many had forecast it would all be over by Christmas 1914, however in reality this would turn out to be over four years of bloody conflict. It is only right that 100 years later, such events are reported and analysed to serve as a reminder of how so many sacrificed their lives so that we could enjoy our freedom today.

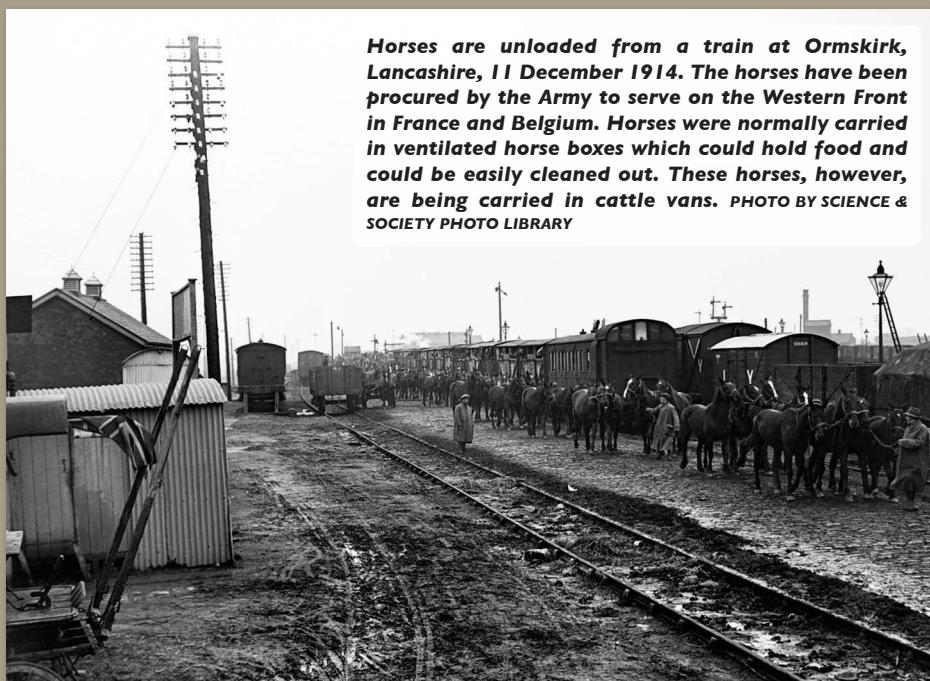
Conflict was not just contained to the Western Front; hence it became a World War rather than a European one. Elsewhere the conflict cascaded into Asia, The Pacific, The Middle East, South Africa and the Balkan states. With the USA providing supplies to the allies, German submarines targeted the Atlantic shipping convoys and in 1917, this led to the USA entering the war.

## MILITARY MOVEMENTS BEFORE THE RAILWAYS

The Romans built roads to move their armies from one encampment to another by marching, a daily march being some 12 miles between forts or camps. Over the succeeding centuries military movements were dependent on either horses or marching. These activities were often at short notice to deal with civil unrest in the days before the police force became fully established following publication of the Metropolitan Police Act in 1829. Subsequent legislation enabled the county forces to be formed.

Threat of invasion from Napoleon's French Army led to the building of the 28-mile long Royal Military Canal in Kent that opened in 1809. The advance of the railway network after 1825 would render it the first and last canal to be built in the UK for military rather than commercial use.

The Royal Navy was established in the 16th Century to defend our shores and to transport the Army overseas. To move an army, its horses and equipment to foreign shores was a major logistical exercise that would take considerable time to achieve.



**Horses are unloaded from a train at Ormskirk, Lancashire, 11 December 1914. The horses have been procured by the Army to serve on the Western Front in France and Belgium. Horses were normally carried in ventilated horse boxes which could hold food and could be easily cleaned out. These horses, however, are being carried in cattle vans. PHOTO BY SCIENCE & SOCIETY PHOTO LIBRARY**

## RAILWAYS AT WAR

The first reported use of any rail infrastructure in a war was the Tranent Waggonway that ran from coal pits in Tranent, East Lothian, down to the harbour at Cockenzie and opened around 1722. This used wooden rails and during the Jacobite uprising, which resulted in victory for the troops of Charles Edward Stuart (better known as Bonnie Prince Charles), the waggonway was used by the British Army to shield its artillery behind the embankment that provided a gradual slope down to the sea.

