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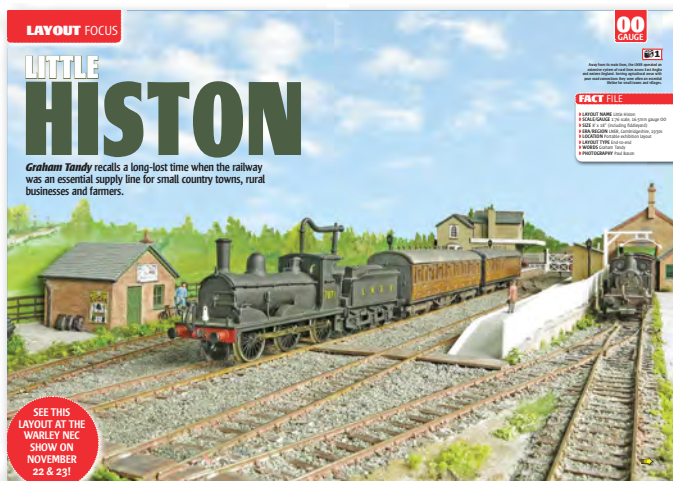
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32

Set in 'Last of the Summer Wine' country, this BR era N gauge layout was rescued from destruction by **Peter Langthorne** and **John Ireland**.



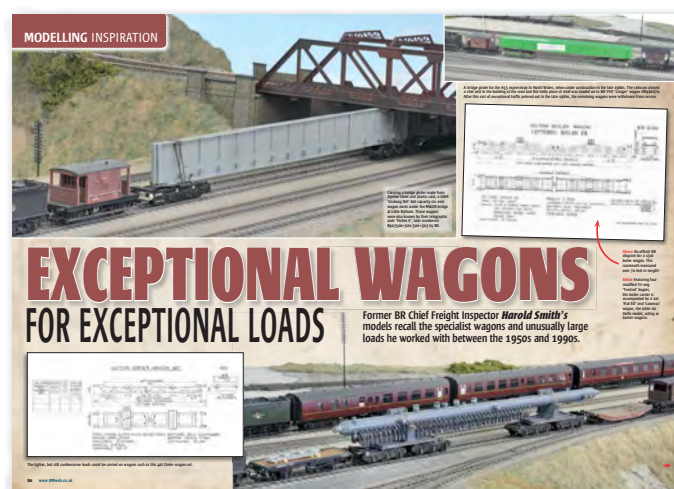
Graham Tandy recalls a long-lost time when the railway was an essential supply line for small country towns, rural businesses and farmers.

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Howard Smith sets out to motorise and improve and transform a die-cast Road-Rail excavator into one of Story Rail's vehicles. Certainly something different!

40



Former BR Chief Freight Inspector **Harold Smith's** models recall the specialist wagons and unusually large loads he worked with between the 1950s and 1990s.

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14 LAYOUT: WESTERHAM
Adrian Prime's OO gauge re-creation of a lost railway from his youth based on the Southern Region.

22 GREATFORD CROSSING
A brief taster of the superb layout featured on this month's free 'BRM TV' DVD.

24 PRACTICAL BRM: BUILD YOUR GOODS SHED KIT
Phil Parker explains how to build and make the most of your free Smart Models Goods Shed kit.

28 STOKESAY JUNCTION - PART 3
With the fundamentals sorted, Telford Railway Modellers Group look at the trains they'll need to re-create a realistic 1980s timetable.

32 LAYOUT: CLEGGWORTH
Peter Langthorne and John Ireland give their account on the N gauge layout they saved from destruction.

40 PRACTICAL BRM: CREATING A POWERED ROAD-RAILER
Howard Smith converts a die-cast model into a functioning rail-mounted excavator in O gauge.

46 PROTOTYPE INSPIRATION: MODERN ROAD RAILERS

A look at these machines that are essential in carrying out track maintenance on today's rail network.

48 PRACTICAL BRM: BUILD A ROAD-RAIL TRAILER

To complement Howard's road-railer, Phil Parker tackles the build of a road-rail trailer. But with no kit available, how did he do it?

50 READERS' LAYOUTS

Showcasing the diverse world of home layouts. Your layout could be here too!

52 LAYOUT: LITTLE HISTON

Graham Tandy recalls a time when the railway was an essential supply line for small country towns.

60 PROJECT LAYOUT: OWEN'S BRIDGE WW1 FIELD RAILWAY

Phil Parker introduces a new layout commemorating the railways that supported the First World War effort.

66 LAYOUT: ROUNDTREES SIDINGS

Trevor Smith describes this EM layout combining Tyne & Wear Metro and BR operations.

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Trevor Smith of DEMU's North East Area Group takes us behind the scenes of this unusual 1980s layout combining the Tyne & Wear Metro and BR freight operations.



Railways played an important part in the First World War. Phil Parker's new layout commemorates both the people and railways of this conflict.

60



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Continuing his occasional series of kit-building projects, **Tony Wright** tackles a South Eastern Finecast kit of the LNER J69 'Buckjumper'.



A recent influx of products from Hornby in the shape of the double chimned Castle, L1 in LNER green and Northern Belle train pack are reviewed.

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76 PRACTICAL BRM: J69 KIT BUILD
Tony Wright tackles a South Eastern Finecast kit of the LNER J69 'Buckjumper'.

80 MODELLING INSPIRATION: EXCEPTIONAL WAGONS
A recollection of specialist wagons in model form by former BR Chief Freight Inspector Harold Smith.

84 WHAT'S NEW?
All the latest news from the trade, including DJ Models Hunslet 'Austerity', announcements from Hornby and Hatton's plus updates from Bachmann and Kernow.

90 REVIEWS
An influx of new models from Hornby, plus Invicta's Mk 1 CCT and Dapol's O gauge 6w milk tank.

96 TRIED AND TESTED: RHDR ARMoured TRAIN
Phil Parker tries out a resin and whitmetal kit of one of the quirkiest military trains of the Second World War.

HORNBY CROSTI 9F
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96 TRIED & TESTED: MILITARY FIGURES
There's no shortage of suitable figures for military themed railways. Phil Parker looks at a few of the current options.

100 BRM INTERVIEW: PLANNING FOR A PENDOLINO
BRM talks to Ben Ando and Mike Hale, the modellers hoping to attract fellow 'N-gaugers' to support their plan for a Class 390 EMU.

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

154 NEXT MONTH
Find out what exciting features we've got planned for December's issue of **BRM**.

DON'T MISS OUT

December 2014 issue of

BRM

is on sale from
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FOR MORE
DETAILS
ABOUT THE
NEXT
ISSUE**

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BRM TV

On this month's DVD, we visit Graham Hobbs' amazing OO Gauge 'Greatford Crossing'. Harold Smith shows us his collection of special wagons, and we tour RVELs workshops. Plus, Phil Parker is here to lend a hand on miniature woodworking, whilst New Bryford will keep modern image fans entertained.

WHAT'S ON THE DVD



PRACTICAL BRM

Phil Parker
talks miniature
woodworking



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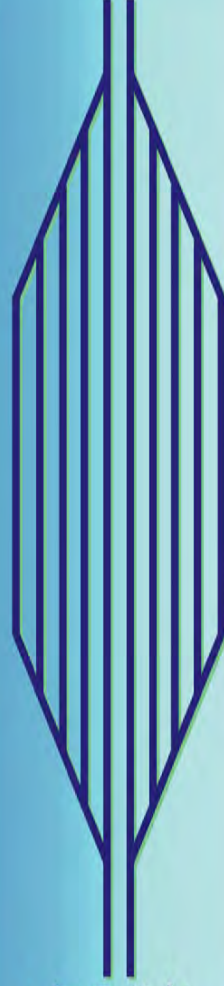
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Another month, another rash of new announcements to crank up the excitement levels. But, unlike recent months, in which it often appeared that the number of products being revealed was in inverse proportion to those actually reaching the shops, it's been a relief to see some new models finally arriving from Hornby, and others moving closer to production. There's plenty of evidence of this in this month's 'What's New' section.

A new GWR 'King' to modern standards has been on the cards for several years, but what we weren't expecting was for two competing products to be unveiled in the same week. Bullish from the success of its LMS Beyer-Garratt, Liverpool retailer Hatton's has selected the big Collett 4-6-0 as its next exclusive OO gauge locomotive. This move forced Hornby to admit that it is also working on an all-new 'King' (see below) to replace its current model which, significantly, has been absent from the range for several years.

Neither side is in a mood to back down and although the Hornby model is both further ahead in

development and a little cheaper, by early-2016 it looks likely that we'll have two brand new 'Kings' to compare.

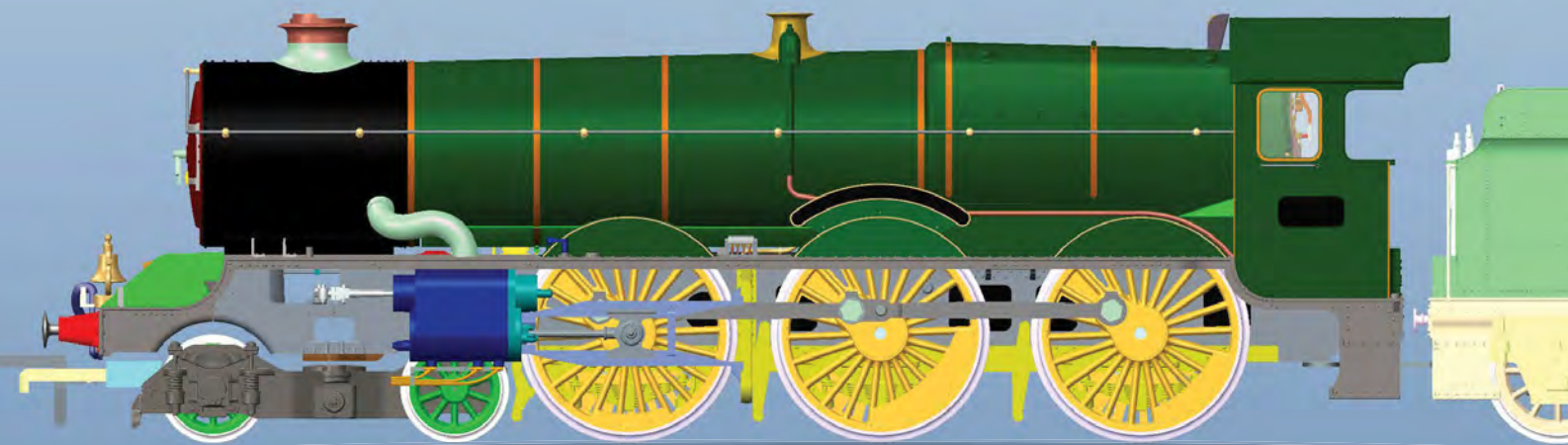
Having come out second best from its decision to go head-to-head with Bachmann on LMS 'Twins' 10000/01, it's a brave move by Hatton's to now go up against Hornby. A higher specification and much greater choice of names, liveries and detail variations ought to, in theory, draw the modelling cognoscenti towards the Hatton's model, but all parties involved will be hoping that there's enough demand to ensure that neither side loses out.

The same can't be said for a similar situation that has arisen in recent weeks around another planned OO gauge GWR locomotive. Having been beaten to the tape by Heljan on the '1366' 0-6-0PT late last year, Kernow Model Rail Centre switched its attention to the '1361' saddle tank variant. Now it appears that the Danes are planning to introduce a '1361' too – a remarkable situation for an obscure class of just five small shunting tanks. Demand for one RTR '1361' is likely to be somewhat limited, but releasing two competing products is likely to guarantee that neither succeeds.

As a neutral, I don't have any preference as to which should proceed, just a hope that sense will prevail. There is no shortage of other GWR locomotives that deserve attention in OO gauge; I'm certain that an all-new '14XX' 0-4-2T would be extremely popular, as would an updated 'Large Prairie', '94XX' or 'Dean Goods' 0-6-0. At the current rate of progress, I wouldn't be surprised to see any of those in **BRM's** news pages next month.

Finally, just a quick note to say that I hope you enjoy the DVD included with this issue. As you're probably aware by now, every issue of **BRM** will have a free 'BRM TV' DVD until further notice, expanding our coverage and complementing what you see in the magazine. Do let us know what you think, and what topics you'd like to see featured.

Ben



BRM

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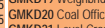
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MINI KIT



Platform Underpass

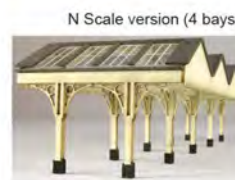
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00 Scale version
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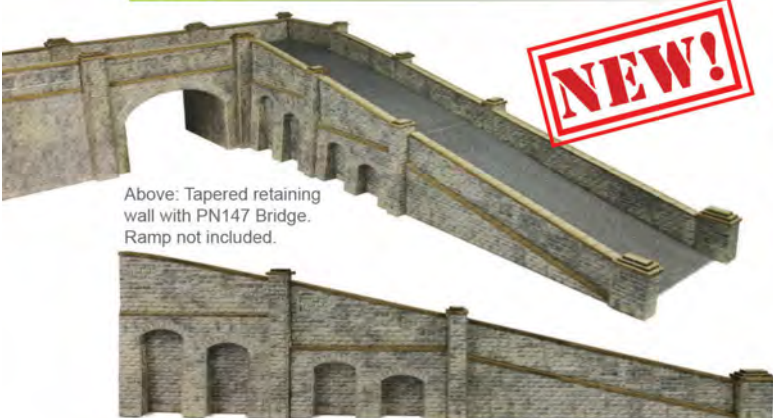
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RAILWAY



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

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RAILWAY

Pictured above



00 VERSION DUE SEPT

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RAILWAY

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GWR Benches

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MINI KIT



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

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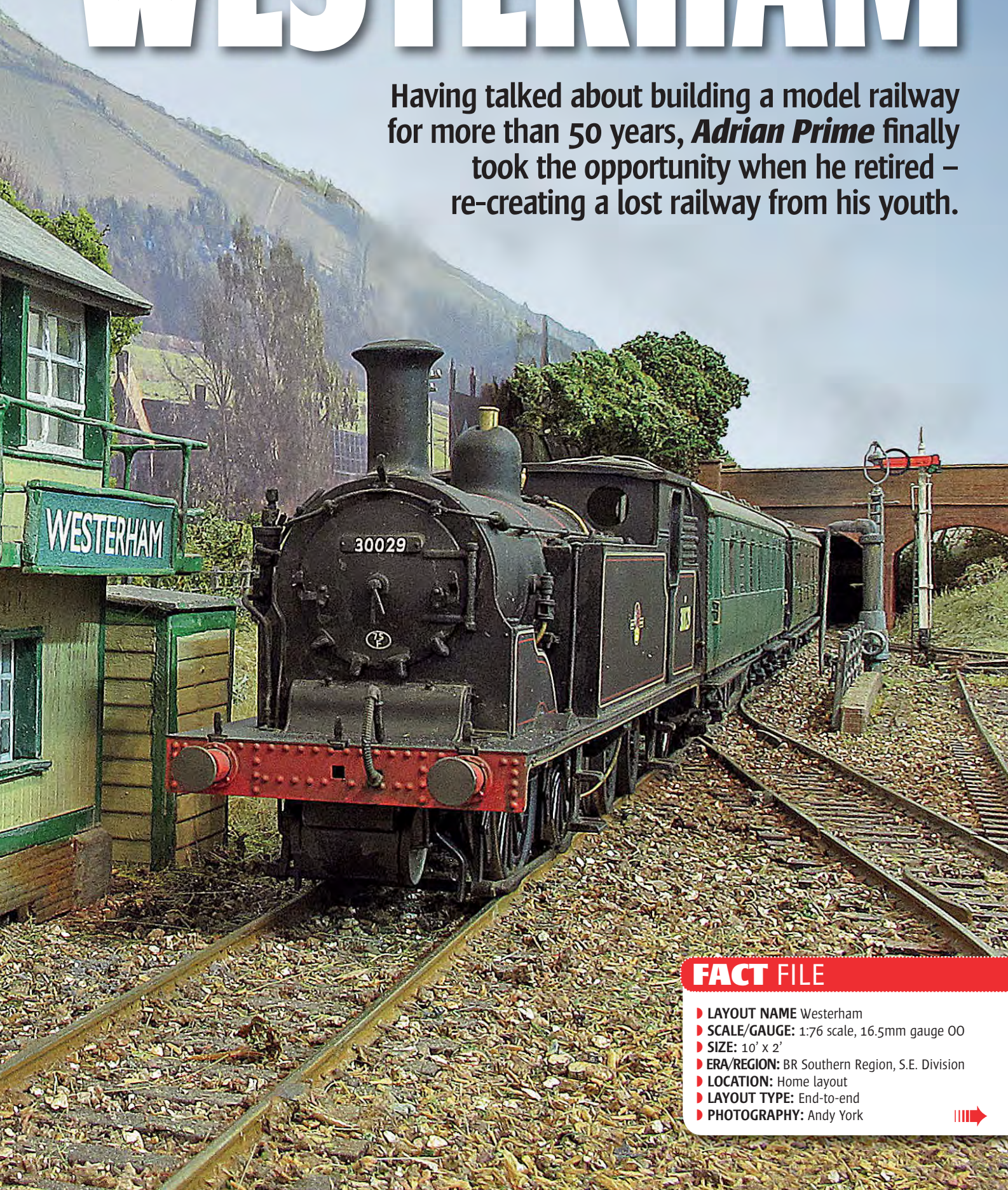
01

It may ooze Southern Railway branch line atmosphere, but Westerham was only 20 miles from London on the southern side of the North Downs. The Hornby M7 and Maunsell pull-push set form the regular train for the branch passenger service to Dunton Green.

00
GAUGE

WESTERHAM

Having talked about building a model railway for more than 50 years, **Adrian Prime** finally took the opportunity when he retired – re-creating a lost railway from his youth.



FACT FILE

- ▶ LAYOUT NAME: Westerham
- ▶ SCALE/GAUGE: 1:76 scale, 16.5mm gauge OO
- ▶ SIZE: 10' x 2'
- ▶ ERA/REGION: BR Southern Region, S.E. Division
- ▶ LOCATION: Home layout
- ▶ LAYOUT TYPE: End-to-end
- ▶ PHOTOGRAPHY: Andy York





The time had come. Retirement day. But what was I going to do to keep myself busy? Reading perhaps, watching daytime television (I tried that for a morning, and soon gave it up), a bit of gardening, time to relax and take things easy, or so I thought. I had been thinking about building a model railway for more than 50 years, and had even been given a Hornby 'Jinty' and three coal wagons by my son for my 60th birthday. He said; "Now you'll have to build a model railway. You've been going on about it long enough, and why do you keep all those old model railway magazines from 1958 if you're not going to build one?" He touched a nerve there.

I had a collection of magazines that I'd kept from when I was 12 years old, when I had been given a Tri-ang *Princess Elizabeth* train set for Christmas. That had been my only schoolboy attempt at a model railway, with cardboard boxes for tunnels, Dinky cars, toy soldiers for the passengers, all perfectly to scale in my view. The years might have passed by but I still was interested in all things railway and steam.

INSPIRATION

I used to cycle a lot, and one of my rides took me through Dunton Green to Westerham in Kent, following the route of the Westerham Valley Railway. The line had a small halt at Chevening,

and a typical South Eastern Railway country station and goods yard at Brasted, then finally the terminus at Westerham. This looked like a perfect model railway with only a tiny signal cabin made from weatherboarding and a slate roof, a water tank perched on six spindly legs and a relatively large goods yard. There were also the remains of the old engine shed, damaged in a gale many years previously and demolished, but leaving the brick base and some railings which served no apparent purpose.

The water crane had also been damaged at some point, and was supported by a piece of bullhead rail. The station building was a rather lopsided affair; the canopy didn't quite extend the full length of the building as the station had been extended. It was constructed from the usual SER weatherboarding resting on a brick base as were the other buildings, and it badly needed repainting.

The line was only four and three quarter miles long with no steep gradients or tight curves. Westerham is approximately 20 miles from London, on the south side of the North Downs. Sir Winston Churchill's home at Chartwell is

nearby, but there is no record of him ever using the line, although stone for his garden and maggots for the fish in his lake were delivered by rail to the station for collection.

Opened on 6th July 1881, the railway closed on 28th October 1961 despite its proximity to London and its potential as an electrified commuter railway. An unsuccessful attempt was made to preserve it but the only things remaining from those days are the base of the goods yard crane and the old station house. The rest is beneath the M25 motorway or factory units.

"But where is this reminiscing leading us?" I hear you mumble. Well, how about making a model of Westerham Station in my garage? That should keep me busy, and researching it would provide yet another interest when it was too cold to work in the garden.

Digging out my 1958 magazines and chasing the cobwebs away, I started to 'gen up' on railway modelling. Most of the articles seemed to be

I decided from the outset to only model detail that I was able to see with my glasses on and at a reasonable viewing distance!



The tidy station buildings were scratchbuilt using plans of the original taken from a book on the Westerham Valley Railway.



The scenic section of the layout in its entirety. Branch line terminus or 'BLT' layouts have always been a common theme, but not often for this part of the country.



written by retired vicars and admirals with plenty of time on their hands. I was deep into an article about making your own point motors from ex-GPO solenoids, cotton reels and a 6" nail, when it dawned on me that time had marched on. So I rushed out and bought the latest railway modelling magazines. What an eye opener! Sawdust and dry tea leaves were out, static grass was in, along with realistic locomotives, rolling stock, and buildings that looked like the real thing. It seemed that three-rail and moulded track had gone too. Five shillings pocket money was not going to go far!

PREPARATION

First job was to insulate and dryline the garage wall, then fix some battens at 40" height to support the baseboard. The baseboard was to be 10' x 2', made from 2" x 1" timber covered with 5mm MDF left over from making a pelmet for the lounge!

The space available in the garage was 10' x 7', so this was partitioned off, leaving the rest of the garage for the usual junk that accumulates, if like me, you never throw anything away. This now proved to be a useful habit. The wall was painted with leftover emulsion, while 5mm fibreboard used to insulate laminate flooring was just the job for covering the baseboard! Further investigation in the pile of junk turned up a part-used tub of flooring adhesive. This was used to fix the boards to the MDF and when dry a coat of neat PVA sealed it all.

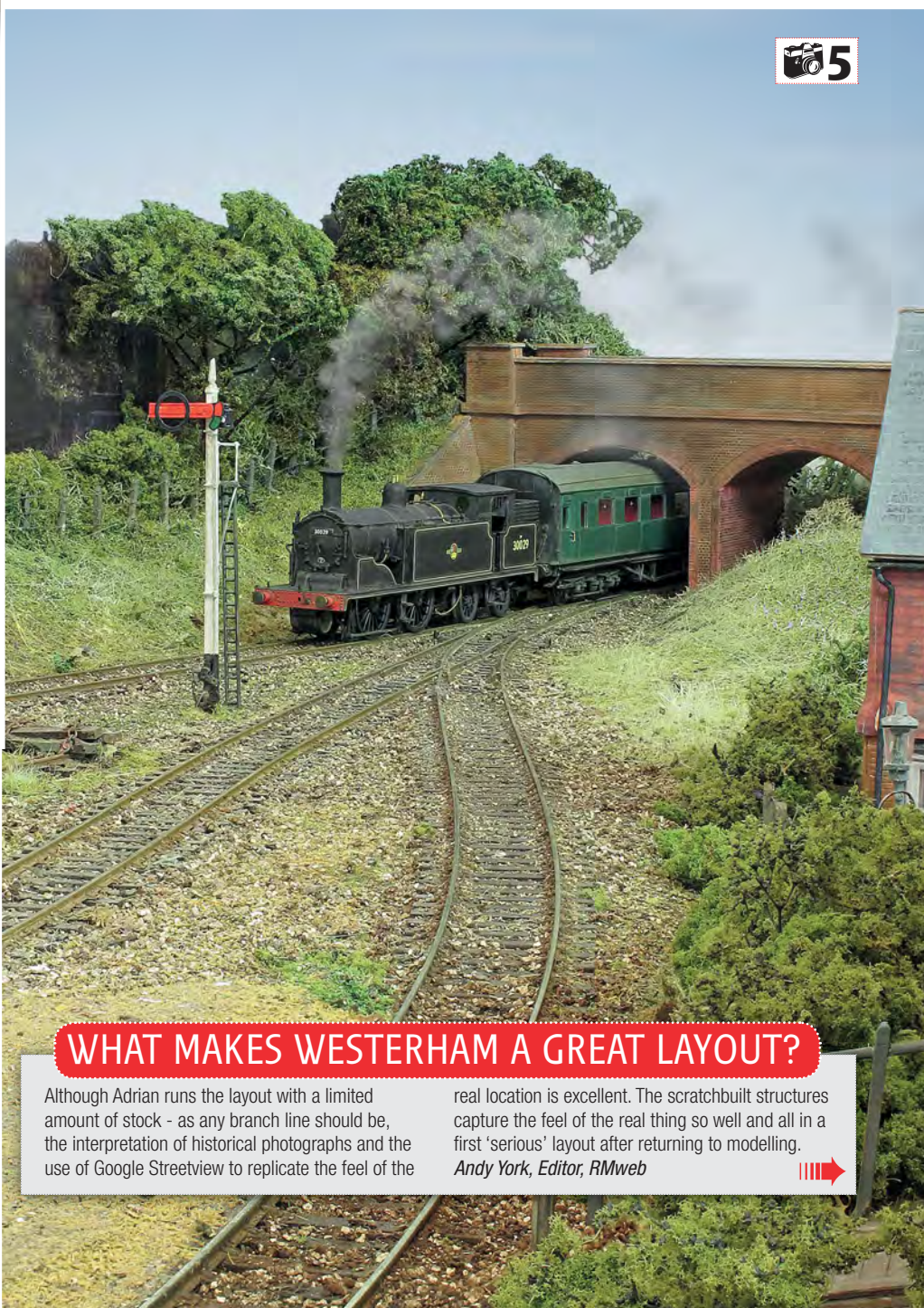
STATION CONSTRUCTION

I realised that all the buildings and structures would have to be scratchbuilt, but I figured that was why it was called railway modelling. In my mind's eye it was important that some key areas were modelled, such as the road outside the station, the hotel, large billboard, allotment, water tank, and a representation of the school with its Kentish rag stone wall. The belisha beacons, holly bush on the station platform, and the road down to the goods shed were insignificant items by themselves but added together to create the whole.

But, compromises would need to be made with the trackplan and location of some items to fit



Above A weatherbeaten train, weeds popping up along the platform and track and a shortage of passengers all help to convey the air of gentle decline that pervaded on many rural railways after the Second World War, and was often a precursor to closure.



WHAT MAKES WESTERHAM A GREAT LAYOUT?

Although Adrian runs the layout with a limited amount of stock - as any branch line should be, the interpretation of historical photographs and the use of Google Streetview to replicate the feel of the

real location is excellent. The scratchbuilt structures capture the feel of the real thing so well and all in a first 'serious' layout after returning to modelling.

Andy York, Editor, RMweb



KEY DETAILS CREATING THE BUILDINGS



Station buildings were built from drawings of the originals in David Gould's excellent book, *Westerham Valley Railway* (Oakwood Press). They were made from good quality card about 1.5mm thick and covered with the appropriate plastic card. The Water Tank is adapted from a Dapol Kit which was twice the size needed and had only four legs. Two more legs were made and the tank reduced in size. Another building to come under the scalpel (by now I was beginning to feel like a mad surgeon) was the Crown Hotel, which started life as a Superquick hotel. It was reduced to a low relief structure with the roof and chimneys altered and a side addition added.

Fencing, railings, street lights and lamp hut are all bought items (why try to reinvent the wheel), while the fencing has been strung using cotton. The goods yard loading gauge is Ratio but as it is nothing like the one at Westerham, it went under the knife. Likewise the ringed starting signal for the goods yard. Bits of a Biro tube, a handle from the water tank and some rolled up paper made the water crane. Platform lights are plastic rod and paper clips suitably bent, a yard light was made from plastic tube and wire. The Belisha beacons are berry pins with the plastic covering from paper clips used to make the black and white rings. Other buildings have been scaled from old photographs.



the space available. The plan I chose to model is the pre-1930 arrangement which still had the connection from the loading dock to the loop. It was never my intention to make an exact copy of the site; one reason being that it would be something that I would never be able to achieve, and another was that this was supposed to be fun, not a chore.

A leftover roll of wallpaper was used to draw out the trackplan and road and when I was happy that most of the key elements could be accommodated, it was transferred to the baseboard. The track was set at an angle running into the right-hand corner which gave a slight longer run and a greater illusion of distance. It also let me accommodate the road, hotel and school. At this stage I realised

that some different ground levels would have to be built into the baseboard, as the platform was level with the road outside the station, which when it reached the road down to the Goods Yard dropped to track level!

Back in the junk hole was some plasterboard from the dry lining which would make the roadway and platform. It was cut to shape for the road, and a separate piece used for the platform which was suitably ramped at either end. This was all stuck down using flooring adhesive, the paper layer was stripped off the plasterboard and the course of the road marked out with pencil onto the surface. It was shaped with a scraper to form the camber of the road and then sloped down to the goods yard.

The platform surface was created by using some



leftover cushioned floor from the bathroom, and fixed to the plaster platform with flooring adhesive. It was set back from the platform edge to allow for the edging stones, which were made from plastic card match boarding, cut across the width of the sheet and mounted onto a strip of card to bring it up to the surface height. The face of the platform is a mixture of Wills and Slater's plastic card. The surface of the platform was sanded to give a worn look. The allotment vegetables are plasticine and strands of static grass fibres with touches of paint highlights.

PAINTING & SCENERY

Everything has been painted using matt colours; white and black were not used, except as a basis for changing tones of colours. Where you see white or black, it is in fact very light or very dark grey. Road vehicles have all been sprayed using Railmatch matt varnish and the tyres have been dirtied using a clay wash grime dye. The same dye has been used on all the rolling stock.

This was something I was very apprehensive about, but once started I found it to be great fun and easy to use. My method was to brush it all over the item of rolling stock, and then wipe it off with a damp brush and a cotton bud until the desired effect was achieved. Pastel chalks have also been used to add extra colour and highlights where needed.

The backscene was a proprietary item, but had the sky cut off and about 4" cut from the base. It was short by 2ft but the gaps have been hidden at each end by trees. The scene on the left hand side was made using a screen shot of Westerham from Google Earth, modified in Photoshop.

The trees are a mix of Woodlands Scenics' fine green foliage, and some that I made using bits of a bush that was growing in the garden. These were soaked in a mix of glycerine and water, left to dry, then spray glued and dipped in scatter. Grass has been applied using a homemade static grass gun made from a battery powered bug zapper and a cut-down metal tea strainer, the details of which I found on YouTube (cost about £3). I did tell you it was all built with saving money in mind!

OPERATION

The period modelled is 1955 to closure in 1961, at which time the branch was served by Southern Region pull-and-push sets powered by ex-SECR Wainwright H class 0-4-4Ts. The Hornby M7 is a little out of place, but does the job until someone produces a ready-to-run 'H'.

Some of the other motive power used during the railway's life included a Sentinel Railbus, Peebles steam railcar, SECR steam motor car No. 3, Q and O1 class 0-6-0s, R1 class 0-6-0Ts and an unbelievable 11-coach excursion hauled by Bullied 'Light Pacific' No. 34017 *Ilfracombe*.

Originally, I planned to have a small fiddleyard on the other side of the partition, but I have abandoned this idea and instead will continue the line round to the opposite side of the garage in a 'U' shape and build part of the branch and Brasted station.

The layout has been such a pleasure to research and build that I wish that I had done it years go. **BRM**



As well as the warehouse (below) W.W. Barton's also has a small provender store alongside the former South Eastern Railway goods shed. See below for an explanation of how the faded 'ghost signs' were created.

MY FAVOURITE BUILDING

Barton's Warehouse

This was one of the most interesting structures on the layout to build as I had no reference pictures of the side that faced away from the line. The ghost sign is bit of poetic license on my part. Having been a signwriter

I have a great interest in old signs and contribute to the 'History Of Advertising' website with photographs of old signs that I come across www.hatads.org.uk

This is also a fantastic reference site for old buildings. Faced with a bit of blank wall how could I resist? It was created in Photoshop by my son as his contribution to my layout. Done in multiple layers, starting with a screen shot of a plain brick wall scaled to size, I then added the text and effects on different layers. Photography has played an important part in the fun bit of this layout by trying to combine shots of the model, with old images of the actual location.



See more on the construction of Westerham at...

RMweb

<http://bit.ly/1tK1ZZT>



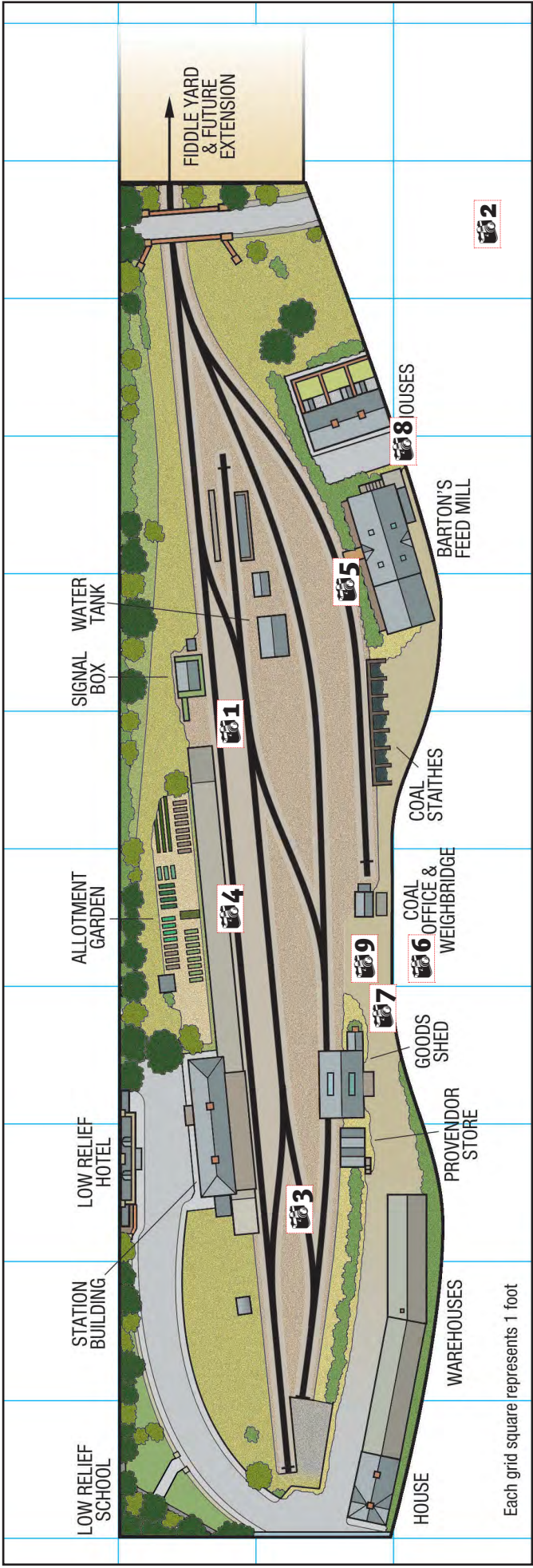
Unlike today, road traffic was sparse in and around country towns. There's no need for the single passing car to stop at the zebra crossing, with its home-made Bellisha beacons (see page 56). The pushbike leaning against the wall hints at human activity without having to include figures frozen in unrealistic poses.



Painted in Southern Region colours, the South Eastern Railway-designed station building and canopy were scratchbuilt in card and plastic. Unusually, the platform surface was made from leftover cushioned flooring material, fixed to a plaster base using flooring adhesive and edged with Wills and Slater's plastic card.



From the road side, the station building is much plainer. The model was based on drawings in an Oakwood Press book about the Westerham Valley Railway and is fairly typical of SER branch line buildings all over Kent. Advertising hoardings, typical wooden fencing and telegraph poles help to complete the scene.



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GREATFORD CROSSING



Beautifully observed Victorian terraces back on to the main line, complete with detailed backyards and even washing on the line - although it's doubtful this would have stayed white for long!

Graham Hobbs' lovely re-creation of the East Coast Main Line around Peterborough is the star of this month's free **BRM TV DVD**. Here's a brief glimpse to whet your appetite!

Below The layout combines the country section around Greatford Crossing where Graham did his early trainspotting with a condensed version of Peterborough North, a steam depot and brickworks.



caption xxxxx



Greatford Crossing with the crossing keeper's cottage, signalbox and four track East Coast Main Line. One of the most impressive features of Graham's modelling is the way he has blended the scenery beyond the crossing into the hand-painted backscene. You can see this in more detail on the DVD.



Not quite the vast expanses of Peterborough's New England shed, but a well-detailed and weathered BR era steam depot that's home to a fleet of ex-LNER locomotives, from Gresley 'Pacifics' to humble shunting tanks.



See 'Greatford Crossing' in action on this month's

FREE DVD!



No layout of Peterborough would be complete without the ex-Midland and LMS locomotives worked into Peterborough from the Stamford route and the Midland & Great Northern Joint lines. 4F 0-6-0s were common on mineral and general goods trains.



GOODS SHED KIT

Kits that you can download and print out at home have become very popular in recent years. **Phil Parker** shows how to get the best from this month's free Smart Models goods shed kit.



Before ready-to-use resin buildings appeared on the market, card kits were the route beginners took to produce structures for their model railway. Brands such as Superquick and Metcalfe Models have been producing excellent kits for years. For those who like more detail, Howard Scenics' small range of houses and shops are available for the finescale modeller.

More recently, graphic designers have started producing a new type of kit suited perfectly to the Internet age. As most people have a printer attached to their home computer, the parts are supplied online

as a computer file. A modeller can then produce as many kits as he or she needs. Obviously printer paper isn't strong enough for a 3-D structure but this is easily solved by sticking the printed parts to stiff card.

Prices are generally low and if anything goes wrong during construction, replacement components can easily be run off. Skilled use of modern graphics software allows photo-realistic surfaces to be produced, far better than the printed brick paper of old. While the walls may not have any relief, the eye is easily fooled.

WHAT YOU NEED



The first thing you'll need is plenty of time. Building the goods shed took me around ten hours and other kits are just as time-consuming. These are highly detailed models, not difficult, but it pays to spread the work over several sessions.



Above The toolkit required to build these kits is pretty basic – a couple of knives, a cutting mat (the bigger the better) and a steel rule. Tweezers, small scissors, an emery board and a coloured pen to touch in the edges are use useful extras.

Left 55 pages of instructions for this 17-page kit could mean an awful lot of leftover paper once the model is built. I loaded the instructions on to a tablet computer so I could refer to them as I worked. Each of the 190 steps is described and shown in a photograph making them very comprehensive.

Don't rush the job and remember, if it goes wrong, just print another one!

A goods shed is a useful addition to most layouts. It gives a space for goods wagons to be parked and if used in conjunction with a few sidings, adds operational interest.



Looking at the walls of the Smart Models goods shed supplied with this month's **BRM**, you'll be amazed how realistic the effect is. How many of us could do as well painting plastic card?

Ingenious design using multiple layers of card results in very strong buildings too. There are no concerns about these falling apart.

Extensive instructions supplied on this month's DVD lead the modeller through each step, so there's no need for the

traditional 'blow by blow' account of building a model. There are a few useful techniques that will help anyone trying a 'print your own' kit though. None are difficult,

the most important quality here is patience. Don't rush the job and remember, if it goes wrong, just print another one!

PLEASE TURN OVER FOR MORE



A range of adhesives is required. PVA (Roket Card glue is perfect) is used for most of the assembly of card with an all-purpose glue to fit plastic items. Fixing printed sheets to card is best carried out with a spray glue although Pritt Stick is an excellent and cheap alternative.



Where a cut card or paper edge is exposed, you can improve the model by colouring it in using a matching shade to the nearby surfaces. Often a grey pencil will be perfect but a selection of pencils and pens in different colours (mostly brown and grey) are useful. The colour match doesn't have to be perfect, just take away any glaring white edges.

Cardstock can be bought from stationers or art shops. At under £5 each, 0.5, 1mm and 2mm sheets will provide enough material for at least two buildings the size of the goods shed. Even cereal box card can be used for the thinner parts.

PRACTICAL BRM



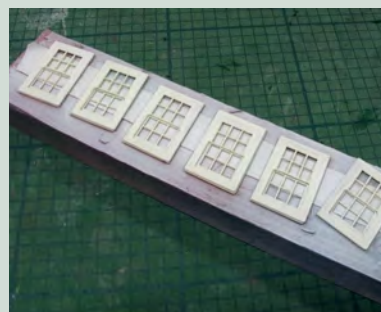
KEY DETAIL

WINDOWS

While all kits include windows, often to be printed on special acetate, they aren't always that realistic. For a start, domestic computer printers can't produce white ink so the frames are limited to dark colours. Because of this, several manufacturers produce add-on windows to supplement the kits either laser-cut in plastic or etched in brass.



Smart Models makes a range of designs suitable for improving its own kits or for those scratchbuilding structures. Pack LCO7 provides windows for the goods shed laser cut from plastic.



Each window is built up in layers using superglue. They can then be painted a suitable colour – in this case a spray of white car primer has been used. Sticking the windows to a piece of wood with double-sided tape makes them easier to handle.



Each window fits perfectly behind the holes in the walls and really enhances the look of the model. A clear all-purpose glue such as UHU is required for this and also some clear plastic glazing fitted behind them.

STEP-BY-STEP GUIDE

1



Work starts by printing out a set of parts. Ideally, use a matt finish photo quality paper with the printer set to 'best photograph'. A little experimentation is a good idea as I've had perfectly good results using normal cheap printer paper for some models.

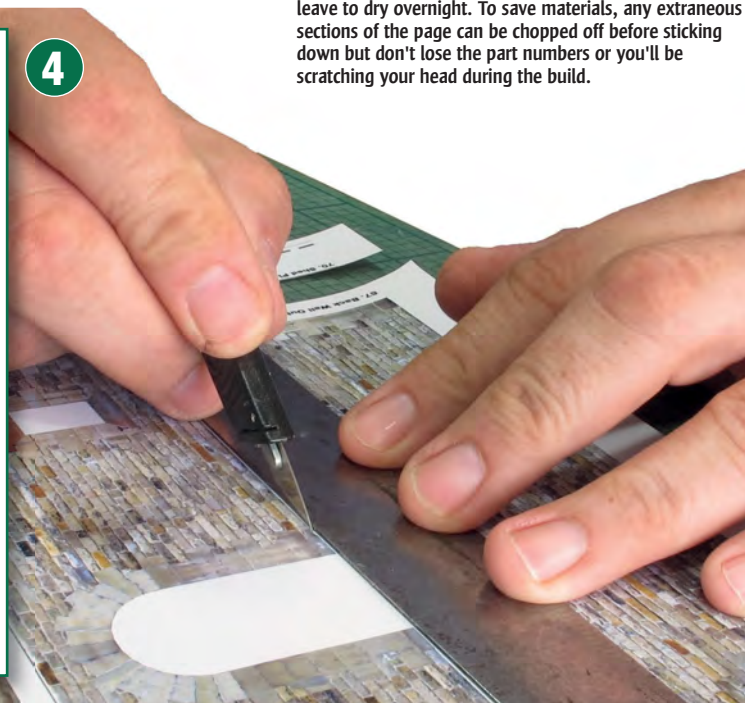
2

Each sheet of parts will tell you what thickness of card it should be stuck to. I prefer to spray the back of the page with glue, stick it in to place on the large sheet and then leave to dry overnight. To save materials, any extraneous sections of the page can be chopped off before sticking down but don't lose the part numbers or you'll be scratching your head during the build.

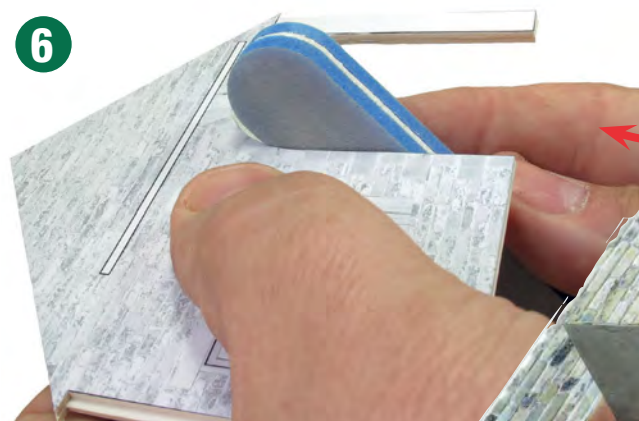
4

Only cut out parts as required. Work against a steel rule with a craft knife. Change the blade regularly as the card will blunt it surprisingly quickly. If your blade is blunt, you'll pull harder on the knife and increase the chances of slipping – damaging the kit or even your fingers.

Don't be afraid to use several passes of the knife to cut through, it's much better to work in a controlled manner than risk injury.



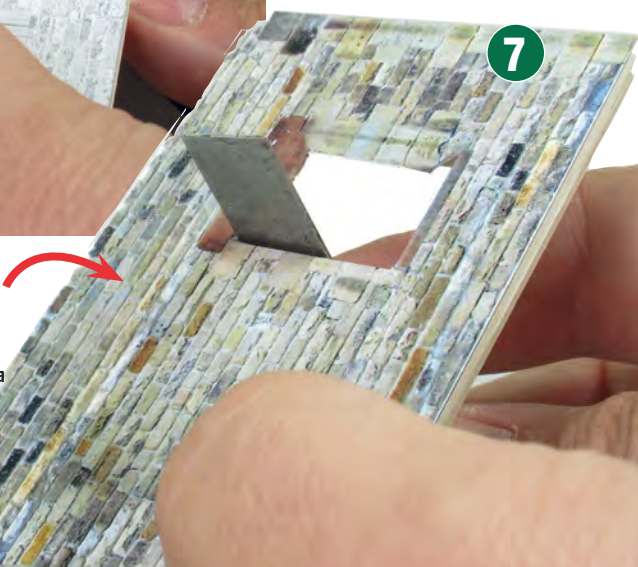
6



2mm thick card can be sanded with a fine abrasive – very handy if you have to laminate several layers and they don't align perfectly.