Following the opening of the Stockton & Darlington Railway in 1825, the Army soon realised that using rail could save substantial time and money. It took two

days to march from Liverpool to Manchester and two hours by train. The money paid to the railway company was far less than the additional "marching money" paid to the troops and the response time was almost immediate.

As railways developed across the world they became more instrumental in wars. Britain was involved in three major conflicts between the opening of the Stockton & Darlington Railway and the First World War.

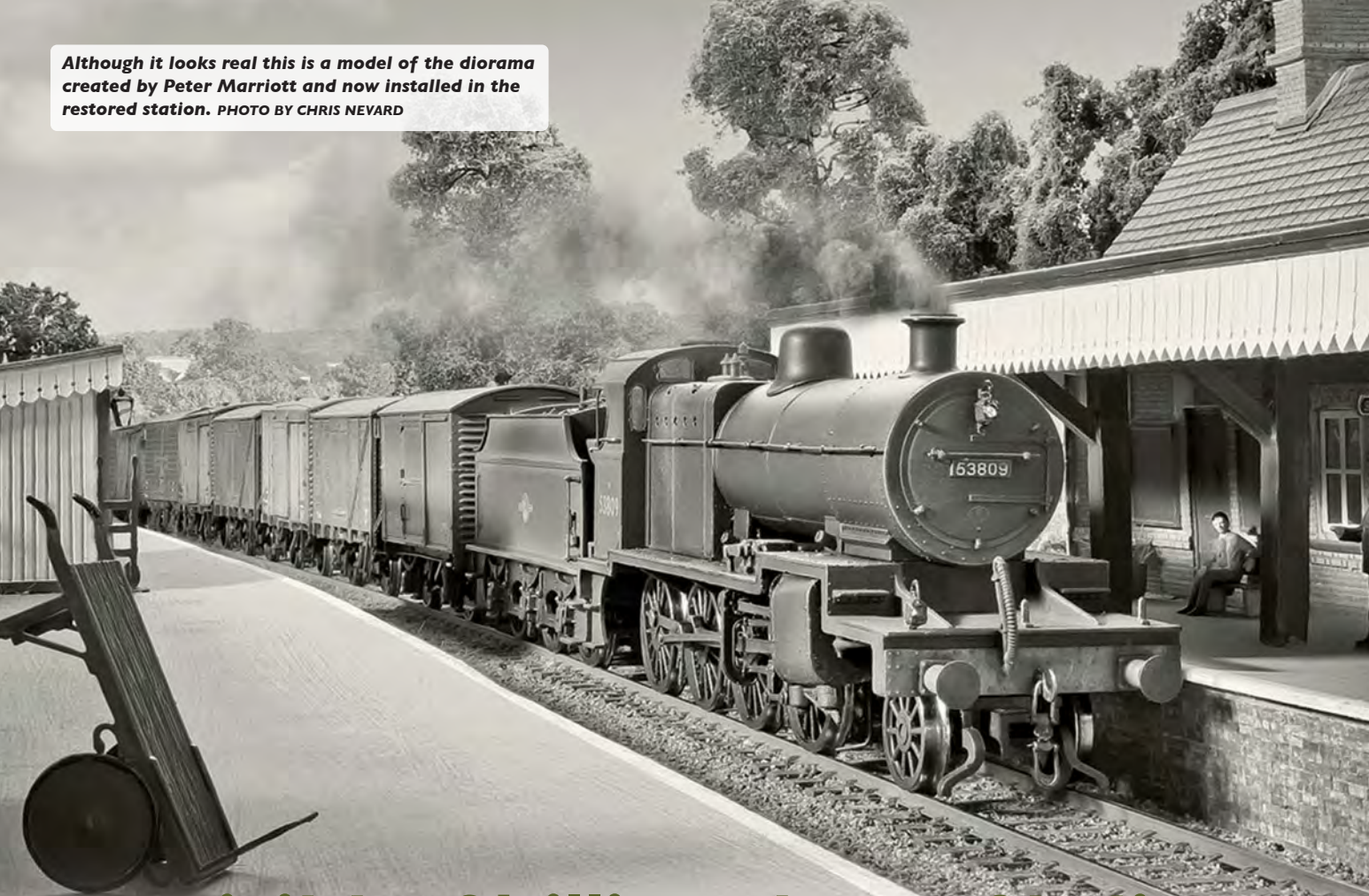
*This story excerpt was taken from Summer 2014 Edition Vol.14 No.4. The Bachmann Times features many articles relating to the history of real railways.*