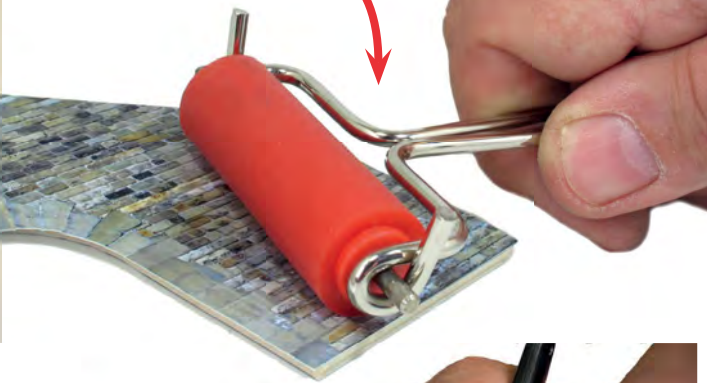
7

Wrapping printed sheets around card bases is a common feature in all 'print your own' kits. Making a sharp bend around a corner is easier if you score the inside of the bend, apply a tiny amount of glue and then press the flat face of a small steel rule into part being stuck. This gives a much better result than using fingers.

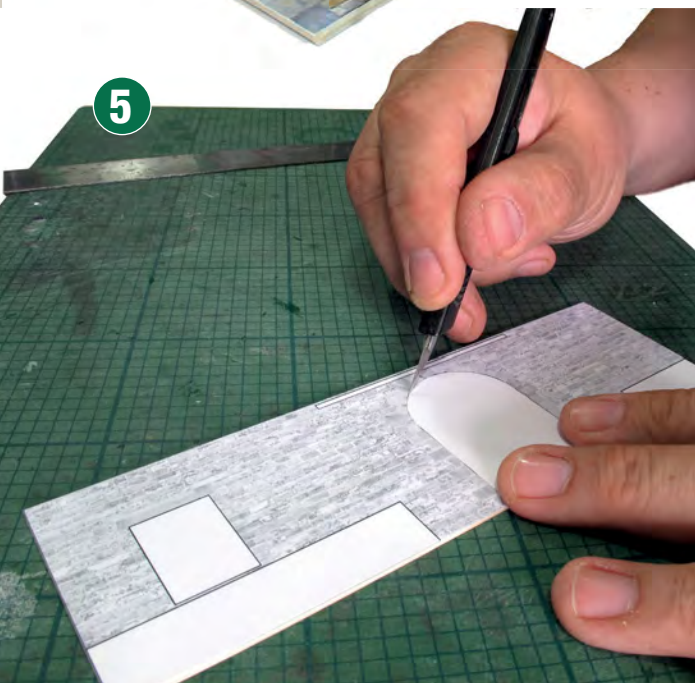


It's vital that the printed sheets are stuck to the card without any wrinkles or air bubbles. A small roller to smooth down the pages isn't a bad idea. A full drinks can will work just as well if you don't have a roller, but first dry any moisture off the outside.

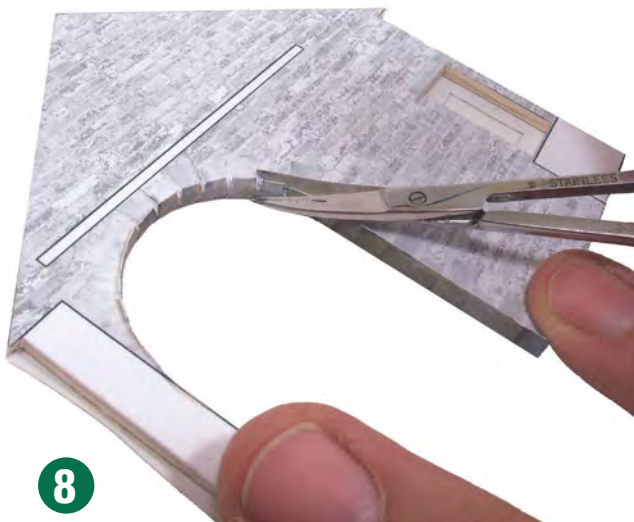
3



5



Curved cuts have to be made freehand. Raise the back end of the knife handle to make it more manoeuvrable. This is definitely a case for several shallow cuts being better than one deep one. If your first pass isn't perfect, you can do something about it on the next one.



8

Curved edges require nicks to be made in the printed surface and then each tab should be bent around the base card. Most of the time, the printed part will be slightly too long and require cutting back. A small pair of curved nail scissors is easier to use than a knife for this task.

KEY DETAIL

HOW DO I STOP THE COLOURS FADING?

The Achilles' heel of the 'print your own' kit is that the inks in a domestic printer aren't fade resistant. Left untouched in sunlight, they gradually lose their colour. Most of the time your building will take on a distinctly purple tinge that won't be immediately obvious until a new model is installed near the old one.

Just as bad – they aren't waterproof either. Spill liquid on them and the inks will run badly, ruining the model. These buildings are fragile unless we do something about this.



Left An example of the effects of sunlight. On the left, a freshly made building. On the right, the same model after exposure to sunlight for around six weeks. Not direct sunlight either, just sitting in a bright room on a shelf.

Right The solution is to fix the inks on the paper. Artists have a similar problem with their work and to avoid it, spray the print with a very fine varnish available from art shops in gloss, satin or matt versions. Alternatively, there are plenty of model making varnishes available. Test them on a spare printout before trusting the spray on your model.

Build up several light coats for the best protection.



READER OFFER

Smart Models is offering **BRM** readers the chance to follow Phil's example and make their goods shed even better with a set of laser-cut windows.

Simply go to bit.ly/XmoENO and enter the code 'smo2offer' to get your 15% discount.



STOKESAY JUNCTION

PART 3

The Marches Line has long been a source of interesting freight train formations. For some traffic it provides a direct route, while for others it offers a 'Long Way Round' avoiding the notorious Lickey Incline. One of the reasons for the popularity of the line, then and now, is that capacity is not taken up by frequent passenger services and that there are well-located passing loops. Such is the case at Stokesay Junction with two loops on the Down line and one on the Up. Indeed the day's operational activities start with the movement of a ballast train from Down loop 1.

Coal is one of the most important sources of Marches freight with loads for Rugeley Power Station amongst others. Although the returning empties from Rugeley take a more direct route south, there are still empty trains from the other power stations using the line. A familiar sight from the 1980s were steel coil trains from Margam and Llanwern in south Wales to Dee Marsh Junction. These trains were firmly in the hands of Cardiff Canton Class 37s for many years.

We have tried to keep our selection of freight as varied as we can to allow many different classes and formations to be run, be it a Class 40 on a rake of 20t mineral wagons or Class 25 on a parcels train. As with the passenger service, we shall be using a bit of modellers license to make use of the branch, which we have designated as a line to a cement works. Trains of PCA tankers will be seen going down the branch, only to return loaded at a later stage in the timetable.

By the 1980s, passenger services had been reduced. The Crewe-Cardiff service was the main source of passenger trains using the route. Class 25s and steam-heated Mk 1s were in charge until 1982 when they were replaced by Class 33s and electrically-heated Mk 1 stock, usually in rakes of five or six vehicles.

A few through expressescould also be seen on the line; a summer-only Manchester to Newquay being one example, usually in the hands of Class 47s and Mk 1 stock. Later examples were observed with Mk 2a/b and c coaches.

The line also saw infrequent DMUs, originating at Shrewsbury and heading off along the Central Wales Line. In reality this route branches off at Craven Arms but, using a bit of modeller's license, we allow the unit to run via Stokesay.

For our period, this should ideally be in the hands of a Swindon Class 120 cross-country unit, but for now we shall be using a Class 101. A DMU will also be in charge of our Wenlock service, with traction provided by a Class 121/122 'Bubblecar'.

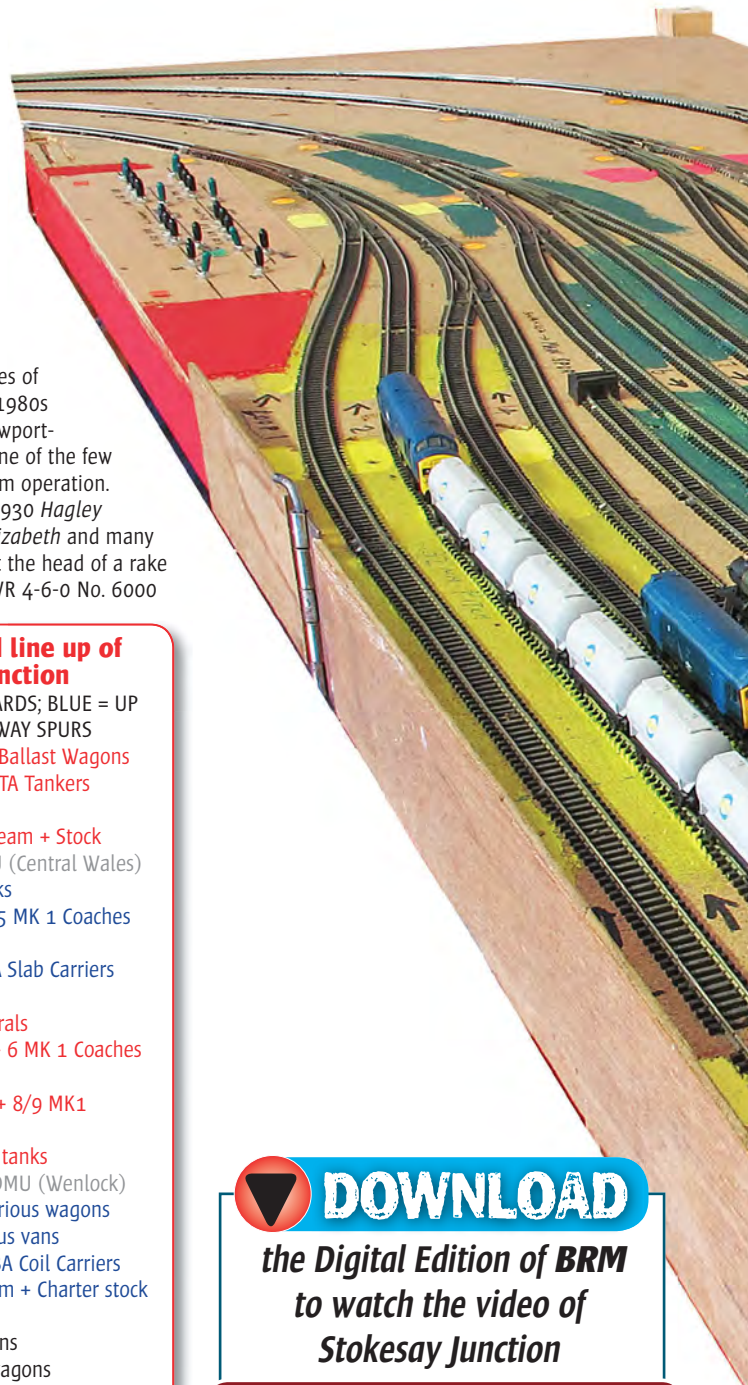
One of the prominent features of the Welsh Marches line in the 1980s was regular steam specials. Newport-Shrewsbury via Hereford was one of the few routes approved by BR for steam operation. Locomotives such as GWR 4-6-0 No. 4930 *Hagley Hall*, LMS No. 6201 *Princess Elizabeth* and many others could have been seen at the head of a rake of stock in a mix of liveries. GWR 4-6-0 No. 6000

Appendix 1: Proposed line up of trains for Stokesay Junction

KEY: RED = DOWN FIDDLE YARDS; BLUE = UP FIDDLE YARDS; GREY = TWO WAY SPURS

1. Ballast – Class 45, Various Ballast Wagons
 2. Bitumen – 2 x Class 25 + TTA Tankers
 3. Lime – Class 40 + OCAs
 4. Steam Special (Down) – Steam + Stock
Swansea Spur. Class 101 DMU (Central Wales)
 5. Class 47 + PCA cement tanks
 6. Cardiff-Crewe – Class 25 + 5 MK 1 Coaches (SO, SK, BSK, CK, SK)
 7. Steel – Class 37 + BAA/BBA Slab Carriers
 8. Up express - TBA
 9. Coal – Class 40 + 20t minerals
 10. Crewe-Cardiff – Class 25 + 6 MK 1 Coaches (SK, BSK, SK, CK,SK,BG)
 11. Down Express – Class 47 + 8/9 MK1 Coaches
 12. Oil – Class 47 + TEA 100t tanks
Shrewsbury Spur. Single Car DMU (Wenlock)
 13. Speedlink – Class 31 + various wagons
 14. Parcels – Class 25 + various vans
 15. Steel – Class 37 + BAA/BBA Coil Carriers
 16. Steam Special (Up)– Steam + Charter stock
- FUTURE CONSIDERATIONS
- Cars – Class 37 + Cartic Wagons
 - Grain – Class 25 + BR grain wagons
 - Test Train – TBC + weathered Mk 1 coaches

With the fundamentals sorted and scenery work underway, **Oliver Reading** takes a break to research what trains will be needed to operate an authentic 1980s 'North & West' service.



DOWNLOAD

the Digital Edition of **BRM**
to watch the video of
Stokesay Junction

www.pocketmags.com/BRM

King George V and other famous locomotives could regularly be seen on 'The Welsh Marches Pullman' which included Mk 1 Pullman Cars in umber/cream. As many of our members' main interest is the steam era we have chosen to feature two of these special trains within our timetable, one in each direction.

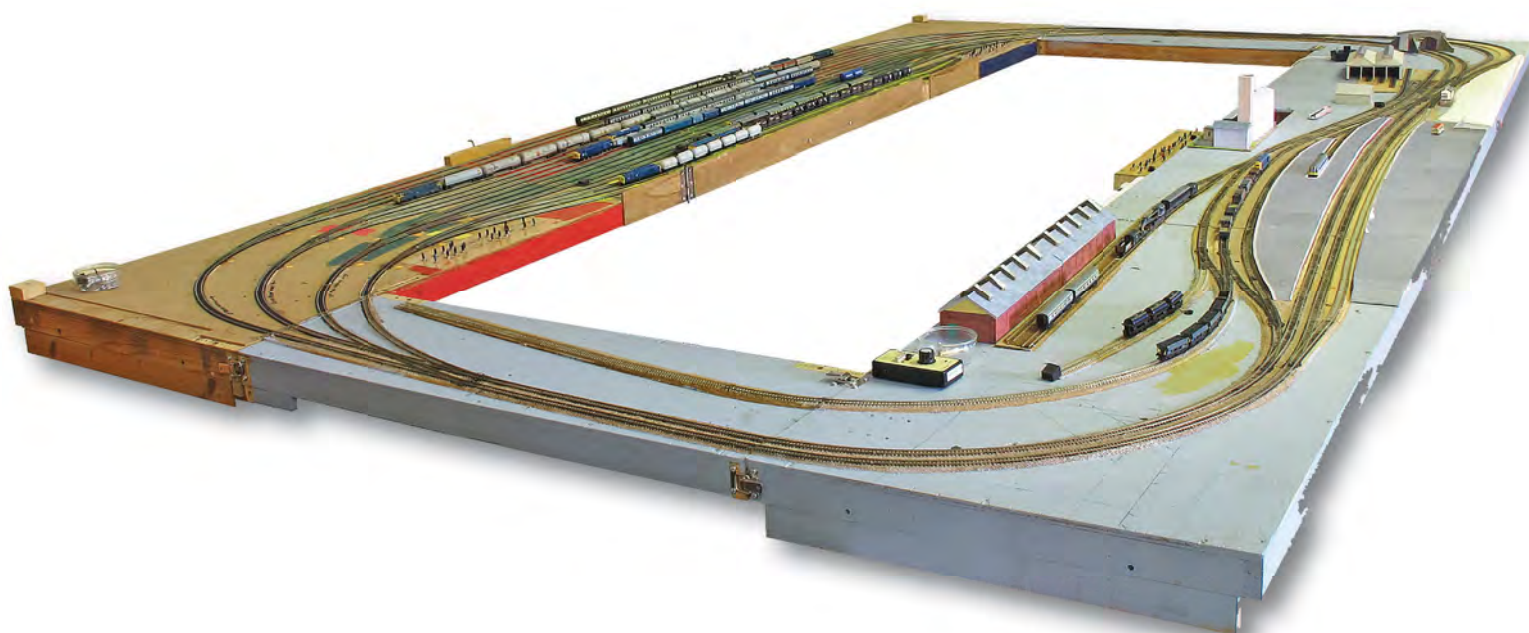
Even with a layout of the generous proportions of Stokesay Junction it would be impossible to have a full representation of such a wide variety of traffic. We will be trying to ensure that the roster includes sufficient variation, with relevant traction, to give a flavour of the line's attraction. Club Members have very generously donated a wide range of RTR rolling stock and we have an on-going building programme to continue to widen the scope of the traffic operation. However we anticipate that at our first exhibitions there will be a number of 'light locomotive' and route learning moves whilst we build up the full stock required. Turn over for more details of typical train formations observed in the 1980s.



PROJECT LAYOUT

Appendix 2: Observed Train Formations (extract). For a full version of this document go to the RMWeb page for BRM 2014 Project Layout 'Stokesay Junction'.

DATE	LOCO	TIME	T/T SERVICE	TRAFFIC	HEADCODE	LOAD	FORMATION
10 October 1981	33 002	1200	CARDIFF-CREWE	PASSENGER	1M84	6	SK, BSK, SO, CK, BSK, SK
14 December 1981	33 010	1749	CREWE-CARDIFF	PASSENGER			
12 March 1982	31 304	1150	CARDIFF-CREWE	PASSENGER		6	
08 May 1982	33 063		CREWE-CARDIFF	PASSENGER			
08 May 1982	40 157		? - SEVERN TUNNEL JCT	SPEEDLINK			
13 May 1982	25 215	1520	MANCHESTER-BRISTOL	PARCELS		8	CK, GUV, GUV, SK, BG, GUV, GUV (all Mk 1)
13 May 1982	33 019	0550	CARDIFF-CREWE	PASSENGER			
13 May 1982	33 019	1417	BANGOR-CARDIFF	PASSENGER	1V06		
05 June 1982	25 287 & 25 256		ELLESMERE PORT-CARMARTHEN	UKF FERTILIZER	6V28		
05 June 1982	47 082	0802	NEWQUAY-MANCHESTER	PASSENGER		12	MK 1
16 August 1982	33 021	0550	CARDIFF-CREWE	PASSENGER			
23 September 1982	25 051		CRANMORE-ELLESMERE PT	BITUMEN TANKS			
23 September 1982	33 007	1650	CARDIFF-CREWE	PASSENGER	1M89	5	SK, BSK, SO, CK, SK
01 January 1984	37	1520	MANCHESTER-BRISTOL	PARCELS		4	4 x GUV
03 April 1984	47 435	1140	CARDIFF-CREWE	PASSENGER			
03 April 1984	33 040	1003	CREWE-CARDIFF	PASSENGER			
05 May 1984	33 006	1325	CREWE-CARDIFF	PASSENGER		5	
08 May 1984	33 014		CREWE-CARDIFF	PASSENGER			
11 May 1984	47 228	1510	MANCHESTER-BRISTOL	PARCELS		6	BSK, GUV, BG, BG, GUV, GUV
23 May 1984	25 225 & ?		CREWE-MILFORD HAVEN	OIL TANKS			TTA 4w tanks
16 June 1984	33 207		'BIRMINGHAM BOOMERANG'	RAILTOUR	1Z27	8	SO, SO, BSK, SK, SO, SO, SO, BSK
25 August 1984	25 211	1003	CREWE-CARDIFF	PASSENGER			
26 August 1984	25 245	1335	CREWE-CARDIFF	PASSENGER			
27 August 1984		1120	CREWE-CARDIFF	PASSENGER		3	DMU
30 August 1984	46 011		HEREFORD-CREWE	FREIGHT			
11 September 1984	46 011		STJ - CREWE	FREIGHT			TANKS & SCRAP METAL



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20456
BRISTOL VR3

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36709
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WESTERN S.M.T.



38115
BRISTOL VRT

WEST YORKSHIRE



32308
BRISTOL RELH COACH

BRISTOL NBC



29704
LEYLAND OLYMPIAN

PLYMOUTH CITYBUS



36708
SLF DART SERIES 2 1 DOOR BUS

LONDON TRANSPORT



34303
AEC 2RT2 BUS

BRIGHTON & HOVE



20648
PLAXTON POINTER DART

WALLASEY CORPORATION



16537
LEYLAND MCW ATLANTEAN

NORTH WESTERN PREMIER



20647
PLAXTON POINTER DART

EAST KENT



28908
GM STANDARD ATLANTEAN

BUS EIREANN



36707
SLF DART SERIES 2

SHEFFIELD TRANSPORT



35212
AEC SWIFT 6 BAY BUS

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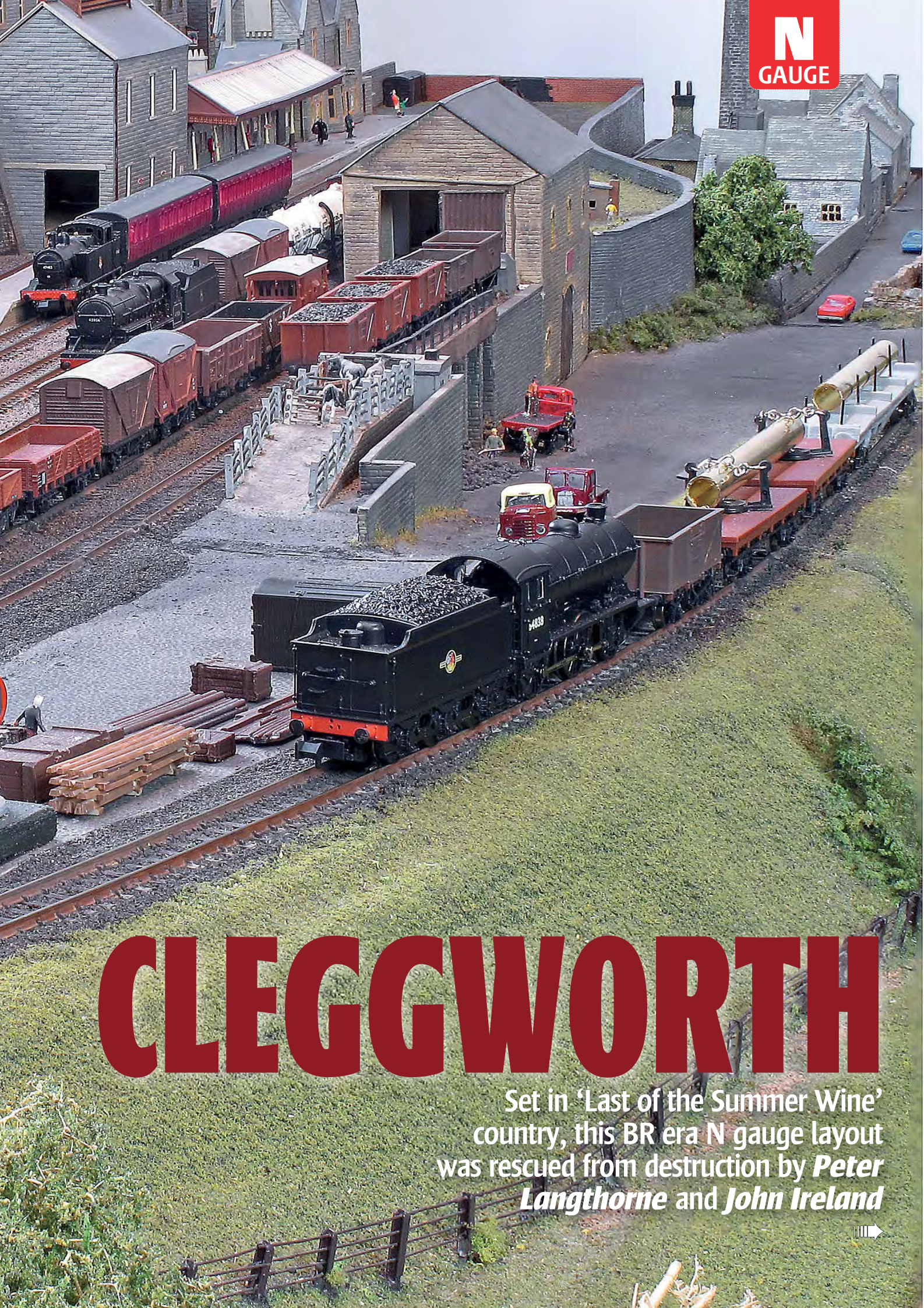
FACT FILE

- **LAYOUT NAME** Cleggworth
- **SCALE/GAUGE** 1:148 scale, 9mm gauge N
- **SIZE** 8' x 6'
- **ERA/REGION** BR 1950s West Yorkshire
- **LAYOUT TYPE** 'L' shaped
- **WORDS** Peter Langthorne & John Ireland
- **PHOTOGRAPHY** Michael Russell



An unusually busy scene at Cleggworth with no fewer than three goods trains as well as the regular branch passenger train. An ex-LNER J39 0-6-0 is a rare visitor with bolster wagons carrying over-length pipes. See page 80 for more wagons with exceptional loads.

N
GAUGE



CLEGGWORTH

Set in 'Last of the Summer Wine' country, this BR era N gauge layout was rescued from destruction by **Peter Langthorne** and **John Ireland**





Based on the cramped terminus at Holmfirth, near Huddersfield, the layout's buildings include replicas of the goods shed (right), station buildings and unusual 'piece shed' on the short bay platform





Cleggworth is set in the Pennines, firmly in 'Last of the Summer Wine' country. Inspiration for the layout came from the Holmfirth branch of the Lancashire & Yorkshire Railway's line from Huddersfield to Sheffield. This barely two-mile spur, which joined the main line at Brockholes, opened in 1850. It was intended to continue the line on towards Hope and to link up with the Midland Railway, but this would have entailed a tunnel 3,000' in length, as well as another 22 tunnels over a difficult route. The plans were shelved and the line never extended beyond Holmfirth.

Cleggworth was built by members of the N gauge group of the Bolton & District MRC in the early-1990s and is a successor to their Middleton Dale layout. Keighley N Gauge Group rescued the layout when the Bolton club closed down. It was due to meet an untimely end before we stepped in with a rescue bid.



3

Typical power for LMR branch line trains in the 1950s, an Ivatt 2MT 2-6-0 arrives with a couple of ex-LMS non-gangwayed coaches and empty milk tanks. Heavy civil engineering features such as the high retaining walls (right) are a feature of this area.

KEY DETAILS BUILDINGS



Above the station area is the local village school with its small playground. In the foreground are impressive dry stone walls, while dotted around the layout are cameo scenes featuring characters from the BBC TV series 'Last of the Summer Wine' which was filmed in and around Holmfirth for many years.



Coal drops were once a common sight around the north of England. Designed to make the unloading of different grades of coal more efficient and less back-breaking than hand-shovelling, they required hopper wagons or those with bottom doors, denoted by a white 'V' on the bodyside.



No layout set in Yorkshire is complete without an allotment growing all sorts of vegetables. Homegrown veg was encouraged as part of the Second World War effort and continued to be necessary for many as rationing continued into the 1950s.

The baseboards are plywood with fibreboard decking, and are constructed in a manner not dissimilar to an aircraft wing, with diagonal cross members that have been drilled with holes. As a consequence, the boards are very light but strong. Several people involved in the build were military aircraft enthusiasts and so made use of their knowledge. The end frames allow the boards to be easily stacked and transported to exhibitions and set up by two people in less than half an hour. On several occasions we have been up and running in less than 15 minutes!

The layout is wired for conventional 12V DC operation using Maygib solenoid operated point motors. These have proved very reliable in the 20+ years in which the layout has been in existence. The layout electrics also use vintage eight-way Plessey/Painton military specification connectors and these have proved to be very robust and reliable. The



A Stanier 8F is a heavyweight visitor to the branch, making a change from the more usual tank locomotives and small mixed traffic types.

5



6

Above An elderly Minitrix Ivatt 2MT 2-6-2T contrasts with the much newer and more finely detailed Graham Farish 2MT 2-6-0 awaiting its next trip back to Huddersfield. The heavy civil engineering of the line is even more evident in this view.



7

Coasting towards the end of the line with a goods train from Huddersfield, a Graham Farish J39 represents the new generation of N gauge steam locomotives.

rumour that they came from military surplus stock used to make Canberra jet bombers was, sadly, never proved.

The installation of electromagnets has allowed various kinds of electromagnetically operated couplings to be used and at one time the Bolton group settled on DG couplings, based on the experience with them of a 2mm finescale modeller. Standard N gauge RTR couplings are the norm nowadays, however.

A prototypical track plan has been adapted, but simplified slightly to suit what was available in the Peco Streamline track range. It has also been subject to the usual compression to fit the space available. The turntable at the end of the station platform has been omitted as it was removed by the LMS in 1938, being deemed unsuitable for the larger and heavier locomotives employed by that stage. Only in Lancashire & Yorkshire Railway days did locomotives always run chimney first and in later years LMS tank locomotives dominated workings on the branch.

Most of the buildings around the station are based on the actual prototypes. The goods shed, the station building and the 'piece shed' on the bay platform were all constructed by Peter Addington from plans available in a Lancashire & Yorkshire Railway Society booklet on the Holmfirth branch. Some of the buildings are however made by Stonecraft. The mill in one corner of the layout is not a feature of the real location, but the original builders liked it. This typical Lancashire mill, once a common sight, was built using a combination of two Kibri kits.

No watering facilities are provided, but this is accurate as locomotives had to run back to Brockholes Junction in order to replenish their water tanks. There was plenty of time to do this as the distance is barely two miles, but still, it was an unusual arrangement for a terminal station.

Cleggworth is operated using whatever stock we like, although the locomotives used are those that would have been seen in this part of the north of England. They're not always with the correct numbers as most of the stock is ready-to-run. Steam and diesel run alongside each other, as the mood takes us.

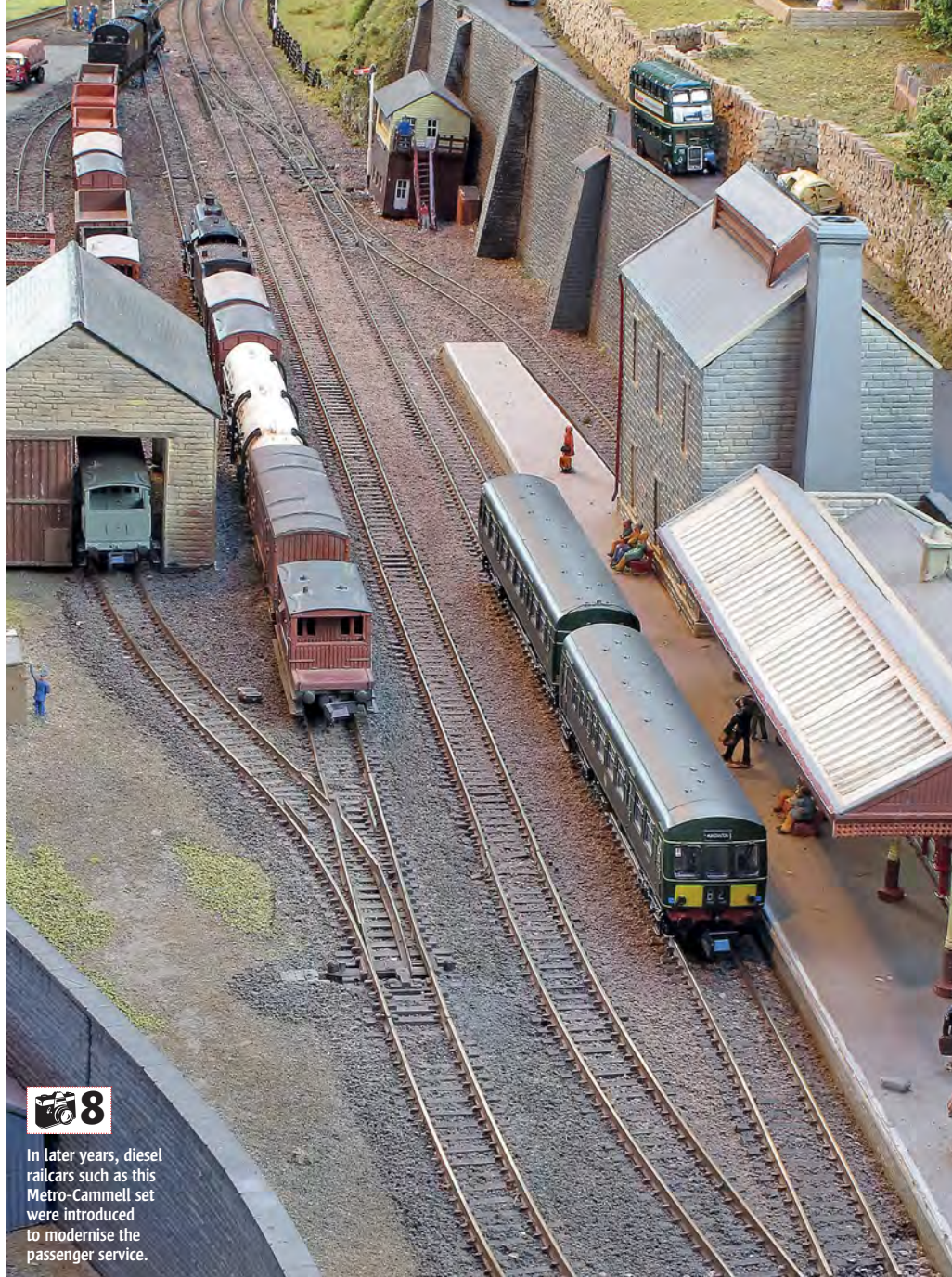
Since we acquired the layout, a few changes have been made, but mainly restricted to scenic work. More figures have been added and, amongst the general population of the layout, some of the more well-known locals make an appearance. An infamous old lady with wrinkled stockings and a trio of aged gentlemen getting into mischief are present, as well as cameo scenes involving Howard and Marina, and Wesley with his Land Rover and the policemen. Sid's café is also present and is sited in the street behind the station.

In the future we intend to replace the static signals with working ones. Also, the Stonecraft buildings (we are not sure what they are supposed to represent) are going to become a microbrewery - possibly known as Holme Brew due to its location in the Holme Valley. A change is also planned for the lighting board, which is heavy and cumbersome to assemble, followed by a repaint of the layout.

When this work is done, possibly; very possibly, there may be a move to extend to Thongsbridge and Brockholes, but this depends on the entire group being willing to take on this work, especially as Cleggworth is already a layout in its own right. **BRM**

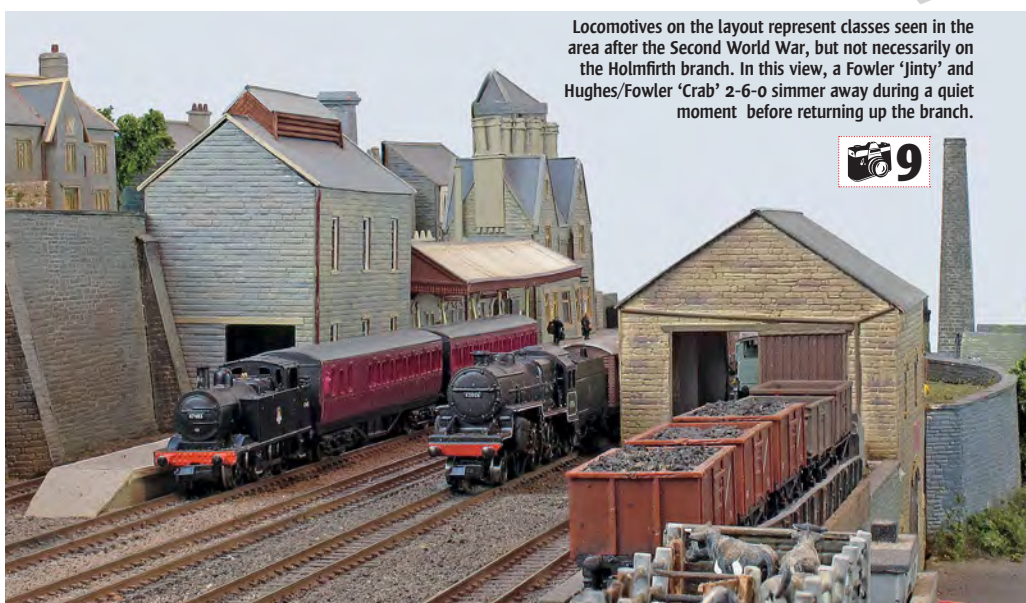
FURTHER READING

The Holmfirth Branch, 2nd edition, The L&Y Society Branchline. No. 2, Lane, B.C. (1998).



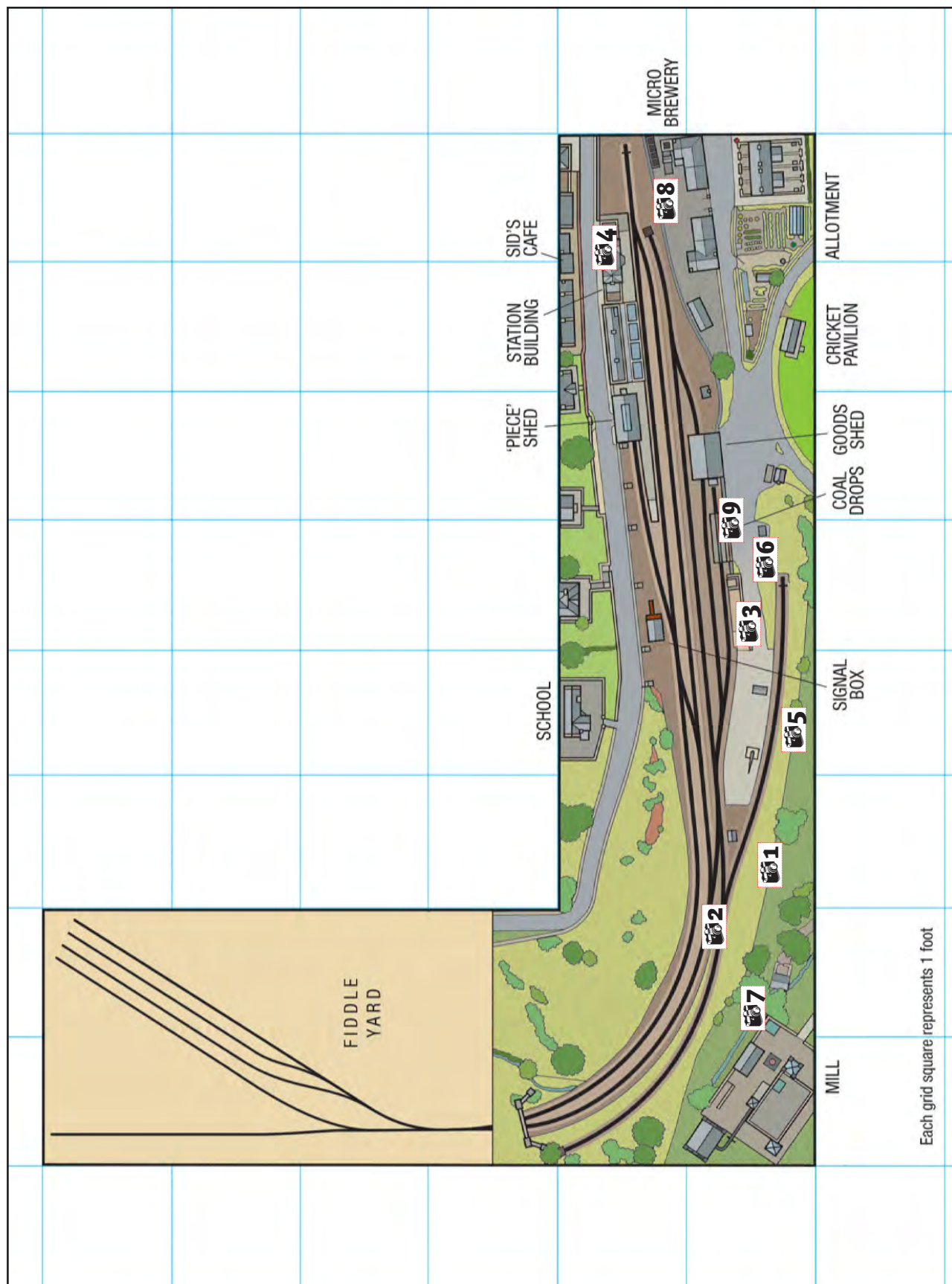
In later years, diesel railcars such as this Metro-Cammell set were introduced to modernise the passenger service.

Only in Lancashire & Yorkshire Railway days did locomotives always run chimney first and in later years LMS tank locomotives dominated workings on the branch.



Locomotives on the layout represent classes seen in the area after the Second World War, but not necessarily on the Holmfirth branch. In this view, a Fowler 'Jinty' and Hughes/Fowler 'Crab' 2-6-0 simmer away during a quiet moment before returning up the branch.





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CREATING A POWERED ROAD-RAILER IN 0 GAUGE

Howard Smith sets
out to motorise
and improve a
die-cast Road-Rail
excavator.

You'd be right
to think that this
project is a little
mad, but some-
times it's the mad
ones that are
the best!

Once out of the box, it seems a shame to start hacking and chopping this nicely finished model to bits. It is necessary though, and in the long run will pay off.

PROTOTYPE INSPIRATION

I've always been fascinated by the stranger items that can be seen on the rail network, whether they are from the past or present. In fact, the more obscure the better, as the chances that a ready-to-run model equivalent exists will be slim, opening the doors of opportunity to model something different.

An idea sprang to mind six months ago to model a Road-Rail excavator. A brief summary of these machines can be read on pages 46 and 47 in this issue. It wasn't a subject that I was familiar with, but one that I was intrigued to learn more about, so, with careful research and help from a few new contacts, I set foot and made a start with the project.

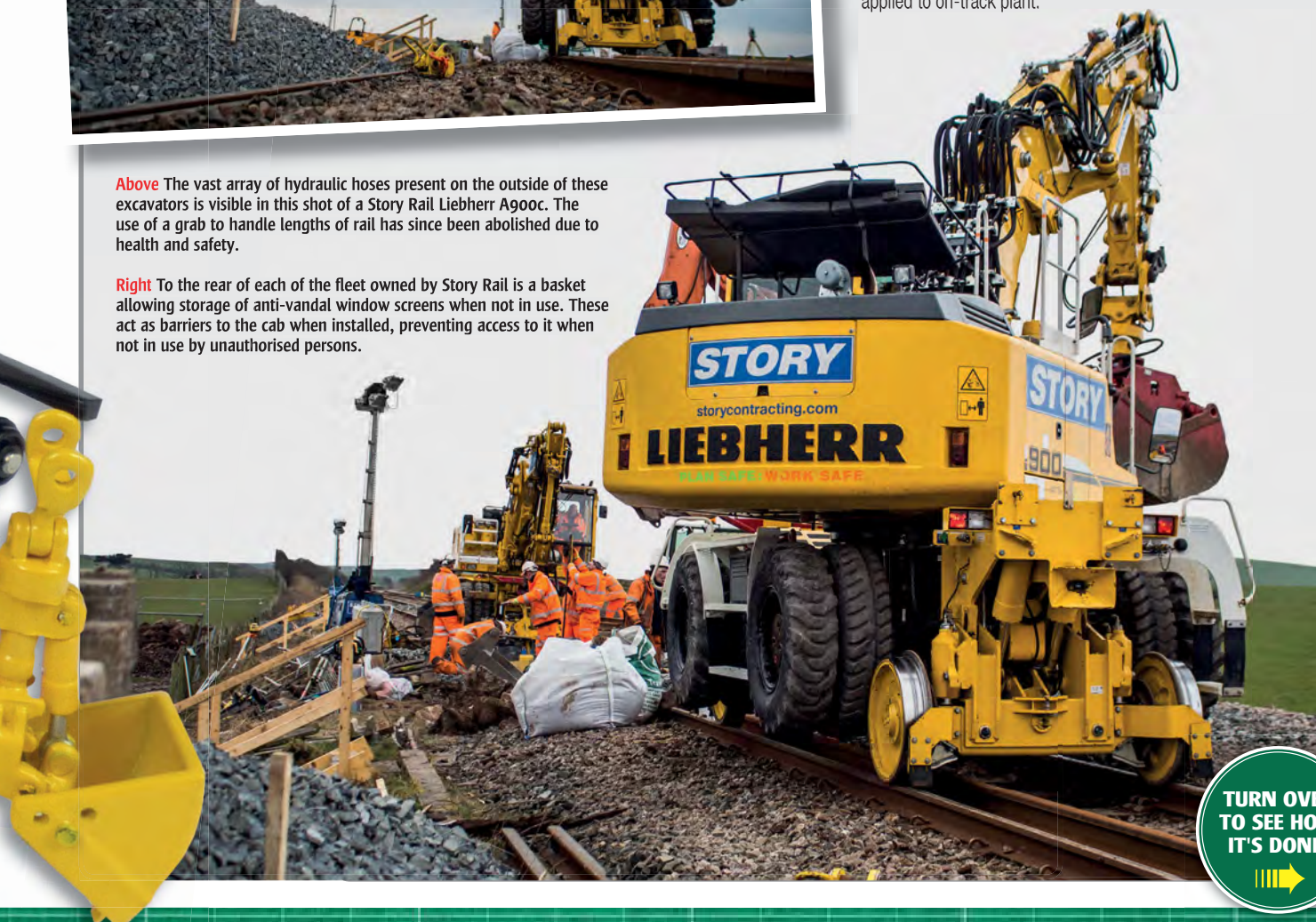
Story Rail RRV number 1002 is captured at rest near the level crossing in Great Coates, Grimsby, Lincolnshire on December 9, 2012.
RICK TODD



The chosen prototype excavator was dictated by die-cast models available in the 1/50 scale market, either new or second hand. They had to be based on prototype models used by companies in the UK. After much research, a 1/50 scale die-cast Liebherr A900C model was purchased, ready to be converted and decorated to represent a member of the RRV fleet owned by Cumbrian-based company Story Rail (numbers 989-992 and 1001-1003). Story Rail arguably have one of the most striking vinyl liveries to be applied to on-track plant.