**A derailed and overturned British railway engine in France. The initials ROD, for the Railway Operating Division of the Royal Engineers who were responsible for the operation of military trains, are visible on the tender. PHOTO BY IMPERIAL WAR MUSEUM PHOTO LIBRARY**



Although it looks real this is a model of the diorama created by Peter Marriott and now installed in the restored station. PHOTO BY CHRIS NEVARD



# Visit to Shillingstone Station

**Peter Marriott** completes the work on building a diorama of the preserved Shillingstone Station as it is today

All construction pictures taken by the author

**T**his is the second part of a two part series showing how best to use the Bachmann Scenecraft buildings of Shillingstone Station, which is being restored by the North Dorset Railway Trust.

In this section we take the bare landscape and create something that looks a lot more like grass, weeds and hedges.

## GROUND COVER

We concluded the previous article in this series by spraying the entire layout with green and brown acrylic spray paint to quickly cover up the white plaster cloth.

After the paint had dried I spread on Scenic Glue and sprinkled on Woodland Scenics Fine Turf where the grass would grow and fine real sand where the footpaths etc. would go.

After the glue had dried I added static grass fibres in some places with a Noch Grassmaster and Woodland Scenics Poly



*A helicopter view looking along the station showing one track laid but the other platform simply has ballast in front of it. Weeds are growing through the ballast.*





*Sand was sprinkled on the areas of the baseboard that were not to be covered in grass. Here, the first layer of green static grass fibres has been laid at the front of the baseboard.*

Fibre in others where I wanted taller vegetation. This flexible synthetic material sold in green can be used to create undergrowth, foliage, bushes, trees and rambling vegetation. I teased the fibres out from the 'ball' of material in the plastic bag. It can easily be 'moulded' into any shape that is needed.



*Hedges and vegetation were made from Woodland Scenics Poly Fibre that was teased out and then fine green turf sprinkled on to it.*

I then stuck it down to the landscape with Woodland Scenics Scenic Glue and after a few minutes sprayed it with extra hold unscented hairspray and sprinkled on fine turf to represent leaves.



*In real life there are quite a number of weeds growing through the ballast. I dabbed on a few spots of Scenic Glue then used a Noch Grassmaster to add static grass fibres.*



*Here are the resultant weeds.*



*A longer view showing the weeds between the platforms and the general vegetation that was mainly made from Poly Fibre, then sprayed with extra hold hairspray with fine turf of various colours sprinkled on.*



*The signal box plus the platelayers' hut and a couple of volunteers taking a break from laying additional track.*

## STATION GARDEN

The flowers are made from laser cut multi-coloured high quality paper that makes them strong but delicate. These plants by Gaugemaster (made for them by Noch) come ready to plant and just need a small blob of Scenic Glue on their base before they can be pushed onto the landscape. The plants can be adjusted into an upright position with your fingers or a small pair of tweezers.



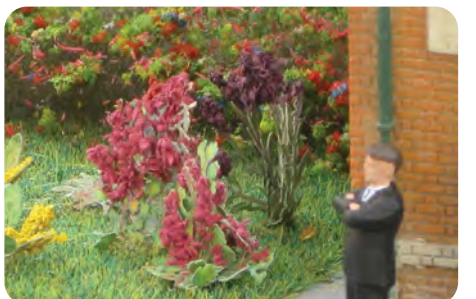
*The area that is to become the station garden.*



*A layer of short static grass fibres were added over spread Scenic Glue. Step 2.*



*Some laser cut garden plants by Gaugemaster/Noch were used to represent the flowers in the station garden.*



*Part of the colourful station garden. It is obviously summer judging from the variety of the flowers. Step 3.*

*This story excerpt was taken from Spring 2014 Edition Vol.14 No.3. The Bachmann Times feature many informative guides with lots of hints and tips for modelling.*

## WANT TO KNOW MORE ABOUT THE REAL SHILLINGSTONE STATION?

### Visit the website:

[www.shillingstone-railway-project.org.uk](http://www.shillingstone-railway-project.org.uk). The website provides details of opening times and special events.

### To visit the railway:

Station Road,  
Shillingstone,  
Blandford Forum,  
Dorset, DT11 0SA



**The SE&CR C Class hauled the Bachmann Collectors Club special for the entire day. PHOTO BY DENNIS LOVETT**



## Club Day 2013 - Bluebell Railway

The Bluebell Railway hosted 150 members of the Bachmann Collectors Club on 31st August 2013. Our special train was appropriately hauled throughout by SE & CR C Class 0-6-0 No. 592, the subject of a recent Bachmann Branchline model.

Also in operation on the day was GWR Prairie No. 5521 carrying its distinctive London Transport L150 livery. The locomotive had just been released as a Bachmann limited edition model for the London Transport Museum and was photographed by many members during the day.

The Bluebell provided members with tours of the carriage works at Horsted Keynes and the locomotive workshops at Sheffield Park. Atlantic House was also open, allowing members to view progress of the new build LB&SCR H2 class Atlantic, a OO scale model of which was announced by Bachmann earlier in the day.



**Roy Butcher winner of our recent South Eastern Trains competition was on board for our Bluebell Railway day.**



**Members assemble at Horsted Keynes on 31st August 2013. PHOTO BY HOWARD SMITH BRM**



**Some of the Bachmann team were caught on camera relaxing at the end of the day at Horsted Keynes. PHOTO BY PAUL EDWARDS**



**Members were able to go behind the scenes to see coaches being restored in the workshop. PHOTO BY HOWARD SMITH BRM**



The following reports were taken from Special Edition Vol.15 No.1, which was published in August 2014. Get the Bachmann Times for all the latest product updates from Bachmann Europe Plc.

## FORTHCOMING ITEMS

Our development team are working on the following items in readiness for them progressing to the Drawing Office:

- **LB&SCR H2 Class 4-4-2**
- **LMS Stanier Mogul 2-6-0**
- **Ivatt 2MT 2-6-2T (DCC chassis upgrade)**
- **V1/V3 2-6-2T (DCC Chassis Upgrade)**
- **Class 158 (all new tooling)**
- **Class 24/1**
- **Thompson Coaches**
- **WD Warflat**
- **Class B Bitumen TTA Tank**
- **Intermodals with Tank Containers**



**32-927 Class 150/1 First Great Western livery sample**



**31-430 Midland Class 1F LMS Black livery sample**

## IN THE DRAWING OFFICE

These items are at the design stage. From the produced CAD drawings the toolmakers will commence turning them into EP samples. The following items are currently at this stage:

- **BR Auto Trailer**
- **Mark 2F Coaches (including DBSO)**
- **Wickham Trolley (Type 27)**
- **20T Tank Wagon**
- **SE&CR Birdcage Coaches**

## THE TOOL ROOM

The following items have now progressed to the tool room:

- **21T Grain Wagon**
- **Class 43 Warship**

Once tooling has been completed for the models we will receive EP Samples for checking.

## ARTWORK STAGE

Our artwork department are currently working on the following item:

- **LMS 10000/10001 (Exclusively for Rails of Sheffield – new tooling)**
- **TPO Coach (with nets)**
- **64xx 0-6-0 Pannier Tank**
- **Class E4 0-6-2 Tank**

- **GWR Hall Class 4-6-0**
- **GWR Modified Hall Class 4-6-0**
- **Long Tube Wagon**

## LIVERY SAMPLES

Livery samples are awaited for:

- **12T pipe wagon**
- **Class 150 (new chassis, new interior, new glazing and interior lighting)**

Once approved these items will progress to the production stage.

## IN PRODUCTION

The following item has been approved for production:

- **Midland Class 1F 0-6-0ST**

## ON THEIR WAY

The following item has now been manufactured and should reach the shops before publication of the next magazine:

- **LMS 50ft Inspection Saloon**

## RECENT RELEASES

Further versions of the C Class locomotives have been released in the simplified SE&CR lined green livery (31-463), Southern Railway lined black (31-464) and in BR black with late crest (31-465).

All four versions of the Class 101 DMU are now available as two car units in BR green with speed whiskers (32-285), BR green with small yellow warning panel (32-286), BR blue/grey (32-287) and BR blue (32-288).