Above The vast array of hydraulic hoses present on the outside of these excavators is visible in this shot of a Story Rail Liebherr A900c. The use of a grab to handle lengths of rail has since been abolished due to health and safety.

Right To the rear of each of the fleet owned by Story Rail is a basket allowing storage of anti-vandal window screens when not in use. These act as barriers to the cab when installed, preventing access to it when not in use by unauthorised persons.



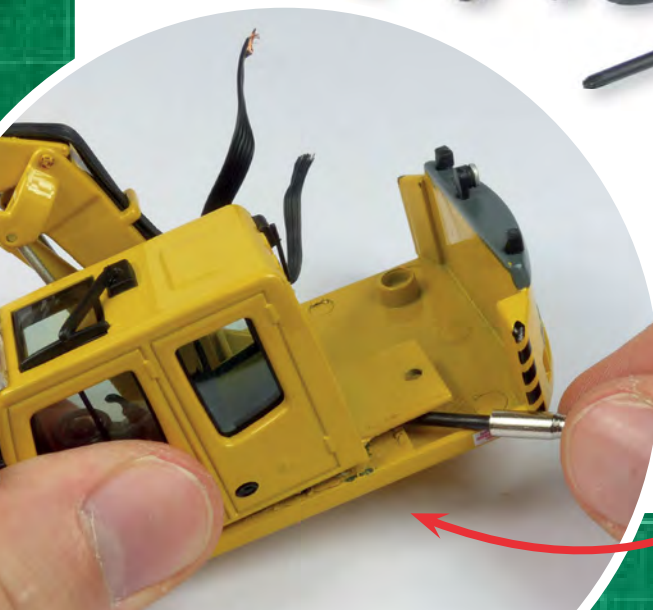
TURN OVER
TO SEE HOW
IT'S DONE!



THE MODEL



This model of a Liebherr A900CZW by German firm NZG is the closest to what Story Rail operate. At a scale of 1:50 it saves having to build all the model from scratch. We can make it run on O gauge track with some modifications (albeit being a fraction under scale).



Above First things first, this model needs to be taken apart to assess the room available for fitting of parts. A small Phillips screwdriver is used to remove the screws that are surprisingly tight.

Left The different elements that comprise the model are separated. The way the model is designed makes the task of modifying and fitting elements to it so much easier. Each part can be worked on individually.

MODIFYING

The die-cast model is designed as a 'low rail' continental prototype excavator. Story Rail operate 'high-rail' excavators. Information on the differences between 'high-rail' and 'low-rail' vehicles can be read on pages 46 and 47. As a result, both the front and rear parts of the chassis need replacing.



The model needs motorising, so a small motor must fit under the chassis. Unfortunately, some elements of the original moulding are in the way. These areas are circled with a pencil and removed with a micro-milling machine.

DETAILING



The body of the model generally lacks detail. A very basic representation of the hydraulics, grilles and other components is offered, but far more can be done to improve the model in these areas. More importantly, all the inscriptions offered on the diecast model are in German and unlike anything seen on the vehicles operated by Story Rail. These need removing and changing.

THE CHASSIS

Right Making sure that everything runs smoothly and evenly is paramount as we will be relying on the contact made between the rubber tyre and metal wheels to propel this machine – no margin for wobbles permitted! The axles are sourced from Northwest Short Line (NWSL) in the US. The wheelsets are live with the chassis and one wheel is isolated, reducing friction caused by too many pick-ups. NWSL has a good range of wheels to suit most applications and even offer a choice of different axle types!



Left The new scratch-built elements are evident in this shot of the underside of the chassis. The diecast and primitive looking steps are replaced with new ones cut from brass sheet.

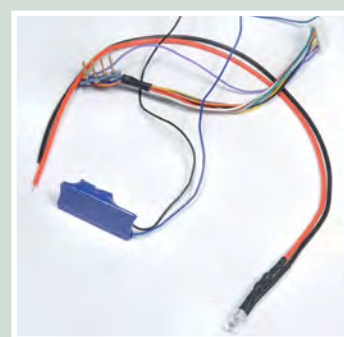
Etched strips of tread plate are then glued over the top of these. The axles need widening by 2mm to allow the rail wheels to fit comfortably in place. The tyres rub against the steel wheels with just enough friction to power the vehicle along without straining the motor. Note the mitred gear on the driving axle that will mesh with the motor gear when fitted.



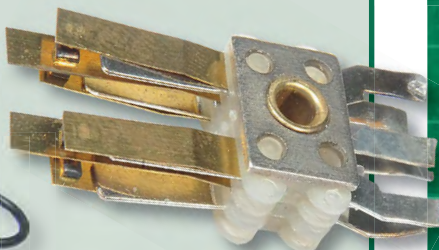
USEFUL PROJECT PARTS



The micro-motor gearboxes for this project are sourced from Hong Kong (gizmozone.com). They are of minute proportions, as seen by the adjacent OO gauge motor and gearbox adjacent, but have plenty of power and rotate at 60rpm, perfect for the application at hand!



Operating this machine is a two man job. Two decoders will be fitted from the new Zen range by DCC Concepts. One will drive the chassis and power the directional lights, the other will control the rotation of the turret, work lights and flashing blue beacon. Stay-alive capacitors (also from DCC Concepts) as shown in the photo are vital to ensure constant power as the model only picks up on two axles!



The small interior components of an old relay switch are useful for making discreet electrical pick-ups.



Some handy accessories for the project from msw-modelle.com. From rubber hose, to draw bars used to connect to trailers and lengths of assembled chain with hooks.

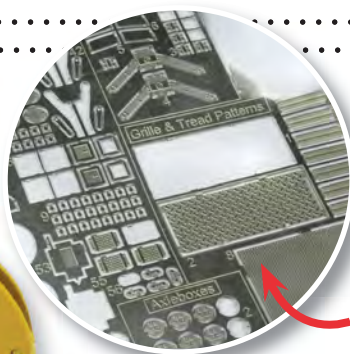
MORE STAGES OVERLEAF

THE BODY



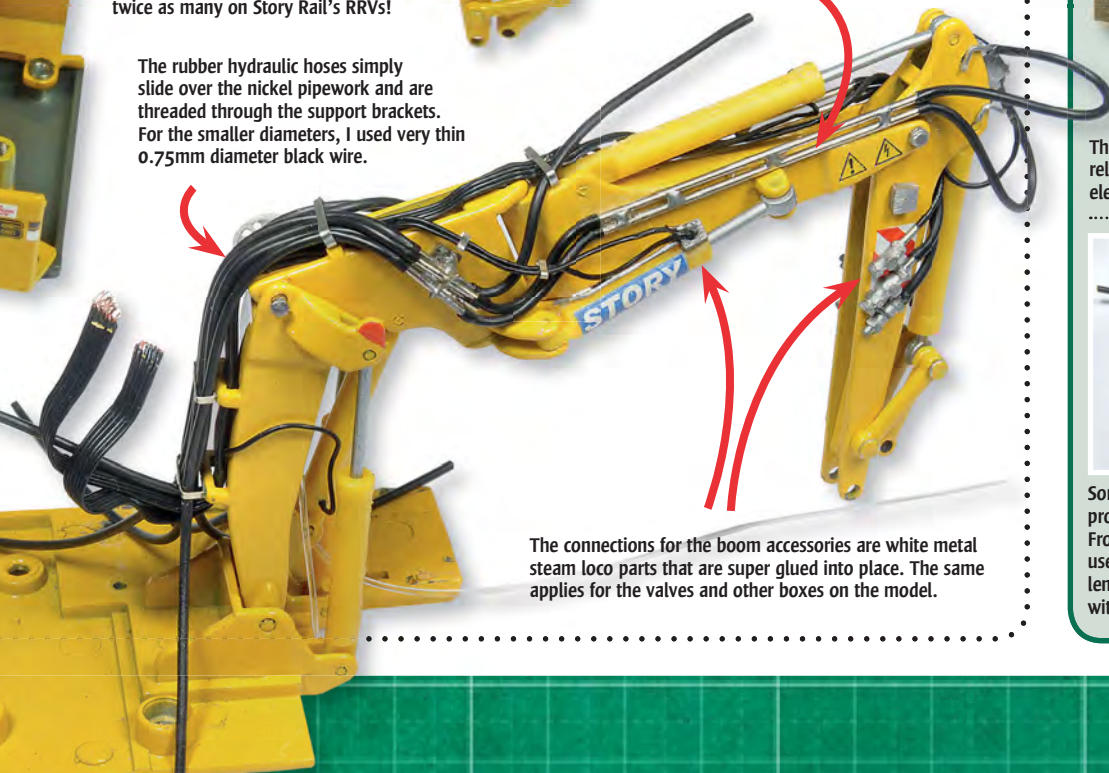
The original excavator body. Only the hydraulic rams are plastic, giving the model a good weight. The hydraulic lines are the correct diameter, but there are twice as many on Story Rail's RRVs!

The rubber hydraulic hoses simply slide over the nickel pipework and are threaded through the support brackets. For the smaller diameters, I used very thin 0.75mm diameter black wire.



David Parkin's Modern Motive Power detailing etches are useful as they have a selection of tread plates to choose from. When combined with some wire handrails, they look effective.

The pipes on these excavators are made from stainless steel and look very clean. I used some 1mm diameter solid nickel silver rod from Albion Alloys, carefully soldered together. The support brackets are simply strips of 0.025 thou nickel silver sheet, cut and folded around a pair of pliers to shape.



The connections for the boom accessories are white metal steam loco parts that are super glued into place. The same applies for the valves and other boxes on the model.

PRACTICAL BRM



HOMEMADE TRANSFERS THE EASY WAY!

The number of health and safety warning vinyls on the real excavators is quite surprising when examined at close quarters. If the model lacks these, it just won't look right. None of these are available to purchase - hardly surprising really - so all need to be made.

With some Photoshop work and transfer paper from Crafty Computer, the transfers were printed using my home-based inkjet printer with optimum settings.

The vinyls are printed on white transfer paper as they can be cut out easily, but the company website lettering to the rear of the model can't and so needs to be printed on transparent paper. As many printers can't print white, the blue colour of the lettering needs to be a lighter shade to compensate for the lack of a white background. This is where prototype photos of the real vehicle are very helpful, making locations and proportions easier to judge.

There are some limitations - how neatly you can cut out is one example - but this is a cost effective way of making your own transfers!



STORY
storycontracting.com

1002

PLAN SAFE: WORK SAFE



We are getting closer. The front and rear steps need to be added as do other accessories such as the flashing blue light on the roof.

SKYTREX BAGS



This Road-Railer needs something to haul around, it just wouldn't look the same without. Skytrex produce these marvellous resin ballast bags in O gauge for £5. Perfect for the job!

W: www.skytrex.com

THE LIGHTS

Road-Railers are fitted with many lights to work at night if needed. Adding working lights to this little gem can only further add to the animation as it trundles down the track. Illuminating them is a challenge in itself - each light needs a separately fitted LED.

The miniature LEDs were sourced from Kytes lights who specialise in such applications. They have a very comprehensive choice of LEDs and lighting effects to choose from.

A few packets of pre-wired red and white LEDs were purchased and many a hole is drilled in the model to fit each one. This process takes time, but patience will pay off in the long run.

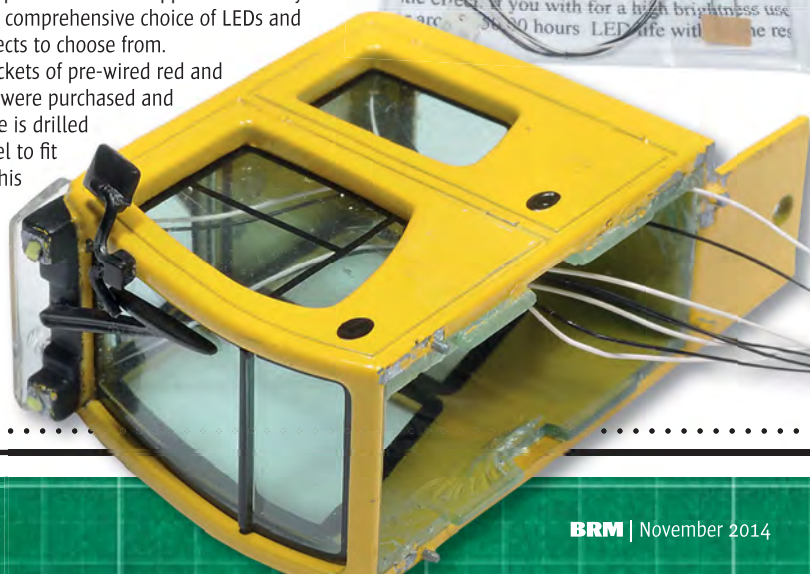
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...luded in the pack. They are both the same volt
...ly if space is a concern.
...ffer some for example then use 3 volts DC i.e
...tic effect. If you wish for a high brightness use
...arc... 50,000 hours LED life with the res





The rear rack is scratch-built from wire and the rear lights are fitted. Both will be painted black as per the prototype.

The wires need connecting to the decoders and once all those loose hydraulic lines are connected at the bottom end, everything should look a lot better!

MORE TO COME...

BRM TV

This model isn't quite finished yet, but the improvements are already noticeable and the transformation of this diecast model to a UK prototype to suit O gauge is well underway. We will show the completed excavator in action on BRM TV at a later date, but if you'd like to see it in the flesh, visit our Peterborough exhibition on October 18 & 19.

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I'd like to thank Mark Hendren, Business Development Representative for Story Contracting whose supply of photographs and plans was a tremendous help.

The cab interior is given a slight patina and a 1:43 scale Preiser figure is fitted.

His position places his feet up against the front windows.



ROAD RAILERS

A BEGINNER'S GUIDE

During the night of February 16, 2014, a team of civil engineers carry work out on an OLE base at Stafford.



Howard Smith takes a look at these varied and sometimes strange looking machines that play an integral part in maintaining and upgrading today's rail network.

Photography by Paul Bigland



The 'Up Main' at Mytholmroyd undergoes track renewal on January 19, 2014. Note the panel grab particularly useful for unloading several sleepers at a time from wagons.

The chances are that most of you who have boarded a train to a destination in this country will have witnessed at some stage along the journey some form of engineering works.

Be it in a station or on an open stretch of main line, workers in 'high-vis' jackets and hats, with bright yellow machinery, earn a living by maintaining and upgrading our ever busier network of track and infrastructure. Some of these

machines (also known as 'plant') are can run on a land-based works site as well as on the rails, having the ability to adapt by dropping steel wheels that serve as either guides, (or guides and traction) on the rail. These large and colourful machines are commonly referred to as Road Rail Vehicles (RRVs) or 'Road-Railers'.

Since privatisation, plant hire and contracting firms are used more often to undertake specialised work (and increasingly common tasks), replacing the role of some of the smaller and

WHAT IS A ROAD-RAILER?

A road-rail vehicle or 'RRV' is any vehicle that is self-propelled and has the ability to drive off as well as on rail tracks.

Road-railers are usually adapted off the shelf items of plant, such as tracked or wheeled excavators, cranes or cherry pickers (see below) - all of which can be seen travelling to work sites on the back of trucks.

RRVs can generally be divided into two large categories depending on their method of propulsion. 'High-rail' RRVs are propelled by the friction of the excavator's tyres coming into direct contact with the metal wheels of the vehicle. 'Low-rail' RRVs merely use the metal wheels as guides and use the excavator's tyres which sit on the rails to propel the vehicle to and fro.



A New Holland-Kobelco E200SR is caught at Manchester Victoria 'top and tailed' by a pair of low wagons transporting overhead line electrification post foundation blocks. Such a compact setup replaces a main-line locomotive (using more fuel) and wagons.

A road-rail vehicle or 'RRV' is any vehicle that is self-propelled and has the ability to drive off as well as on rail tracks.



Above A slightly more obscure piece of On-Track plant is captured in the form of this cherry picker at Birmingham New St. on November 14, 2012.

more specialised track machines that were either owned or hired-in during the BR-era.

RRVs are a suitable choice for firms that offer spot-hire services, as their ability to adapt to the needs of several different jobs reduces the need for a company to purchase expensive equipment that can only perform one task - a cost which is ultimately passed on to the end client (Network Rail) and subsidised publicly. Like them or not, RRVs certainly own their keep on the modern railway. **BRM**



Proof that not all RRVs are small. Falling into the heavy-weight category of Road-Railers is this crane, operated by Roadrail cranes Ltd and seen at Hatch End on May 4, 2014.

WHY USE AN RRV EXCAVATOR?

The most common of RRVs are the wheeled excavators, to which many different implements can be attached depending on the task at hand. The most common of implements are various sizes of buckets, but flails (used for cutting undergrowth and scrub), ballast brushes, rail croppers, sleeper grabs and even simple hooks for manoeuvring bags of ballast into place are also used, along with many others. A good selection of these can be seen on Story Rail's website, which includes photographs and a description of what each item is capable of doing.

The Road-Rail excavator has become a tool that can undertake complete track renewals, from start to finish, as well as numerous other maintenance tasks. The fact that these machines are used nationwide on major routes from the North to the South, in areas where track curvature prevents other machines gaining access, just demonstrates how important and versatile they are in the modern civil engineers' arsenal of tools.

**Turn to
PAGE 40
to see how I
made a
motorised
RRV**

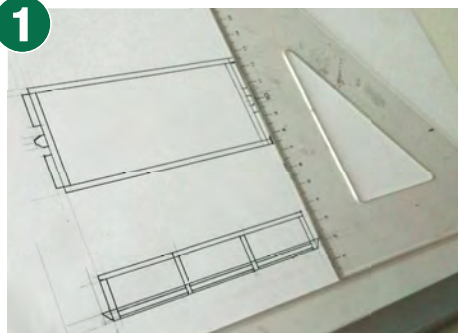


HOW TO BUILD...

A ROAD-RAIL

Phil Parker tackles another challenge – to build a Road-rail trailer. But with no kit available, how did he manage?

1



Left One day I will learn to use CAD, but for this model, a simple plan was drawn using a good old fashioned pencil and paper. It's quicker to rub out lines on a page than it is to re-make parts in plastic so even a rough sketch will save time in construction.

Right Parts were cut from 1mm thick plastic sheet. White is a better colour to work in for the eventual yellow paint job but I used some black for the chassis parts as it shows up better in the photographs. 3mm deep Plastruct C-section girders will run the length of the floor.

2



WHAT YOU NEED

- Craft knife ■ Olfa plasticard cutter ■ Fine saw ■ Sanding pads
- Pliers ■ 1.0mm plastic sheet
- 0.5mm plastic sheet
- 3mm wide Plastruct C-girder
- 3mm square section plastic (for the skip wagon body framing)
- 2mm steel rod ■ 3.5mm brass tube ■ 4 X 12mm diameter Romford wheels

When Howard suggested he needed a couple of trailers to accompany his permanent way equipment, I imagined this would be a simple job.

After all, the real things are just a flatbed with four wheels aren't they?

As far as can tell, no kits (in O or OO gauges) exist for these prototypes, so some scratch-building was the order of the day. A scanned drawing provided by the company 'Story Rail' gave me the basic dimensions but it was not a great copy and I couldn't make out the details. Worse, it didn't match any of the wagons I had seen. Once I started looking at pictures it quickly became apparent that there are many designs all subtly different from

each other.

Even the lights on the ends differed, with some having the red lens outboard and some the white!

There are many configurations of these vehicles but all appear to be based on a flat wagon with sides slotted in to the pockets around the edge. For variety, I've built a flat and a skip version – the latter being a flat with low sides to retain materials or spoil on board.

To make the project practical, I decided that a simplified design that looked right and used easily available materials would be the best plan. I'd miss out such things as brakes – no photos were available showing how these were attached. Mind you, the wagons are so low to the rail, their omission isn't as great a problem as it would be on a normal wagon!

One of the prominent features of all the designs I found were girder sides. Using these as a starting point, I based my design on some Plastruct C-section girder, 3mm deep as it's easier than making this from strips of plastic. Another notable feature are

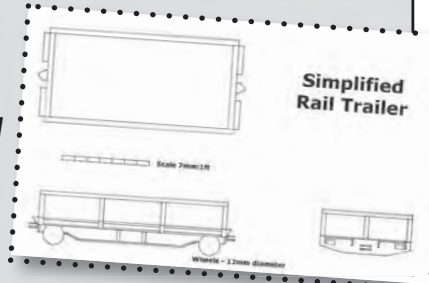
Each wagon should cost around £2 to build, so a pile of them on the lineside or carried on the back of a lorry wouldn't break the bank.

TRAILER

Painted with Railmatch warning yellow, warning labels and finished with a wash of rust colour, these wagons are at home on either the lineside or the track during an engineer's possession of the line.

WANT TO SEE MORE?

Read about the history of these wagons and download Phil's drawing from the BRM blog: <http://bit.ly/1m80Max>

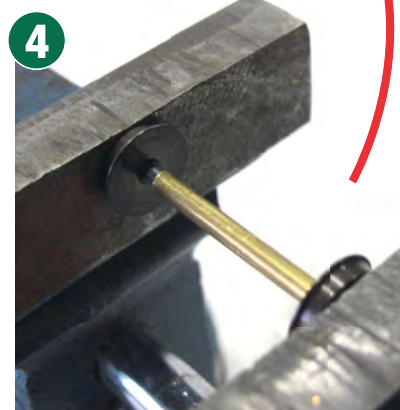


the tiny wheels. According to the plan I had, they were under 2' in diameter, so I settled on using some 12mm diameter Romford wheels re-gauged to fit 7mm track. The solid faces aren't unlike those seen in prototype photos and at least they are readily available.

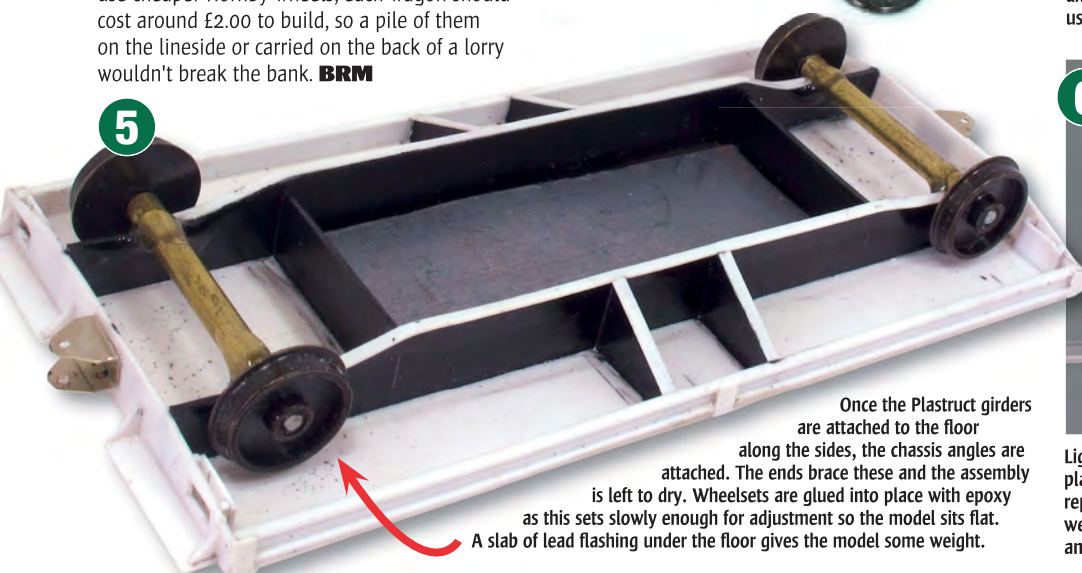
Apart from the wheels, all construction is from 0.5mm and 1mm plastic sheet. If you were to use cheaper Hornby wheels, each wagon should cost around £2.00 to build, so a pile of them on the lineside or carried on the back of a lorry wouldn't break the bank. **BRM**



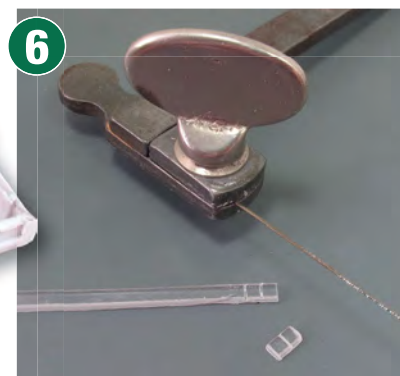
12mm diameter Romford wheels were removed from their OO gauge axles. New axles were cut from 2mm diameter steel rod. These run in 3.5mm diameter brass tubes. The axle is a sloppy fit in the tube which provides compensation for the finished wagon.



It's important that the wheels are square on the axles, so they were assembled onto the ends using a vice to push them fully home.



Once the Plastruct girders are attached to the floor along the sides, the chassis angles are attached. The ends brace these and the assembly is left to dry. Wheelsets are glued into place with epoxy as this sets slowly enough for adjustment so the model sits flat. A slab of lead flashing under the floor gives the model some weight.



Lights were cut from an Oxford Diecast clear plastic box. First a 2mm deep strip was made from repeated passes with an Olfa cutter. The lights were then chopped from this with a very fine saw and each back was painted, providing the colour.

YOUR
BRM

READERS' L

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

**STAR
LAYOUT**

BEEDDALE



This is my OO gauge layout Beedale. It started life five years ago when middle age loomed and drinking no longer seemed an appropriate pastime (this may have been a mistake) - I returned to the hobby of my childhood. Adding to some of my surviving stock and with little idea what I was doing, I set about building the sort of trainset my ten year old self would have built.

Gradually by gaining knowledge and learning skills through reading publications such as **BRM**, it has now started to vaguely resemble something more akin to a model railway... although happily, I still have little idea what I'm doing.

**Tony Beedham,
Northampton**

UNDER HOCKNEY SKIES

My main railway activity is collecting and running early Tri-ang trains, including OO/HO and TT. When we moved home in 1992 I set up a small N gauge layout, with my younger son. He then moved on to other interests and the layout was dismantled to the loft.

Twenty years later I decided to use the track and trains in a small portable layout. The aim was to run 1950s steam on the inner circuit and 1980s diesel on the outer.

The scenery I developed with my wife, a keen amateur painter. It's based on the landscapes of David Hockney, which we both love, using mostly acrylics.

The result is both a simple model railway and a multi-media artwork!

Reg Harman, via email



LAYOUTS

COAL DIORAMA



My 4mm coal yard scene was constructed in 1996, just before new additions to the family and moving house put the brakes on any future railway modelling. It was rediscovered while moving boxes around in the attic recently. The base is from a DIY pine kitchen drawer front, turned face down. I initially built the Wills weighbridge and Hut Kit and fixed this to the base along with a single sheet of Wills Cobble paving. For a bit of extra realism, I broke a couple of cobbles off one corner of the sheet to recreate the effect of lorries running over the edge of the paving then onto the gravel. The Coal Staithes (Wills) were fixed down and an old length of Hornby track was glued down before applying ballast over the whole scene.

I grew up with model railways as a child and was always fascinated by the small scale detail.

Keith, via email



FERRYBRIDGE STATION

This is a OO gauge 1950s scene of Ferrybridge station in West Yorkshire. The station buildings and platform were made from the back panel of an old wardrobe we threw out.

Ferrybridge was closed in the early-1960s. It had a wooden platform and half the station was burnt in the 1950s. The model shown in the photograph above is set just before the fire. There was a great variety of ex-LNER, GNR and LMS locomotives passing through. The branch in the distance went to Knottingley and the main line went to south to Sheffield via Pontefract and north to York.

D.T. Blacker, Knottingley, West Yorkshire

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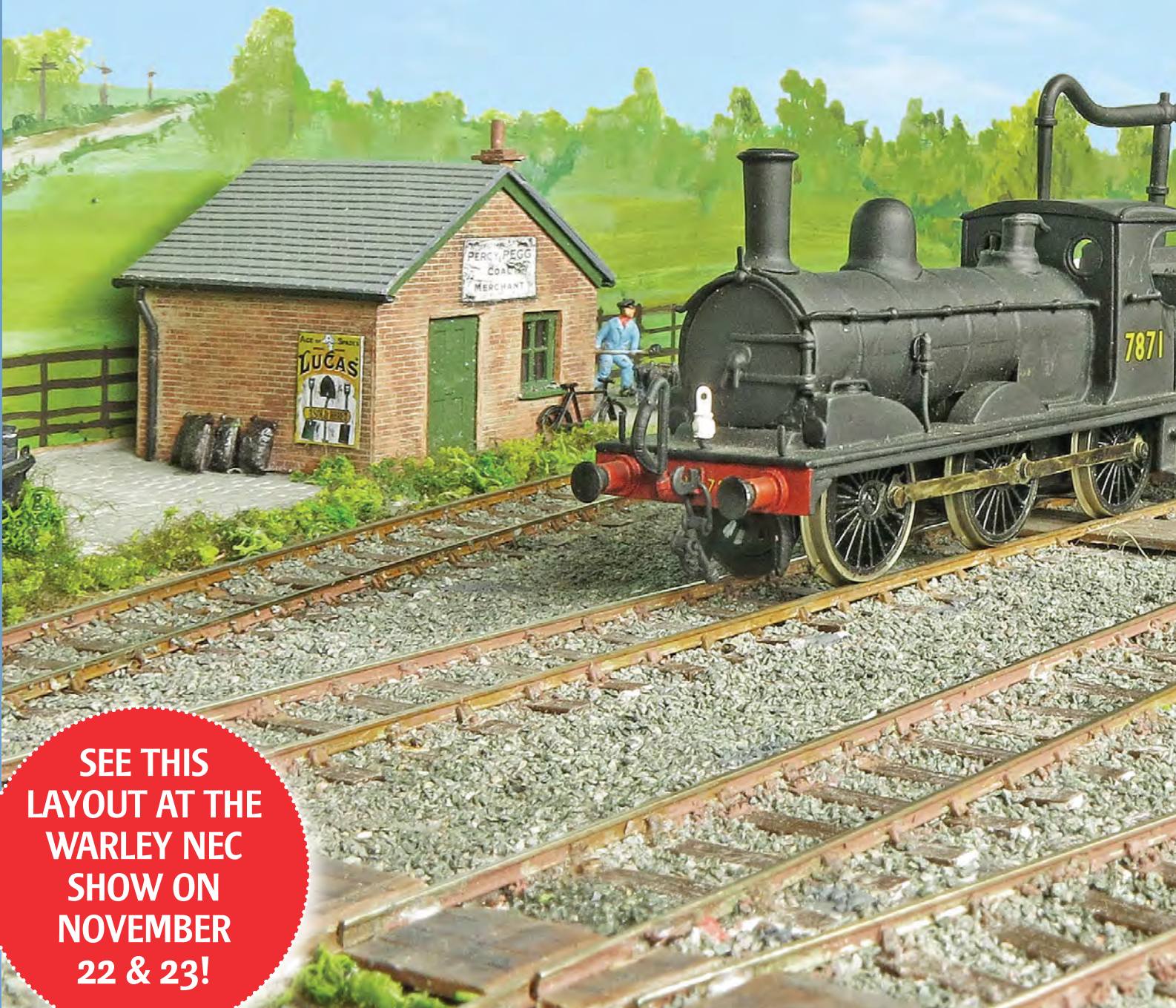
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LAYOUT FOCUS

LITTLE

HISTON

Graham Tandy recalls a long-lost time when the railway was an essential supply line for small country towns, rural businesses and farmers.



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00
GAUGE



Away from its main lines, the LNER operated an extensive system of rural lines across East Anglia and eastern England. Serving agricultural areas with poor road connections they were often an essential lifeline for small towns and villages.

FACT FILE

- **LAYOUT NAME** Little Histon
- **SCALE/GAUGE** 1:76 scale, 16.5mm gauge 00
- **SIZE** 8' x 18" (including fiddleyard)
- **ERA/REGION** LNER, Cambridgeshire, 1930s
- **LOCATION** Portable exhibition layout
- **LAYOUT TYPE** End-to-end
- **WORDS** Graham Tandy
- **PHOTOGRAPHY** Paul Bason





2



From Left to Right A J72 0-6-0T has been drafted in to act as pilot for the station and goods yard. The goods shed (above) is based on one at Cowbit, near Spalding. All the other buildings on the layout are based on structures seen around Histon and the surrounding area between 1890 and the 1930s. The ex-GER J69 0-6-0T (above right) is a kit-built model - see page 76 for Tony Wright's guide to building a South Eastern Finecast J69 kit.

This is my third layout and is based on the small Cambridgeshire town of Histon on the line between Cambridge and St Ives. Histon was an important fruit centre, principally because of Chivers' jam factory, which occupied sizeable premises north of the station and had a private siding and loading facilities. Chivers employed most of the townsfolk, together with people from surrounding villages. It also generated other local business too, when for a while the

labels for the jam jars were printed at Enderby's Mill in St Ives.

Between 1894 and 1898 in/out goods traffic almost doubled from 10,546 to 20,099 tons, most of which was fruit. July, August and September were the busiest months and around 1900 the Great Eastern Railway began running nightly specials to Cambridge for distribution to London, the east and the north via March and Peterborough.

A final piece of local history, just beyond Histon station stands a small monument, commemorating

Mrs Elizabeth Woodcock, lost on this spot in a snowstorm in February 1799 while returning from Cambridge market. She was discovered beneath the snow after eight days, alive and in possession of all her senses, but she died five months later, aged 42. The monument is illustrated at the front of the layout.

Sadly, only the station building remains today and the trackbed is now a very expensive bus lane.

Why did I choose to model Histon? A few years ago a friend said to me, why don't you build a layout with a jam factory? The only two places thought of

KEY DETAILS LOCOMOTIVES & ROLLING STOCK



5

A repainted and weathered K3 2-6-0 arrives with a local train formed of two Ian Kirk Gresley non-gangwayed coaches.

Five locomotives appear on the layout; K3 2-6-0 No. 2765, J39 0-6-0 No. 2964 and J72 0-6-0T No. 2314 are all renumbered and repainted Bachmann BR locomotives. For the vital ex-GER locomotives, kits were necessary; J69 0-6-0T No. 8623 is a Wills kit (see page 76 for Tony Wright's J69 kit-build project) while J15 0-6-0 No. 7871 is a model inherited from Dave Ives. All the locomotives have a footplate crew.

As the passenger service would have been sparse, the carriage fleet consists of just two Ian Kirk kit-built coaches; an LNER Gresley teak 51' 8" non-gangwayed Third and a matching non-gangwayed Brake Third. Both have been suitably scumbled and painted to give the necessary teak effect and are fitted with Bachmann's small tension lock couplings. They also have passengers peering out of the windows.

Goods traffic is handled by four Dapol coal trucks in the livery of 'Percy Pegg of Histon' supplied by Robbie's Rolling Stock. There are also two Dapol fruit vans, two Dapol 12t vent vans, four Bachmann fruit vans, a sheeted open wagon, a Bachmann LNER brake van and a Slater's ex-NER 'birdcage' brake van. All the locomotives and rolling stock have weathered and renumbered to suit the area modelled.



All the buildings were in and around Histon between 1890 and the 1930s. Sadly, only the station building remains today and the trackbed is now a very expensive bus lane.

were Histon and Tiptree. After looking at plans of both areas the deciding factor was that Histon had a local coal merchant called 'Percy Pegg'. What a wonderful name to have on the side of a coal wagon! So that was it, I was smitten, and 'Little Histon' was soon in the making. The year is 1934.

BASEBOARDS

As my railway room, previously my office, is only eight feet wide that is the length of the layout. The width is 18" and the layout is made up of three boards, one at 4' long, one 3' and the 18" x 6" hidden sidings.

The framework is 2" x 1" softwood with a Sundeala top covered with a thin cork underlay. The boards sit in a 2" x 1" softwood frame which sits on two trestles at a height of 3' 3". The backdrop is 4mm MDF and the backscene was painted in acrylics on art paper and then pasted directly onto the board.

The fascia is made of plywood with a framework of 3/4" square softwood and is bolted to the ends of the layout on 2" x 1" softwood uprights with an approximate height of 20". The fascia displays 'Little

Histon'. I wanted a replica of a station nameboard, fortunately I found a local printer sympathetic to my need.

Power and control comes from a standard Gaugemaster T1 open transformer with Trax hand-held controller. The points are operated using Seep motors with polarity switches and a capacitor discharge unit (CDU) from a central control panel using the Peco stud and probe system. The layout is lit by two 14" tubes which are clipped behind the fascia.

The trackwork is a mix of SMP code 75 nickel-silver and Peco code 75 small radius points, suitably painted with rust colouring, laid on cork, then pinned and glued. Copper clad sleepers are soldered to the end of the track where the joining of the board meets. The layout was ballasted in the conventional way but this isn't a task I get too enthusiastic about!

BUILDINGS AND SCENERY

The buildings are all scratchbuilt from photocopied plans obtained from a fellow modeller via the internet. The photographs date from the 1890s to

KEY DETAILS BUILDINGS



Chivers' jam factory is the major source of goods traffic and employment in the town, receiving fruit from local farms and shipping out finished products by rail. A J39 0-6-0 arrives to collect empty vans from the private siding.

From Top to Bottom Chivers' factory is the dominant feature of the layout and, like most of the other main buildings, is based on plans of the original obtained from a fellow modeller. Along the back of the layout is a row of low-relief buildings including this row of cottages and Webb's the Bakers. Alongside the end of the platform is a small office for Percy Pegg's coal yard, which is one of several rail-served companies around the station area.





SEE IT IN ACTION

You can see Little Histon at the following exhibitions; Warley NEC on 22nd/23rd November 2014 and Dereham in February 2015. Exhibitions managers wanting to include Little Histon in their shows, please e-mail: ollandsend@gmail.com



Looking very much at home, J15 No. 7871 waits to run around its train. The level crossing in the background is part of the scenic break.



1934 and were invaluable in the construction work. All the buildings are made from plastic card and are covered with appropriate Slater's card and all suitably weathered.

As I was unable to obtain photographs of a GER goods shed, the one modelled on the layout is from Cowbit near Spalding, on the Great Northern & Great Eastern Joint line. Constructing buildings, whether it be from plans or photographs, gives me more pleasure than any other part of this fascinating hobby.

All the buildings on the layout were at Histon from the late-1890s to 1930s but as Morecambe and Wise used to say "not necessarily in that order", so here is a brief resume of where the original buildings were. The goods shed was at the end of the station platform with Chivers' factory behind the station building, the signalbox was almost opposite the goods shed at the end of the platform. Percy Pegg's coal yard was behind the platform on the

J72 No. 2314 threads between the factories with a short train of covered salt wagons. Enderby's mill (right) is built in low relief against the backscene.



same side as the signalbox. The two buildings by Enderby's were in the private sidings of Chivers.

Enderby's was in St Ives and in the 1960s, Clive Sinclair purchased the building to start his work on the pocket calculator, it is now apartments, with the chimney long gone. The station building is the only structure correctly sited. I sincerely hope all that information makes sense to you, maybe if you see the layout at any exhibition, it will!

The road at the rear of the layout by Enderby's, Webb's the bakers, the cottages and the road from Chivers' to the goods shed uses Wills granite sets. This was typical material used in the 1930s and 1940s that I well remember.

The bushes and grasses used are from Woodland Scenics, ER Décor and Layouts for U. The fencing is all by Ratio. There are numerous workers, locals, passengers, not forgetting our two cats that appear on the layout which all add to the realism I have tried to portray.

CELEBRATIVES

I have had the pleasure whilst exhibiting Little Histon to meet folk who were directly involved in the daily running of the railway, including the Station Master from the early-1960s, a signaller of the 1960s who asked me if I wanted the 'box as it was in his front garden, a family that now lived in one of the cottages, a descendent of Webb's the bakers and even the local poacher!

To all the people that I have had the pleasure of speaking regarding Little Histon, about its history, should they read this article many thanks and I hope future exhibitions will produce further memories.

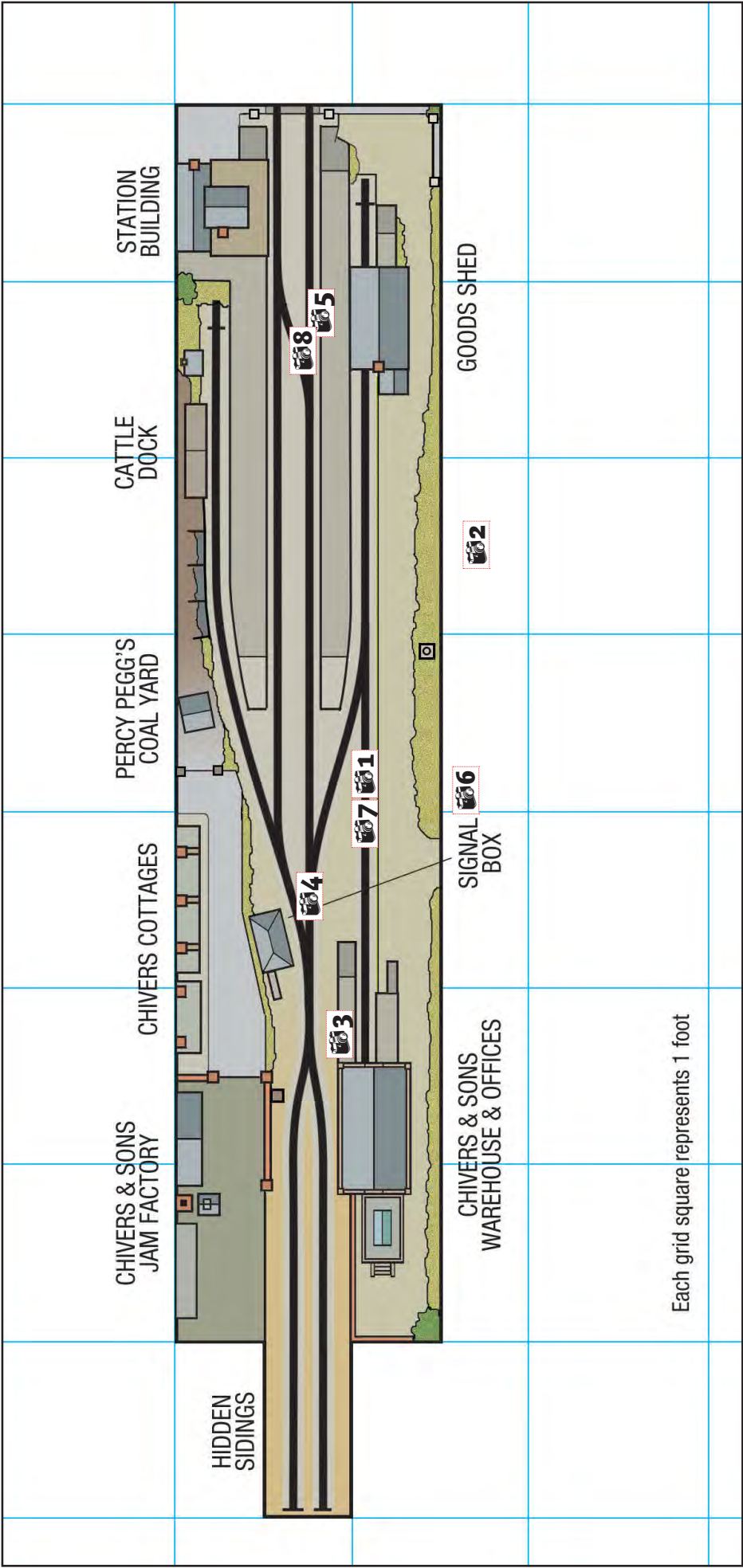
I would like to thank my wife, Rosalyn, for her help and encouragement during the project and for her patience when I go to exhibitions. To a very good friend, Sad Burdett, who did all the electrics and for his ongoing advice in this great hobby. **BRM**

A big 'thank you' to Kelvin Barnes of Diss who made the baseboards and for his skillful weathering techniques, you are a star. A big thank you to Don the artist for the backdrop. My thanks also to John Ellingford for his work scumbling the Kirk LNER coaches and to Simon and Mike for their help at exhibitions.

Finally, I would like to dedicate the layout 'Little Histon' to David Ives who passed away on 14th July 2011. I met Dave after joining the Norwich Model Railway Club in 1997 and we soon became good friends. He was a brilliant modeller in all aspects of the hobby, but his passion was building locomotives. He is missed by all who had the pleasure of knowing him.



LAYOUT FOCUS LITTLE HISTON



Little Histon



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OWEN'S

WHY OWEN'S BRIDGE?

Our layout is named after Wilfred Owen MC (1893-1918) one of the first, and certainly best known, war poets.

Commissioned as a second Lieutenant in the Manchester Regiment he fought in France at Serre and St. Quentin in 1917. His experiences, including being blown up by a mortar shell and spending several days lying injured in the open, resulted in him being sent suffering from shell-shock to the War Hospital in Edinburgh.

There he met Siegfried Sassoon who encouraged him to recount his experiences of the horrors of trench warfare and gas attacks through poetry. Returning to the front in 1918, Owen was killed in action during the crossing of the Sambre-Oise Canal at Ors almost exactly a month before the armistice was signed.

Only five of Owens poems were published before his death including 'Anthem for a Doomed Youth', 'Futility' and 'The Parable of the Old Men and the Young', the rest being published in 1920. He is commemorated at Poets Corner in Westminster Abbey. For more information on Wilfred Owen MC, visit www.wilfredowen.org.uk

An armoured Simplex 20hp 'Tin Turtle' picks its way across the scratchbuilt lifting bridge which forms the centrepiece of the layout.



Owen's Bridge is intended to be an attractive layout as well as an interesting one to build.

BRIDGE

Interest in military field railways looks set to blossom with Bachmann's move into OO9 narrow gauge models. **Phil Parker** introduces a new layout commemorating the railways and people who supported the 1914-18 war effort.



This year marks the 100th anniversary of the outbreak of the First World War. November also means Armistice Day, the commemoration of the end of the 'war to end all wars', as it was called at the time.

With these two events upon us, it seems appropriate for **BRM** to look at a suitably wartime themed layout.

I'm sure that many people have been thinking along the same lines, especially given Bachmann's announcement of a new OO9 narrow gauge range, including a Baldwin 4-6-0T locomotive and bogie wagons built for military service.

Regular exhibition visitors will doubtless have seen models depicting this era and subject already. Faced with the challenge of building my own version, I was keen to produce something a little different. For us, the First World War is mercifully an event that took place in distant history. I'm painfully aware that had I been born a few decades earlier, I would almost certainly have found myself involved as my great-grandfather was.

With this in mind, I decided that it was going to be very difficult to accurately represent the hell of the devastated French and Belgian landscape and I wasn't keen to try. Instead I've found an interesting feature to act as the centrepiece for a small display set a few miles back from the lines.

As it laid track across France, the United States Army faced many challenges. Among these was the requirement by French authorities that the new narrow gauge railways should not impede navigation on the canal system. In order to cross inland waterways, Frank G Jonah developed a lifting bridge capable of being built on-site and operated by a single man. The first example was so successful that it became the standard design for dealing with such obstacles. The bridge looked like an interesting structure and as I'd never seen one modelled before, I thought it would make an excellent centrepiece for the model.

Railway lines followed the direction of battle so mine heads out of a wood, across the bridge and through a farmyard which has been abandoned during an attack. Taking advantage of the damaged buildings, engineers have set up a small repair shop for rolling stock. While there were major facilities on each line, something more local would be required nearer the front.

Owen's Bridge is intended to be an attractive layout as well as an interesting one to build. In a small space, 100cm by 60cm, we'll have a canal, bridge, woodland and farmstead. On the tracks there will be a selection of suitable narrow gauge stock built from kits. It's chance to look beyond the normal model railway suppliers but also use familiar products for unusual purposes.

**TURN OVER
TO SEE HOW
THE BRIDGE
WAS BUILT**





MAKING THE BASEBOARD

1



Since I'm modelling a slice of northern France it seems right that Owen's Bridge is built to metric measurements. The top of the board is 100cm by 60cm and cut from 9mm thick plywood by my local hardware store. Around the edge are 40mm deep beams.

2



The canal started as a couple of cross beams fitted under the baseboard top which was then cut away. I could have made the cuts first and left a gap but it seemed easier to keep everything square this way. A base for the water was glued in place at a suitable depth.

3



The backscene is a challenge as at the moment I'm not sure what to do with it. A photograph would be nice but then the canal disappearing off in to the distance would look odd when viewed at an angle. For the moment I'm using white-faced hardboard. I haven't fixed it in place so changes can be made later. The hardboard is fitted to softwood posts poked through holes and then screwed, but not glued, to the sides of the board.

4



Where the track passes through the backscene, holes have to be cut. A Stanley knife will do this with several passes but as I had a Proxxon Micro cutter on test, I tried it here. The spinning blade made quick work of the hardboard although it was at the limit of the depth of cut.

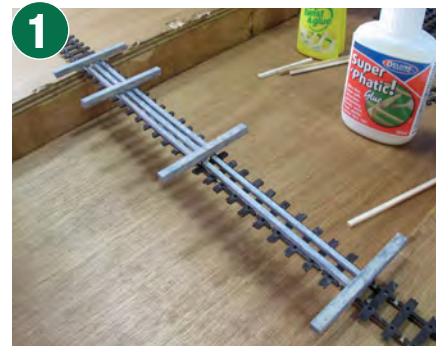
5



Before sliding the backscene into place, the bottom edge was wrapped in clingfilm. Scenic work next month involves glue and plaster so this will stop anything sticking the hardboard.

BUILDING

1



A length of Peco 009 flexitrack was made perfectly straight and then the main load-bearing timbers were fixed with UHU. 48mm long cross timbers were fixed next.

Most people start a model railway by putting some track down. It makes sense, after all we want to see trains running and make sure everything is OK.

On this model, that wasn't easy as right across the baseboard was a 20cm wide dip for a canal.

Since the main feature on the model was to be a wooden lifting bridge, I decided to build this first and then lay the rest of the track around it.

Finding a suitable prototype was challenging; reference books and the internet were no help. I struck gold though when browsing the Issue 66 of *Narrow Gauge & Industrial Railway Modelling Review* magazine (www.narrowgaugeandindustrial.com) which included some archive material from *Engineering* magazine from the 1920s.

A piece by Frank G Jonah describes some of his track and bridge projects completed while working for the American army in the First World War. Included were contemporary drawings for a trestle bridge and the lifting bridge I was looking for.

I ought simply to have copied the plan for my model but it is a complicated structure and much wasn't clear from the drawing. The lack of photographs didn't help, so I took a few guesses and hopefully the model is reasonably convincing.

My model is constructed from basswood using sections 4mm square and 4mm x 1 mm for the bracing. This is close enough to scale for the 12" by 16" sections used for the main beams and can be bought off the shelf or online easily.

Apart from the woodwork, concrete blocks are required to act as counterweights and these are made from layers of plastic sheet stuck together then sanded to hide the joins. A winch to operate the lifting section came from Langley's spares box.

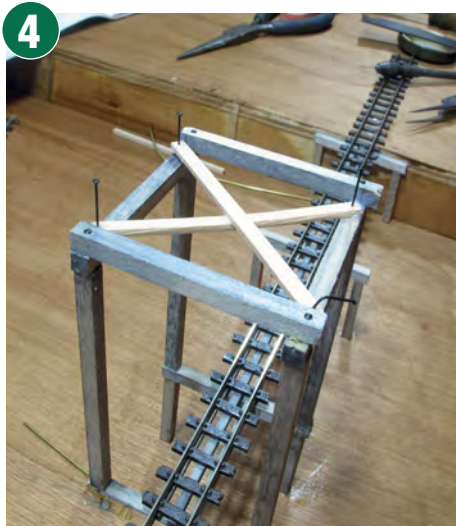
One area is a complete mystery. There should be a locking mechanism to stop the lifting section rising accidentally but I've puzzled over the drawing for some time. I think I know how it works; there is a lever by the winch that pulls a locking rod back from the rail joint, but what this looks like in real life is unclear. Perhaps a **BRM** reader might have seen a similar arrangement on another bridge?

Despite being a spindly structure, the finished model is reasonably strong. Despite this I felt some protection was a good idea while I worked on the scenery. A cat food box with the bottom chopped out of it attached to the board with sticky tape worked a treat although it did look a bit odd!

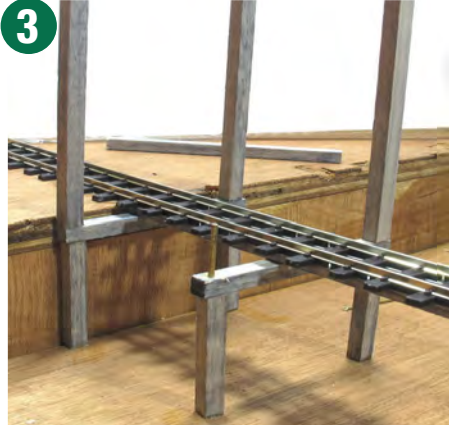
THE LIFTING BRIDGE



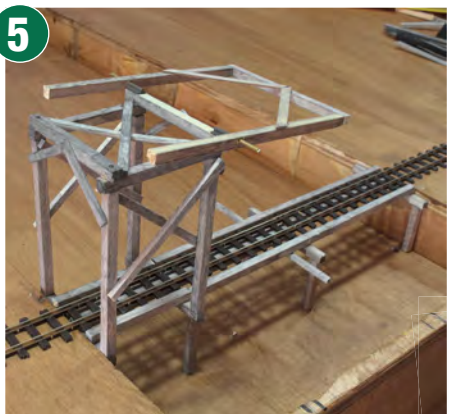
Legs were attached to the cross timbers to support the track. I chose to build up the banks after the model was finished as it's easier than digging holes - even though that's how the prototype would have been built.



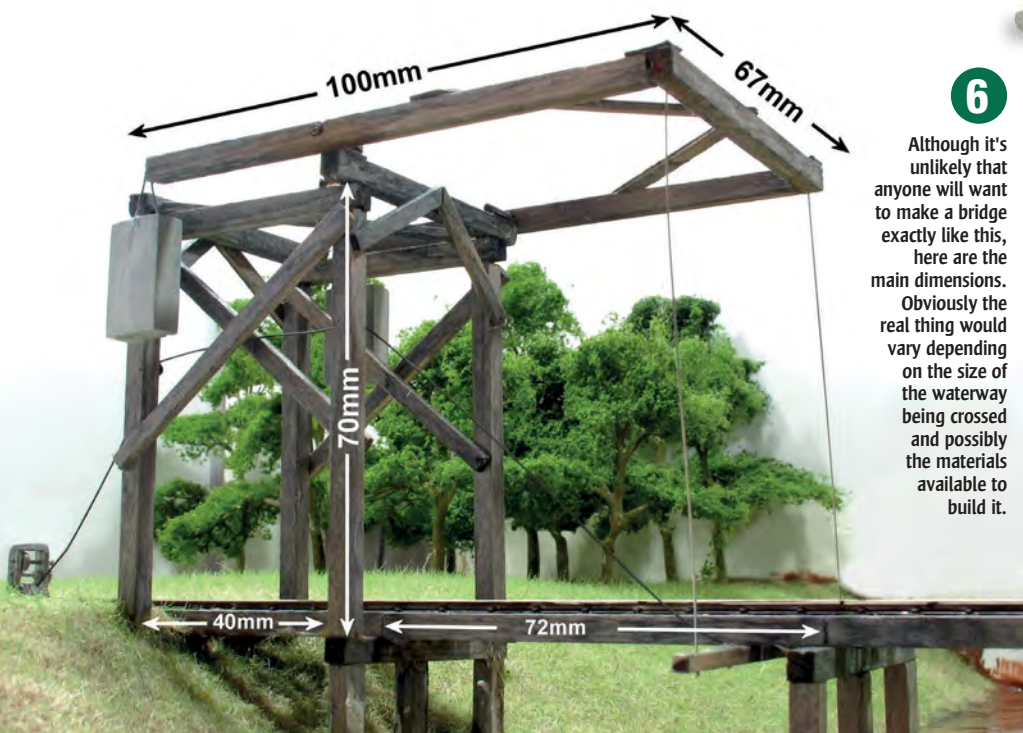
The structure gains a lot of strength when diagonal bracing is added. Initial plans to use Peco track pins as nails floundered when I found it too hard to force them into the wood without breaking or bending something. Glue joints alone seemed strong enough though.



The main uprights weren't longer legs but timbers bolted to the top of the cross beams. I felt that would be very weak in model form so drilled and inserted brass wire in the middle of the joint.



Pivots from brass wire glued to plastic sheet were fixed to the top and then the lifting section was built around them. This actually works but as the track doesn't lift, I fixed it with superglue. The ropes at the end of this section were made of thin wire as it looks better than thread.



6 Although it's unlikely that anyone will want to make a bridge exactly like this, here are the main dimensions. Obviously the real thing would vary depending on the size of the waterway being crossed and possibly the materials available to build it.

TOOLS & POTIONS

SAWS

Most of us will be familiar with sawing wood for DIY jobs. In model form it works just as well but choosing the right saw is vital. On the left is the perfect tool, one with very fine teeth. The right hand one will cut quickly but leave a very ragged edge which looks wrong in miniature. Chose a blade with a high TPI (Teeth Per Inch) measurement. Those designed for metal work are surprisingly good here.

CHOPPER

If you need to cut a lot of wood quickly and cleanly and especially if there are lots of identical components required then a chopping tool might be a worthwhile investment. This is the NWSL Chopper II, available from EDM Models (www.ngtrains.com). At £48 it's not cheap but I found it invaluable for producing clean and accurate cuts very fast.

WOOD STAIN

Real wood weathers, turning from cream to silver. Recreating this with paint is challenging but Weathered Wood Stain from EDM Models does the job very well. The alcohol-based stain is painted over the wood repeatedly until the level of greyness is achieved. Since it doesn't contain water, the wood doesn't warp when you do this. Price £8.50.

GLUE

DIY wood glue will work perfectly well if applied carefully, but I find that Deluxe Materials' Super 'Phatic' is far easier to work with. A very fast grab and quick drying time make for speedy modelling, or at least less hanging around holding parts together.

MORE ON THE DVD!

Watch this month's DVD for Phil's guide to miniature woodworking for model railways.



TURN OVER TO SEE HOW THE 'TIN TURTLE' WAS BUILT...



BUILDING A

One of the vital steps that made railways so important to the army during the First World War was the development of non-steam motive power. The internal combustion engine might have been a relative unknown but it had one main advantage on the battlefield – an almost invisible exhaust.

Simplex built 20hp and 40hp four-wheel diesels for the Ministry of Munitions in WW1 and these were shipped to France and put to work on the light railways springing up behind the lines.

Three variants were available; open, protected and armoured. The open had armour plated ends and a canopy supported by thin pillars. 'Protected' versions added side doors and visors. For locomotives that would venture nearer the fighting, armoured versions completely enclosed the driver with a curved roof. He had to peer out of slits to see where he was going; a small inconvenience compared to the protection on offer. Apparently a .303" calibre bullet at 50 yards range would make only a small dent in the armour.

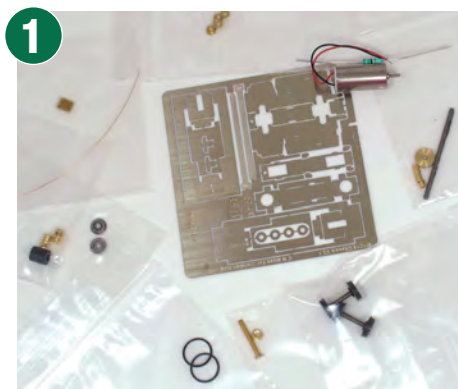
Meridian Models' whitmetal kit can be used to build both the protected and armoured versions. The finished model is tiny – just 40mm long – but with a sophisticated chassis and plenty of weight (47g), it runs very sweetly. You might expect that such a tiny package would be difficult to assemble but it goes together well.

There are a few niggles along the way so it pays to think ahead. At one point the instructions suggest putting both bearings on the layshaft that transfers power to the axles before putting this in its carrying cradle and that means some magic is required to push a bearing through a hole smaller than it is. By leaving one bearing off until later in the build, all is fine.

Some of the gears have to be fixed to axles. I used thin superglue applied from the end of a pin for this rather than the suggested threadlock. Superglue works well as long as you are careful not to gum things up. Whitmetal bodies are great for the novice kit-builder. Check the parts fit and then assemble with superglue or epoxy (Araldite or similar). For speed, I used low-melt solder. We'll cover this on a future **BRM TV** DVD.

TOOLS REQUIRED

- Heavy knife ■ Snipe nose pliers ■ Small hammer
- Needle files ■ Abrasive sticks ■ Low melt soldering iron (glue would work just as well) ■ Soldering iron
- Thin superglue



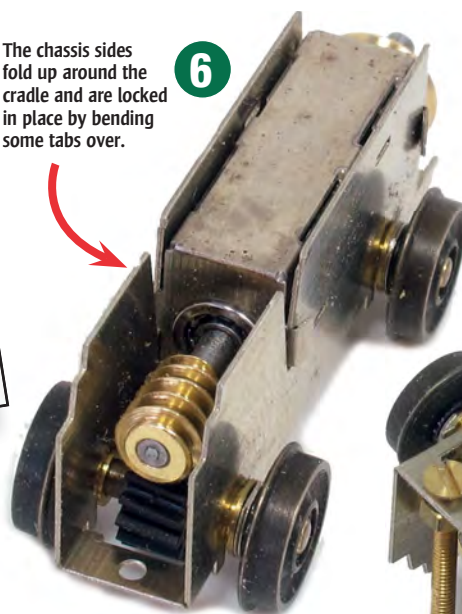
1 The chassis is etched with lots of bags of additional components. All of these are very small and best left in their plastic bags until you need them - unless scrabbling around on the floor looking for tiny parts is your idea of fun.



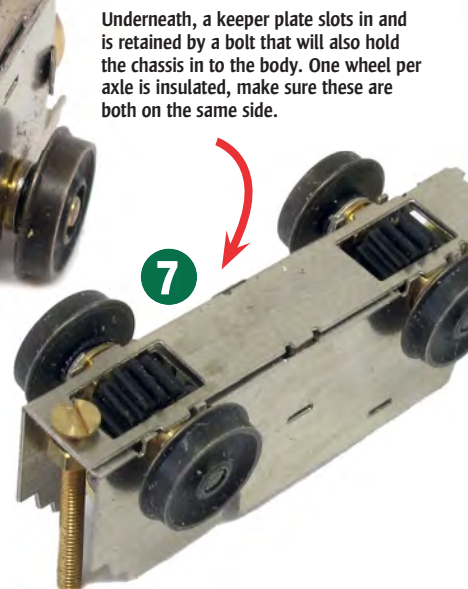
2 Both axles are driven via a layshaft on to which the worm gears are fitted as well as the pulley that takes drive from the motor. The shaft runs in a pair of ball-race bearings which are a very tight fit on the rod. Fit the bearing furthest from the pulley end. I supported this in a vice and tapped the shaft through gently with a small hammer.



5 The chassis sides fold up around the cradle and are locked in place by bending some tabs over.



6 A wheel has to be removed from each axle and bearings, a washer and gear wheel slid on. Since the gear is too large for the axle, a tight fitting brass bush is carefully inserted into it.



7 Underneath, a keeper plate slots in and is retained by a bolt that will also hold the chassis in to the body. One wheel per axle is insulated, make sure these are both on the same side.



10 For speed I soldered the ends and sides of the whitmetal body together although epoxy or superglue will work just as well. The floor fits in here - check that the chassis still fits and is level. Getting it to sit low enough isn't easy - my model sits very slightly too high although this will allow it to handle less than perfect track.

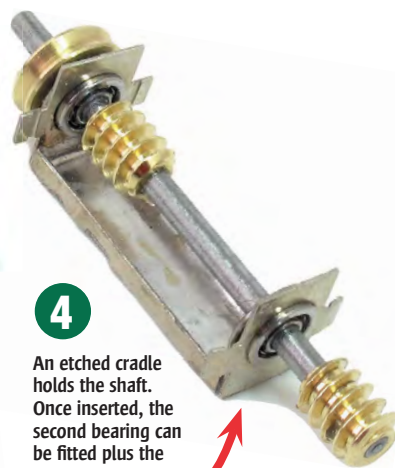


11 For the armoured locomotive, a solid top fits over the hole. A little filling and smoothing was required to finish the curved ends where they meet the sides.

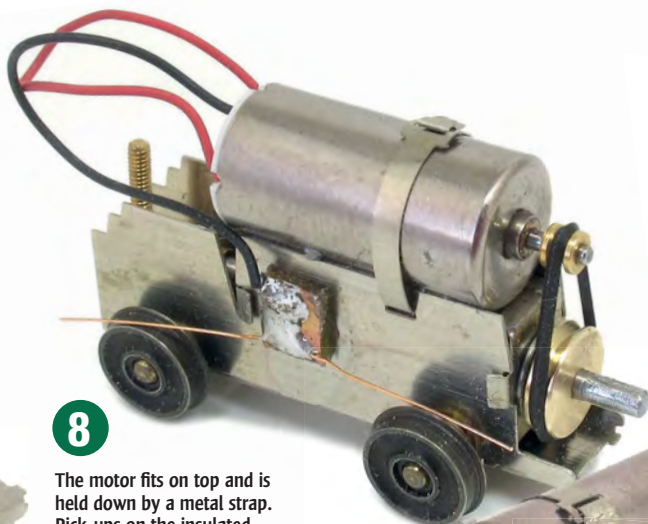
'TIN TURTLE'



3 The worms are also a tight fit but will slide on to the shaft with a little persuasion. To aid positioning on the shaft, a cut-out on the edge of the etch acts as a guide.



4 An etched cradle holds the shaft. Once inserted, the second bearing can be fitted plus the smaller pulley.



9 Construction of the body commences by folding up the internal floor. The chassis clips in at one end and is retained by a brass nut and bolt at the other. In this photograph you can see the resistor that has to be connected to the low voltage motor to allow it to run on 12V DC.

8 The motor fits on top and is held down by a metal strap. Pick-ups on the insulated wheels are soldered to a piece of copperclad glued on the side of the chassis.

12 A few minutes with some superglue sees the etched details fitted to the outside. On the ends there should be some very prominent rivets which are missing from the model. Archer resin rivets can be applied in the same way you apply waterslide transfers.



SHOPPING LIST

- Meridian Models MM15 Motor Rail 'Simplex' War Department 40hp Petrol Tractor, £3445
- MPD18 Midge Minimotor Power Drive Unit Kit Mk 2 (18mm wheelbase), £40.00
- Both kits obtained from Parkside Dundas
- T 01592 640896
- W www.parkside Dundas.co.uk

A QUESTION OF COLOUR

It's normally pretty easy to work out the livery of any model. Main line companies wrote strict rules to which the painters had to adhere. In addition, there are usually photographs to provide a guide.

The Simplex is more of a problem. All the contemporary images are in black and white. In-service repaints would have been carried out but the workers will have been too busy to write anything down.

Most existing Simplex locomotives are painted dark green, but for a WW1 machine, that's one of the few colours we can discount. Opinions among people who have studied the subject range from battleship grey through khaki to pale green. All these will appear in a monochrome photo as pale grey. Wagons are recorded as being supplied painted grey where they were painted at all.

So, for the moment, my model has been sprayed with Halfords grey primer and given a light wash of Humbrol track colour to dirty it down a little. Can any **BRM** reader provide conclusive evidence of the correct colour?

NEXT MONTH

Phil tackles the canal, scenics and builds some suitable wagons.



ROUNDTREES SIDINGS

Trevor Smith of DEMU's North East Area Group takes us behind the scenes of this unusual 1980s layout combining the Tyne & Wear Metro and BR freight operations.

FACT FILE

- **LAYOUT NAME** Roundtrees Sidings
- **SCALE/GAUGE:** 1:76 scale, 18mm gauge EM
- **SIZE** 28' x 8'
- **ERA/REGION** 1985, BR North East Region
- **LOCATION** Portable exhibition layout
- **LAYOUT TYPE** End to end
- **WORDS** Trevor Smith
- **PHOTOGRAPHY** Nigel Burkin



Vehicles of the early 80s set the scene as a Metro train arrives at Bank Foot.





Tyne & Wear Metro's Bank Foot line was unusual in sharing its tracks with a BR freight-only route to ICI's Callerton plant and Rowntree's.

We wanted all the elements of the layout to work together to create a realistic representation of the railways serving this Newcastle suburb.

Tuesday 25th June 1985: Trip 6P11

Our day starts with Driver Davies and secondman Thornton signing on at Gateshead TMD. They are allocated locomotive 31283 and after a quick inspection they take the East Coast Main Line south to Tyne Yard. Here, they collect six VDA vans from the Rowntrees Chocolate Pool, five with white roofs and 'celebrity' 200987 which is painted all white. After a brake check, they ease the train out of the yard and head north, crossing the King Edward VII Bridge and taking the freight lines through Newcastle Central, continuing north through Heaton until they

are signalled on to the south to west Junction at Benton. They bring their train to a halt at Signal 64 in Regent Centre station and when the 'calling on' signal illuminates they ease into Rowntrees factory reception line. Ruston & Hornsby 88DS 4-wheel shunter 421419 is under repair and so 03371 with Driver Furmage and Shunter Weston is on shunting duties. Secondman Thornton asks Metro Control to release the ground frame and the vans are pushed up the 1-in-85 bank where they are received by the shunter and pushed into the factory. The empties are returned to the headshunt and the return trip

working is assembled in the departure line.

Frequent Metrocars pass on the main line and an explosives train with HEA barrier wagons passes on its way to the ICI depot at Callerton.

Metro control is eventually advised that the train is ready to depart, but the return to Tyne Yard is held up while the BR supervisor is extricated from a particularly embarrassing predicament via a toilet window! Eventually signal 64 is pulled off and the train leaves via the trailing crossover to retrace its route to Tyne Yard.

THE LAYOUT

Rowntrees Sidings (RTS) is an EM gauge model representing this trip working and the railway infrastructure in the Newcastle suburb of Fawdon during the summer of 1985. The Tyne and Wear Metro system had been in operation for four years and British Rail shared the tracks to deliver raw materials to Rowntree's chocolate factory and explosives to ICI in Callerton.

RTS was designed as an exhibition layout that could be enjoyed by a family who want to see trains running and enthusiasts who want to see accurate scale models in a well-modelled environment. We wanted all the elements of the layout to work together to create a realistic representation of the railways serving this Newcastle suburb.

The layout is 4mm:1ft scale with EM gauge trackwork. It is operated with a Gaugemaster Prodigy DCC system and includes many kit-built and scratchbuilt elements. Extensive research was used to ensure our scenery, architectural features,



Re-creating the distinctive Metro station design was essential to capturing the area's atmosphere.



One of Gateshead's dual-braked Class 03s awaits the passage of a Railfreight Class 31 with HEA coal hoppers. Regent Centre station is in the background



locomotives and freight vehicles are accurate. Particular features of the layout are the detailed representation of the Metro DC overhead catenary, the use of accurate signalling and the use of DCC route setting to operate signals and points. Structures are enhanced with photo-realistic images.

PROTOTYPE

Originally built as a waggonway and opened in 1785 using horses to pull chaldrons (hopper wagons) of coal for export, the trackbed was re-used in 1905 to provide a branch line from Newcastle to Ponteland. Saved from closure in the late-1950s by the need to serve industries along the route, the line was remodelled in 1981 as part of the Tyne & Wear Metro system. Trip workings to Rowntree's and ICI Callerton and an intensive Metro service provided the inspiration for this unique and interesting modelling project.

The six layout builders are all members of Diesel & Electric Modellers United (DEMU). Two are experienced drivers with CrossCountry Trains and Freightliner, two are retired and two work in local government. They're also members of the Blyth & Tyne Model Railway Society. This club has superb premises in North Shields and membership has provided the builders with;

- A grant to purchase the DCC operating system
- A grant to purchase the lighting rigs
- Space to erect the layout and leave in place
- Access to the layout seven days a week – valuable for retired members
- A lift – an absolute boon when the layout is on the road to exhibitions
- Help and Support with preparing the layout for exhibitions
- Copious cups of tea and doughnuts on a Wednesday morning

Group members are also involved with other modelling organisations, including the NMRA, North East Finescale Group, and the EM Gauge Society. We



Carrying their original TWPT livery, the layout's Metrocars are heavily upgraded Dave Alexander kits.



think that membership of modelling organisations has been a significant element in the development and completion of Roundtrees Sidings

CONSTRUCTION

An original and smaller version of this layout was built in 2005 but had to be scrapped because of poor quality baseboards. This 'Mk 2' version was started in 2006 using traditional wooden baseboards with 4" deep frames to protect the Tortoise point motors and accessory decoders. The legs are detachable and the boards can be stacked for transport.

Accurate and well-detailed trackwork was a 'must have' for the group. The track was designed in Templot so that the pointwork flowed with track alignment and did not detract from a signature feature of the layout, the long sweeping curves.

All track was hand-built using Exactoscale track bases, code 82 rail, EM Gauge Society components and Peco detailing parts. Some pointwork uses plastic sleepers with Pandrol clips glued in place with Plastic Weld to hold the rail. Other pointwork uses traditional copper-clad sleepers and soldered construction.



Sourcing appropriate Tyne & Wear PTE buses, such as the Leyland Olympian (centre), and Scania Metropolitan (right), plus other period road vehicles helps to create a convincing 1980s look. Note the rails of the closed line beyond the station embedded into the road surface.

KEY DETAILS CATENARY



A significant feature of the T&W Metro system is its overhead catenary. Most of the system comprises traditional 'H' beam masts, with trolley pole spans in specific locations and roof supports in the tunnels. There are three key elements to making the catenary work;

- Set the contact wire at a height 3mm below the extended height of the pantograph. We learnt from bitter experience that if the contact wire is set too low there is too much upward pressure from the sprung pantograph and this causes distortion of the catenary.
- The contact wire must also be straight and centred above the centre line of the track. We achieved this by shortening the distance between masts and using a jig for soldering the contact wire in place. The jig compensated for the cant of the track.
- The contact wire needs to be tensioned. All our wires have a small hook to attach to the registration arm and we started construction at a 'ski slope' structure underneath Regent Centre station to raise and lower the pantographs on the traverser and finished with an end post at Bank Foot. The contact wire was built up piece-by-piece and then pulled tight before soldering to the post at Bank Foot. When the catenary had been tested, the contact wire was soldered to the hangers within boards, the contact wire over board joints was left free to slide off the hanger for dismantling.

The 'H' masts are by Sommerfeldt. The trolley posts and spans were scratchbuilt *in situ* from brass rod and tube. The catenary wires are 0.5mm Sommerfeldt. The use of 0.5mm contact wire has given the overhead catenary a finescale appearance. No catenary installation would be incomplete without a few birds perched on the wires. The model birds are by Preiser.

Track is raised on cork strip to create authentic ballast shoulders. The main line track has a 1mm cant created with slivers of foam. Main line track and exchange sidings are ballasted with Woodland Scenics medium buff ballast held in place with Johnson's Klear floor polish.

A few drops of Indian ink was added to the Johnson's Klear to give the ballast a slightly weathered look.

The track in our chosen time frame is new and as most of the passing trains are electric, it does not weather in the usual way. The factory sidings are ballasted with a mixture of fine play pit sand from Argos mixed with a coarser sand collected from Newbiggin Beach. This beach sand contains fine granules of coal and gives an interesting texture and visual appearance. It has been used to cover the ground around the factory sidings. The rail sides are painted with acrylic paint and point rodding detail (Brassmasters) is added where appropriate and further weathering is applied using powdered black pastel.

The layout is operated by a Gaugemaster Prodigy 2 DCC controller with two circuit breakers to power a 'bus' for train control and another for the accessory decoders. An old H&M 'Duette' controller powers the 16V bus to drive the Tortoise motors.

Each baseboard is self-contained with decoders only addressing the accessories on their own board. Connections between boards are by means of colour coded jack plugs, a simple and reliable system that works well for exhibitions. All trackwork and electrics were tested thoroughly before any scenery was added.

SCENERY & STRUCTURES

Our scenic work is traditional. Foam and plaster bandage creates the contours, static grass provides the surface texture. Trees are made from twisted electrical wire, horsehair and Woodlands Scenics

foliage attached using hairspray. Roads are made using the Woodland Scenics 'Pave-It' system. The backscene is MDF with a mid-blue painted sky – no attempt has been made to add clouds. Backscene buildings are a mixture of photographs mounted on foam board and some scratchbuilt low relief walls and factory sides. These buildings are glued to the backscene.

The signature structures on the layout are all scratchbuilt. Cable trunking is plastic 'U' channel with plastic card lids. The factory was scratchbuilt by David Anderson using brick card over a hardboard shell. Size was estimated by the counting of bricks on the photographs in our possession. A similar technique was used to make the locomotive shed.

The platform end bufferstops were adapted from kits by PH Designs while the security fencing is by Ratio.

Bank Foot station platforms are made from Hornby platform sections, cut down in height to match the Metro door height and then glued together with the joints reinforced with plastic card. The concrete sections are replicated with plastic card while the sculpted concrete sections have been made from shaped Evergreen plastic. The steel tube framing is constructed with 2mm plastic rod and the cream coloured panels are made from glossy photographic paper printed with a photograph of the real panel. This ensures a good colour match. The yellow Bank Foot name panels were also made in the same way.

Advertising panels are made from the 2mm rod with the appropriate curved corners made by holding the rod near a hot soldering iron. The adverts were researched by looking at a collection of 8mm films made in the 1980s and then searching the internet to find suitable images.

The images were then printed on glossy photographic paper and glued in place. The ticket machines are also photographic images printed on to glossy paper and then folded to shape.

The Metro maps were produced from photographs, but the eagle eyed will notice that I have blanked out the later Airport extension, but forgot to blank out the South Hylton extension! The signature features of Metro stations are the curved canopies. Ours is made by creating six roof formers from plastic card and then gluing thin plastic card to the formers in stages

KEY DETAILS METROCARS



The Metrocars on Roundtrees Sidings are Dave Alexander kits powered by re-gauged 25mm wheelbase Tenshodo motor bogies on 10mm wheels. Paints are by Railmatch and transfers by Fox. The main body for each car comprises two sides, nose and roof. These items were glued with Araldite. The Tenshodo motor bogies are a simple fix to an aluminium floor that slides onto channels in the body side, simple but very effective. The bogies are wired together to give eight-wheel pick-up. The Tenshodo motor bogies need a slight modification to operate with DCC. The bogie has brass wipers on the back of each wheel that connect directly to the motor commutator. For DCC, the connection between wiper and commutator needs cutting so that a decoder can be fitted. We use Lenz Gold decoders. Top speed is not high, but using the 128 speed steps we can get some very realistic acceleration and braking.

Flushglazing is made from 1mm Perspex laser-cut by York Model Making using a whitemetal side casting to provide the accurate dimensions. The passengers are from a multi-pack of unpainted HO figures from Preiser, batch-painted using matt enamel paints.



A pair of Metrocars await their next trip back to the city centre. The concrete sleeper track uses Exactoscale, EM Gauge Society and Peco parts.

to create the shape. The distinctive corrugations were made by adding plastic card strip of the appropriate width to the plain plastic.

To hide the entrance to the traverser, we modelled the western end of Regent Centre station. This station is covered by a car park and bus interchange and is enclosed, an ideal prototype to model to act as a scenic break. The real station is large, and the model had to be condensed to match the compression of the model as a whole. Its height was limited by the need to match the end board height for transportation.

Our baseboards are trapezoidal in shape and the track has a radius of about 20' at this point. A consequence of this unusual shape is that there are no 90 degree angles in the structure footprint. A perspective sketch was made of the model with dimensions roughed in and the building was constructed in 3mm ply by eye rather than by measurement from a plan. Extensive use was made of Microsoft Publisher, Gimp (open source and free image manipulation software similar to Photoshop) and photo-realistic techniques to create the station cladding with murals and brightly coloured panels in evidence throughout.

The large canopy over the bus stands is constructed from plastic card with balsa wood

uprights and Scalelink brass etchings for the girders. The walls are clad with Wills embossed brick plastic sheet and coping stones made from 1mm thick plastic scribed to represent individual stones.

A derelict factory hides the line to Callerton explosives depot. The basis for the factory is a Walthers Cornerstone kit made up in low relief. The weathering is by using a felt tip pen blended with a soft paintbrush soaked with Isopropyl Alcohol. The broken window effect is created by a wash of grey paint to the rear of the windows and then picking out broken panes with a black fine line pen.

LOCOMOTIVES

Photographic evidence provided us with our fleet requirements and initially Lima locomotives were purchased second-hand over a period of time. Each one was stripped down, given a thorough clean, fitted Ultrastyle wheels and extra pick-ups, additional weight added and then rebuilt. The 'goalposts' for Spratt & Winkle couplings were added and then weathered with Phoenix paints and chalk pastels. Subsequent locomotives have come from Hornby and Bachmann.

Our original diesel shunter is a freelance model - we know it is not an accurate representation of the prototype and we do not know the origin of the kit. It runs on a Tenshodo motor bogie - originally OO gauge, with a 26mm wheelbase and 10mm diameter wheels.

The Tenshodo motor bogie was stripped and re-gauged to EM using new 2mm axles and a replacement gear set was obtained from DC Kits. This can only be done with the newer bogies with the small moulding on the baseplate that keeps the gear centred on the worm. Earlier versions of the Tenshodo bogie have a flat baseplate and are unsuitable for re-gauging. With no space available in the bodyshell for a decoder because of the weight required for traction, it was decided to use a runner vehicle. We chose a Bachmann VDA van. Pick-ups were added to each wheel and a Lenz Silver decoder



One of Thornaby's uniquely decorated Class 31s, a regauged Lima model, arrives with a brake van to collect wagons from the chocolate factory.

Spratt & Winkle couplings are used at outer ends, although the actuating droppers have been replaced with three-link iron couplings to improve reliability.



The layout's wagon fleet is a relatively small, but highly-detailed mix of RTR and kit-built vehicles such as this weathered HTV hopper.

attached to the underframe with double sided tape.

The wagon fleet includes 12 Bachmann air-braked vans. They have been fitted with Bill Bedford 'W' irons and Chivers roller bearing axleboxes. They also have white roofs and correct numbers for the Rowntree's chocolate pool.

Bachmann's Oleo buffers had to be adjusted to give the correct 4.5 inch stroke. Smith's hooks and Masokits screw assemblies are used within each mini-rake of three. Spratt & Winkle couplings are used at outer ends, although the actuating droppers have been replaced with three-link iron couplings to improve reliability. The correct pattern handbrakes are available as an etch from Colin Craig.

THE FUTURE

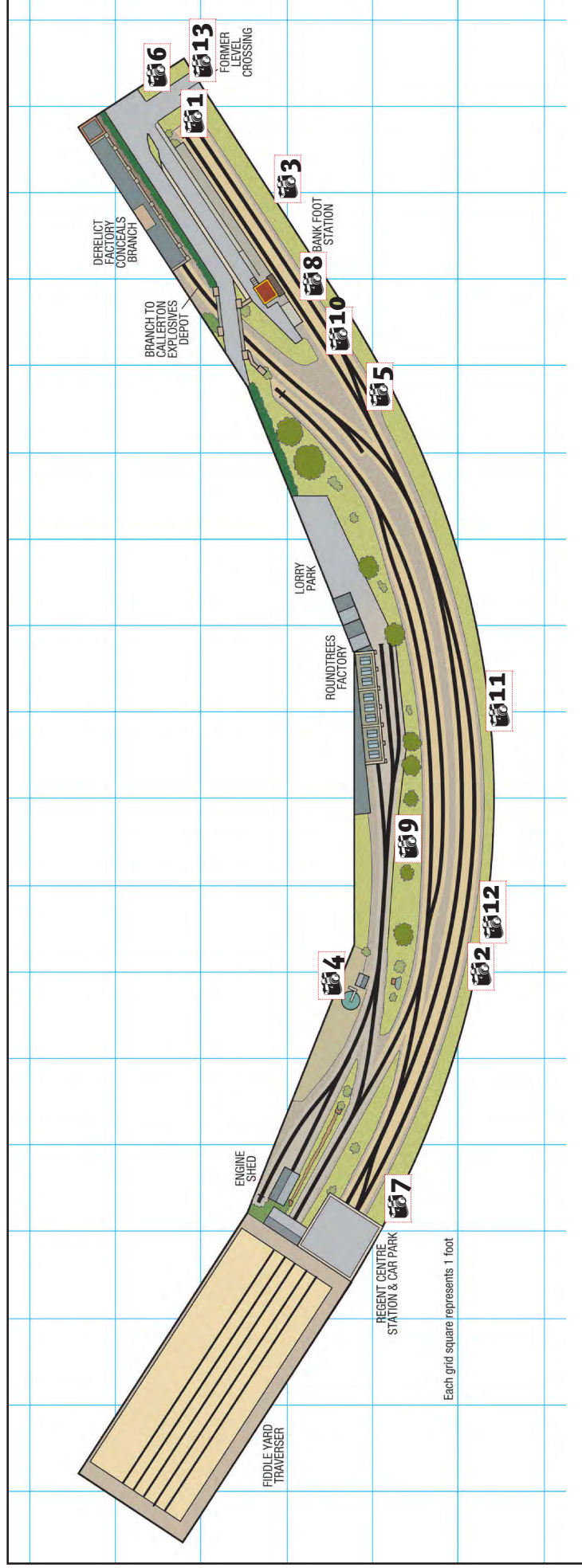
The layout has been invited to a number of exhibitions during the next two years. Our plan is to keep the layout in good condition and make a number of improvements;

- Add lighting to Bank Foot car park
- Add exterior lighting to the factory
- Add sound and appropriate lighting to all locomotives
- Build T&W diesel shunter WL1
- Build battery locomotive BL1
- Build some Metro engineers stock
- Build the Metro tamping machine
- Add lighting to the Metrocars
- Finish the lighting rig
- Improve operations. **BRM**



13

An unusual visitor in the form of a Britannia Pacific Models Plasser & Theurer 07 Series tamping machine, stabled alongside Bank Foot station.



Sanford

QA

What challenges/problems did you face when building your layout?

- In the early stages-space to erect the layout to work on it
- Time!
- Changing circumstances for group members
- Finance. As an example, we have seven Metrocar sets at a cost of £60 per kit, £70 for each pair of motor bogies, £100 for the flush glazing, £30 for each decoder and then add on the cost of paint and transfers!

What, if anything, would you do differently?

Use a different system for the baseboard legs – hinged and integral with the boards so that no crawling underneath is needed when setting up.

What lessons has building the layout taught you?

Learn to work together as a group. Be tolerant of different modelling skills. Be prepared to change modelling direction and don't be afraid to adopt new modelling techniques and ideas.

What advice would you have for those starting out in the hobby, or making the transition from train set to permanent layout?

Research your chosen project, area and period, be patient, seek advice from those who've built layouts you admire., become an avid reader of modelling magazines, visits shows and exhibitions and above all, ask questions.

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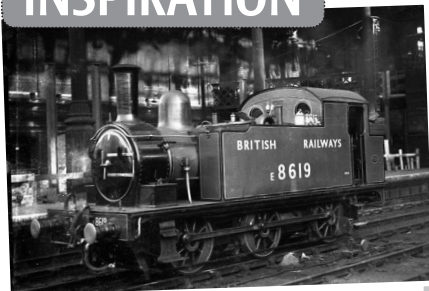
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Subject to misprints and price changes. Please note that colours shown are for illustration purposes only.

PRACTICAL BRM



PROTOTYPE INSPIRATION



The lives of these delightful Great Eastern Railway tanks cannot be fully described in just a few notes but there were four distinct sub-classes; J67/1, J 67/2, J69/1 and J69/2. Built between 1890 and 1904, many lasted into BR days, the last survivors being finally withdrawn in 1962. The passenger variations were most famous for the 'Jazz' service in and out of Liverpool Street – the most intensive steam-hauled suburban workings of all time, which they monopolised until the widespread delivery in 1925 of the more powerful N7 class 0-6-2Ts. Original liveries would have been GER blue, then LNER black and BR black. One (E8619/68619) was selected in BR days to be the Liverpool Street station pilot, originally being given LNER green and, from October 1959, GER blue. Originally all allocated to the GER system (principally Stratford in East London), in LNER and BR days the class became much more widespread, moving to locations as diverse as Peterborough, Grantham, Doncaster, Leicester, Staveley, Manchester, Liverpool, Wrexham, Edinburgh, Glasgow, Perth and Carlisle at various times. Many were rebuilt and re-built throughout their lives. For more information I recommend RCTS *Locomotives of the LNER Part 8A* in the famous 'green series' and *Yeadon's Register of LNER Locomotives, Part 48*.

SHOPPING LIST

- South Eastern Finecast F147 LNER J67/J69 kit, £87.95
- T 01342 824711
- W www.sefinecast.co.uk
- 6 x Markits 14mm driving wheels, three x 00 axles and set of six crankpins
- T 01923 249711
- W www.markits.com
- Mashima MH1 624 flat can motor (£21.85) and suitable gear mount
- T 01932 245439
- W www.roxeymouldings.co.uk

HOW TO BUILD A...

'BUCK

Continuing his occasional series of kit-building projects, **Tony Wright** tackles a South Eastern Finecast kit of the LNER J69 'Buckjumper'.

Having already described how I built an LNER C12 4-4-2T recently in these pages (**BRM** December 2013), readers might be interested in a brief note or two on how

I built a J69 0-6-0T from the same manufacturer. Rather than go over much of what was described in the building of the C12, I thought I'd focus on how long it took me to build, illustrated by strategically-timed photographs with just a note or two. I didn't build it against a time deadline, but just took pictures and made notes as I thought appropriate. The tools and consumables required have already been described.

Obviously, the less-experienced would not be expected to build something like this as quickly, but by building the model to time it might give a clue as to what to expect in terms of the hours expended. If nothing else, I hope I indicate how to avoid the unnecessary wasting of that most precious commodity, time.

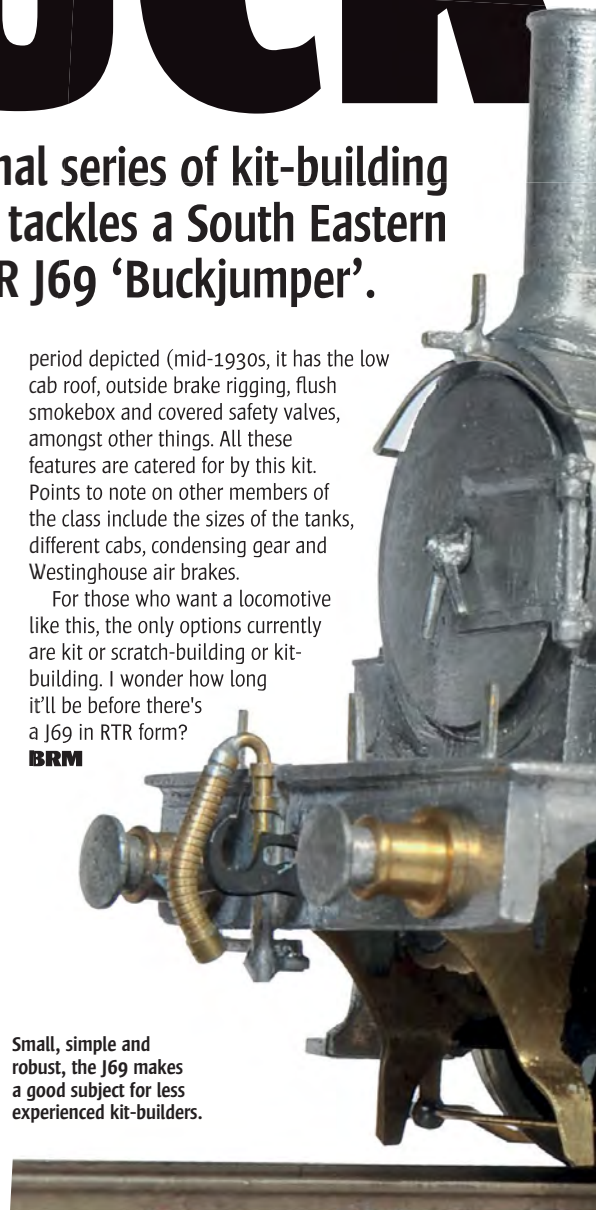
Before beginning construction, make sure you decide which locomotive you want to represent. There are many variations of this long-lived class which one can make from this kit, but some are not possible. This is made clear in the instructions, but do check. Mine was to be No. 7384, a J69/1 conversion in 1908 of an original J67/1 of 1895 (subsequently altered to a J67/2 in 1939, and back again to a J69/1 in 1945). It's for operation on Graham Nicholas's Grantham (**BRM** March 2014). So, for the

period depicted (mid-1930s, it has the low cab roof, outside brake rigging, flush smokebox and covered safety valves, amongst other things. All these features are catered for by this kit. Points to note on other members of the class include the sizes of the tanks, different cabs, condensing gear and Westinghouse air brakes.