The LMS Porthole coaches have been produced in BR crimson and cream livery with six different vehicles being released. These are three 57ft vehicles comprising Corridor 3rd (39-450), Corridor 1st (39-455) and Corridor Brake 3rd (39-460). Three 60ft coaches have also been released and include Corridor Composite (39-465), Open Vestibule 1st (39-475) and Brake 3rd (39-470). The BR Mark 1 General Utility Vehicle (GUV) appears in InterCity Motorail colours (39-276).

The 13T high sided open wagon has been released in BR early bauxite livery with two different running numbers being available No. B480768 (38-325) and E281227 (38-327). The 12T ventilated van also appears in early BR bauxite (38-376) whilst the cattle wagon appears in NE grey (37-707).

The 22T Presflo cement wagons appear in Rugby Cement colours (38-272) or as a triple pack in BR weathered bauxite (38-287).

For further details please contact your Bachmann stockist.



## FORTHCOMING ITEMS

Our development team are working on the following items in readiness for them progressing to the Drawing Office:

- **GWR Castle Class 4-6-0**
- **SR PLV 4-Wheel Van**
- **BR Mark 2F Coaches**
- **GWR Auto Trailer**



**377-426/377-427 12 Ton Southern 2+2 Planked Ventilated Van engineering sample**

## IN THE DRAWING OFFICE

These items are at the design stage. From the produced CAD drawings, the toolmakers will commence turning them into EP samples. The following items are currently at this stage:

- **BR Standard 4MT 2-6-4 Tank**
- **GWR 64xx Pannier Tank**



**373-235 Bulk Grain Bogie Hopper 'Traffic Services' livery sample**

## IN THE TOOL ROOM

The following items have now progressed to the tool room:

- **SR Bogie B Luggage Van**
- **GWR Hawksworth Coaches**



**374-785 BR 4 Wheel CCT Van BR Lined Maroon livery sample**

## ENGINEERING SAMPLES

EP samples have been received for:

- **SR Ventilated Box Vans**

Once approved these will progress to the artwork stage.



**371-656 Class 57 Diesel No. 57312 in Network Rail Yellow livery sample**

## ARTWORK STAGE

Our artwork department are currently working on the following items:

- **SR N Class 2-6-0**
- **SR Merchant Navy Class 4-6-2**
- **Class 47/7**
- **Class 31**

## LIVERY SAMPLES

Livery samples are awaited for:

- **Class 57 (Dellner coupling version)**
- **BR Mark 1 CCT**
- **LMS (Ex-MR) 4F 0-6-0**
- **Polybulk Bogie Hopper**

Once approved these items will progress to the production stage.

## IN PRODUCTION

The following items have been approved for production:

- **Class 25**
- **LNER A2 Class 4-6-2**
- **20T Midland Brake Van**
- **COVHOP**

## ON THEIR WAY

The following items have now been manufactured and are on their way to us:

- **LMS Princess Coronation Class 4-6-2**
- **Class 37/4**

## RECENT RELEASES

The only releases during the short period since publication of the last magazine have been the BR Mark 1 Full Brake (BG) coaches which have been released in BR weathered maroon (374-036A), BR blue/grey (374-039A) and in BR departmental green livery carrying HST engine parts between Derby Loco Works and Bristol HST depot (374-041). For further details please contact your Bachmann stockist.





**The Official Bachmann Collectors Club**

# Limited Edition Models

The Bachmann Collectors Club produces limited edition locomotives and rolling stock in OO and N scale, available for club members to purchase only. These exclusive products will not be available in any high street retailer and make beautiful, highly collectable pieces.

Through the years we have produced a number of desirable models, many of which are commanding premium resale prices on auction sites such as eBay. Just a few such examples are shown below.



**32-550K (OO)**

Class A1 4-6-2 Locomotive No.  
60163 'TORNADO'

**RRP £129.55**

**eBay £320.00**

(Source - eBay sale, Oct 2013)

**31-378K (OO)**

Class 416 2EPB EMU in  
Network South East livery

**RRP £110.90**

**eBay £206.00**

(Source - eBay sale, Nov 2013)



**38-345K (OO)**

FNA Nuclear Flask Wagon

**RRP £26.95**

**eBay £71.00**

(Source - eBay sale, Mar 2013)





# Become a member of the official **Bachmann Collectors Club**



**Keep up-to-date with all the latest news and developments from Bachmann Europe Plc by becoming a valued member of the official Bachmann Collectors Club.**