For those who want a locomotive like this, the only options currently are kit or scratch-building or kit-building. I wonder how long it'll be before there's a J69 in RTR form?

BRM

Small, simple and robust, the J69 makes a good subject for less experienced kit-builders.



STEP-BY-STEP GUIDE

- 1** Frames assembled, Markits wheels prepared and a choice of motor/gear mount combinations to choose from. In fairness, I'd already made up the Branchlines/Mashima combination for another project, but include the time for assembling SE Finecast's own mount/Mashima motor pairing (the same used in the C12 featured a few months ago).

TIME SO FAR
- 4 HOURS



JUMPER'

Before beginning construction, it's important to decide which locomotive you want to represent



2 I chose the larger motor combination in this case because of its greater potential power; always fit the largest motor you can, driving off the middle axle because this gives the most balanced drive. I added a flywheel to overcome inertia (useful for a shunter) and soldered the rods together as prescribed. The pick-ups and rods were fitted soon after.

TIME SO FAR - 7 HOURS



3 Time spent on cleaning and preparing castings properly prior to assembly is never wasted. Where surface pitting was encountered, a rapid way of getting a uniform surface was to scrape over with a round-bladed Swann Morton knife, finishing off with emery paper and a propelling fibreglass pencil.



PRACTICAL BRM



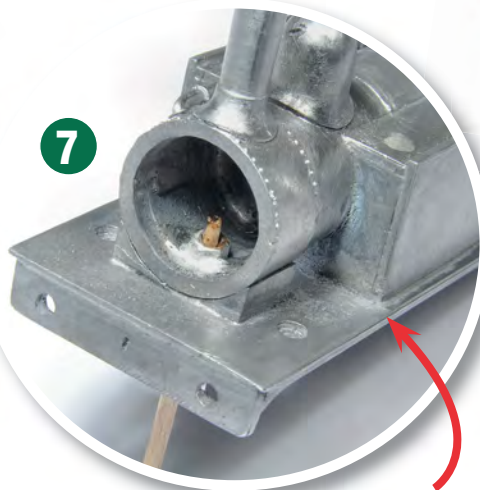
STEP-BY-STEP GUIDE

4



Everything cleaned up thus far and the main tank/cab/bunker components were soldered squarely in place. The chunky motor combination fitted snugly in place and though the flywheel would be seen through the cab doors, I'd already considered a means of disguising it. **TIME SO FAR - 10 HOURS**

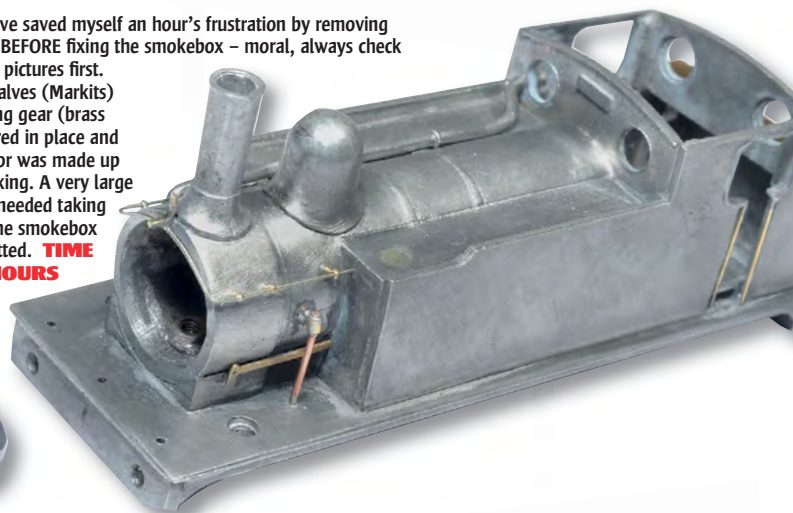
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All the smokebox/boiler/firebox/cab front components were soldered in place and the chimney and dome attached with epoxy. Before fitting the smokebox door, I soldered in the front chassis fixing nut, held in place by a cocktail stick. Stupidly, I'd neglected to remove the smokebox rivets. Unwanted holes (for condensing gear) in the tank tops were filled in with Plastic Padding after fixing in place. **TIME SO FAR - 16 HOURS**

8

I could have saved myself an hour's frustration by removing the rivets BEFORE fixing the smokebox – moral, always check prototype pictures first. Handrails, clack valves (Markits) and sand-operating gear (brass shim) were soldered in place and the smokebox door was made up in readiness for fixing. A very large amount of metal needed taking off the inside of the smokebox before the door fitted. **TIME SO FAR - 19 HOURS**

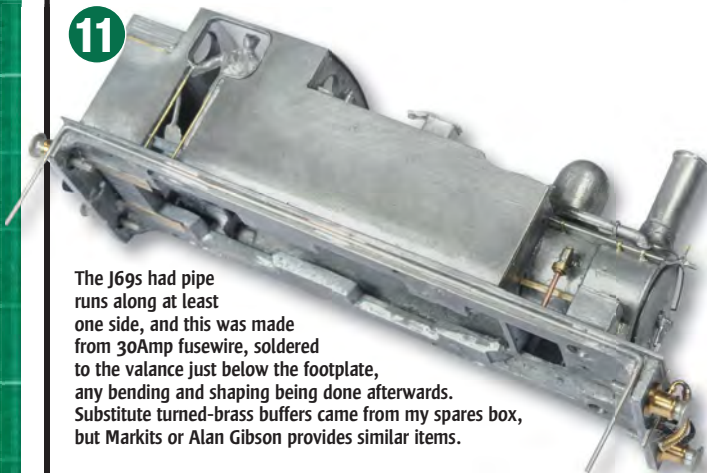


12

Bodywork is now just about complete and the chassis awaits finishing off with brake gear. **TIME SO FAR - 21 HOURS**

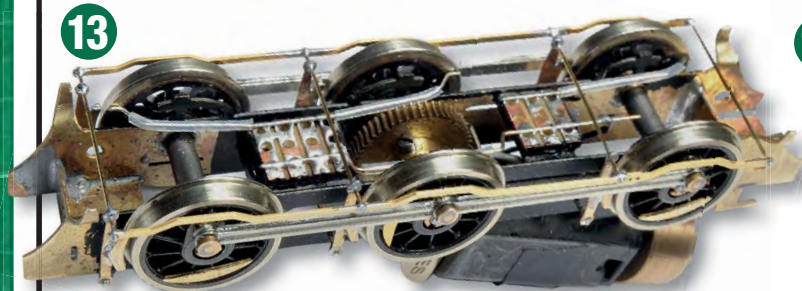


11



The J69s had pipe runs along at least one side, and this was made from 30Amp fusewire, soldered to the valance just below the footplate, any bending and shaping being done afterwards. Substitute turned-brass buffers came from my spares box, but Markits or Alan Gibson provides similar items.

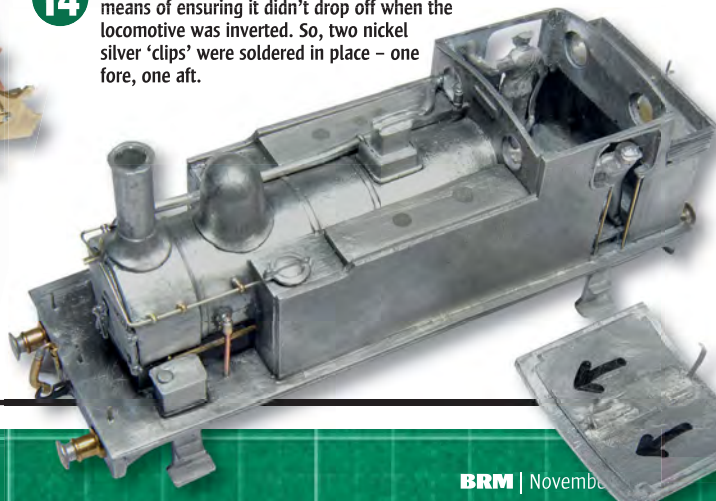
13



Though the pick-ups were fitted at an early stage, I always leave any delicate brake rigging (particularly 'outside' rods) until the end of a build because the body and chassis must be regularly offered together during construction, just to check for clearance. **TIME SO FAR - 23/24 HOURS**

14

Having the cab roof removable meant some means of ensuring it didn't drop off when the locomotive was inverted. So, two nickel silver 'clips' were soldered in place – one fore, one aft.





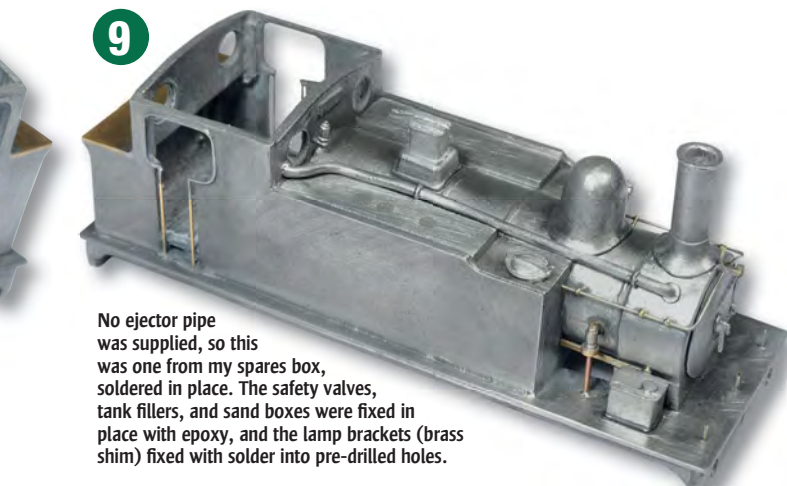
5

Fiddly components such as handrails are always time-consuming to fit, so any dodge to make the task easier is to be recommended. Rather than try and make every rail the exact length at source, I drilled an appropriate hole in the footplate, pushed the .45mm wire through, soldered it in place and snipped off to length when finished.



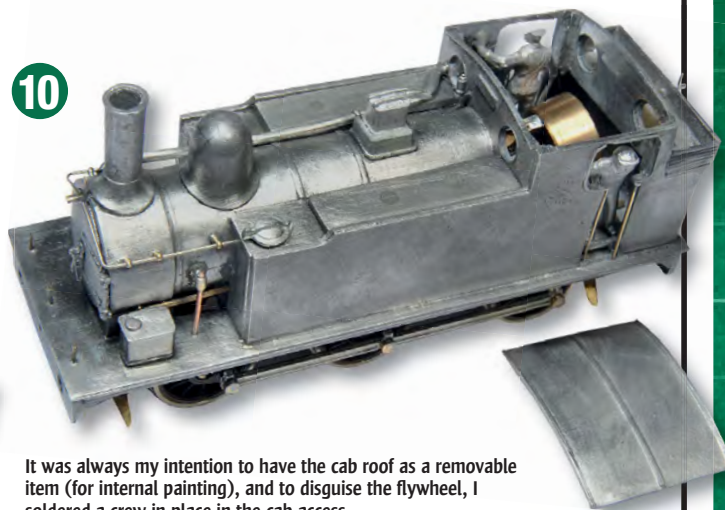
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Having fitted all the cab handrails, rear lamp brackets and soldered the bunker solid with brass shim (to give a sound base for the rails and to obviate the need to 'waste' coal by making a chute), attention could be turned to the next stages. **TIME SO FAR - 12 HOURS**



9

No ejector pipe was supplied, so this was one from my spares box, soldered in place. The safety valves, tank fillers, and sand boxes were fixed in place with epoxy, and the lamp brackets (brass shim) fixed with solder into pre-drilled holes.

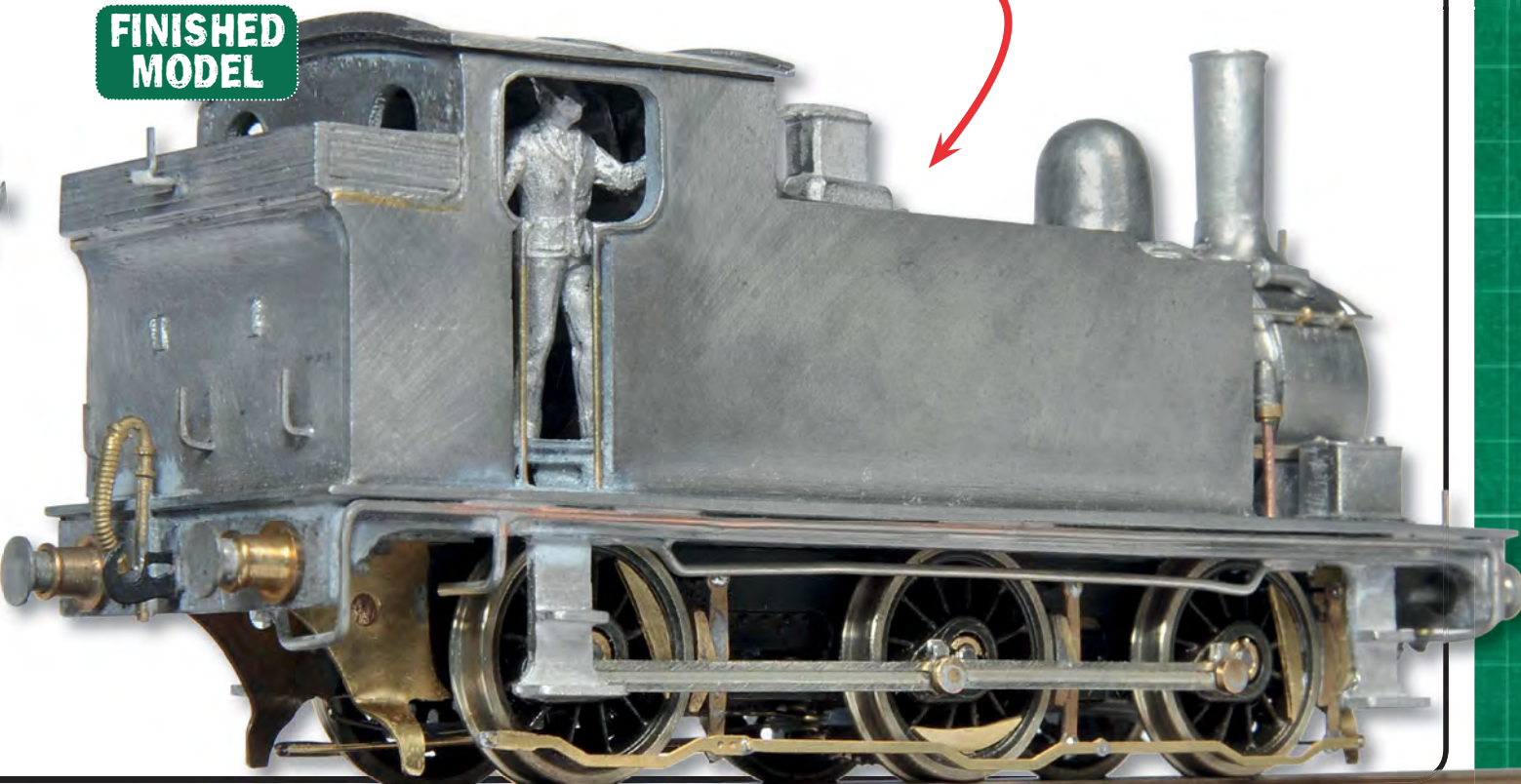


10

It was always my intention to have the cab roof as a removable item (for internal painting), and to disguise the flywheel, I soldered a crew in place in the cab access.

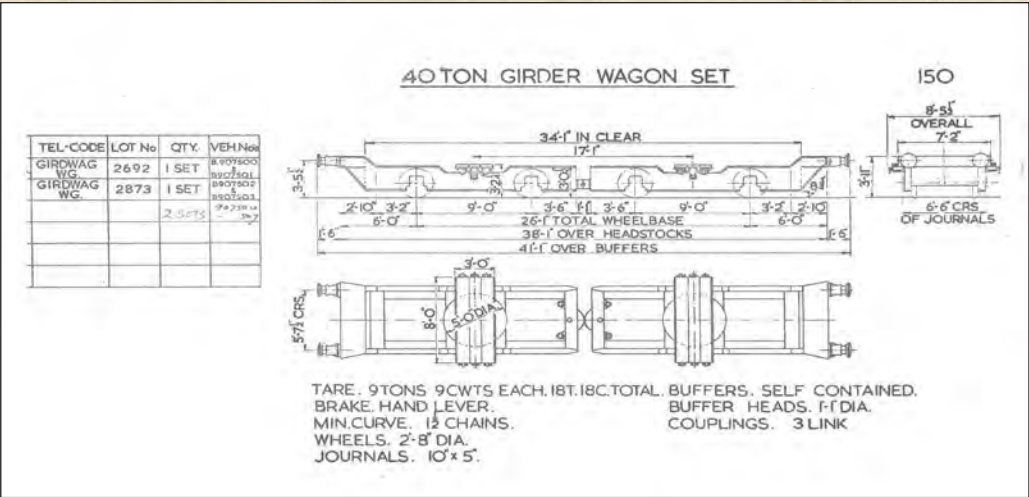
15 Complete and cleaned up ready for painting. Though all the above times are really approximations (give or take an hour or so), an experienced builder should be able to complete such a relatively simple locomotive (excluding painting) in 30 hours or so. The newcomer might expect to increase that time by 100% or even more. The time-build was spread over about four days, so no need for midnight oil-burning. The fit of parts was generally excellent and the whole project was most enjoyable. **TIME SO FAR - AROUND 30 HOURS**

FINISHED MODEL





EXCEPTIONAL FOR EXCEPTIONAL LOADS



The lighter, but still cumbersome loads could be carried on wagons such as this 40t Girder wagon set.

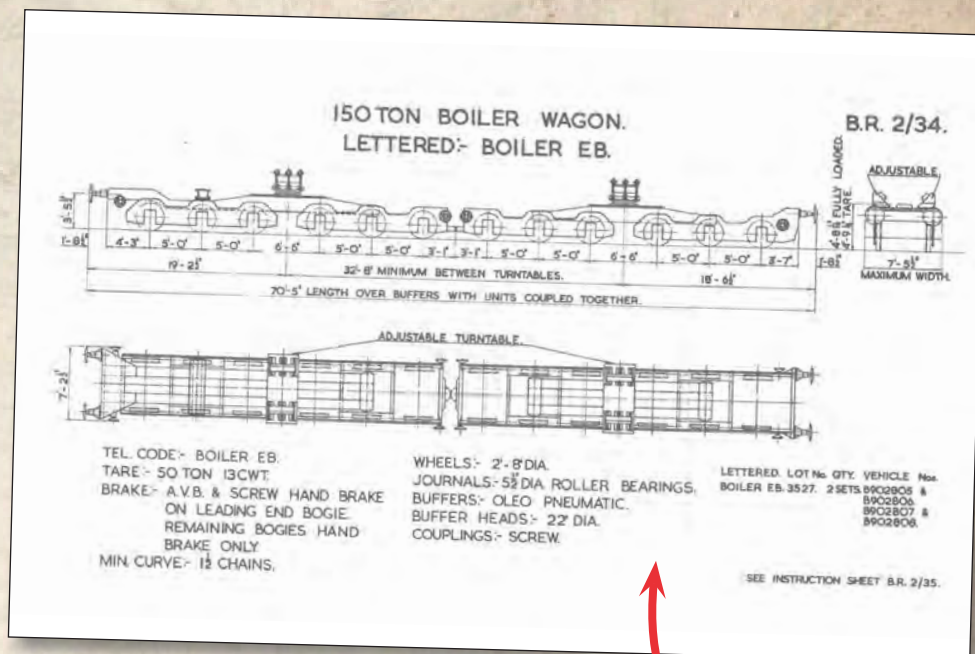




Carrying a bridge girder made from styrene sheet and plastic card, a GWR 'Girdwag WE' 60t capacity six-axle wagon eases under the M&GN bridge at Little Bytham. These wagons were also known by their telegraphic code 'Pollen E', later numbered B907500+501/502+503 by BR.



A bridge girder for the A55 expressway in North Wales, when under construction in the late 1980s. The railways played a vital role in the building of the road and this hefty piece of steel was loaded on to BR YVO 'Conger' wagon DB998070. After this sort of exceptional traffic petered out in the late-1980s, the remaining wagons were withdrawn from service.



WAGONS

Former BR Chief Freight Inspector **Harold Smith's** models recall the specialist wagons and unusually large loads he worked with between the 1950s and 1990s.

Above An official BR diagram for a 150t boiler wagon. This mammoth measured over 70 feet in length!

Below Featuring four modified Tri-ang 'Trestrol' bogies, this boiler carrier is accompanied by a 12t 'Flat ED' and 'Lowmac' wagon, the latter an Airfix model, acting as barrier wagons.



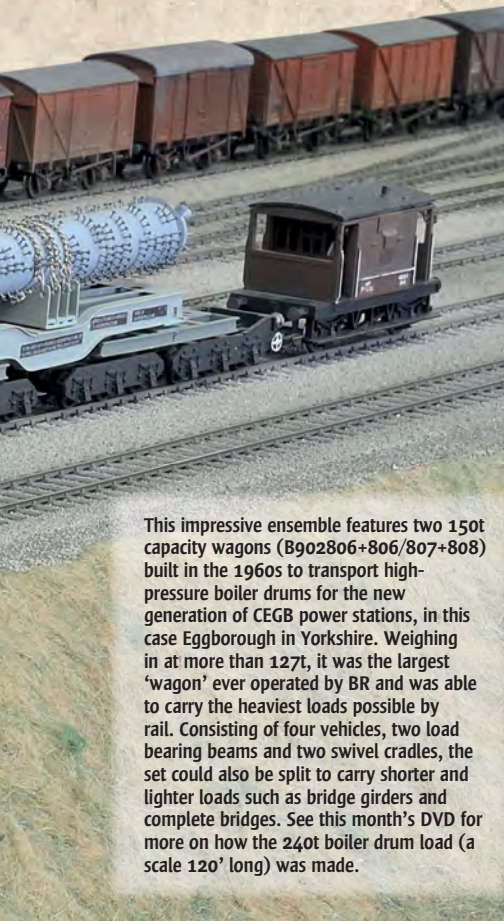
MODELLING INSPIRATION



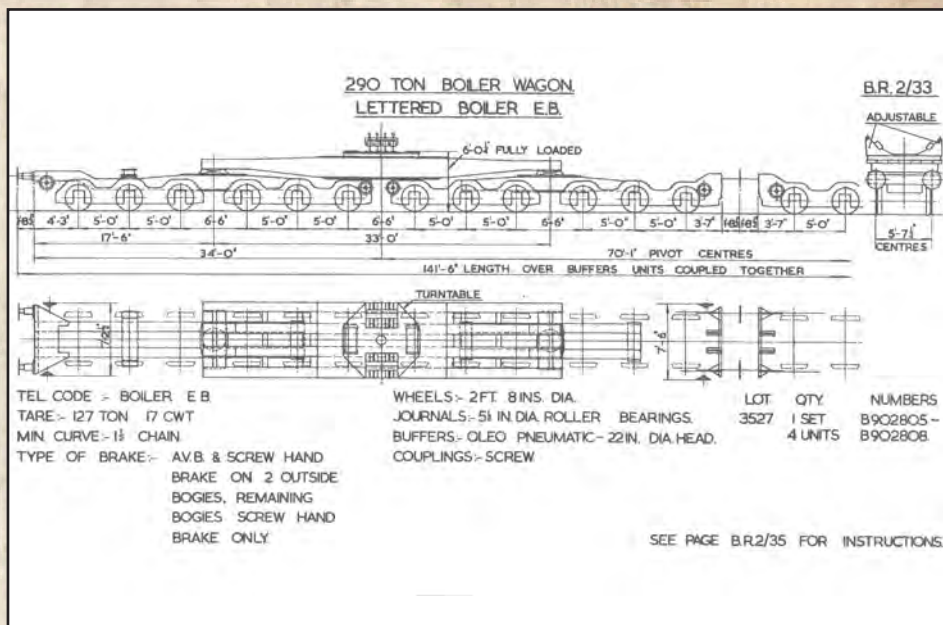
Being delivered from Smithson's in Cargo Fleet, near Middlesbrough, to a chemical works, this vertical boiler is mounted on a standard 'Bogie Bolster D' coupled between two 'Lowmac EU' barrier wagons. Exceptional loads had to be accommodated by railway companies when they had 'common carrier' status, before road haulage became more practical.



B901800/801 were a pair of 'Transformer MC' wagons built by Head Wrightson in 1953 to move heavy electrical equipment, one of which became the last specially constructed wagon in the BR revenue fleet, lasting until 1994. Harold's wagon is carrying a scratchbuilt industrial transformer. These wagons often ran under 'out of gauge' arrangements and if necessary could be rocked up to a foot either way to clear obstructions.



This impressive ensemble features two 150t capacity wagons (B902806+806/807+808) built in the 1960s to transport high-pressure boiler drums for the new generation of CEGB power stations, in this case Eggborough in Yorkshire. Weighing in at more than 127t, it was the largest 'wagon' ever operated by BR and was able to carry the heaviest loads possible by rail. Consisting of four vehicles, two load bearing beams and two swivel cradles, the set could also be split to carry shorter and lighter loads such as bridge girders and complete bridges. See this month's DVD for more on how the 240t boiler drum load (a scale 120' long) was made.



Wagons of such epic proportions as these are now consigned to the history books. This twelve-axled wagon (usually paired with another one when in use) would be used to transport only the largest of loads. The rapid construction of power stations during the 1960s led to a need for such wagons as these, able to transport boilers.

Find out more about Harold's Exceptional Wagons on this month's **FREE DVD!**



An LNER-built 110t trolley wagon, introduced in the 1930s and designated as a 'Weltrol N'. It was one of only two 'Weltrol' wagons with a capacity greater than 100t and could be used to carry massive bridge girders or, in this case, a large horizontal boiler for the petrochemical industry. The model consists of four modified Tri-ang 'Trestrol' bogies, two skeletal link beams made from styrene, strengthened with brass channel. The boiler is a length of plastic waste water pipe with domed balsa wood ends and styrene manholes. The many securing nuts on the latter are made from tiny seed beads.

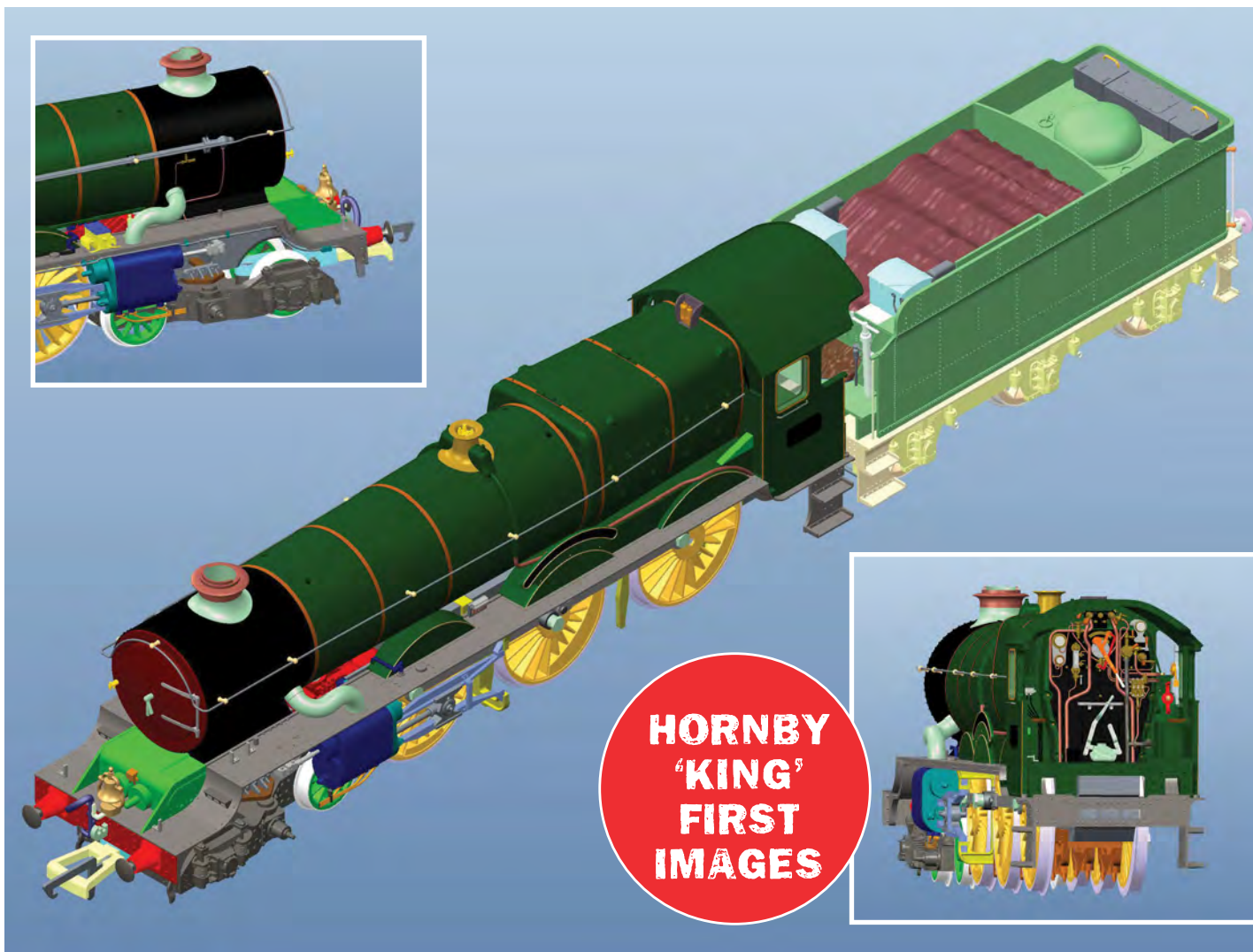


Another load from the 1980s is this bridge crane destined for a heavy engineering works. The model is based around a Genesis two-axle 'Girdwag WG' pewter kit. The 330mm long load is assembled from styrene around a 24mm x 29mm wooden former, which adds weight and prevents distortion of the styrene. Two such wagon pairs were built by the GWR, with another two added by BR in the 1950s (B907504-507). All were withdrawn in the 1980s due to a lack of work.

WHAT'S NEW?

News and Events from the model railway trade

HORNBY & HATTON'S PULL OUT A PAIR



**HORNBY
'KING'
FIRST
IMAGES**

HATTON'S GWR/BR 'KINGS' – THE OPTIONS

Code	Locomotive	Livery	Chimney	Steam Pipes	Lubricator position	Lub. Cover	Inside cylinder covers	Buffers	Shed-plate	Cab vents	Diamond-plate step	Smokebox door numberplate
HK01	No. 6000 King George V	GWR lined green with 'Great (Roundel) Western'	Single	Original	Not Fitted	Orig. Small	Original	Tapered	-	No	No	No
HK02	No. 6019 King Henry V	GWR lined green with 'Great (Shield) Western'	Single	Original	Not Fitted	Orig. Small	Original	Tapered	-	No	No	No
HK03	No. 6021 King Richard II	GWR lined green with 'Shirtbutton'	Single	Original	Not Fitted	Orig. Small	Original	Tapered	-	No	No	No
HK04	No. 6029 King Edward VIII	GW unlined green	Single	Original	Not Fitted	Orig. Small	Original	Tapered	-	No	No	No
HK05	No. 6018 King Henry VI	GW lined green	Single	Original	Not Fitted	Orig. Small	Original	Tapered	-	No	No	No
HK06	No. 6025 King Henry III	BR lined ultramarine with 'BRITISH RAILWAYS' (BR style lettering) on tender	Single	Original	Not Fitted	Orig. Small	Original	Tapered	-	No	No	Yes
HK07	No. 6027 King Richard I	BR lined green with 'BRITISH RAILWAYS' (GWR style lettering) on tender (weathered)	Single	Original	Not Fitted	Orig. Small	Original	Tapered	-	No	No	Yes
HK08	No. 6028 King George VII	BR early emblem lined blue	Single	Original	Rear	Round Front	Late	Tapered	-	No	No	Yes
HK09	No. 6023 King Edward II	BR early emblem lined blue (as preserved)	Single	Modified	Rear	Round Front	Late	Tapered	83D	No	No	Yes
HK10	No. 6009 King Charles II	BR early emblem lined green	Single	Modified	Rear	Round Front	Original	Tapered	82A	No	Yes	Yes
HK11	No. 6017 King Edward IV	BR late crest lined green	Double	Modified	Forward	Round Front	Late	Tapered	83D (SC)	Yes	Yes	Yes
HK12	No. 6026 King John	BR late crest lined green	Double	Modified	Forward	Round Front	Late	Parallel	82A (SC)	Yes	Yes	Yes
HK13	No. 6005 King George II	BR late crest lined (weathered)	Double	Modified	Forward	Round Front	Late	Parallel	84A	Yes	Yes	Yes
HK14	No. 6024 King Edward I	BR late crest lined green (as preserved)	Double	Modified	Forward	Round Front	Late	Parallel	82A (SC)	Yes	Yes	Yes
HK15	No. 6000 King George V	BR early emblem lined green with bell and cabside medals (1971 condition)	Double	Modified	Forward	Round Front	Late	Parallel	85C	Yes	Yes	Yes

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



OF 'KINGS'

Both Hornby and Hatton's Model Railways have revealed that they are working on OO gauge models of the legendary GWR 'King' 4-6-0.

Hatton's was first to show its hand, announcing a family of high-specification models in association with DJ Models, featuring a wide range of prototypical detail differences according to livery and period (see table below).

The announcement prompted Hornby to reveal – earlier than planned – that it is already well advanced on a fully re-tooled 'King' as part of its 2015 catalogue range. Hornby also took the unusual step of outlining its planned specification, in response to that proposed by Hatton's/DJM.

Hornby's model is expected in the third quarter of 2015 and will feature a return to some of the features dropped by Hornby as part of its 'Design Clever' concept in 2012/13. These include sprung buffers, fully detailed and painted cabs, five-pole skew-wound motor, separate handrails, pick-ups on both locomotive and tender, detail variations for GWR and BR versions, brass axle bearings and provision for the installation of sound.

Three models will form the initial batch; GWR green No. 6011 *King James I*, BR late crest green No. 6001 *King Edward VIII* and BR early emblem No. 6021 *King Richard II* fitted with TTS sound. Recommended retail price will be £159.99 for standard versions and £179.99 with TTS sound.

The Hatton's 'King' will retail at £179.00, although those pre-ordering any of the 15 planned versions will get a £10 discount. Delivery of the first models is expected in late-2015/early-2016. A full 3-D scan of preserved No. 6023 *King Edward II* was undertaken at Didcot Railway Centre in early-September. Liveries and details span the entire career of the 30-strong class, from introduction in 1927 to withdrawal in 1962 and subsequent preservation of three examples.

Planned features include; a 21-pin DCC decoder socket, separately fitted handrails, five-pole coreless motor in boiler with gears driving down through the firebox, etched brass name and numberplates, brass safety valves and whistle, opening smokebox door, open frames with cosmetic inside valve gear, sprung front bogie, alternative chimneys/buffers, all-wheel pick-up and fluted connecting rods.

See www.ehattons.co.uk for more info.

LATEST PICTURES

HORNBY CROSTI 9F AND '2-HAL'



RMweb Live on 13/14th September saw Hornby display the latest engineering prototypes (EPs) of several eagerly anticipated new OO gauge models. It was the first chance for many to get a close look at the forthcoming BR Franco-Crosti 9F 2-10-0 and '2-HAL' EMU decorated in Southern Railway green. Although destined for the Railroad range, the 'Crosti' 9F looks most impressive with plenty of separate details and convincing shape. Delivery of both models is expected before the end of the year, according to Hornby.

Also on show were unpainted samples of the LNER/BR D16/3 4-4-0, Drummond 700 Class 0-6-0 and Peppercorn K1 2-6-0, as featured in BRM August.

See www.hornby.com and the BRM facebook page for regular updates on Hornby models.



N GAUGE 'BRIGHTON BELLE' IMMINENT

The Arnold/Hornby Class 403 'Brighton Belle' sets in N gauge should be on sale by the time this edition of **BRM** goes on sale. Produced under the Arnold brand (part of the Hornby International group), this is the first time Hornby and Arnold have developed and produced a model in British N (1:148) scale for the UK market.

The five-car 'Brighton Belle' sets are being offered in two liveries; original Pullman umber and cream circa 1934 (HN3001) and post-1969 BR Blue and Grey (HN3002), both competitively priced at £199.99.

Three 'Brighton Belle' sets were built by Metropolitan Cammell and operated between London Victoria and Brighton between June 1934 until April 1972.

The models were on display at our show RMweb Live at Coventry last month and they capture the look of the elegant electric units to good effect.

A six-pin DCC socket and illuminated table lamps with directional lighting are standard features. Full details along with videos can be found on the Hornby website – www.hornby.com



DIARY DATES

1/2

22/23

29

Things to SEE & DO in November

SOUTH DEVON RAILWAY

Half-price weekend and members' day. Finish the season with a weekend of half-price travel on the railway. The Railway's Routemaster bus will run a railway replacement service to Ashburton via Buckfast Abbey and return.

A The Station, Dartbridge Road, Buckfastleigh, South Devon TQ11 0DZ
W www.southdevonrailwayassociation.org
E 08433 571 420

WARLEY NATIONAL 2014

The NEC welcomes the UK's largest model railway exhibition. Over 80 layouts from all major scales with a good selection of overseas prototypes. Open Sat 0945-1800, Sun 0945-1700. For ticket booking and further information, visit their website.

A Hall 5, National Exhibition Centre, Birmingham B40 1NT
W www.thewarleyshow.co.uk
E theshow@warley-mrc.org.uk

PORTSMOUTH MODEL RAILWAY EXHIBITION

Presented by the South Hants Model Railway Club. 12 layouts promised plus trade with refreshments and disabled access. Open 1000-1630. Free car parking, easy access from the A27/A3M/M27.

A The Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT
E secretary@shmr.co.uk
W www.shmr.co.uk

FIRST LOOK AT NEW MODELS FROM BACHMANN



New in at Bachmann HQ are the Engineering Prototypes (EPs) of the Graham Farish Hawksworth coaches, SR 'Van B' bogie luggage vans and OO gauge BR 21 Ton grain hoppers.

The Farish Bogie Luggage vans range are being produced in three variants: SR Green, BR (SR) Green and BR Blue. (374-630/631/632).

The finely detailed models have a close coupling mechanism and NEM pockets with roof detail variations (with or without the guard's periscope and stove pipe). The underframe detail includes options for SR or BR type equipment and correct style oval buffer heads.

Just before **BRM** went to press Bachmann also received samples of the GWR/WR Hawksworth coaches in N gauge. Four variants will be produced, a Brake Third Corridor (374-510), Third Corridor (374-535), Composite (374-560) and Full Brake (374-585).

Of particular note are the nicely moulded end corridor gangways with support bracket detail. The chassis has fine suspended end door steps. The accessory packs will include gangway end covers and buffer beam detail parts.

Also in the UK for approval are engineering samples for the BR 21 Ton Grain Hopper Wagons in OO gauge.



Three versions are promised; two in BR and late BR Bauxite (38-600/601/602).

Wagon detail variations as per batch numbers make each one individual. Of note are the differences in buffer types (Oleo or RCH) and axleboxes (Timken or Oil) and with or without bodyside hatches. The detailed underframe equipment includes unloading doors, operating wheels and tie bars, and detailed roofs with individual grab handles and access hatches. The BR 21 Ton Bulk Grain Hopper was derived from an LMS design, but was of welded rather than riveted construction. www.bachmann.co.uk



29/30

GRESLEY & WYCHNOR MODEL RAIL GROUP MINCE PIE EVENT

The club's annual mince pie event featuring the layouts Catton Valley (G scale), Wychnor-on-Trent and Dornoch (O Gauge), Coopers Dale (OO Gauge) and Dartmoor (N Gauge). Demonstrators and other visiting layouts will be present, plus Thomas the Tank for young visitors.

A Gresley Social Centre, Park Road, Church Gresley, Swadlincote, Derbyshire, DE11 9QE
E mshaw@live.co.uk
T 01283 548 880

TAKING NUMBERS

3

more laser-cut wooden kits are being added to the Ancorton Models range.

A OO gauge stone cottage with single dormer window is the first at £19.00, followed by a water tower kit at £13.00. For N gauge modellers, a small stone barn kit at £8.50

is perfect for a countryside scene.

W www.ancortonmodels.com

E petekitchin@hotmail.com

150

pounds is the price for Southern Region Models new OO gauge resin kit of the Class 70 Co-Co Electric locomotive. The kit has a one-piece resin body, chassis, bogie sides and glazing. Further information on the kit can be seen on their website.

W www.southernregionmodels.co.uk

E aryan@southernregionmodels.co.uk

T 01825 830 481

31

days for the public to tell manufacturers what they would like to see produced over the coming years. The MRE Wishlist Poll returns in 2014 running from 1 to 31st October. For more details, visit RMweb or

contact The Poll Team.

W www.rmweb.co.uk **E** thepollteam@gmail.com

DCC CONCEPTS CUT THROUGH

DCC Concepts is releasing a two-in-one tool that both cuts and strips wire. The wire strippers will arrive over the coming months in local retailers; enquire at yours for further details.

The tool saves time when stripping wire, and by adjusting the measurement piece to the desired length wanted, the wire can be stripped in a matter of seconds. The tool is machined from a high quality alloy steel and can strip all cable from AWG 10-24 gauge (0.13 - 6.0mm).

DCC Concepts' tools can be bought directly from Gaugemaster, or your local Gaugemaster stockist.

W www.gaugemaster.com

T 01903 884 488



SPECIALIST SUPPLIERS

5 NEW PRODUCTS THIS MONTH...

MIKE PETT 7MM FIGURES

For the first time, 4mm scale cast metal figure specialist Mike Pett has produced two 7mm figures. Aimed at O gauge modellers, the driver and fireman are priced at £5.50 unpainted or £8.50 painted. Added to his 4mm scale figures this month are drivers and a 1960s worker, all priced at £1.75 unpainted or £3.00 painted, as with the rest of his 4mm range.

W www.modelrailwayfigures00.co.uk

E mikepettphotos@btconnect.com

T 01843 593 417



RED BRICK RETAINING WALLS

ModelRailwayScenery.com has just launched a paper and card modern red brick retaining wall kit for 4mm scale modellers. The kit is available as a download file

for just £2.99 or in pre-printed format for

£9.99. The kit is modular, so can be used to build an unlimited length of retaining wall. A single print gives provides enough parts to build 1.2m of wall.

Also added to the range this month is a kit to build up to 58" (174cm) of 6' stone walls with gates. The kit has a multitude of uses on layouts, from church yards to beer gardens, school yards and garden walls. The ready to download version is priced at £1.99 and printed version with card at £4.99.

W www.modelrailwayscenery.com

E sales@modelrailwayscenery.com

T 01530 456 952



SKYTREX EXPANDS

Many new interesting layout accessories have been added to both the OO and O Gauge Skytrex ranges.

4mm scale

4/058 Brick Kiln £10

4/059 Small brick kiln chimney £6

4/059A Large brick kiln chimney £7.50

4/053 Stone retaining wall panel with separate parapet £5

7mm scale

7/360 GWR platform trolley (x2) £7.50

SMRA44A Conical milk Churns (x10) £5.00

7/BC18 Fire buckets (x12) £3.50

7/BC18A 3 fire buckets on racks (x2) £3.50

7/BC18B 6 fire buckets on free standing rack £5.00

7/BC19 Tall fire buckets (x12) £3.50

7/BC17 Brick steps with brick banister on one side £5.00

W www.skytrex.com

E sales@skytrex.com

T 01509 213 789

GREENSCENE GOES AUTUMNAL!

Realistic leaves can now be bought from Greenscene to give your layout a more realistic look. There are three spring or summer colours to choose from; light, mid and dark green with a choice of two grades, fine and standard. For a more autumnal look, red, yellow, orange and brown coloured leaves are also available, all of which are fine grade.

The leaves are sold in 4.5" square bags priced at £4.95.

A 60 Hollymount, Worcester, WR4 9SF

T 01905 24298 E johns.lloyd@sky.com

RETB SIGNS FROM SANKEY

Radio Electronic Token Block (RETB) signage, as used on routes in the Scottish Highlands and parts of East Anglia, is now available in 2mm, 4mm and 7mm scales with sign packs from Sankey Scenics. Prices are £3.25 for N and OO gauge sign packs and £3.95 for O gauge packs.

An explanation of how the RETB system works and where the signs are placed is also given.

W www.sankeyscenics.co.uk

E sankeyscenics@live.co.uk T 07565 892 209



FIRST LOOK: DJ MODELS HUNSLET 'AUSTERITY'



DJ Models has unveiled pre-production samples of its OO gauge Hunslet 'Austerity' 0-6-0ST; the company's debut ready-to-run model. Just over 12 months since the company was launched, these are the first examples of what we can expect from this new supplier.

Four versions, with numerous detail differences were on display at RMweb Live last month, encompassing LNER/BR, War Department and industrial versions. The tooling has been designed to allow alternative details such as chimneys, bunker arrangements, smokebox doors and

ladders, as well as a greater level of fine detail than the existing ex-Dapol model. See www.djmodels.co.uk for a full summary of the models being released, prices and specifications.

Also on show were very early bodysell prototypes of the N gauge Clayton Class 17 and 'Baby Deltic' diesels, although these are still some way from being the finished article.

From the DJ Models stable, but being produced for Kernow Model Rail Centre were the latest engineering prototypes of the Adams O2 0-4-4T (right), which now looks likely to be the first product released by DJM. Both

KERNOW TO PRODUCE LSWR ROAD VAN

Kernow Model Rail Centre has announced it is producing models of the LSWR 10 Ton goods brake van. The vans are expected to be on sale during the fourth quarter of 2015.

The first CAD images of the model being produced by DJ Models have emerged, proof that the project is well underway. Both mainland and Isle of Wight versions are being designed and a comprehensive choice of liveries is being promised.

All of the Road vans will be priced at £24.99 each and Kernow

Model Rail Centre is welcoming pre-orders now.

The versions will include LSWR brown, pre-and post-1936 Southern Railway brown, BR bauxite and BR grey in both mainland and Isle of Wight guises.

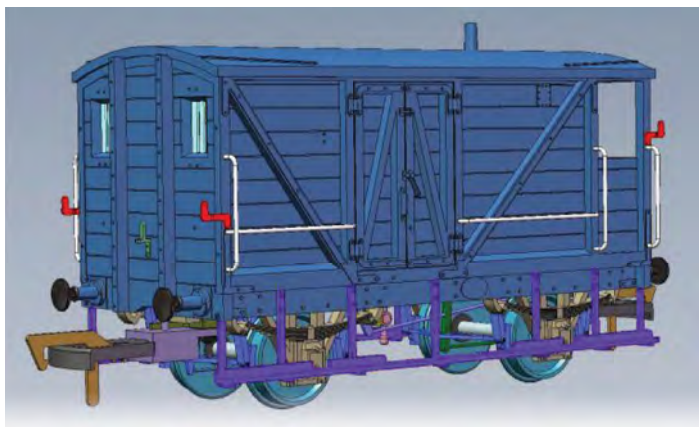
Built to SR diagram 1541, over 500 of the LSWR road vans were built between 1886 and 1905. The design of these vehicles combined a brakevan with a 'through' van, for use on routes where little goods traffic was carried.

Their use was mainly around



mainland and Isle of Wight variants had been fully approved by KMRC when this issue went to press, allowing the project

to move to the decoration stage. See www.kernowmodelrailcentre.com for more information and regular updates.



the south-west of the country, but also extended to the Somerset & Dorset, East Kent Light and Longmoor Military Railways. The vehicles were used until the

1920s, when most were transferred to departmental use, some lasting until the early-1960s.

T 01209 714 099

W www.kernowmodelrailcentre.com

DIECAST CORNER

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

OXFORD DIECAST

(Ref: 76BD010)

BEDFORD OW PLATFORM LMS

(OO gauge)



RRP: £10.95



RRP: £7.99

B-T MODELS

(DA82)

LEYLAND FG VAN RAIL

EXPRESS PARCELS

(OO Gauge)

OXFORD DIECAST

(Ref: 76DEF007)

LAND ROVER DEFENDER

BRITISH RAIL

(OO Gauge)



RRP: £4.25



RRP: £9.99

B-T MODELS

(Ref: DA77)

KARRIER BANTAM

BRITISH RAILWAYS

(OO Gauge)

OXFORD DIECAST

(Ref: 76DEF008)

LAND ROVER DEFENDER

NETWORK RAIL

(OO Gauge)



RRP: £4.75

B-T MODELS

(Ref: NB002)

DUPLE DOMINANT II

GREEN LINE (N Gauge)



RRP: £7.99

HORNBY®**NEW RELEASE**

DOUBLE CHIMNEY BR

As Tyseley's *Earl of Mount Edgcumbe* has confirmed in recent years, the fitting of double blastpipes and chimneys to Western Region 'Castle' 4-6-0s prompted a remarkable final flourish from an already classic Swindon design. The late-1950s/early-1960s modification that helped to boost 'Castle' performance so effectively is depicted on Hornby's new model of No. 7023 *Penrice Castle*.

Decorated in post-1956 late crest green, the 'Castle' is one of the batch built by BR in 1948-50, continuing the development of a design introduced in 1923. The model displays a number of detail variations designed into this latest generation of Hornby GWR

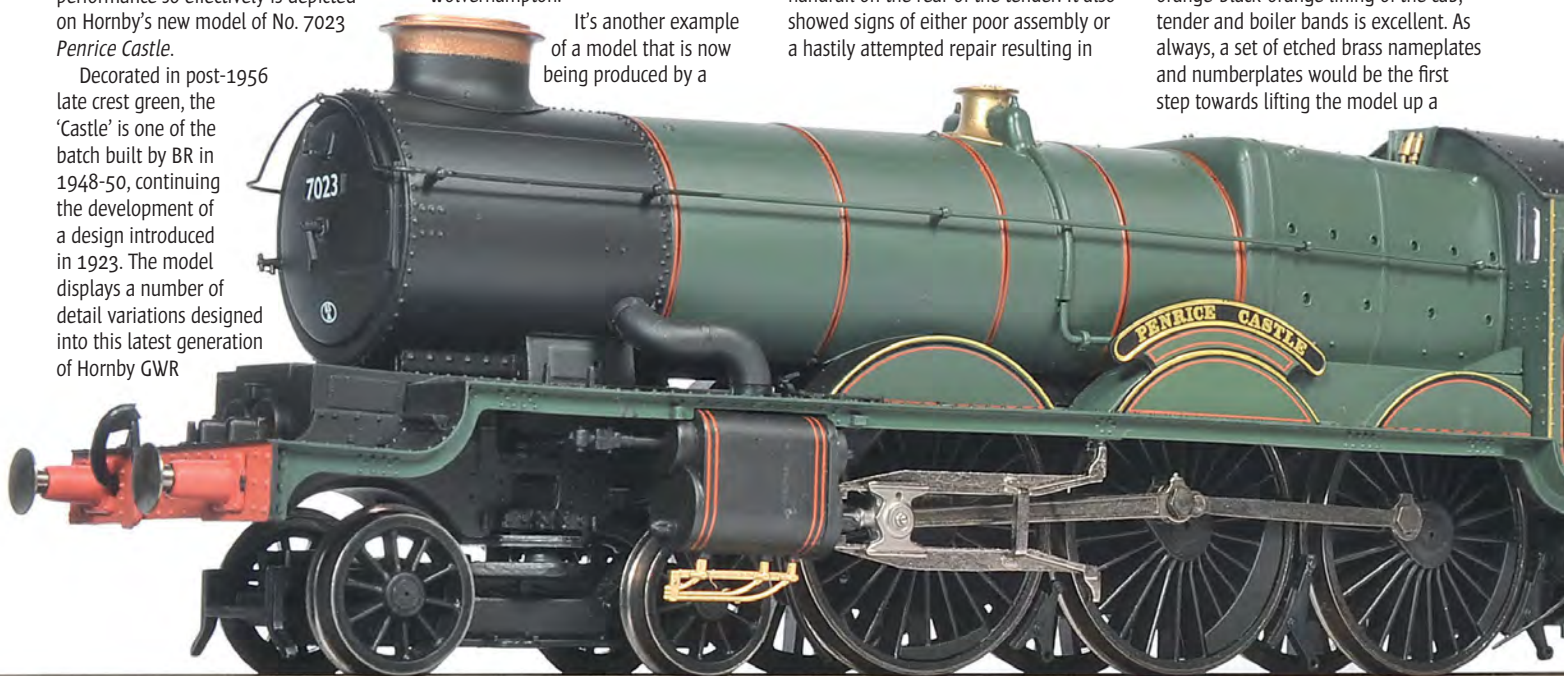
4-6-0. As well as the larger chimney and final front end arrangement, this model has the chequerplate step beneath the smokebox door, outside steam pipes and parallel buffer shanks on the front of the locomotive, but tapered shanks on the tender. It carries a Worcester (85A) shedplate on the smokebox door, as fitted between July 1960 and June 1964 when it switched to Oxley shed in Wolverhampton.

It's another example of a model that is now being produced by a

different factory, and there's certainly a different 'feel' to it than previous Hornby 'Castles'. Disappointingly, the minor fit and finish issues that have plagued a number of other recent Hornby models persist here and detract from what is otherwise a fine model. Our sample had several wonky, broken or missing lamp brackets when we first lifted it out of the box, not to mention a complete missing handrail on the rear of the tender. It also showed signs of either poor assembly or a hastily attempted repair resulting in

a gluey fingermark on the back of the tender. More worryingly, the front end of the running plate was bent slightly upwards, as it might if the locomotive had suffered a heavy shunt.

Decoration is neatly and accurately applied, although the continued use of a flat matt green doesn't begin to convey the polished elegance of an ex-works 'Castle'. That said, the orange-black-orange lining of the cab, tender and boiler bands is excellent. As always, a set of etched brass nameplates and numberplates would be the first step towards lifting the model up a



LNER GREEN L1



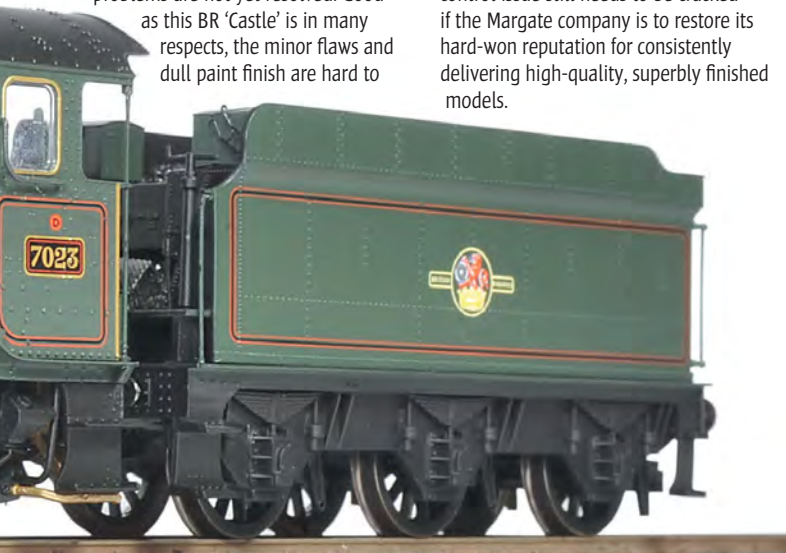
'CASTLE'

notch. One advantage of the matt finish is that it should provide a good base if you wish to model it in filthy late BR condition, although I suspect that will be anathema to Swindon devotees.

Mechanically and electrically, all appears to be as it was with a five-pole motor in the locomotive, brass pick-ups on the six driving and six tender wheels and an eight-pin DCC decoder in the tender. The latter is connected to the motor by Hornby's standard multi-wire lead and small plug/socket.

Hornby has been through some tough times recently, and it admits that its problems are not yet resolved. Good

as this BR 'Castle' is in many respects, the minor flaws and dull paint finish are hard to



FACT FILE

- ▶ **MANUFACTURER** Hornby
- ▶ **PRODUCT** R3118 BR late crest lined green 'Castle' 4-6-0 No. 7023 *Penrice Castle*
- ▶ **PRICE** rrp £143.99
- ▶ **REVIEW** Ben Jones
- ▶ **PHOTOGRAPHS** Tony Wright

reconcile on a model costing the thick end of £150. It's great to see some product filtering through, but the quality control issue still needs to be cracked if the Margate company is to restore its hard-won reputation for consistently delivering high-quality, superbly finished models.

Arguably one of the finest models in Hornby's range, the Thompson L1 2-6-4T is back in LNER green as No. 9003, the third of production series built at Darlington in 1948. Superbly presented in post-war LNER livery with unshaded yellow Gill Sans lettering and numerals and black/white lining, No. 9003 is suitable for the late-1940s, paired with Hornby's Gresley and Thompson teak non-gangwayed coaches.

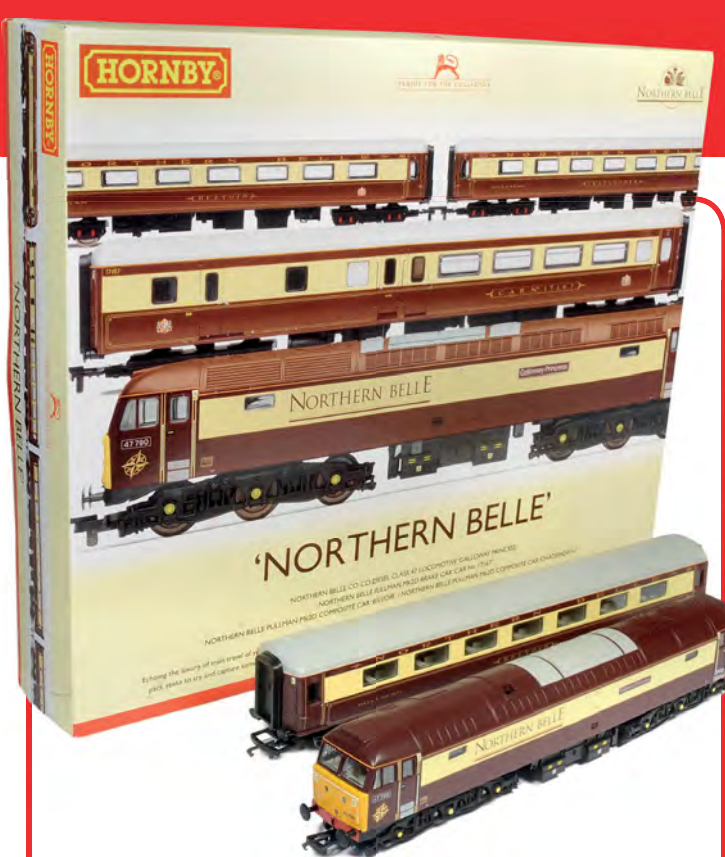
In keeping with the prototype, the model shows off the full range of period details, including a Westinghouse air

pump for working with ex-GER stock and a steam turbo generator for the electric headcode/cab lights on the front right hand side, destination board brackets on the smokebox door and representations of the electric lights front and rear. There's lots of other fine detail to enjoy too, from the wire handrails to the outstanding, if largely hidden, cab interior and boiler backhead. Other features include sprung metal buffers, sliding cab roof vents and delicate windshield glasses either side of the open cabside windows. Optional extra details include cylinder drain cocks, front footsteps, brake rigging and bufferbeam pipes/couplings.

It's a fine looking model that performs well too, although the front pony truck can be temperamental and, in this reviewer's experience, is prone to derailling on curved points. That one fault aside, it runs and pulls well, is DCC ready, looks the part and is well worth the asking price.

FACT FILE

- ▶ **MANUFACTURER** Hornby
- ▶ **PRODUCT** R3189 LNER apple green L1 2-6-4T No. 9003
- ▶ **PRICE** rrp £118.99
- ▶ **REVIEW** Ben Jones
- ▶ **PHOTOGRAPHS** Tony Wright



'NORTHERN BELLE' PACK

This long-promised modern image train brings together the ex-Lima Class 47 diesel and ex-Airfix/Dapol Mk 2d coaches to form a reasonably good representation of the 'Northern Belle' luxury touring train. An extension pack, containing three more Mk 2d First Opens, named *Glamis*, *Warwick* and *Harlech* (R4539) is available separately.

Mk 3 sleeping car 10729, used for crew accommodation, was produced by Hornby in 2006/07 (R4285).

The ex-Lima Class 47, impressively decorated in Northern Belle colours, was upgraded by Hornby a few years ago with a new five-pole motor, eight-pin DCC decoder socket and detachable narrow couplers in NEM pockets. Although there are now better '47s' on the market, it's surprising that we haven't seen more of this model in the Hornby range.

It would make an ideal budget alternative to the newer models, especially given those useful tweaks. Somewhat unfortunately for Hornby, 47790 has just been retired from its special duties and replaced by Class 57/3s obtained from Network Rail.

The ex-Airfix Mk 2d coaches are probably making one of their final appearances before being replaced by Hornby's all-new Mk 2e vehicles. After more than 30 years in production they are showing their age, and although a fancy, and

well-executed, paint scheme can make a big difference, new 'air-con' Mk 2s will be most welcome. While the two First Opens are a relatively close match for Mk 2e FOs 3247/67, crew coach 17167 is a Mk 2d Brake First Corridor (BFK) rather than a Brake Second Open (BSO) as modelled. However, as the bodysells are the same, keen modellers may wish to re-model the interior. We would also recommend changing the couplings for something that brings the vehicles closer together.

Application of the Pullman style livery is very good, with crisp printing throughout, resulting in an attractive train that should appeal to contemporary modellers looking to model something a little out of the ordinary. It could also form the basis of a great modelling project for those who wish to bring their models up to a higher standard.

FACT FILE

- ▶ **MANUFACTURER** Hornby
- ▶ **PRODUCT** R3134 Northern Belle Train pack with Class 47/7 diesel 47790 *Galloway Princess*, Mk 2d First Opens *Chatsworth/Belvoir* and Mk 2d BSO crew coach 17167
- ▶ **PRICE** rrp £142.99
- ▶ **REVIEW** Ben Jones
- ▶ **PHOTOGRAPHS** Tony Wright

EDUCATING EPSOM



Another welcome returnee from Hornby is the superb 'top line' version of the 'Schools' 4-4-0, this time in early-1950s BR lined black as No. 30937 *Epsom*. Something of an insult to these fine express locomotives, mixed traffic black was only applied for a short period before lined BR green became the standard. However, as on many other classes, the LNWR-inspired livery sits well on the Maunsell 4-4-0, and has been well captured by Hornby's new factory.

No. 30937 has a large diameter chimney, as fitted to those locomotives modified with the wider Lemaitre

blastpipe in the 1940s. It also has a Bricklayer's Arms (73B) shedcode plate on the smokebox door, placing the model between January 1950 and May 1958 when it moved to Stewarts Lane.

Two things are immediately apparent when you pick the model out of its packaging; first is that it is surprisingly heavy, thanks to the substantial die-cast metal boiler, and secondly that Hornby did an outstanding job of capturing the look and character of the prototype, especially at the front end. While the updated Railroad 'Schools' is great value, its 'full fat' sister is well worth the extra investment.

There's a great deal of fine detail throughout, both moulded/cast and separately fitted items such as the wire handrails, lamp and headcode disc brackets. Features include a superbly detailed footplate, NEM couplers and an extensive selection of extra details such as footsteps, cab doors and bufferbeam pipes.

Application of the mixed traffic livery is generally excellent; crisp and accurate throughout with neatly printed lining, numbers and emblems. The white portion of the grey/white/red lining is perhaps a little too heavy and more yellow than it should be, resulting in a slightly unusual

look. However, apart from this minor point, the model looks superb and should certainly please those who model the 1950s Southern Region.

FACT FILE

- **MANUFACTURER** Hornby
- **PRODUCT** R3194 BR early emblem lined black Class 'V' 4-4-0 No. 30937 *Epsom*
- **PRICE** rrp £133.99
- **REVIEW** Ben Jones
- **PHOTOGRAPHS** Tony Wright

BRIGHTON BELLE: 1960 STYLE



When its first two 'Brighton Belle' EMUs were released in 2012 Hornby omitted the version depicting the 'Belle' as it looked between 1960 and 1969, when it was repainted into BR blue/grey.

Reviewed here is the pack containing Driving Motor Parlour Thirds Car No. 90 and Car No. 91; the rest of the five-car train will be offered as a pack consisting of intermediate Parlour Third Car No. 87 and Kitchen Firsts *Vera* and

Audrey (R4582, rrp £148.99).

The vehicles feature a later version of Pullman Car Co. umber/cream with larger company crests on the cab ends. Also noticeable is a change to the shade of cream used for the broad bodyside band around the windows. It's much richer than the pale cream used previously, with more yellow and, to this reviewer's eye, looks all the better for it.

Build quality and finish were good on our sample, as was performance from the five-pole motor bogie. DCC Ready and decoder-fitted versions are available.

Whilst not quite matching the standard set by Bachmann's 'Midland Pullman', it's still a superb model for fans of high-class 1960s trains and Southern Region modellers looking to add a flash of glamour amongst the humdrum world of plain green commuter trains.

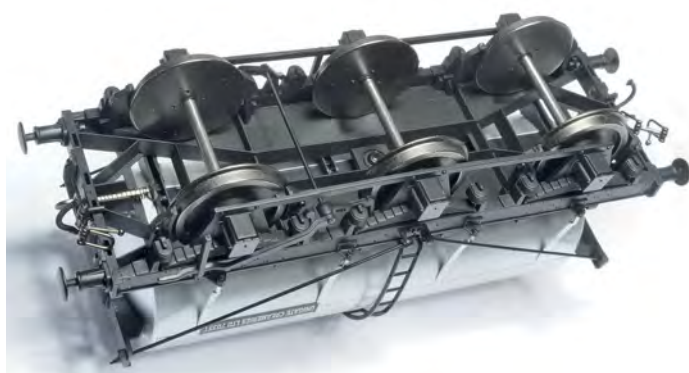
FACT FILE

- **MANUFACTURER** Hornby
- **PRODUCT** R3184 Pullman umber/cream '5-BEL' EMU Driving Motor Parlour Thirds Car Nos. 90/91
- **PRICE** rrp £189.99
- **REVIEW** Ben Jones
- **PHOTOGRAPHS** Tony Wright

DAPOL MILK TANK

Our hopes were high when Dapol announced another wagon that was bound to be of interest to O gauge steam-era modellers – the classic six-wheel milk tank. For the sort of new recruit that Dapol is hoping to attract to 7mm scale modelling, wagons such as this are ideal for re-creating short branch-line trains in compact spaces.

Kindly supplied for review is a 1970s style silver tank with Unigate Creameries branding; an ideal companion for BR blue 'Westerns', 'Warships' and 'Hymeks' on West Country themed layouts. Five other versions are being offered in the initial batch, covering the much more ornate



and attractive liveries of United Dairies, Express Dairies, CWS, Milk Marketing Board and St. Ivel (see panel).

At first glance, it's an attractive model, with plenty of fine detail to admire. Particularly noticeable are the open-framed chassis, fine plastic ladders and intricate tank filler hatch and the crisply moulded running gear.

Standard features include sprung metal buffers, sprung coupling hooks with screw link couplings, pin-point axles with metal wheels and extensive detail around the tank and underframe.

The layout of the wooden bolsters that support the tank is akin to that of LMS designed tanks under Lot 1077 (built at Derby in 1937/38), the chassis too, although the springs seem a little

too robust. And, whilst we are on the subject of the chassis, all the photographs of LMS designed tanks have axle guard tie bars made from rod, not a bar as on the model (as per GWR versions), although I stand to be corrected. The tank strapping is a cross between later BR-built examples and the LMS wagons. However the distance between the spring hangers, the suspension and axleboxes appears to be correct. Adding to the confusion are the five extra protrusions from the tank top, which could be breather tubes, although we could find no photographic evidence to confirm this.

Dapol has admitted that to allow as many different liveries as possible from one set of tooling, it has designed the 6w tank as a generic wagon, with features

FACT FILE

MANUFACTURER Dapol
PRODUCT 7F-031-004 O gauge Unigate Creameries silver 6w milk tank wagon 70351
PRICE RRP £74.50
WORDS Howard Smith/Ben Jones
PHOTOGRAPHY Tony Wright

taken from various designs including the Southern Railway vehicles. This is borne out by closer study of the model.

For those modellers wanting milk tanks accurate for each design, Dapol's approach is likely to be unpopular, but for newcomers to the large scale and those simply wanting 6w tanks at a reasonable price, the overall look of the wagons and their smart decoration should appeal, regardless of the inherent compromises.

With a recommended retail price of £74.50, the Dapol model offers good value for money. Compare this with the, admittedly excellent, Slater's 7mm scale LMS 2,000gal tank kit, priced at £54.17, (not including transfers at a further £6.76), then factor in the time required to build and paint the kit, and the Dapol model looks like a bargain, especially where retailer discounts of £10-£11 are available. **BRM**

The general appearance of the model is pleasing, even if it is generic. A little basic modelling could soon help to rectify the inaccuracies.

DAPOL MILK TANKS

7F-031-000	Dapol 6 Wheel Milk Tanker - United Dairies
7F-031-001	Dapol 6 Wheel Milk Tanker - Express Dairies
7F-031-002	Dapol 6 Wheel Milk Tanker - CWS Red
7F-031-003	Dapol 6 Wheel Milk Tanker - Milk Marketing Board
7F-031-004	Dapol 6 Wheel Milk Tanker - United Creameries
7F-031-005	Dapol 6 WHEEL Milk Tanker St. Ivel



HORNBY LNER 'EXTRA' LONG CCT

FACT FILE

- **MANUFACTURER** Hornby
- **PRODUCT** R6683/R6683A BR maroon ex-LNER 'Extra Long' CCT van E1341E/E1326E
- **PRICE** rrp £21.99 each
- **REVIEW** Ben Jones
- **PHOTOGRAPHS** Andy York

Covered Carriage Trucks, or CCTs, as they are usually known, were built by all the major railway companies to convey road vehicles; by the time of Nationalisation in 1948 a wide range of designs was in service. Easily identified by their full width end

doors, allowing vehicles to be driven in or out via loading ramps, CCTs were also widely used as general purpose vans when not required for their primary function.

Having introduced a new CCT of LMS origin last year, Hornby has now turned its attention to the LNER, releasing this 'Extra Long' design introduced in 1939. Fifty-nine of the 37' 6" long vans were built by the LNER, with BR adding more in 1950, by which time they were designated as CCT(C). Most were still in daily use in 1971, but the fleet was gradually whittled down throughout the 1970s.

LNER vans were originally painted to match the company's teak coaching stock, but in BR days the standard livery was crimson, followed by

maroon from the mid-1950s and eventually BR blue. However, like most vans of their type, it was often difficult to tell what colour was underneath layers of dirt.

Hornby has produced four models; two LNER brown and two BR maroon, offering a choice of running numbers for each period. The two BR vehicles, E1341E and E1326E are from the 1950-built batch, while LNER Nos. 1248/67 have been selected from the 1939 build.

Shape-wise, the model compares well with photographs of the prototype and displays plenty of fine detail on the underframe, where parts such as the footsteps and brake gear are separately fitted. To keep costs down, body details such as door handles,

grab rails, roof vents and lamp brackets are moulded, although they are crisply executed, as are the end and side doors which form such a large part of the van's character.

While the decoration of the Hornby LMS CCTs was disappointing, the matt maroon finish of their ex-LNER counterparts is better. Vehicle data is printed neatly in cream on the vertically planked sides and the BR



INVICTA MK1 CCT

Invicta Model Rail's Bachmann OO gauge model of the Mk 1 CCT should have been released under the ModelZone brand, but passed to IMR after that company went bust in 2013. Like the Mk 1 TPO sorting vehicle produced by Bachmann for ModelZone a few years ago, this first batch of CCTs is exclusive to one retailer but should pass into the Bachmann range in a year or two.

Six models have been produced; the original BR lined maroon and

Breakdown Train yellow reviewed here plus BR blue (pristine or weathered), Red Star blue with red waistband and Railway Technical Centre (RTC) red/blue, although the latter was sold out by early September. See www.invictamodelrail.com for more information.

With many relatively new CCTs in service after 1948 (and some pre-BR designs still under construction), such vehicles were not an immediate priority in the BR Mk 1 construction programme, which started in 1951. However, by 1955, a prototype Mk

1 four-wheel CCT van had been built, leading to large orders for production vehicles delivered in 1959-61. In total, 821 Mk 1 CCTs were built in several lots to Diagram 816 and numbered 94101-922. Delivered to the London Midland, Eastern and Western Regions, many were later allocated to the Southern Region and the fleet saw use all over the BR network.

Invicta's production quantities have been tailored to expected demand, so while 2,000 maroon vans and 1,500 BR blue models have been made, the RTC, Re-Railing (see right) and Red Star

versions are limited to just 504 pieces each.

BR maroon M94291 compares well with an official photograph of the same vehicle in Keith Parkin's British Railway Mark 1 Coaches (HMRS) and even a cursory glance reveals how much more detail the new model has than its Lima predecessor. This is most evident on the chassis and underframe, which has a full complement of footsteps, brake rigging, battery boxes, dynamo and vacuum brake equipment. If this isn't enough, optional extra brake rigging is supplied to fit into holes behind

FACT FILE

- **MANUFACTURER** Bachmann Europe for Invicta Model Rail
- **PRODUCT** 39-550Z BR lined maroon Mk 1 CCT M94291, 39-554Z BR Breakdown Train Unit yellow/black QX re-railing van ADB 977076
- **PRICE** rrp £29.99 each (£31.99 weathered)
- **REVIEW** Ben Jones
- **PHOTOGRAPHS** Andy York





Hornby's LNER 'Extra Long' CCT will be a useful addition to parcels trains, whatever region you model.

models correctly have black ends.

Standard features include detachable couplings in NEM pockets, free-running metal wheels/axles and metal buffer heads in the correct 'clipped' top pattern. The latter were designed to accommodate the folding end flap used when loading/unloading road vehicles. Metal wheels/axles with

inside bearings are fitted, and despite the long wheelbase there is no need for swivelling axle units in order to negotiate second radius curves.

Although not as free running as many other models with pin-point axles, our sample behaved impeccably during its running tests. At xxg

it feels fairly light, but this didn't affect stability or performance when marshalled into a train.

Between 1948 and the early-1980s parcels trains were among the most diverse and interesting ensembles of the period, containing vans of all shapes and sizes with pre-Grouping,

'Big Four' and BR origins, often far from their original territory. Hornby's recent foray into such vehicles, along with similar products from other manufacturers will allow modellers to assemble more authentic and interesting looking parcels trains from now on.

the brake shoes in similar fashion to Bachmann's Mk 1 horsebox for TMC.

Metal wheels and pin-point axles make the CCT free-running and stable, even in a relatively heavy train. NEM coupler pockets are fitted on sprung, self-centring arms at each end.

The body is equally impressive, with plenty of neatly moulded detail, superb flush glazing and separately fitted parts such as wire handrails and metal buffer heads. Like the closely related Bachmann General Utility Van (GUV), the ends are entirely moulded (save for two tiny lamp brackets), although the relief and level of detail is excellent.

With its rich satin finish, the BR maroon is superbly applied to M94291 and enhanced by crisp lining and finely printed smaller details such as the vehicle data at the left hand end and on the underframe. Parcels vans didn't stay this clean for long, and while many will be itching to give their CCTs a more typical scruffy appearance, it seems a shame to cover up that paint job.

It's likely that few were ever used for carrying cars; their more usual work was in parcels, newspaper and mail trains and as demand for those services declined, BR chose to focus on bogie vans, leaving the CCTs largely surplus by the early-1980s. However, many of these useful vans found further employment in the departmental sector as tool vans, mobile storage



ADB 977076 extends the Breakdown Train series started by ModelZone.

units or just as static internal user vehicles. Many others were obtained by preserved railways for use as storage units. By the mid-1980s, the only Mk 1 CCTs in revenue service were used by Red Star Parcels in northern England, and these were withdrawn by 1987.

Cardiff Canton Breakdown Train Re-Railing van ADB 977076 portrays a much later and very different livery for a Mk 1 CCT. Appealing to 1980s/1990s modellers, the van continues the ModelZone/Invicta series of BTU vehicles and looks really smart in the

distinctive yellow with black chevrons applied to BR breakdown train vehicles. I particularly like the non-standard, hand-painted numbers and lettering at the left-hand end. However, the fuzzy printing of the black diagonal lines over the end door detail suggests that this was difficult to execute cleanly. Even so, this departmental van (TOPS code QQX) will look great as part of a breakdown train or stabled at the back of a BR blue or Sectorisation era diesel depot.

Although price rises have taken the CCTs up to the £30 mark, the level of

detail, number of separate components and standard of execution speaks for itself. As the rapid sell-out of the RTC model demonstrates, there are clearly plenty of modellers prepared to invest in such a high-quality model of an essential BR design. Get one while you can!

✱ These models are exclusive to:
Invicta Model Rail
A 130 Station Road, Sidcup, Kent
DA15 7AB
T 0208 3027774
W www.invictamodelrail.com

ROMNEY, HYTHE & DYMCHURCH RAILWAY ARMoured TRAIN

Phil Parker tries out a resin and whitemetal kit of one of the quirkiest military trains of the Second World War.

It's 1940. People along the Kent shoreline watch the horizon anxiously for signs of the threatened invasion. Along the lonely marshes of Romney, there is one thing standing between Britannia and the enemy - a tiny armoured train running on the 15" gauge Romney, Hythe and Dymchurch Railway.

One of the tourist line's locomotives, a 4-8-2 named *Hercules* has been taken out of mothballs, given an armour plate cladding and pressed in to service hauling a pair of ex-Ravenglass & Eskdale Railway bogie hopper wagons. These have also received protective metalwork along with Lewis guns and Boys anti-tank weapons. Initially crewed by the local Home Guard, the job is eventually taken over by the Polish infantry.

The train patrolled the coast until the threat of invasion receded. It even claimed a notable success, bringing down a Messerschmitt Bf109 fighter, although some have suggested the aircraft crashed as the pilot mistook the Liliputian locomotive for a full-sized one and was further away from it than he thought when beginning a strafing run!

Armoured trains were built in many countries, but not often in Britain. That alone would make this an interesting prototype, never mind it being a small-scale effort running on a 'toy' railway.

Military modellers have long been interested

in oddball vehicles and it was while visiting the International Plastic Modellers show in Telford that I spotted a kit for the train on the SGT's Mess stand. It's a static model but since very few of us have a model of the RH&DR, that shouldn't be a problem.

I considered motorising the model but it would need something very special to power the locomotive with lots of tiny wheels and Walschaerts valve gear. It's going to work out expensive, especially as I couldn't see anything suitable in UK ranges. The carriages would be easier as Graham Farish container wagons could donate bogies that are the right size.

There are also compromises to be accepted. For a start the model is designed to sit on N gauge track - 2ft 3in in this scale rather than the correct 15". Again, not many of us have 5mm gauge track.

The overall design has been simplified slightly with rivets missing from the locomotive. The carriages should also have sloping ends rather than the flat ones of the kit. The side views are correct though, which is what matters.

Overall, this is a very modestly priced kit that is easy to assemble and delivers an interesting prototype. At 34cm long, it takes up quite a bit of shelf space and could form the basis of a nice diorama.

The RH&DR had quite a varied wartime. Although tourist trains were halted, it was used to transport troops and later played a major part in the Pipe-Lines Under The Ocean (PLUTO) project to supply fuel directly to Allied forces abroad via submarine pipelines. **BRM**

WATCH IT IN ACTION

See the prototype in action on the Pathe News website:

<http://www.britishpathe.com/video/toy-train-goes-to-war>

SUPPLIER

SGT's Mess models

RW2 Romney, Hythe and Dymchurch Railway
Home Guard armoured train, £30.00

W www.sgtmess.co.uk



Larger parts are cast in resin with smaller items in whitemetal. There's also a set of figures included but not shown in this photograph.



Most of the resin items have large runners left over from the moulding process. These are best removed with a fine saw - be careful not to inhale the dust if you file them away as it can be harmful so wear a mask.

WHAT YOU NEED

- Knife
- Large flat coarse file
- Fine saw
- Abrasive sticks
- Dust mask



3



The carriage construction begins with the whitemetal bogies being glued in place. Since these don't swivel, I set the model up on some straight track to keep everything in line. If you only have flexitrack to hand, a pair of steel rules and some Blu-tack keeps everything straight.

4



Guns and fittings are added using superglue. The figures are only temporarily in place at this point to make sure they fit. I assume that the weapons could be pointed in any direction but presumably most of the time they were aimed toward the sea.

5



To ensure a neat fit between the large castings that make up the locomotive, each mating surface was flattened by dragging it back and forth on a large, coarse file. Once I was happy, superglue was used for assembly.

6



Photographs showed that the armour plate over the cylinders was a thick steel sheet that I felt would be better represented by a piece of plastic sheet than the supplied mouldings. Prominent rivets on the boiler cladding aren't supplied either so some Archers water-slide resin versions were applied.

7



Most of the model is turned out in grey (spray primer) but the detailed backhead was picked out with some pipework and regulator. Of course, this can't be seen on the finished model, but I know it's there.

8



Seven soldiers are provided in four different poses. Nearest the camera we have the driver who is standing up watching the sky along with everyone else.

MILITARY FIGURES

There's no shortage of suitable figures for military themed railways. **Phil Parker** looks at a few of the current options.

A pair of W^D models figures discuss the state of the Airfix ruined workshop model behind them.



Most of us aren't modelling a war zone, but people in uniform were a common sight in most towns into the 1960s

1:72 vs 1:76

One of the standard military modelling scales is 1:72, slightly larger than the 1:76 scale 4mm/00 modellers use.

The odd figure of 72 was chosen because it allows a 6ft soldier to be modelled 1" high. It dates from the 1930s when the the scale started to become popular.

So, a 1:72 6ft man will be 25.5mm tall, whereas he would be 24mm tall in 1:76 or 4mm scale. Since people are a wide variety of heights, this probably doesn't make much difference. If the figure looks right in position, then it is right.

SUPPLIERS

Airfix www.airfix.com
 WWII RAF Personnel - £5.99 (47 pieces)

Revell www.revell.com
 WWII British Paratroopers - £6.99 (50 pieces)

SGTS' Mess www.sgtsmess.co.uk
 Home Guard patrol in rowing boat - £4.75

W^D Models www.wdmodels.com
 Gun Crew - £5.60 Light Railway Crew - £2.80

Toy soldiers. Can there be many of us whose childhood didn't involve Airfix armies fighting in the back garden? I would bet that many **BRM** readers cut their modelling teeth painting plastic people too. If you think this is the 'be all and end all' of military modelling though, you'll be surprised.

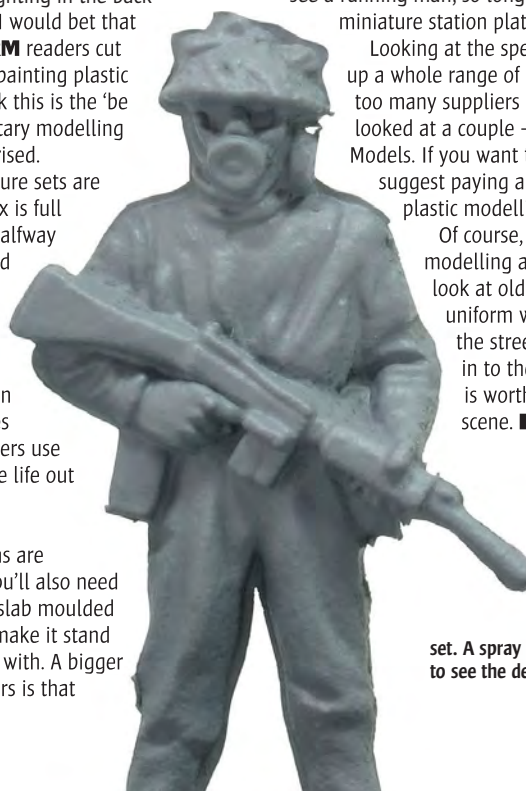
Those old plastic figure sets are still available. Each box is full of miniature soldiers halfway through lobbing a hand grenade, shooting over a wall or advancing on their bellies. The moulds are getting a bit long in the tooth in some cases and so the manufacturers use soft plastic to eke more life out of them.

Because of this, any moulding imperfections are difficult to clean up. You'll also need to remove the paving slab moulded to the figure's feet to make it stand up when being played with. A bigger problem from modellers is that

people frozen in dynamic poses look strange. On a layout, figures at rest look more natural – we rarely see a running man, so long a classic feature of miniature station platforms, for example.

Looking at the specialist suppliers opens up a whole range of possibilities. There are too many suppliers to list her so we've looked at a couple – SGTS' Mess and W^D Models. If you want to find even more, I'd suggest paying a visit to a wargaming or plastic modelling exhibition.

Of course, most of us aren't modelling a war zone but if you look at old photographs, people in uniform were a common sight on the streets of most towns well in to the 1960s so a selection is worth adding to any station scene. **BRM**



Airfix produces more modern figures such as this guard from the 1980s NATO Ground Crew set. A spray of car primer makes it easier to see the detail than the raw plastic.



On the left, a figure from the Airfix Second World War RAF personnel set, to the right, a WWII British Paratrooper from Revell. Both are 1:72 scale but the Airfix man is considerably thinner than his companion although both are the same height.



A combination of soft plastic and slightly worn moulds means that the figures all tend to have lines of flash that need to be cleaned away. Scraping this leaves a ragged edge and it's not easy to cut neatly even with a sharp blade. The trick is to heat the flash so it shrivels away. I used a temperature controlled soldering iron but heating a paperclip in a candle flame is a popular alternative. Practice on figures you don't want from the set as it takes some skill.



Sets of figures often include accessories such as this RAF trailer. The bicycle rider could be useful if you don't mind the frozen pose.



THE FUTURE?

Sculpting your own model figures is possible but takes lots of time and skill. In a few years, it could be easier to dress up in the appropriate clothes, have yourself scanned and then 3-D printed to the size you require.

My3DTwin.com will do this in 1:12 scale for £120 today. The results are impressive and the slightly sandy surface texture is ideal for clothing. The company believes it could print 7mm scale figures and in a few years 4mm ought to become a possibility.



To allow the modeller to pose figures, they are often supplied in kit form. The man on the right from the W^D Models Light Railway Crew set can have his arms attached so he is grappling with greasy mechanical parts inside an engine. Superglue applied with the end of a pin is ideal for attaching body parts.



Whitemetal benefits from a coat of primer to give paint something to key to. Modelmates' fine spray covers the model but only use light coats so detail isn't obscured.



Above Specialist military modelling suppliers can provide a wide range of figures such as this Home Guard set from SGTS' Mess. The three figures and boat are reasonable quality with nicely modelled poses.

A lollipop stick makes an ideal handle with which to hold figures while painting. Each is stuck in place with superglue which will hold it securely while working and then break away cleanly when you are ready to add them to a scene. These soldiers have been finished with Humbrol 159 Khaki and once this is dry, a wash of Games Workshop Agrax Earthshade shading ink to emphasise the shadows and creases.



PLANNING FOR A PENDOLINO

BRM talks to **Ben Ando** and **Mike Hale**, the modellers hoping to attract fellow 'N-gaugers' to support their plan for a Class 390 EMU

Over the last couple of months 'crowd sourcing' has become the latest buzzword in the British model railway world. A rash of recent new model announcements made by DJ Models, Kernow Model Rail Centre and others pin their hopes on Kickstarter - an innovative, community-based financing model. But while it has raised millions of pounds for new projects in the USA and elsewhere over the past five years, it's fair to say that British modellers are still trying to get to grips with what it means.

The most recent additions to the ranks of those hoping to recruit modellers (and their cash) to support new projects are Ben Ando and Mike Hale. Well-known through their modelling activities, exhibition layouts and work for the N Gauge Society, Ben and Mike plan to produce Class 390 Virgin Pendolino units in N. They aim to raise £250,000 to manufacture 1,000 complete nine-car trains costing £250 each.

It's an ambitious target, and an ambitious project so how will it work?

"Kickstarter allows groups of like-minded enthusiasts and investors to jointly fund projects that would otherwise be unaffordable. It offers us all opportunities we've never had before. And the great thing is that no-one has to take a gamble - the money will only be taken once we know we have enough financing for the entire project," explains Mike.

"The Kickstarter scheme will run for a fixed period during which time potential backers simply pledge to provide funding" he adds. "Only when the full target is reached will any money be taken. Of course, the downside is that this is a one-shot deal - we need anyone who wants a Pendolino in N to join us now."

"The Virgin Pendolinos are exciting and iconic," says Ben Ando. "They're 'Coronation Scots' or Class 87s of the 21st century," he adds. "But because each train has five different vehicle types they're probably too much of a



gamble for the main manufacturers. We're offering N gauge modellers and collectors a chance to step up and make it happen - and at the same time maybe show there is a serious market for OHLE models in N. Each pledge of £250 will earn as a reward a complete and prototypical 9-car train."

What about those who can't afford the full amount or don't have space for a nine-car train?

"We listened to feedback in the early days of discussing our plans," says Mike Hale, "and it was pretty obvious that there would be a significant number of people who could see the potential, but maybe did not want a complete Pendolino because it was too big for their layout."

"We need as many people as possible to choose the complete unit. We feel that among N gauge enthusiasts, there must be demand for a thousand models of

such an important train," says Ben. "But we also realise that some people may only be able to support us if we offer them other options." (see table).

"Market research has indicated that a significant number of customers would like to 'drag' their Pendolino with a diesel locomotive away from the wires - as is prototypical - so the model will feature a removable valance at the front to allow a coupler to be fitted," comments Ben.