**From just £27 per year, you will receive many benefits as part of your membership package. Our quarterly club magazine 'Bachmann Times' contains news, tutorials, features, product updates and competitions, covering Branchline, Graham Farish and other Bachmann ranges from around the world and written by respected railway journalists.**

## **Additionally you will receive:**

- A personalised membership card
- A wagon in either OO or N Scale (depending on your preferred choice). These are produced exclusively for the Bachmann Collectors Club and are highly collectable.
- A 2015 calendar featuring prints by top railway artist Malcolm Root at the end of the year.
- A Branchline or Graham Farish Catalogue.
- The opportunity to purchase locomotives and rolling stock produced exclusively for Bachmann Collectors Club members. These are all issued with individually numbered certificates.
- The chance to meet fellow collectors and modellers at our exclusive member events.

For further information, either log on to:  
**[www.bachmann-collectorsclub.co.uk](http://www.bachmann-collectorsclub.co.uk)**

or write to:

**Bachmann Collectors Club, PO Box 7820,  
Barwell, Leicestershire LE9 8WZ.  
Tel: 01455 841756**







# Collectors Club

## New Members Application Form

Please complete this membership application form (and return with your credit/debit card details or cheque/postal order to the address below) or, alternatively, join online at [www.bachmann-collectorsclub.co.uk](http://www.bachmann-collectorsclub.co.uk) or call **01455 841756**.

A ONE YEAR MEMBERSHIP FOR BACHMANN COLLECTORS CLUB COSTS:

**Single Membership (OO or N scale):**

**£27** UK, Northern Ireland and the Channel Isles **£34** Eire and Rest of World

**Double Membership (both scales) available at:**

**£37** UK, Northern Ireland and the Channel Isles **£50** Eire and Rest of World

### PLEASE ENROL ME AS A MEMBER OF THE BACHMANN COLLECTORS CLUB

Please print clearly in BLOCK CAPITALS and complete all applicable sections. Photocopies are accepted.

Title: \_\_\_\_\_ First Name: \_\_\_\_\_

Tel: \_\_\_\_\_

Last Name: \_\_\_\_\_

Mobile: \_\_\_\_\_

Date of Birth: \_\_\_\_\_

Email\*: \_\_\_\_\_

House Name/Number: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_

Country: \_\_\_\_\_

Postcode/ZIP: \_\_\_\_\_

\*By providing your email address you are hereby consenting to automatically receive email notifications regarding your membership and marketing emails. If you **do not** wish to be on our mailing list please tick the box. ☐

What Era(s) do you model in?: \_\_\_\_\_

Where did you hear about us?: \_\_\_\_\_

- ☐ 1 1804 - 1875 Pioneering
- ☐ 2 1875 - 1922 Pre-Grouping
- ☐ 3 1923 - 1947 The Big Four - LMS, GWR, LNER and SR
- ☐ 4 1948 - 1956 British Railways Early Emblem
- ☐ 5 1957 - 1966 British Railways Late Crest

- ☐ 6 1967 - 1971 British Railways Blue Pre-TOPS
- ☐ 7 1971 - 1982 British Railways Blue TOPS
- ☐ 8 1982 - 1994 British Railways Sectorisation
- ☐ 9 1995 onwards - Post Privatisation

Please tick appropriate scale:

☐ OO SCALE

☐ N SCALE

☐ BOTH

#### BY CHEQUE

**Cheques should be made payable to: Bachmann Collectors Club**

- ☐ I enclose a UK Cheque/Postal Order for £27.00/£37.00 or
- ☐ I enclose a Foreign Draft, drawn on a London Bank in Sterling for £34.00/£50.00

For office use only:

Chq No. \_\_\_\_\_

Date Rcvd \_\_\_\_\_

#### BY CARD

Please debit £ \_\_\_\_\_ sterling to my

☐ VISA

☐ MASTERCARD

☐ MAESTRO (SWITCH)

Card No:

Expiry Date:

Signature: \_\_\_\_\_

Start Date:

Security number: \_\_\_\_ \_  
(last 3 digits)

or  
Issue No. (Switch): \_\_\_\_\_

**Send Form to: Bachmann Collectors Club, PO Box 7820, Barwell, Leicestershire, LE9 8WZ, England**