"If and when the target is reached, the models will be designed and produced by DJ Models. Once the initial 1,000 Kickstarter 'reward' models are delivered the Pendolino is expected to become part of the DJM range, though not for at least 6-12 months. Subsequent releases would have an RRP in the region of £350. For a nine-car train, this compares well with the Graham Farish six-car 'Blue Pullman' of last year." **BRM**

PLEDGING FOR A PENDOLINO – THE OPTIONS

The Pledges available are as follows:

PLEDGE	REWARD
£250	Complete nine-car Class 390/0 in prototypical formation. Choose from four different set numbers
£140	Set 1: Powered driving cab, Pantograph First and First Open (DMRF + MF + PTF)
£75	Set 2: Dummy driving cab, Buffet and Standard open (DMSO + MS + PTSRMB)
£45	Set 3: First Class, two Standard class (MF + TS + MS)

To find out more, or to register for updates and information without obligation, visit the group's website at www.ngaugependolino.com

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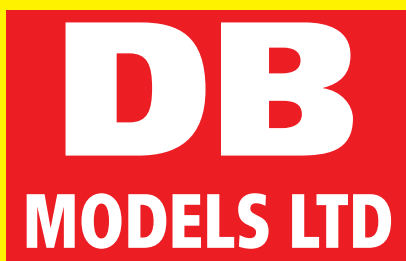
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MODEL RAILWAYS LIVE

Closing date for the December issue is 1st October 2014

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EXHIBITIONS

SATURDAY OCTOBER 11

Tring & District Model Railway Club
Exhibition The Cottesloe School, Aylesbury Rd, Wing, Nr. Leighton Buzzard, Buckinghamshire LU7 0NY **Saturday:** 10.30 - 16.30 **Prices:** £5.00 adult, £3.50 child, £12.00 family (2 + 3)
Email: information@tdmrc.co.uk
Web: www.tdmrc.co.uk

SATURDAY OCTOBER 11

Barrie Chappell Model Railway Mini
Exhibition Day Shaftesbury Youth Centre Coppice Street, Shaftesbury SP7 8PF
Saturday: 10.00 - 17.00 **Contact:** Barrie Shappell **Tel:** 07870 515 807

SATURDAY OCTOBER 11

 **Corby & District MRS C&DMRS - 2-day**
Corby Exhibition Saturday: 10.30 - 17.00
Sunday: 11.00 - 16.30 **Prices:** £4.00 adult, £2.00 child (2-16yrs), £3.00 OAP, £3.00 concessions, £10.00 family (2+2) **Contact:** Kevin Emsley **Tel:** 07503 77956
Email: kevmav.emsley@ntlworld.com
Web: www.cdmrs.co.uk

SATURDAY OCTOBER 11

Sheffield Model Railway Exhibition
 Davy United Social Club, Prince of Wales Rd, (between Darnall and the Parkway) Sheffield S9 4ER **Saturday:** 10.00 - 17.00 **Prices:** £3.50 adult **Web:** www.sheffield-mrs.com

SATURDAY OCTOBER 11

Shirehampton Model Railway Club
Exhibition The Public Hall, Station Road, Shirehampton, Bristol BS11 9TX **Saturday:** 10.00 - 16.30 **Prices:** £3.50 adult, £1.50 child, £3.00 OAP, £7.00 family **Contact:** Tony Davies **Tel:** 01179 094 915

SATURDAY OCTOBER 11 TO SUNDAY OCTOBER 12

Shildon Model Railway Club 29th Annual
Exhibition NRM Locomotion Museum Shildon, Co Durham DL4 1PQ **Contact:** Dave Walker
Email: info@shildonmrc.com
Web: www.shildonmrc.com

SATURDAY OCTOBER 11 TO SUNDAY OCTOBER 12

Dundee Model Railway Club Exhibition
 Dundee International Sports Complex, Mains

Loan, Dundee DD4 7AA **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £4.00 adult, £3.00 child, £3.50 OAP, £11.00 family
Contact: Malcolm Pakes **Tel:** 01382 644 342
Web: www.dundeeemrc.talktalk.net

SATURDAY OCTOBER 11 TO SUNDAY OCTOBER 12

Furness Model Railway Club Furness 52nd
Model Railway & Transport Exhibition
 Barrow Sixth Form College, Rating Lane, Barrow in Furness, Cumbria LA13 9LE **Saturday:** 10.00 - 5.00 **Sunday:** 10.00 - 17.00
Prices: £4.50 adult, £2.20 child, £3.40 OAP
Contact: Ian Edwards **Tel:** 01229 588 082
Email: ian86254@btinternet.com
Web: www.furnessmrc.webs.com

SATURDAY OCTOBER 11 TO SUNDAY OCTOBER 12

Locomotion National Railway Museum
Shildon - Model Railway Club Exhibition
 Locomotion: the National Railway Museum, Shildon, Durham DL4 1PQ **Tel:** 01388 771 445

SATURDAY OCTOBER 11 TO SUNDAY OCTOBER 12

St Michael's Church & Erith Model Railway
Society 18th Wilmington Charity Model
Railway Exhibition St Michael's Church & Hall, Church Hill, Wilmington, Dartford, Kent DA2 7EG
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £3.50 adult, £3.00 child, £3.00 OAP, £10.00 family **Contact:** Richard Arding
Tel: 01322 220 561 **Email:** arding@btinternet.com
Web: www.stmichaelswilmington.org.uk

SATURDAY OCTOBER 11 TO SUNDAY OCTOBER 12

The Elizabethan Railway Society Annual
Model Exhibition
 The Summit Centre, Lowmoor Road, Kirkby in Ashfield, Nottinghamshire NG17 7LL
Prices: £3.50 adult
Web: www.elizabethanrailwaysociety.co.uk

SATURDAY OCTOBER 18

Model Railway Show, St. Cuthbert's Church
 Lichfield Road, Copnor, Portsmouth PO3 6DE
Saturday: 10.00 - 17.00 **Prices:** £3.50 adult, £1.00 child **Contact:** Bob Bish
Tel: 07583 877 725

SATURDAY OCTOBER 18

 **Chelmsford MRC** King Edward VI Grammar School Broomfield Road, Chelmsford, Essex CM1 3SX **Saturday:** 10.00 - 16.30 **Prices:** £4.50

adult, £2.00 child (5-15yrs), £4.00 OAP
Contact: Roy Pearce **Tel:** 01245 283 622
Web: www.chelmsford-and-district-mrc.webs.com

SATURDAY OCTOBER 18 TO SUNDAY OCTOBER 19

 **Christchurch Model Railway Exhibition**
 Bournemouth School for Girls, Castle Gate Close, Castle Lane West, Bournemouth, Dorset BH8 9UJ **Saturday:** 10.00 - 16.00 **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult, £0.00 child (0-16yrs) **Contact:** Pete Whitcher **Tel:** 07979 870 557 **Email:** petewhitcher@hotmail.com
Web: www.christchurchmrc.org.uk

SATURDAY OCTOBER 18 TO SUNDAY OCTOBER 19

Cardiff Model Railway Exhibition 2014
 Ysgol Gyfun Gymraeg Glantaf, Bridge Road, Llandaff North, Cardiff CF14 2JL **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00
Prices: £4.00 adult, £3.00 child, £12.00 family
Tel: 02920 764 659 **Email:** michaeljohn.bird@sky.com **Web:** www.cardiffmodelrail.org.uk

SATURDAY OCTOBER 18 TO SUNDAY OCTOBER 19

Uckfield Model Railway Exhibition 2014
 Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £6.00 adult, £5.00 OAP **Contact:** Adrian Colenutt
Tel: 01903 745 759 **Email:** adrianmc@uckfieldmrc.co.uk **Web:** www.uckfieldmrc.co.uk

SATURDAY OCTOBER 18 TO SUNDAY OCTOBER 19

Warrington Model Railway Club Exhibition
 Warrington Collegiate, Winwick Road, Warrington, Cheshire WA2 8QA
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £5.00 adult, £1.00 child
Tel: 07892 877 020
Web: www.warrington-mrc.co.uk

SUNDAY OCTOBER 19

Central Southern Group of the Gauge 0
Guild Annual Exhibition Allendale Centre, Hanham Road, Wimborne Minster, Dorset
Sunday: 10.00 - 16.30 **Prices:** £3.50 adult

SATURDAY OCTOBER 25

Birmingham Model Railway Club Exhibition
 Arden Hall, Water Orton Road, Castle Bromwich, Birmingham B36 9PB **Saturday:** 10.30 - 16.00
Prices: £3.00 adult, £1.50 child, £8.00 family



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Greenwich and District Narrow Gauge Railway Society Expo Narrow Gauge White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent BR8 7BT
Saturday: 10.00 - 17.00
Prices: £8.00 adult, £7.00 OAP
Tel: 02086 574 528 **Web:** www.expong.org

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 26

Aberdeen Model Railway Club 2014 Exhibition RGU Sport, Aberdeen AB10 7GE
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £5.00 adult, £2.50 child, £4.00 concessions, £12.50 family
Web: www.aberdeenmrc.co.uk

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 26

Bodmin & District MRC Annual Model Railway Show Bodmin Community College, Lostwithiel Road, Bodmin, Cornwall PL31 1DD
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult, £2.00 child, £3.00 concessions, £10.00 family **Contact:** Phil Tombs

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 26

Cathcart Model Railway Exhibition Pollokshaws Burgh Hall, 2025 Pollokshaws Road, Glasgow G43 1NE **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £4.50 adult, £2.00 child, £4.00 concessions, £11.00 family (2 + 2) **Web:** www.freewebs.com/clydesidemrc/cathcart-exhibition

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 26

Cheltenham Great Western Modellers Group Autumn Exhibition St. Margaret's Hall, Coniston Road, off Windermere Road, Cheltenham, Gloucestershire GL51 3NX
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £3.50 adult, £2.50 child, £3.00 OAP, £8.00 family (2 + 2) **Tel:** 01242 517 788 **Web:** www.cheltmodrail-org.uk

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 26

Huddersfield Railway Modellers 47th Annual Exhibition The Civic Hall, Huddersfield Road, Holmfirth, Huddersfield, West Yorkshire HD9 3AS **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £5.00 adult, £4.00 child, £4.00 concessions, £12.00 family (2 + 2) **Contact:** Graham Harpham **Tel:** 07950 425 782 **Web:** www.huddsrailwaymodellers.co.uk

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 26

Leeds Model Railways Society's Annual Exhibition The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds, West Yorkshire LS17 8GS **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £6.00 adult **Web:** www.leedsrms.org

SATURDAY OCTOBER 25

Mid Wales Model Railway Show 2014 Welshpool Town Hall, Welshpool, Powys SY21 7JQ **Saturday:** 10.30 - 16.30 **Prices:** £3.00 adult **Contact:** Martin Rich **Tel:** 01938 559 350 **Email:** nearleighworks@gmail.com

SATURDAY OCTOBER 25

Nottingham Woodthorpe Model Railway

Club - Annual Show Sherwood Community Centre, Mansfield Road, Sherwood (opposite Woodthorpe Park), Nottingham, Nottinghamshire NG5 3FN **Saturday:** 10.00 - 17.00 **Prices:** £4.00 adult, £3.00 child, £3.00 concessions, £12.00 family (2 + 2) **Contact:** John Fownes **Tel:** 01159 621 153 **Email:** s.fownes@virginmedia.com **Web:** www.woodthorpeclub.co.uk

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 26

Newhaven & District Model Railway Exhibition Heron Park Academy, Thy Hydneye, Hampden Park, East Sussex BN22 9EE
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult, £1.00 child, £3.50 concessions **Tel:** 07812 060 028 **Email:** philstrains@live.co.uk **Web:** www.newhavendmrc.com

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 27

The Model Railway Society of Ireland Saint Pauls College, Sybil Hill, Raheny, Dublin 5 IRELAND **Saturday:** 11.30 - 17.30 **Sunday:** 11.30 - 17.30 **Monday:** 11.30 - 17.30 **Web:** www.modelrailways.ie

SUNDAY OCTOBER 26

Colchester & District Model Railway Club Exhibition 2014 Colchester County High School for Girls, Norman Way, (off Lexden Road), Colchester, Essex CO3 3US **Sunday:** 10.00 - 16.00 **Prices:** £4.50 adult, £1.00 child, £8.00 family **Contact:** Bill Bradbury **Web:** www.colchestermrc.org

SUNDAY OCTOBER 26

Langley O Gauge Model Railway Show Langley Academy, off Langley Road, Langley (near Slough), Berkshire SL3 7EF **Sunday:** 10.00 - 16.30 **Prices:** £6.00 adult, £12.00 family

SATURDAY NOVEMBER 1

Lichfield and District Model Railway Club Swadlincote Hobby Show Baptist Church hall, Hill Street, Swadlincote, South Derbyshire DE11 8HL **Saturday:** 10.00 - 16.00 **Prices:** £2.00 adult

SATURDAY NOVEMBER 1

Stephenson Model Railway Group Exhibition Guide House, Stoney Lane, Rainhill, Merseyside L35 9JY **Saturday:** 10.00 - 16.00 **Prices:** £2.00 adult, £1.00 child **Web:** www.stephensonmrg.org.uk

SATURDAY NOVEMBER 1

Nidd Valley Railway Heritage Society Nidd Valley Railway Exhibition The Memorial Hall Park Road, Pateley Bridge, Harrogate, North Yorkshire HG3 5JS **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £3.00 adult, £0.00 child, £3.00 OAP, £3.00 concessions, £6.00 family (2 Adults + 2 children) **Contact:** Chris Henderson **Tel:** 01423 712 157 **Email:** info@thememorialhall.org.uk

SATURDAY NOVEMBER 1

Padiham Unitarian Church Padiham Model Railway Event 2014 Padiham Unitarian Chapel Hall, Knight Hill, Padiham, Lancashire BB12 8JH **Saturday:** 10.00 to 16.00 **Prices:** £3.00 adult, £1.50 child **Contact:** Paul Blackhouse **Tel:** 01282 773 336

SATURDAY NOVEMBER 1

High Wycombe - Wycrail 2014 Cressex Community School, Cressex Road, High Wycombe HP12 4UD **Saturday:** 10.00 - 17.00 **Prices:** £5.00 adult, £3.50 child, £11.00 family (2 + 2) **Contact:** Dave Fryer **Tel:** 07929 905 502 **Web:** www.hwdmrs.org.uk

SATURDAY NOVEMBER 1 TO SUNDAY NOVEMBER 2

Cotswold Model Railway Show - Stroud 2014 Thomas Keble School, Eastcombe, Stroud, Gloucestershire GL6 7DY **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult, £3.50 child, £3.50 OAP, £10.00 family **Email:** info@cotswoldmrs.co.uk **Web:** www.cotswoldmrs.co.uk

SATURDAY NOVEMBER 1 TO SUNDAY NOVEMBER 2

Weymouth Model Railway Association - Annual Exhibition Wey Valley School, Dorchester Road, Weymouth DT3 5AJ **Saturday:** 10.00 - 16.30 **Sunday:** 10.00 - 16.00 **Prices:** £5.00 adult, £12.00 family (2 + 2) £2 child **Contact:** Richard St Leger **Tel:** 01305 269 664 **Web:** www.weymouthmra.org.uk

SATURDAY NOVEMBER 1 TO SUNDAY NOVEMBER 2

Gravesend Railway Enthusiasts Society The Gravesend Model Railway Show St Joseph's Convent Preparatory School, 46 Old Road East, Gravesend, Kent DA12 1NR **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £3.00 adult, £6.00 family (2 + 2) **Contact:** George Marcar **Tel:** 07821 254 232 **Web:** www.gres.org.uk

SATURDAY NOVEMBER 1 TO SUNDAY NOVEMBER 2

Merseyside Model Railway Society - Wirral Exhibition Mosslands School, Mosslands Drive, Wirral CH45 8PJ **Saturday:** 10.00 - 17.00

Sunday: 10.00 - 17.00 **Prices:** £5.00 adult, £2.00 child, £4.00 concessions **Contact:** Steve Hales **Tel:** 07712 140 422 **Email:** mmrs@merseysidemrs.co.uk **Web:** www.merseysidemrs.co.uk

SATURDAY NOVEMBER 1 TO SUNDAY NOVEMBER 2

Wimbledon Model Railway Annual Exhibition 2014 Carshalton Boys College, Wigmore Road, Carshalton, Surrey SM5 1RH **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £4.00 adult, £10.00 family (2 + 2)

SUNDAY NOVEMBER 2

Burton Model Rail Exhibition National Brewery Centre, Horninglow Street, Burton upon Trent DE14 1NG **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult, £3.00 concessions, £9.00 family (2 + 2) **Contact:** Jeff Howard **Tel:** 07425 140 292 **Web:** www.burtonrailwaysociety.co.uk

TUESDAY NOVEMBER 4

The Enfield Transport Circle A presentation by Stephen Jupp The Enfield Transport Circle, First Floor Meeting Room, The Drill Hall Sports Club, Enfield EN2 6PJ **Tuesday:** 20.00 - 22.30 **Prices:** £3.00 adult **Contact:** Roger Elkin **Tel:** 02083 630 697 **Email:** rogerkim@btinternet.com

SATURDAY NOVEMBER 8

Hampton Court Model Railway Society Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey KT6 7LQ **Saturday:** 10.00 to 17.30 **Sunday:** 10.00 to 17.00 **Prices:** £6.00 adult, £3.00 child (5 to 16yrs), £15.00 family (2 Adults + 2 Children) **Contact:** John Noorani **Tel:** 02089 493 413 **Email:** exhibitionmanager@hamptoncourtmrs.com **Web:** www.tolworthshowtrain.co.uk

OPEN DAYS

SATURDAY OCTOBER 11

South West Herts Model Railway Society Open Day Christ Church, St. Albans Road, Watford, Hertfordshire WD24 5BD **Saturday:** 10.00 - 16.30 **Prices:** £3.00 adult, £2.00 child **Tel:** 01707 873 729 **Web:** www.southwesthertsmrs.org.uk

SATURDAY OCTOBER 18

Wirral O Gauge Group The Club Room, Unit 7, The Odyssey Centre, Birkenhead CH41 1HB **Saturday:** 13.00 - 17.00 **Prices:** £2.00 adult **Contact:** Jenny Elliott **Tel:** 07931 846 794 **Email:** j.elliott37@sky.com

SATURDAY NOVEMBER 1

Felixstowe Area N Gauge Group - Open Day The Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 0TN **Saturday:** 11.00 - 16.00 **Contact:** Chris Shum **Tel:** 01394 277 211 **Web:** www.felixstowengauge.org.uk

SATURDAY NOVEMBER 1

Felixstowe Area - 'N' Gauge Group Open Day The Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 0TN **Saturday:** 11.00 - 16.00 **Contact:** Chris Shum **Tel:** 01394 277 211 **Web:** www.felixstowengauge.org.uk

SATURDAY NOVEMBER 1

Hillingdon Railway Modellers - Test Track Open Day Wiewsley Baptist Church, Cornerstone Centre, 74 Colham Avenue, Wiewsley, Middlesex UB7 8HF **Saturday:** 10.00 - 16.00 **Contact:** Peter **Tel:** 02083 684 090 **Web:** www.hillingdonrailwaymodellers.co.uk

SATURDAY NOVEMBER 29

Wirral O Gauge Group Saturday : 13.00 to 17.00 **Prices:** £2.00 adult **Contact:** Jenny Elliott **Tel:** 07931 846 794 **Email:** j.elliott37@sky.com

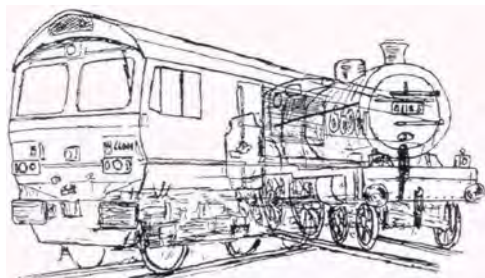
SUNDAY NOVEMBER 30

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 Model Railway Society Club Open Day Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY **Sunday:** 10.00 - 16.30 **Prices:** £3.00 adult, £2.00 child, £8.00 family (2 + 2) **Web:** www.nfmrs.co.uk

ALSAGER RAILWAY ASSOCIATION MODEL RAILWAY EXHIBITION



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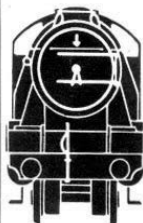
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EVENT DIARY

SATURDAY NOVEMBER 8

Friends of Cultra Model Railway Day
Ulster Folk & Transport Museum Cultra, Nr. Belfast IRELAND **Saturday:** 10.00 - 17.00
Contact: Ian Sinclair **Tel:** 02891 274 591
Email: friendsofcultra@talktalk.net
Web: www.nmni.com/uftrm

SATURDAY NOVEMBER 8

Barnsley Model Railway Exhibition
Hoyland Leisure Centre West St. Hoyland, Barnsley, South Yorkshire S74 9HE
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £4.00 adult, £3.00 (5-16) child (Under 5's free), £3.00 OAP, £3.00 concessions
Contact: Danny **Email:** secretary@barnsleymrc.org.uk **Web:** www.barnsleymrc.org.uk

SATURDAY NOVEMBER 8

Epping Railway Circle The Village Hall, Theydon Bois, Essex CM16 7ER **Saturday:** 10.00 - 17.00 **Prices:** Adults £4.00, Child (5-15) £3.00 **Contact:** John Woods

Tel: 02085 081 764 **Email:** isambard6@ntlworld.com **Web:** www.eppingrailwaycircle.com

SATURDAY NOVEMBER 8

West Sussex Area Group of the N Gauge Society Lancing Parish Hall, 96 South Street, Lancing, West Sussex BN15 8AJ
Saturday: 10.00 - 17.00 **Prices:** £4.00 adult, £2.00 child **Contact:** Nigel Appleton
Tel: 01403 734 190 **Email:** n.appleton888@btinternet.com **Web:** www.wsng.co.uk

SATURDAY NOVEMBER 8

West Wiltshire Gauge O Group 15th Annual Railway Show The Paragon Hall, High Street, Westbury, Wiltshire BA13 3HA **Saturday:** 10.00 - 16.30 **Prices:** £4.50 adult, £2.00 child, £3.50 concessions, £10.00 family (2 + 2)
Contact: Rod Towler **Tel:** 01380 831 147

SATURDAY NOVEMBER 8

Rodington Model Railway Exhibition
Village Hall, Rodington, Nr Shrewsbury,

Shropshire SY4 4QS **Saturday:** 10.30 - 16.00
Prices: £3.00 adult, £1.00 child, £2.50 OAP, £7.00 family (2 + 2) **Tel:** 07794 849 776

SATURDAY NOVEMBER 8

Romford Model Railway Society 42nd Exhibition Marshalls Park School, Pettits Lane, Romford, Essex RM1 4EH
Saturday: 10.00 - 17.00 **Prices:** £5.00 adult, £4.00 child, £14.00 family (2 + 2)

SATURDAY NOVEMBER 8

Ipswich Railway Modellers Exhibition
Kesgrave High School, Ipswich, Suffolk IP5 2PB
Saturday: 10.00 - 17.00 **Prices:** £4.50 adult, £1.00 child, £4.00 concessions
Web: www.irma.org.uk

SATURDAY NOVEMBER 8

Solihull Model Railway Circle - Annual Exhibition
St. Mary's Church, Hobs Moat Rd, Solihull, West Midlands B92 8PN
Saturday: 10.00 - 16.30 **Prices:** £2.50 adult, £1.00 child, £2.00 Senior, £6.00 family
Web: www.solihullmrc.org
Tel: 07817 093 264

SATURDAY NOVEMBER 8 TO

SUNDAY NOVEMBER 9

Barnsley Model Railway Exhibition
Hoyland Leisure Centre, West St. Hoyland, Barnsley, South Yorkshire S74 9HE **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00
Prices: £4.00 adult, £3.00 concessions
Contact: Danny **Tel:** 01226 210 248
Email: danny.kaye@blueyonder.co.uk
Web: www.barnsleymrc.org.uk

SATURDAY NOVEMBER 8 TO

SUNDAY NOVEMBER 9

Brighton Model Railway Club 36th Annual Exhibition Patcham Community Centre, Ladies Mile Road, Patcham, Brighton BN1 8QE
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £3.50 adult, £2.00 child, £2.50 OAP, £10.00 family **Contact:** Dave Clements
Tel: 01273 771 929 **Email:** brightonmrc@gmail.com **Web:** www.brightonmrc.com

SATURDAY NOVEMBER 8 TO

SUNDAY NOVEMBER 9

Elgin Modellfair Lhanbryde Community Hall, Lhanbryde, Moray Scotland **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £4.50 adult, £3.00 child, £3.50 concessions, £12.00 family (2 + 2) **Contact:** Andrew Allardyce
Email: enwquiries@elginmodellfairclub.co.uk

SATURDAY NOVEMBER 8 TO

SUNDAY NOVEMBER 9

Hull Model Railway Show Costello (Athletics) Stadium, Anlaby Park Road North, Boothferry Road, Hull HU4 6XY **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £4.50 adult
Tel: 01652 635 885 **Web:** www.hullmrs.org/hullshow

SUNDAY NOVEMBER 9

Poole & District Model Railway Society Exhibition Ashdown Technology College, Adastral Road, Canford Heath, Poole, Dorset BH17 8RE **Sunday:** 10.30 - 16.30
Prices: £3.50 adult, £2.00 child, £9.50 family (2 + 2) **Tel:** 01202 690 873

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

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

SATURDAY NOVEMBER 15

Royston and district MRC - Annual Exhibition White House Model Railway Group 45 The Avenue, Hampton, Middlesex TW12 3NR **Saturday:** 10.30 - 17.00
Prices: £4.00 adult
Web: www.roystondmrc.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
Web: www.alsagerrailwayassociation.co.uk

SATURDAY NOVEMBER 15 TO SUNDAY NOVEMBER 16

Newcastle and District MRS
Tyneside 2014 Model Railway Exhibition Gateshead International Stadium, Neilson Road, 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

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 child, £8 family (2 + 2) **Contact:** Ron Boreham
Tel: 07833 113 704

SATURDAY NOVEMBER 15 TO SUNDAY NOVEMBER 16

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

SATURDAY NOVEMBER 15 TO SUNDAY NOVEMBER 16

Spalding Model Railway 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

SATURDAY NOVEMBER 22 TO SUNDAY NOVEMBER 23

Scunthorpe & District Model Railway Show
Sunshine Hall, Ashby High Street, Ashby, Scunthorpe DN16 2ND **Saturday:** 10.00 - 17.00 **Sunday:** 9.30 - 16.00 **Prices:** £2.50 adult, £2.00 concessions, £6.00 family
Contact: Mr Gash **Tel:** 01724 860 149
Email: sdmrc63@virginmedia.com

MEETINGS & TALKS

THURSDAY OCTOBER 16

Lutterworth Railway Society - 100 Years of Immingham Docks United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 19.30 **Contact:** David Hanger
Tel: 01455 203 307

MONDAY OCTOBER 20

Plymouth Railway Circle - Wilf Rickard "Visit to East Germany" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 19.30 **Contact:** Barrie Lanyon **Email:** barriellanyon@hotmail.com

THURSDAY OCTOBER 23

The Gravesend Railway Enthusiasts Society (GRES) Meetings - The Unknown Warrior Emmanuel Baptist Church Windmill Street, Gravesend DA12 1BB **Thursday:** 19.45 **Contact:** Bob Poole **Tel:** 01474 326 232 **Web:** www.gres.org.uk

MONDAY OCTOBER 27

Nantwich & Market Drayton Railway Society Preserved Steam Railways of Britain King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 20.00
Contact: John Slynne **Email:** johnslynne147@virginmedia.com

MONDAY NOVEMBER 3

Mirfield Railway Enthusiasts Society - Steve Battye Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8NL
Monday: 19.45 **Contact:** Pete Whitworth
Tel: 01924 498 651
Email: petesyl12whitworth@hotmail.com

MONDAY NOVEMBER 3

Plymouth Railway Circle AGM + President's Slide Selection St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 19.30 **Contact:** Barrie Lanyon
Email: barriellanyon@hotmail.com

TUESDAY NOVEMBER 4

The Gravesend Railway Enthusiasts Society (GRES) Meetings - Bulleid's other

engines Emmanuel Baptist Church Windmill Street, Gravesend DA12 1BB **Tuesday:** 19.45 **Contact:** Bob Poole **Tel:** 01474 326 232 **Web:** www.gres.org.uk

THURSDAY NOVEMBER 6

Lutterworth Railway Society
Les and the Story of his Electric Locomotive United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 19.30
Contact: David Hanger **Tel:** 01455 203 307

SATURDAY NOVEMBER 8

G Scale Society - Kent area Group
Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Orpington, Kent BR6 7PQ
Saturday: 11.00 - 16.00 **Prices:** £1.00 child
Tel: 01689 871 604

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: barriellanyon@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 & Barnstable 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: 20.00 **Contact:** John Slynne
Email: johnslynne147@virginmedia.com

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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

SATURDAY NOVEMBER 22 TO

SUNDAY NOVEMBER 23

Warley National Model Railway Exhibition

National Exhibition Centre (NEC), Birmingham B40 1NT **Saturday:** 9.45 - 18.00 **Sunday:** 9.45 - 17.00 **Prices:** £14.00 adult, £8.50 child, £41.50 family (2 + 3) **Web:** www.warley-mrc.org.uk

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 **Email:** davidandlynda@ntlworld.com **Web:** www.letchworthmrs.org.uk

SATURDAY NOVEMBER 29

Rainhill Model Railway Club Christmas

Railway Show 2014 Rainhill Village Hall, Weaver Avenue, (behind shopping precinct, off Warrington Roa, 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 **Web:** www.rainhillmrc.org.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

SATURDAY NOVEMBER 29 TO

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)

TRAIN & TOY FAIRS

SATURDAY OCTOBER 11

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.srptoysfairs1.co.uk

SUNDAY OCTOBER 12

Newton Abbot Train & Toy Fair

Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3AF **Sunday:** 10.00 - 15.00 **Prices:** £2.00 adult **Contact:** Ray Heard **Tel:** 01823 480 097 / 07717 278 420 **Email:** rayheard66@btinternet.com

SUNDAY OCTOBER 12

SRP Fairs - Rayleigh

Rayleigh Swayne Park School Sir Walter Rayleigh Drive, Rayleigh, Essex SS6 9BZ **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.srptoysfairs1.co.uk

SUNDAY OCTOBER 12

Stowmarket Railway Club Train & Model

Collectors' Fair Needham Market Community Centre School Street, Needham Market, Suffolk IP6 8BB **Sunday:** 10.30 - 15.00 **Prices:** £1.50 adult **Contact:** John Stark **Tel:** 01449 672 698 **Web:** www.stowmarketclub.org.uk

WEDNESDAY OCTOBER 15

Hoddesdon Toy & Train Fair

Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY **Wednesday:** 19.00 - 21.00 **Contact:** Joe Lock **Tel:** 01992 467 967 / 07866 641 215

SUNDAY OCTOBER 19

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 OCTOBER 19

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 OCTOBER 19

SRP Fairs - Worthing

Charmandean Centre, Forest Road, Worthing BN14 9HS **Sunday:** 10.00am - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

SUNDAY OCTOBER 26

Tony Oakes Fairs - Reading Vintage Toyfair

& Exhibition Rivermead Leisure Centre, Richfield Avenue, Reading, Berkshire RG1 8EQ **Sunday:** 10.30 to 15.30 **Prices:** £3.50 adult, £3.00 OAP, £7.00 family (2+2) **Contact:** Tony Oakes **Tel:** 01270 652 773

SUNDAY OCTOBER 26

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:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

THURSDAY OCTOBER 30

Theydon Bois Toy & Train Fair

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

SUNDAY NOVEMBER 2

SRP Fairs - Brighton

The Grandstand & Paddock Hall, Brighton Racecourse, Fresh-Field Road, Brighton, East Sussex BN2 9XZ **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.srptoysfairs1.co.uk

SATURDAY NOVEMBER 8

Nottingham Bluecoat Toy & TrainFair

Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Malcolm Townsend **Tel:** 07951 072 790 **Web:** www.ashfieldtoyfairs.kk5.org.uk

SATURDAY NOVEMBER 8

Tony Oakes Fairs - Worcester

Perdiswell Leisure Centre, Bilford Road, Worcester, Worcestershire WR13 8DX **Saturday:** 10.30 to 14.00 **Prices:** £1.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SUNDAY NOVEMBER 9

SRP Fairs - Rayleigh

Rayleigh Swayne Park School, Sir Walter Rayleigh Drive, Rayleigh, Essex SS6 9BZ **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.srptoysfairs1.co.uk

WEDNESDAY NOVEMBER 12

Malcolm Townsend Burton Upon Trent Toy & Train Fair

The Town Hall, High Street, Welshpool, Powys SY21 7JQ **Wednesday:** 18.30 - 20.30 **Prices:** £2.00 adult **Contact:** Malcolm Townsend **Tel:** 07951 072 790 **Email:** malctown@hotmail.co.uk **Web:** www.ashfieldtoyfairs.kk5.org.uk

SATURDAY NOVEMBER 15

Barry Stockton Train & Toy Collectors Fair

- Wrexham Wrexham Memorial Hall, Wrexham LL12 7AG **Saturday:** 11.00 - 16.00 **Prices:** £3.50 adult, £1.00 child **Contact:** Barry Stockton **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

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 TO

SUNDAY NOVEMBER 23

Locomotion National Railway Museum

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

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:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

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 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:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.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:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

WEDNESDAY NOVEMBER 26

South Croydon Toy & Train Fair

St John's Community Hall, Upper Selsdon Road, South Croydon CR2 8DD **Wednesday:** 18.30 - 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

SATURDAY NOVEMBER 29

Gresley & Wychnor Model Railway Group

Mince Pie 2014 Gresley Social Centre, Park Road, Church Gresley, Swadlincote, Derbyshire DE11 9QE **Saturday:** 10.00 - 16.30 **Sunday:** 10.00 - 16.30 **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



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DAND006	Cls 73 SOUTH WEST No 73109 £59.95
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DAND114F	Cls 153 52320 Arriva Trains Wales £104.95
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DAND088A	Cls 156 2 Car Set Arriva Northern Spirit Motorised £114.95
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DANDSPC1	Cls 156 Northern Rail SETTLE & CARLSLE 156484 £119.95
DAND063E	Cls 220 Virgin Voyager 4 car DMU £110.00
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DAND063C	Super Voyager CROSS COUNTRY Individual Coach £13.99
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DAND070	4-6-0 B17 LNER Barmley Apple Green 2883 £59.95
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DAND075B	0-6-0 01 BR Late Crest 33009 £79.99
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DAND080B	2-10-0 9F BR Black 92002 L/Crest single chim £99.99
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DAND080D	2-10-0 9F BR Black 92247 E/Crest single chim £99.99
DAND080E	2-10-0 9F BR Black 92050 L/Crest double chim £99.99
DAND080F	2-10-0 9F BR Black 92100 E/Crest single chim £99.99
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ROLLING STOCK	
DAND040B	Light Yellow Bar For Collett Coaches £5.95
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DAND020A	COLLECT COMP CARMINCE/Cream £13.99
DAND021B	COLLECT SECOND CAR/CRC £13.99
DAND026	Collet BR crimson/cream No 190W £13.99
DAND027	Collet composite BR maroon W £13.99
DAND028	Collett 2nd cls coach BR maroon W £13.99
DAND030	Gresley 1st Cts Coach BR Maroon £23.99
DAND031	Gresley Coach Maroon 2nd £23.99
DAND041	Collett Coach GWR Crest Composite 7052 £13.99
DAND044A	LNER Teasley Gresley 1st £19.99
DAND045A	LNER Teasley Gresley 3rd 258 £19.99
DAND048A	LNER Teasley Gresley B Comp Coach 5550 £19.99
DAND050B	Mk 3 Coach InterCity 1st Class with Buffers £19.95
DAND051B	Mk 3 Coach InterCity 2nd Class no Buffers £19.95
DAND052B	Mk 3 Coach InterCity 2nd Class with Buffers £19.95
DAND058A	Mk 3 DVT Virgin 82106 £24.95
DAND058B	Mk 3 DVT InterCity 82116 £24.95
DAND052E	InterCity Mk3 2nd Class With Buffers £19.95
DAND053B	Mk 3 Coach InterCity 3rd Class no Buffers £19.95
DAND053E	Mk3 InterCity 2nd Class No Buffers (HST) £19.95
DAND059A	Gresley Coach Crimison Cream £19.95
DAND060B	Gresley Coach Crimison Cream 2nd Class #12691 £19.95
DAND061B	Gresley Coach Crimison Cream Buffet #9128 £19.95
DAND068A	Mk3 Coach Blue/Grey 2nd Class Inter-City £19.95
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DAND010	North British Gunpowder £6.99
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DAND048	Gun power van BLUE CIRCLE CEMMENT yellow £6.99
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DAND065	Ferrywagon Cargo wagon £18.26
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DAND073	7 plank MALTBY MAIN red £7.49
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DAND028	6 Wheel Milk Tanker Express Dairy £12.99
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GF371177	Cls 40 D051 BR Green Centre Head Code Box £89.95
GF371188	Cls 40 192 BR Blue Small Logo C/Head Code Box £89.95
GF371200	Cls 44 008 'Penyghent' BR Blue £89.95
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GF371233	Cls 47 306 'The Sapper' Railfreight Distribution £92.55
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GF371278	Cls 55 008 'The Green Howards' BR Blue £89.95
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GF371301	Cls 56 074 Kellington Col. Loadhaul Weathered £92.55
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GF371351	Cls 60 078 Mainline Blue £100.30
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GF371400	Cls 52 D1023 'Western Fusilier' BR Maroon £89.95
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GF371451	Cls 37/0 D6707 BR Green L/C Split H/C Boxes £92.95
GF371465	Cls 37/0 254 BR Blue £92.95
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GF371626	Railcar GWR Shunt Buffon 19 Choco/Cream £85.00
GF371627	Railcar GWR BR Crimison/Cream Grey Roof £85.00
GF371654	Cls 57/0 011 DRS £95.00
GF371675	Cls 220 001 'Maiden Voyager' Virgin Trains 4 Cars £148.65
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GF371750	Cls 87 001 'Royal Scot' Virgin Trains £94.25
GF371775	Cls 90 030 'Crew Locomotive Works' EWS £94.25
GF371776	Cls 90 004 City of Glasgow Virgin Trains £94.25
GF371800	Cls 91 911 26 'York Minster' + DVT Trailer GNER £107.80
GF371825	Cls 47 D1500 BR 2 Green ½ yel End 4 Character HX £101.75
GF371826	Cls 47 176 BR 2 Tone Gm Full Yel End 4 Digits HX £101.75
GF371827	Cls 47 035 BR Blue Domino Head Code Full Yel End £101.75
GF371828	Cls 47 47404 BR Blue 'Hadrian' Marker Light H/C £101.75
GF371878	Cls 108 DMU BR Blue (2 Car) £110.00
GF372240	Cls 47 535 Unit Of Leicester BR Large Logo Blue £99.80
GF372241	Cls 47 612 'Titan InterCity' £99.80
GF372242	Cls 47 474 'Sir Rowland Hill' Parcels Red & Grey £99.80
GF372246	Cls 150/1 DMU 2 Car Centro Trains £103.95
GF372328	Cls 150/2 DMU 2 Car Regional Railways Sprinter £103.95
GF372425	Cls 170/1 Turbostar 2 Car DMU M Mainline £114.25
GF372431	Cls 47 D1505 2-Tone Green Weathered £92.55
GF372652	Cls 57/6 602 'Restormel Castle' First Great Western £95.00
GF372653	Cls 57/6 601 Portabrock Purple £95.00
GF371693	Cls 66/7 725 'Sunderland AFB' GBfr £95.95
GF371694	Cls 66/9 952 Freightliner £95.95
GF371391	Cls 66/9 411 'Eddie The Engine' DRS/Stobart Rail £95.95
GF371601	Cls 42 D80-4 Warship 'Avenger' BR Blue £199.95
GF371429	Cls 170/2 2 Car DMU 'Anglia/One' £114.25
GF371431	Cls 170/2 2 Car DMU Cross Country £114.25
GF371427	Cls 170/3 2 Car DMU Southwest Trains £114.25
GF371077	Cls 25/3 D7667 BR Blue Weathered £84.99
GF371106	Cls 25/3 D7646 BR Two Tone Green £84.99
GF371151	Cls 37/4 428 'Great Scotish' EWS Maroon £89.95
GF371156	Cls 37/4 D6607 Ben Cruachan BR Green £89.95
GF371159	Cls 37/4 412 'Driver John Elliot' Transrail £89.95
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GF371929	0-6-0 8750 Pannier Tank 9753 BR Black L/C £62.95
GF371930	0-6-0 8750 Pannier Tank 3715 GWR Green £62.95
GF371931	0-6-0 8750 Pannier Tank 4612 GWR Green £62.95
GF371951	0-6-0 940x Pannier Tank 9401 GWR Green £63.95
GF371952	0-6-0 940x Pannier Tank 9436 BR Black Late Crest £63.95
GF371953	0-6-0 940x Pannier Tank 9409 GWR Green £63.95
GF371954	0-6-0 940x Pannier Tank 9402 GWR Green £63.95
GF371977	2-6-2 611x Prairie 5153 BR Lined Green Late Crest £76.55
GF371978	2-6-2 611x Prairie Tank GWR Green 6169 £76.55
GF371980	2-6-2 611x Prairie Tank 6100 BR Black Large E/E £76.55
GF371981	2-6-2 611x Prairie Tank 6110 GWR Green £76.55
GF372002	4-6-0 Hall's Class 4965 'Road Ashton' GWR Green £99.99
GF372003	4-6-0 4979 'Wootton Hall' BR Lined Green L/C £99.99
GF372050	0-6-0 Fowler 4F 44018 BR Black Early Emblem £85.75
GF372051	0-6-0 Fowler 4F 44388 BR Black Late Crest £85.75
GF372052	0-6-0 Fowler 4F 44027 BR Black Early Emblem £85.75
GF372053	0-6-0 Fowler 4F 44422 BR Black Late Crest £85.75
GF372127	4-6-0 Black 5 45231 BR Black Lined Late Crest £116.50
GF372150	2-8-0 8F 3107 LNER Black £107.95
GF372153	2-8-0 8F 48773 BR Black Late Early Crest £107.95
GF372203	0-6-0 3F Jinty 47593 BR Black E/C Weathered £64.00
GF372227	2-6-0 Crab 42765 BR Black Lined Early Emblem £99.95
GF372276	4-6-2 B0 34 34064 Fighter Command BR Gm L/C £99.99
GF372277	4-6-2 B0B 34053 Winston Churchill BR Green E/E £99.99
GF372354	4-6-2 A4 60033 'Seagull' BR Express Blue E/E £110.00
GF372377	4-6-2 A3 60066 'Merry Hampton' BR Green E/E £110.00

GF372380	4-6-2 A3 60065 'Knight Of Thistle' BR Gm L/C £110.00
GF372475	4-6-0 Jubilee 45699 'Galatea' BR Green L/C £113.95
GF372476	4-6-0 Jubilee 45611 Hong Kong BR Green E/E £113.95
GF372503	0-6-0 J94 Saddle Tank 68071 BR Black Late Crest £59.99
GF372525	2-6-4 4MT Tank 80097 BR Lined Black L/Crest £88.50
GF372529	2-6-4 4MT Tank 80130 BR Lined Black Late Crest £88.50
GF372530	2-6-4 4MT Tank 80136 BR Lined Blk E/E Weathered £88.50
GF372600	2-6-2 V2 60800 'Green Arrow' BR Green Late Crest £99.99
GF372601	2-6-2 V2 60807 BR Lined Black Early Emblem £99.99
ROLLING STOCK	
GF374002	Mk1 Open Second SO Chocolate/Cream BR (W) £19.70
GF374004	Mk1 Open Second SO Intercity £19.70
GF374005	Mk1 Open Second SO Regional Railways £19.70
GF374025A	Mk1 BG Full Brake NEWSpapers BR Blue/Grey £16.40
GF374026B	Mk1 BG Full Brake Crimison/Cream £16.40
GF374032	Mk1 NE Full Brake Res Red/Grey £16.40
GF374052C	Mk1 Corridor Second SK Chocolate/Cream BR (W) £19.70
GF374054	Mk1 Corridor Second SK Intercity M18753 £19.70
GF374075D	Mk1 Corridor Brake Comp BCK Crimison/Cream (S) £19.70
GF374077	Mk1 Corridor Brake Composite BCK BR(W) Choc/Crm £19.70
GF374078D	Mk1 Corridor Brake Composite BCK Maroon (E) £19.70
GF374101A	Mk1 Mini Buffet RMB Choc/Cream BR (W) £19.70
GF374102C	Mk1 Mini Buffet RMB Maroon BR (E) £19.70
GF374104A	Mk1 Mini Buffet RMB Blue/Grey £19.70
GF374115	Mk1 Restaurant RU Car Blue/Grey £16.40
GF374117	Mk1 Restaurant RU Car Chocolate/Cream £16.40
GF374127A	Mk1 Guy Gen Utility Van Rail Express Red £19.70
GF374152	Mk1 First Corridor FK BR FK Choc/Cream (W) £16.40
GF374153	Mk1 First Corridor FK BR Maroon (E) £16.40
GF374155	Mk1 First Corridor FK Intercity £16.40
GF374175	Mk1 Corridor Brake Second BSK BR Choc/Cram (W) £16.40
GF374179	Mk1 Corridor Brake Second BSK Intercity £16.40
GF374180	Mk1 Corridor Brake Second BSK Regional Railways £16.40
GF374201	Mk1 SP Pullman Parlour 1st Car Reverse Blue/Grey £21.65
GF374211	Mk1 SP Pullman Kitchen 2nd Car Reverse Blue/Grey £21.65
GF374231	Mk1 BSP Pullman Bar Car 2nd BR Blue / Grey £21.65
GF374251	Mk1 OK Composite Green BR(S) £19.70
GF374252	Mk1 OK Composite Chocolate/Cream BR(W) £19.70
GF374270	Mk1 57 Suburban Coach Crimison BR (W) £16.80
GF374271	Mk1 57 Suburban Coach Maroon BR (M) £16.80
GF374275	Mk1 57 Suburban Coach Maroon BR(W) 6680 £16.80
GF374276	Mk1 57 Suburban Coach Maroon BR(W) 5490 £16.80
GF374277	Mk1 57 Suburban Coach Crimison BR(M) 11497 £16.80
GF374278	Mk1 57 Suburban Coach Crimison BR(M) 16751 £16.80
GF374280	Mk1 57 Suburban Composite Coach Crimison BR (W) £16.80
GF374281	Mk1 57 Suburban Composite Coach Maroon BR (M) £16.80
GF374290	Mk1 57 Suburban Open 2nd Coach Crimison BR (W) £16.80
GF374291	Mk1 57 Suburban Open 2nd Coach BR Maroon £16.80
GF374301	Mk1 57 Suburban Brake End Crimison BR(M) 2052516 £16.80
GF374311	Mk1 57 Suburban Brake End Crimison BR (W) £16.80
GF374325A	Mk3 Coach 754E T3 'Midland Mainline' New Livery £16.40
GF374326	Mk3 Coach 754E T3 1st Great Western 42025 £16.40
GF374327A	Mk3 GNER Trainload 2nd 42235 £16.40
GF374350A	Mk3 75E T1 Midland Mainline New Livery £16.40
GF374351	Mk3 75E T1 First Great Western (Barbie) 41005 £16.40
GF374400	Mk3 75E TGS Midland Mainline Old Livery 44041 £16.40
GF374400A	Mk3 75E TGS Midland Mainline New Livery 44041 £16.40
GF374401	Mk3 75E Coach TGS '1st Grt Western' New Livery £16.40
GF374475	Mk3 75E Sleeper Car Step 'First Great Western' £16.40
GF374500	Mk3 75E Coach TRFM 'Virgin Trains' £16.40
GF374525	Mk3 75E Coach TSDO 'GNER' £16.45
GF374550	Mk4 75E Coach TSDO 'GNER' £16.45
GF374575	Mk4 75E Coach TSDO 'GNER' £16.45
GF374600	Mk4 75E Coach TFO 'GNER' £16.45
GF374625	Mk4 75E Coach TRFM 'GNER' £16.45
GF374676	Mk2D 65E Coach BSO 'First Great Western' £16.75
GF374678	Mk2D 65E Coach BSO Blue/Grey £16.75
GF374701	Mk2D 65E Coach RMBF 'First Great Western' £16.75
GF374702A	Mk2F 65E Coach RFB Blue/Grey £16.75
GF374751	Mk2E 65E Coach TFO 'First Great Western' £16.75
GF374777	Mk1 Full Brake Super BG Revised Live 'EWS/R.M.' £16.40
GF373260	8 Ton Cattle Wagon BR Bauxite £8.60
GF373261	8 Ton Cattle Wagon GWR Dark Grey £8.60
GF373751	Intermodal Bogie Wagons + 2 45' Container AXIS £34.

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R3020	LMS 2-6-4T Fowler 4P Class LMS Red #2308	£100.95
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R3105	GWR Castle Class 'Wellington' GWR Green Hawksworth Tender	£122.95
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R3204	LSWR 0-4-4T M7 Class - NRM	£113.95
R3205	BR 4-6-0 'Road Ashton Hall' 4900 Class	£104.95
R3207	LNWR 2-8-2 P2 Class 'Cock O' The North'	£122.99
R3221	LMS 'Duchess Of Sutherland' and Support Coach Train Pack	£148.95
R3222	GWR Green 2-8-0 42XX Class Locomotive	£104.95
R3224	BR Black 2-8-0 52XX Class Locomotive	£104.95
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R3227	BR Black 2-8-0 Class O1 Locomotive 63663	£114.95
R3230	LNWR 2-6-0 J15 Class Locomotive - Pre 1948	£95.95
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R3233	LNWR 4-4-0 D16/3 Class - Pre 1948 Locomotive	£95.95
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R3235	BR 4-4-0 D16/3 Class - Early BR (1948) Locomotive	£95.95
R3236	BR 4-6-2 Duke Of Gloucester Class 8 - Late BR 1960	£109.95
R3237	GWR 4-6-0 'Caerphilly Castle' Castle Class - NRM	£128.95
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R3246/TS	LNWR 2-8-2 'Cock O' The North' P2 Class Locomotive TTS Sound	£135.95
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R3263	BR Co-Co Diesel Electric Vanguard Class 50 024 Locomotive	£129.95
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R3274	RailRoad BR 2-10-0 Franco Crosti Boiler 9F Class	£104.95
R3284/TS	RailRoad LNWR 4-6-2 Flying Scotsman A1 Class TTS Sound	£87.95
R3285/TS	RailRoad LNWR 4-6-2 Gadenhall A4 Class Locomotive TTS Sound	£87.95
R3286/TS	RailRoad BR Empress of Canada Class 40 D232 TTS Sound	£73.95
R3287/TS	RailRoad BR Class 47 401 BR Blue Diesel Locomotive TTS Sound	£73.95
R3289/TS	Network Rail Class 37 97301 Locomotive with TTS Sound	£73.95
R3290/A	BR 2-HAL 2 Car Electric Multiple Unit - Different Running Numbers	£113.95
R3291/XS	Colas Rail Freight Co-Co Diesel Class 56094 with DCC Sound	£217.95
R8213	DCC Select Controller	£92.50
R8249	4 Function Decoder	£14.00
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BACHMANN

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30-053	Torbay Express Train Set	£69.50
30-170	Thames Cycle Express Electric Train Set	£69.50
30-575	The Railway Children Collectable Train Pack	£69.50
31-029	Class 166 Networker 3 Car DMU #166204 Thames Trains	£114.71
31-119	BR Standard Class 4MT #75035 BR Black Late Crest - Weathered	£106.21
31-129A	3000 Class (ROD) 2-8-0 #3028 GWR Green	£106.21
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N GAUGE

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OO GAUGE

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O GAUGE

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HELJAN

OO GAUGE

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O GAUGE

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OO GAUGE

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N GAUGE

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O GAUGE

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39-103C RU restaurant car maroon
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Covered Goods Wagon



393-025 WW1 WD in grey weathered
393-026 Nocton Estate Railway in light grey

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31-128 Class 3000 GWR ROD 2-8-0 3036 in BR black early emblem - weathered (Bac) (list £139.95) **BARGAIN** £82
31-085 Class 3200 Earl "Duke" 4-4-0 9022 BR black early emblem - weathered (Bac) £109



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



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) £101.96
R2882 Class 3P Jinty 0-6-0 tank loco 24 in S&DJR (Hor) £30



R3167 Class 4000 4-6-0 Star 4061 "Glastonbury Abbey" in BR green early emblem & 4000 gallon tender. DCC Ready (Hor) £108



31-715 Class B1 1123 in LNER lined green (Bac) .. £84.96



32-129A Class 45xx Prairie tank 2-6-2 4545 in BR black early emblem (Bac) £72.21



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31-167DC Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) (list £115.45) **BARGAIN** £89



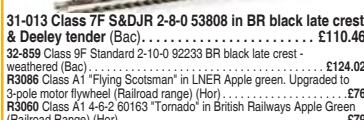
R3019 Class 6800 Grange 4-6-0 6845 "Paviland Grange" in BR green late crest - heavily weathered (Hor) £123



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268) **BARGAIN** £189



31-013 Class 7F S&DJR 2-8-0 53808 in BR black late crest & Deeley tender (Bac) £110.46



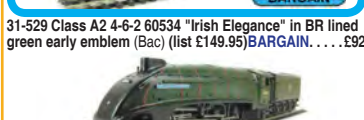
32-859 Class 9F Standard 2-10-0 92233 BR black late crest - weathered (Bac) £124.02
R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad Range) (Hor) £76
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) £79



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



31-715 Class B1 1123 in LNER lined green (Bac) .. £84.96



31-714 Class B1 61250 "A. Harold Bibby" in 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" in BR black early emblem (Bac) £101.96



31-136DC Class D11/2 4-4-0 62677 "Edie Ochiltree" in BR black late crest. DCC Fitted (Bac) (list £139.95) **BARGAIN** £85



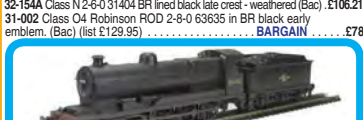
31-319 Class J11 Robinson (GCR 9J) 64311 in BR black early emblem (Bac) £76.46



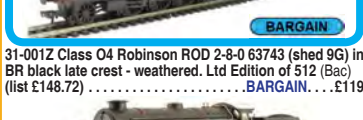
31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac) £91.76



R3190 Class L1 2-6-4 67777 in BR black early emblem (Hor) £104



32-154A Class N 2-6-0 31404 BR lined black late crest - weathered (Bac) £106.21
31-002 Class O4 Robinson ROD 2-8-0 63635 in BR black early emblem. (Bac) (list £129.95) **BARGAIN** £78



31-001Z Class O4 Robinson ROD 2-8-0 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) **BARGAIN** £119



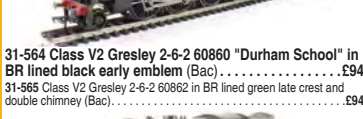
R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Hor) £134



R3194 Class V Schools 4-4-0 30937 "Epsom" in BR black early emblem (Hor) £112



31-564 Class V2 Gresley 2-6-2 60860 "Durham School" in BR lined black early emblem (Bac) £94



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32-260DC Class WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) £125.29



31-979A Standard Class 3MT tank 82001 in BR black early emblem - weathered (Bac) £80.71



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R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (Hor) **NEW** £176.10



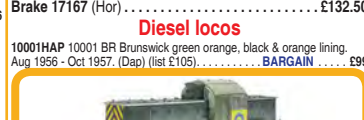
25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46



R3134 Northern Belle Train Pack (ex-Lima) Class 47 diesel in DRS Compass, 2 Mk2 Parlour cars & 1 Mk2 Brake 17167 (Hor) £132.50



10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) **BARGAIN** £99



1405 Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) **BARGAIN** £75



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1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) £107
1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) £115



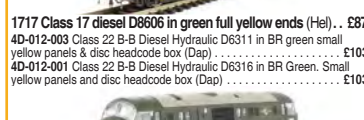
1716 Class 17 diesel D8585 in green small yellow panels (Hel) £87



1717 Class 17 diesel D8606 in green full yellow ends (Hel) £87



40-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103



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D1000h Class 22 B-B Diesel Hydraulic D6328 (font A) in BR blue full yellow ends (Dap) £104



2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) £104



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2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel).....£95



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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



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2723 Class 27 BRCW Sulzer diesel D5361 in BR green small yellow panels (Hel) (list £99.95) **BARGAIN**....£69
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2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) **BARGAIN**....£89
2810 Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN**....£89



R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN**....£57
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 & grey (as preserved at the South Devon Railway) (Hel)£95
3432 Class 33/0 diesel 33059 in BR blue full yellow ends (Hel)£95
3410 Class 33/0 diesel D6507 in early BR green (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



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**....£80
31-658DS Class 47/0 47190 'Pectinidae' BR Petroleum Sector sound (Bac)£212.46
32-817 Class 47/7 47745 'Royal London Society For The Blind' RES red & grey (Bac)£93.46



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-003-004 Class 52 D1058 'Western Nobleman' BR blue full yellow panel (Dap)£109
4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap)£119
4D-003-006 Class 52 diesel D1065 'Western Consort' in BR maroon small yellow panels (Dap)£119



4D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap)£109
4D-003-009 Class 52 diesel loco D1021 'Western Cavalier' in BR blue full yellow ends (Dap)£109



4D-003-008 Class 52 diesel 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
R3141 Class 60 diesel DB Schenker 'Tata Steel' (Hor)£120
32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) £97.71
32-980 Class 66/9 66731 'InterhubGB' in GBRI Europorte (Bac)£93.46



31-587DC Class 70 PowerHaul diesel 70004 in Freightliner. DCC On Board (Bac)£112.50
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31-996 Class D/16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac)£99



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4011 English Electric DP2 prototype in BR two-tone green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN**....£79
MM0088 Irish Class 071/111 diesel loco 088 in CIE original (Mur)£125



4005 Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN**....£79

Electric locos

31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £112.45) **BARGAIN**....£80

DMUs

32-287 Class 101 2 Car DMU in BR blue & 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



32-288 Class 101 2-car DMU in BR blue 'Newcastle/Hexham' (Bac)£127.46
31-327 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

**BARGAIN**

32-913 Class 108 3 Car DMU in BR green speed whiskers 'Middlesbrough' (Bac) (list £169.95) **BARGAIN** £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



8941 Class 128 DPU in Royal Mail red full yellow ends and flush fronts (Hel)£94



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel).....£100



31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) **BARGAIN**....£290



32-517 Derby Lightweight 2-car DMU in BR blue (Bac) (list £144.95) **BARGAIN**....£69
8705 Railbus W&M E79961 in green - gloss (Hel) (list £119.95) **BARGAIN**....£69



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) **BARGAIN**....£79

EMUs

R3257 Class 2-BIL 2 car EMU in BR green yellow ends (Hor) **NEW**.....£120.70
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) **BARGAIN**....£127
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) **BARGAIN**....£127
R3161A Class 401 2-BIL 2-car EMU 2041 in SR green DCC ready (Hor)£99
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
R2946 Class 423 VEP 4-car EMU BR Blue (Hor) (list £180.99) **BARGAIN**....£118
R2946X Class 423 VEP 4-car EMU in BR Blue - DCC Fitted. (Hor)£158



B859NRBG MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail blue/grey. Pristine (B859B) (Dap)£100



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

Prices valid until 12/11/14

Orders received after this date for products that have increased in price will be given a refund



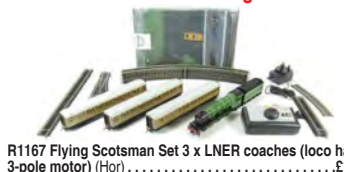
B800BR Green Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR green (Dap) £52
B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue (Dap) £56
B800BR Blue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR blue (Dap) £52



36-165A Plasser Tamper track maintenance machine (motorised) (Bac) £59.46

Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) ... £7
Train sets - analogue



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 08839, 2 x China clay wagons & Brake van (Bac) £80.74



30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) **NEW** .. £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) **NEW** £84.96

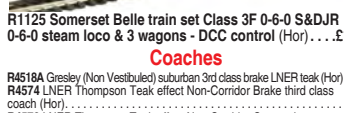
Train sets - DCC



30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) £127.49



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) £340



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons, DCC control (Hor) £134

Coaches



R4518A Gresley (Non Vestibuled) suburban 3rd class brake LNER teak (Hor) £39
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40
R4572 LNER Thompson Teak effect Non-Corridor Composite (Lavatory) (Hor) £45



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) **BARGAIN** £25



R4483 Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99) **BARGAIN** £25



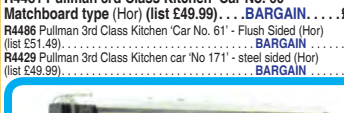
R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) **BARGAIN** £25



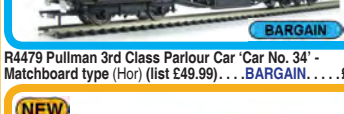
R4487 Pullman 3rd Class Brake Car 'Car No. 63' - Flush Sided. (Hor) (list £49.99) **BARGAIN** £25



R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (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



R4479 Pullman 3rd Class Parlour Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) **BARGAIN** £25



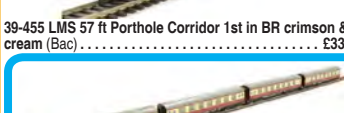
R4582 1960s Brighton Belle 3 car pack in umber and cream (Hor) **NEW** £119
39-079C BR Mk1 BSK Brake Second Corridor (WR) Chocolate & Cream - weathered (Bac) £29.71



39-154C BR Mk1 FK First Corridor (WR) chocolate & cream - weathered (Bac) (list £34.95) **BARGAIN** £18
39-263 BR Mk1 RMB miniature buffet car in (BR)WR chocolate/cream (Bac) £23
39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac) £28.01



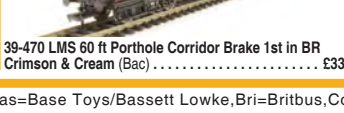
R4408A BR Hawksworth: (Pre 1953) 1st / 3rd Brake in BR Carmine & Cream (Hor) (list £40.25) **BARGAIN** £21



39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) **BARGAIN** £33.96



39-450 Pack of 4 LMS 57 ft Porthole Corridor 3rd in BR crimson & cream (Bac) (list £159.80) **BARGAIN** £125



39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) **BARGAIN** £33.96



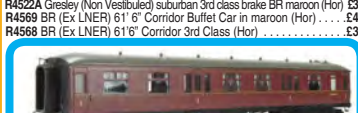
39-465 LMS 60 ft Porthole Corridor Composite in BR crimson & cream (Bac) **BARGAIN** £33.96



39-475 LMS 60 ft Porthole Open Vestibule 1st BR in crimson & cream (Bac) **BARGAIN** £33.96



R4341B Southern Railway green Maunsell 3rd Class composite Brake (High Window) B (Hor) £37



R4522B Gresley (Non Vestibuled) suburban 3rd class brake in BR maroon (Hor) **NEW** £37.30
R4522A Gresley (Non Vestibuled) suburban 3rd class brake BR maroon (Hor) £33
R4569 BR (Ex LNER) 61' 6" Corridor Buffet Car in maroon (Hor) £44
R4568 BR (Ex LNER) 61' 6" Corridor 3rd Class (Hor) £38



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 £36.99) **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



39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) **NEW** £29.71



39-502 Pack of 4 BR Mk1 SLSTP Sleeper Car in maroon (Bac) (list £155.80) **BARGAIN** £120



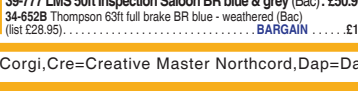
39-502 Single (Bac) £33



39-775 LMS 50ft Inspection Saloon in LMS Lined maroon (Bac) **NEW** £50.96



39-175D BR Mk1 BG Full Brake Express Parcels blue & grey (Bac) £24.01



39-501 BR Mk1 SLF Sleeper Car in blue & grey (Bac) £24



39-275 BR Mk1 GUV Royal Mail (Bac) £28.01



39-425 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey (Bac) (list £38.95) **BARGAIN** £23



39-425 Pack of 4 (Bac) (list £155.80) **BARGAIN** £89



39-430 BR Mk1 POS Post Office Sorting Van in Royal Mail Letters Large Red. (Bac) (list £38.95) **BARGAIN** £25



39-430 Pack of 4 (Bac) (list £155.80) **BARGAIN** £89



R4446A Mk3 BR Blue/Grey HST TGS (Western Region) (Hor) £27



R4595 BR MK3 TGS in blue & grey lights 'Eastern Region' (Hor) **NEW** £32.90



39-381 BR MK2A BSO brake open 2nd Intercity blue/grey SC9424 (Bac) (list £25.95) **BARGAIN** £12



R4544 Mk3 Ex Virgin Standard Open Class - weathered. Withdrawn from 2012 range (Hor) £27.50



39-363 BR Mk2A TSO Tourist Second Open Network SouthEast (Bac) **NEW** £33.96



R4376 Mk3 Arriva Cross Country trailer guards standard coach TGS (Hor) £22

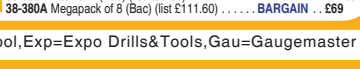
Wagons



38-577 10 Ton Fish Van BR Bauxite (Late) (Bac) £11.86



38-575 10 Ton Fish Van LNER Oxide (Bac) £11.86



38-113A Megapack of 8 100 ton TEA bogie tank wagon in Esso grey (Bac) (list £260) **BARGAIN** £139

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



NEW



R6682A Extra long CCT Van B in LNER (Hor) **NEW** £20.30



38-285 Pack of 3 22 ton Presflos in Tunnel Cement (Bac) £46.71



38-345A FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £30.10) **BARGAIN** £18



R6649 Pack of 3 CDA china clay hoppers in ECC silver and blue - weathered (Hor) £48.20



38-345A Pack of 4 (Bac) (list £120.40) **BARGAIN** £68



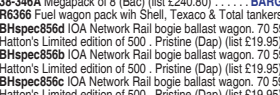
37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) £36.51



38-345A Megapack of 8 (Bac) (list £240.80) **BARGAIN** £130



38-651 PCA Metalair Bulk Powder Wagon Grey (Bac) £14.41



38-346A FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10) **BARGAIN** £18



38-652 PCA Metalair Bulk Powder Wagon Grey - weathered (Bac) £15.26



38-346A Pack of 4 (Bac) (list £120.40) **BARGAIN** £68



R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) **BARGAIN** £33



38-346A Megapack of 8 (Bac) (list £240.80) **BARGAIN** £130



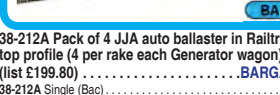
R6371 Single (Hor) £6



BHSPEC856a IOA Network Rail bogie ballast wagon, 70 5992 102-1. Hatton's Limited edition of 500 - Pristine (Dap) (list £19.95) **BARGAIN** £12



R6642B Shunters truck in GWR 'Laura' (Hor) **NEW** £10.10



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £199.80) **BARGAIN** £160



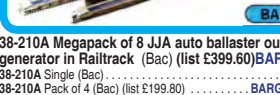
R6620 ZBA (Rudd) open wagon (Weathered) DB972644. Due qtr 2 (Hor) **NEW** £9.50



38-212A Single (Bac) £42.46



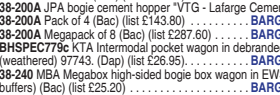
R6621 ZCA (Sea Urchin) open wagon in EWS. Weathered. Due qtr 2 (Hor) **NEW** £9.50



38-210A Megapack of 8 JJA auto ballaster outer generator in Railtrack (Bac) (list £399.60) **BARGAIN** £310



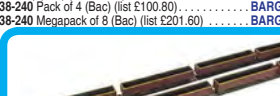
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-210A Single (Bac) £42.46



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-210A Pack of 4 (Bac) (list £199.80) **BARGAIN** £160



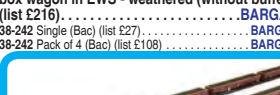
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-200A JPA bogie cement hopper 'VTG - Lafarge Cement' (Bac) (list £143.80) **BARGAIN** £112



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-200A Pack of 4 (Bac) (list £143.80) **BARGAIN** £112



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-240 MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £25.20) **BARGAIN** £16



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-240 Pack of 4 (Bac) (list £100.80) **BARGAIN** £62



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-242 Megapack of 8 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £216) **BARGAIN** £104



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-242 Single (Bac) (list £27) **BARGAIN** £14



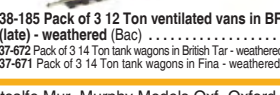
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-242 Pack of 4 (Bac) (list £108) **BARGAIN** £54



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



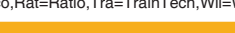
38-301 Pack of 4 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £99.80) **BARGAIN** £60



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-301 Single (Bac) (list £24.95) **BARGAIN** £16



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



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



38-651 PCA Metalair Bulk Powder Wagon Grey (Bac) £14.41



38-346A Pack of 4 (Bac) (list £120.40) **BARGAIN** £68



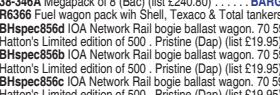
38-652 PCA Metalair Bulk Powder Wagon Grey - weathered (Bac) £15.26



38-346A Megapack of 8 (Bac) (list £240.80) **BARGAIN** £130



R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) **BARGAIN** £33



BHSPEC856a IOA Network Rail bogie ballast wagon, 70 5992 102-1. Hatton's Limited edition of 500 - Pristine (Dap) (list £19.95) **BARGAIN** £12



R6642B Shunters truck in GWR 'Laura' (Hor) **NEW** £10.10



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £199.80) **BARGAIN** £160



R6620 ZBA (Rudd) open wagon (Weathered) DB972644. Due qtr 2 (Hor) **NEW** £9.50



38-212A Single (Bac) £42.46



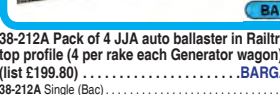
R6621 ZCA (Sea Urchin) open wagon in EWS. Weathered. Due qtr 2 (Hor) **NEW** £9.50



38-210A Megapack of 8 JJA auto ballaster outer generator in Railtrack (Bac) (list £399.60) **BARGAIN** £310



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-210A Single (Bac) £42.46



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-210A Pack of 4 (Bac) (list £199.80) **BARGAIN** £160



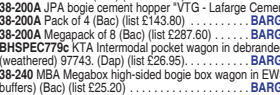
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-200A JPA bogie cement hopper 'VTG - Lafarge Cement' (Bac) (list £143.80) **BARGAIN** £112



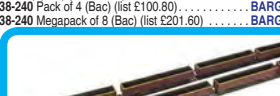
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-200A Pack of 4 (Bac) (list £143.80) **BARGAIN** £112



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-240 MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £25.20) **BARGAIN** £16



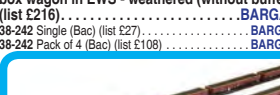
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-240 Pack of 4 (Bac) (list £100.80) **BARGAIN** £62



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-242 Megapack of 8 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £216) **BARGAIN** £104



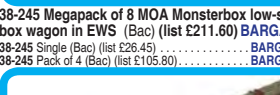
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-242 Single (Bac) (list £27) **BARGAIN** £14



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-242 Pack of 4 (Bac) (list £108) **BARGAIN** £54



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-301 Pack of 4 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £99.80) **BARGAIN** £60



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-301 Single (Bac) (list £24.95) **BARGAIN** £16



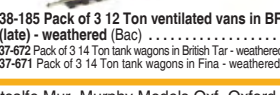
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-301 Megapack of 8 (Bac) (list £199.80) **BARGAIN** £114



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



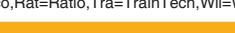
38-185 Pack of 3 12 Ton ventilated vans in BR bauxite (late) - weathered (Bac) £33.96



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) £38.21



R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) £14



38-376 Pack of 4 12 Ton ventilated van planked ends in BR bauxite (early) (Bac) (list £55.80) **BARGAIN** £40
38-376 Single (Bac) £10.50
38-376 Megapack of 8 (Bac) (list £111.80) **BARGAIN** £78
37-708 12 Ton LMS cattle wagon in LMS bauxite (Bac) £13.56



38-325 Pack of 4 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £58) **BARGAIN** £42
38-325 Single (Bac) £11
38-325 Megapack of 8 (Bac) (list £116) **BARGAIN** £82
4F-030-005 16 Ton steel mineral wagon in BR bauxite - Multipack of 5 (Dap) £34



37-226F Pack of 4 16 ton steel mineral wagon top flap doors in BR bauxite (Bac) (list £47.80) **BARGAIN** £34



37-226F Single (Bac) £10.16
3

Visit

www.ehattons.com/new

for new releases



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 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (DCC) £25
DCD-Z360 ZEN 360 8-pin Direct 4-function 1.1A Decoder Stay Alive (14.2x12.5x3.5mm) (DCC) £25
DCD-ZN60 ZEN 6-pin Direct 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (DCC) £25
DCD-ZN60-5 ZEN 6-pin Direct 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (5 Pack) (DCC) £100

DCC accessory decoders



PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32
DCD-ADS8 Solenoid accessory decoder (8-way) (DCC) £41

DCC controllers



36-500 EZ Command DCC controller - boxed (Bac) £75.18

Point motors

DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC) £75



DCP-CB12D Cobalt slow-action digital DCC point motor x 12 (DCC) £180



DCP-CB6D Cobalt slow-action digital DCC point motor x 6 (DCC) £110



R8014 Mark 2 Point Motor (Hor) £7

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £48

Lighting equipment

CL1 Standard Coach Lighting Strips - Cool White (Tra) £17

Accessories



SFX10 Steam loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

Cables & Wires

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

Spares

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

SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) £2

19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
R8098 Metal spoked wheels on axles (10 axles) (Hor) £5

36-005A Pair of BR Mk1 coach bogies. Identical to 36-005 (Bac) £5.06

Buildings - railways

PO213 2 Road Red Brick Engine Shed & Workshop Building (Card Kit) (Met) £13
44-086 Ash Plant (based on Camforth, Lancashire) (Bac) £47



LK-20X Double length overall arched station roof (Pec) £18
44-141 Double track 1970's & 80's diesel depot (Bac) (list £79.95) BARGAIN £49

44-144 Highley Station Booking Hall (215 x 80 x 105mm) (Bac) £59.46
PO340 Platform canopy (Met) £13

PO216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £9
44-165 Shillingstone Signal Box (105 x 50 x 90mm) (Bac) £39.96
44-164 Shillingstone Station Building (265 x 120 x 105mm) (Bac) £56.46

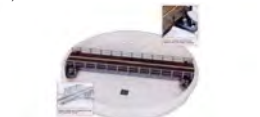
R8009 Station Terminus (London Road) (Hor) £41

PO235 Stone Platform Kit (Met) £8
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 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
432 DISCONTINUED (Rail) NEW £0
R636 Double track level crossing (Hor) £18



R070 Electrically Operated Turntable (Hor) £59

44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.46
SL-49 Loco Lift and storage unit (Pec) £11

OOCAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) - 5 long arm and 5 short arm easi-fix mounting system (Dap) £8

OOST5 Platform footbridge kit (Anc) £19
R460 Straight Platform (Hor) £3.50
SS57 Van-girder plate girder panels (WII) £5

Signals

R406 Colour Light Signal (Hor) £19

NEW

461 GWR Distant Signal Kit (Rat) NEW £7.50

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac) £39.96
44-149 Ambulance Station (151 x 120 x 77mm) (Bac) £39.96



4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac) £39.96
44-149 Ambulance Station (151 x 120 x 77mm) (Bac) £39.96



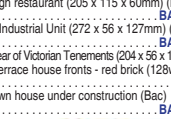
44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13

44-102 Drive-through restaurant (205 x 115 x 60mm) (Bac) (list £43.95) £19

44-205 Low Relief Industrial Unit (272 x 56 x 127mm) (Bac) (list £32.50) £19

44-227 Low Relief Rear of Victorian Terraced Houses (204 x 56 x 100mm) (Bac) £42.46
PO274 Low relief terrace house fronts - red brick (126w x 73d x 125h mm) (Met) £10

44-094 Modern Town house under construction (Bac) (list £49.95) £24



PO261 Pair of red brick terraced houses (Card Kit) (Met) £9

44-159 Pendon Little Chapel Cottage (137 x 70 x 96mm) (Bac) £28.01
44-157 Pendon Wagon & Horses Pub (230 x 95 x 100mm) (Bac) £40.76

PO272 Terraced shop fronts - brick - 128 (w) x 73 (d) mm (Met) £13

Man-made scenic structure - non-railway

LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces (Pec) £2.50

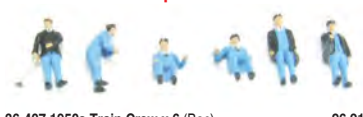
Bridges, Tunnels & Walls



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

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

People - military



36-409 World War 1 medical staff and soldiers (Bac) NEW £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-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-225 Setrack No.4 Radius Standard Curve. No 'double' version produced - use 16 to form a circle (Pec) £2

ST-204 Setrack Quad Straight (Pec) £3

ST-204 Box of 24 (Pec) £68

ST-200 Setrack standard straight (Pec) £1.20

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 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £2.75

SL-102 Pack of 25 (Pec) £62

SL-E99 3 way medium radius point electrofrog (Pec) £22

SL-99 3 way medium radius point insulfrog (Pec) £22

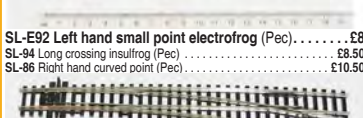
SL-90 Double slip insulfrog (Pec) £28

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

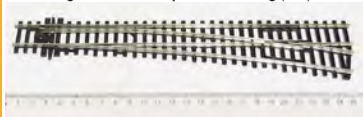
SL-89 Left hand large point insulfrog (Pec) £10



SL-96 Left hand medium point (Pec) £9

SL-E96 Left hand medium point electrofrog (Pec) £9

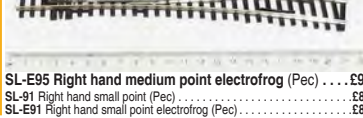
SL-92 Left hand small point (Pec) £8



SL-E92 Left hand small point electrofrog (Pec) £8

SL-94 Long crossing insulfrog (Pec) £8.50

SL-86 Right hand curved point (Pec) £10.50



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

Track - Code 75 FineScale Streamline



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £64

SL-100F Single (Pec) £2.85

SL-E199 3 way finescale medium radius point electrofrog (Pec) £24

SL-E1096 Code 75 Medium Radius Concrete sleeper turnout L/H (Pec) £11

SL-E1096 Code 75 Medium Radius Concrete sleeper turnout R/H (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

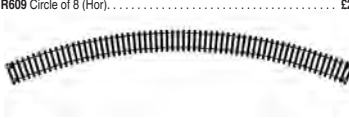
SL-E188 Finescale right hand large point electrofrog (Pec) £10.50

SL-E195 Finescale right hand medium point electrofrog (Pec) £11

SL-E191 Finescale right hand small point electrofrog (Pec) £10

SL-E180 Finescale single slip electrofrog (code 75 rail) (Pec) £29

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) £17

R609 3rd radius double curve track (8 make a circle) (Hor) £3

R609 Circle of 8 (Hor) £22



R8262 Double 4th radius curve (8 make a circle) (Hor) £3



R601 Double Straight (Hor) £2.25

R601 Box of 24 (Hor) £49

ST-2001 Double Straight Track (ST-201 x 8) (Pec) £17

R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R083 (Hor) £32

R910 Fishplates/rail joiners x 12 (Hor) £2

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

R603 Long Straight (Hor) £3.25

BARGAIN

R601 Double Straight (Hor) £2.25
R601 Box of 24 (Hor) £49
ST-2001 Double Straight Track (ST-201 x 8) (Pec) £17
R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R083 (Hor) £32
R910 Fishplates/rail joiners x 12 (Hor) £2
R8074 Left hand curved point (Hor) £14.40
R8077 Left hand Express point (Hor) £16

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



R600 Box of 24 Standard Straight (Hor) £33

R600 Single (Hor) £2

ST-100 Starter Track Set (Pec) £32

36-600 Straight Track 168mm (same as Hornby R600) (Bac) £1.11

36-600 Box of 12 (Bac) (list £15.60) BARGAIN £11.10

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19

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



UK P&P £4 PER ORDER
£2 per single diecast item

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Buses

NEW



34303 AEC 2RT2 bus "London Transport" in red (EFE) **NEW** £24
23804 Alexander A Type/Atlantean "Gateshead District" (EFE) £26
38703 Alexander Y Type bus "Eastern Scottish" (EFE) £26
760WB009 Bedford OWB Bournemouth Corporation (Oxf) £11



B111A Bristol Lodekka LR Open Door Crosville (K20) (Bas) £21



B111B Bristol Lodekka SR Closed Door Crosville (C84) (Bas) £21



38113 Bristol VRT bus "Southdown" (EFE) £26
38112 Bristol VRT bus "Western National" (EFE) £26
AN3-05 Leyland Atlantean - Northern (Bn) (list £33.99) **BARGAIN** £8

NEW



76LRT002A Leyland Royal Tiger Southdown (Oxf) **NEW** £12
18409 Leyland Tiger T38 - Type B - "County Motors" (EFE) £24
UK5013 Mercedes Citaro rigid slide bus "Southampton Uni-Link" (Gre) (list £25) **BARGAIN** £8
OM44118B Optare Solo Southern Vectis, 25 Newport (Cor) £30
OM44118A Optare Solo Southern Vectis, 32 Cowes and Gurnard (Cor) £30

NEW



20647 Plaxton Pointer Dart "North Western Premier" (EFE) **NEW** £24
36707 Plaxton SLF Dart MkII single door "Bus Eireann" (EFE) £26
31512 RM Routemaster d/deck "London Transport - Fly Delta To The USA" (EFE) £26
OM46302 RM23 (VL23) - Route K2 Kingston Shoppers Express NEW TOOL (First Issue) (Cor) (list £30.99) **BARGAIN** £16



76WFA001 Weymann Fanfare 1950s coach 'South Wales' (Oxf) £13

NEW



76WFL001 Weymann Fanfare Leyland Southdown (Oxf) **NEW** £12



OM46705A Wright Eclipse 2 "National Express Dundee, 28 Douglas via Arbroath Road" **NEW TOOLING** (Cor) £32
OM46705B Wright Eclipse 2 "National Express Dundee, 29 Charleston via City Centre" **NEW TOOLING** (Cor) £32

NEW



OM46706A Wright Eclipse 2, Celtic Buses, X75 Llanidloes (Cor) **NEW** £30

NEW



OM46706B Wright Eclipse 2, Celtic Buses, X75 Shrewsbury (Cor) **NEW** £30

Cars

NEW



76SET27 3 Piece Bentley Set - MkVI, Continental, Mulsanne (Oxf) **NEW** £13

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76SET28 3 Piece Lotus Set - Elan, Elite, Evora (Oxf) **NEW** £13

NEW



76ASL002 Armstrong Siddeley Lancaster in Ivory (Oxf) **NEW** £4.75
76SP085 Carfest 2014 (Oxf) **NEW** £9.95

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76XJ002 Jaguar XJ Crystal Blue (Oxf) **NEW** £4.75

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76XK002 Jaguar XK Rhodium Silver (Oxf) **NEW** £4.75

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76XKR002 Jaguar XKRS Italian Racing Red (Oxf) **NEW** £4.75

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76J003 Jensen Interceptor in Flag red (Oxf) **NEW** £4.75

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76LRDF002 Land Rover Defender 2013 Tamar blue (Oxf) **NEW** £4.75

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76LEV002 Lotus Evora in black (Oxf) **NEW** £4.45

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76RR002 Range Rover Evoque Indus silver (Oxf) **NEW** £4.75

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44-756Red Standard Vanguard in red phase 1 (Bac) **NEW** £3

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76HB003 Vauxhall Viva HB in Monza Red (Oxf) **NEW** £4.75

Commercial vehicles

76CONT00113 45' Container 13 (Oxf) **NEW** £7.95
76CONT00124 45' Container 24 (Oxf) **NEW** £7.95
76CONT00129 45' Container 29 (Oxf) **NEW** £7.95
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76CONT00197 45' Container 97 (Oxf) **NEW** £7.95

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76TIP004 AEC Ergo Tipper Tarmac (Oxf) **NEW** £10

NEW



76AM004 AEC Mercury TL Fire Engine 'Plymouth' (Oxf) **NEW** £17
76ATKL002 Atkinson 8 Wheel Flatbed 'Chivers' (Oxf) £12
76BD005 Bedford OY 3-Ton GS (General Service) 'British Rail' (Oxf) £9

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76FT010 Ford Transit LWB High Roof "Stobart" (Oxf) **NEW** £4.75

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76FCR001 Fowler B6 Crane Marstons Duke of York (Dorset) (Oxf) **NEW** £13

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76FOW003 Fowler B6 Locomotive WW1 France (Oxf) **NEW** £12

NEW



76FSR003 Fowler Road Roller Fippenny Queen/A W Field (Oxf) **NEW** £10
76BD008 GWR Bedford OX Flatbed Trailer (Oxf) £10
76DEF008 Land Rover Defender Network Rail (Oxf) £4.75

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76BMC002 Mobile Training Unit/car transporter "British Leyland special tuning department" in blue (Oxf) **NEW** £12

NEW



76MJ006 Morris J Ice Cream San Remo 'Carters Steam Fair' (Oxf) **NEW** £4.75

NEW



76MJ008 Morris J Van Southdown (Oxf) **NEW** £4.75

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76MH018 Scammell Mechanical Horse Tanker LNER (Oxf) **NEW** £9.95

NEW



76SHL01CT Scania Highline CombiTrailer & Container "Eddie Stobart" (Oxf) £20

NEW



76TCAB005CC Scania T Cab Coca Cola Polar Bears (Oxf) **NEW** £18

NEW



76TCAB003 Scania T Cab Topline Curtainside J H Yates & Sons Ltd (Oxf) **NEW** £18
76TCAB002 Scania T Topline Tipper "Timnelly" (Oxf) £20



76DBU001 Scania Topline Drawbar Unit "Eddie Stobart" (Oxf) £22

Farming & Construction

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76DBT004 David Brown Tractor in yellow (Oxf) **NEW** £4.75

NEW



76ATV007 Austin ATV RAF (Oxf) **NEW** £7.95

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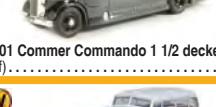
76CMP004 Bedford CMP Truck 1st Canadian Army - UK 1944 CMP LAA Tractor (Oxf) £8.95

NEW



76MWD005 Bedford MWD 3rd Battalion Grenadier Guards (Oxf) **NEW** £5.95

NEW



76COM001 Commer Commando 1 1/2 decker bus RAF blue (Oxf) £12

NEW



76COM002 Commer Commando BOAC (Oxf) **NEW** £13

NEW



76DEF010 Land Rover Defender Station Wagon red & white check RAF Northolt (Oxf) **NEW** £4.75

NEW



76SP004 Pioneer Recovery Tractor "RAF Blue Scammell" (Oxf) £9
76BD009 Royal Navy Bedford OX Lorry (Oxf) £10

Public Service vehicles

NEW



76BHF005 Bedford Heavy Unit 'Lancashire County Fire Brigade' (Oxf) **NEW** £10

NEW



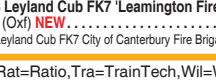
76PB006 Commer PB Garda (Oxf) **NEW** £4.95

NEW



76LC003 Leyland Cub FK7 'Leamington Fire Brigade' (Oxf) **NEW** £10

NEW



76LC002 Leyland Cub FK7 City of Canterbury Fire Brigade (Oxf) £9

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www.ehattons.com/dccfitting

for more details

N Gauge

Steam locos



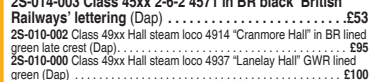
2S-006-003 Class 14xx steam loco 1456 in BR early black & autococh W198W in carmine & cream (Dap) £67



2S-006-004 Class 14xx steam loco 1464 in BR early black & autococh W191W in maroon (Dap) £67



2S-014-001 Class 45xx 2-6-2 4518 in GWR green (Dap) £53



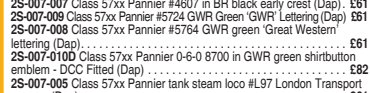
2S-014-002 Class 45xx 2-6-2 4528 in BR black early emblem (Dap) £53



2S-014-003 Class 45xx 2-6-2 4571 in BR black 'British Railways' lettering (Dap) £53



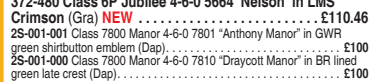
2S-010-002 Class 48xx Hall steam loco 4914 'Cranmore Hall' in BR lined green late crest (Dap) £95



2S-010-000 Class 49xx Hall steam loco 4937 'Lanelay Hall' GWR lined green (Dap) £100



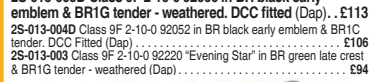
372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black late crest (Gra) £89.21



372-751 Class 4MT Fairburn 2-6-4 tank 42096 in BR black early emblem (Gra) £89.21



2S-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) £61



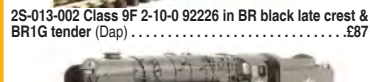
2S-007-009 Class 57xx Pannier #5724 GWR Green 'GWR' Lettering (Dap) £61



2S-007-006 Class 57xx Pannier #5764 GWR green 'Great Western' lettering (Dap) £61



2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirbutton emblem - DCC Fitted (Dap) £82



2S-007-005 Class 57xx Pannier tank steam loco #L97 London Transport maroon (Dap) £61



372-480 Class 6P Jubilee 4-6-0 5664 'Nelson' in LMS Crimson (Gra) NEW £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-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-013-004D Class 9F 2-10-0 92052 in BR black early emblem & BR1C tender. DCC Fitted (Dap) £106

2S-013-003 Class 9F 2-10-0 92220 'Evening Star' in BR green late crest & BR1G tender - weathered (Dap) £94

2S-013-003D Class 9F 2-10-0 92220 'Evening Star' in BR green late crest & BR1G tender - weathered. DCC fitted (Dap) £113

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



ND129GD Class A3 steam loco 2744 'Grand Parade' LNER apple green. DCC fitted (Dap) £122



ND129D Class A3 steam loco 4472 'Flying Scotsman' LNER Green (Dap) £105



ND129H Class A3 steam loco 60094 'Colorado' BR lined green early crest (Dap) £99



2S-008-002D Class A4 steam loco 4498 'Sir Nigel Gresley' in LNER blue double chimney (as preserved). DCC fitted (Dap) £122



2S-008-000 Class A4 steam loco 60019 'Bittern' in BR green late logo and double chimney (Dap) £105



372-077 Class B1 61251 4-6-0 'Oliver Bury' BR black late crest (Gra) (list £121.95) BARGAIN £82



372-400 Class J39 0-6-0 1856 LNER Lined Black flat sided tender (Gra) £80.71



372-402 Class J39 0-6-0 54791 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



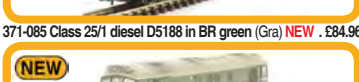
372-726 Standard Class 5MT 4-6-0 73158 in BR lined black late crest BR1B tender (Gra) (list £124.95) BARGAIN £79



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



371-019 Class 08 diesel 08897 in EWS - weathered (Gra) £76.46



372-952 Class 14 diesel 14029 in BR blue (Gra) £62.08



372-953 Class 14 diesel D5626 BR green wasp stripes - weathered (Gra) £72.22



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

371-085 Class 25/1 diesel D5188 in BR green (Gra) NEW £84.96

371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) NEW £93.46

371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) NEW £93.46



371-087 Class 25/2 diesel 25245 in BR blue (Gra) NEW £84.96



371-080 Class 25/3 diesel 25279 BR blue (Gra) (list £94.05) BARGAIN £45



2D-003-011 Class 52 diesel loco D1009 'Western Invader' in BR Blue full yellow ends - weathered (Dap) £94



2D-003-002D Class 52 diesel loco D1038 'Western Sovereign' in BR green small yellow panel. DCC fitted (Dap) £108



2D-003-009 Class 52 diesel loco D1045 'Western Viscount' in BR maroon full yellow ends - weathered (Dap) £94



2D-003-009D Class 52 diesel loco D1045 'Western Viscount' in BR maroon full yellow ends - weathered. DCC Fitted (Dap) £110



2D-003-010 Class 52 diesel loco D1062 'Western Courier' in BR Blue full yellow ends - weathered (Dap) £94



371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR blue (Gra) £93.46



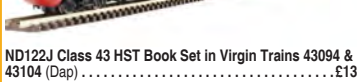
371-286 Class 55 diesel 'Deltic' D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46



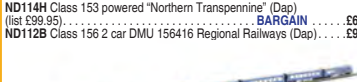
2D-004-006 Class 56 diesel 56070 in BR blue (Doncaster built) (Dap) £101



2D-004-007 Class 56 diesel 56090 in BR blue large logo (Doncaster built) (Dap) £101



2D-004-009 Class 56 diesel 56105 Colas Rail freight (Doncaster built) (Dap) £101



2D-011-835 Class 70 Powerhaul diesel 70066 Freightliner (Gra) £106.21



ND098n Class 86 Bo-Bo Electric 86261 EWS new style Brecknell Willis panto (Dap) (list £117.89) BARGAIN £69



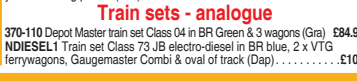
ND098d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) BARGAIN £67



ND099Q Class 86 electric Freightliner Power Haul new style panto (Dap) (list £117.89) BARGAIN £59



ND122G Class 43 HST Book Set in Cross Country Trains (Dap) £134



ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135

ND111e Class 43 HST twin pack Network Rail (NMT) 43014 & 43062 (Dap) £109

ND114H Class 153 powered 'Northern Transpennine' (Dap) (list £99.95) BARGAIN £68

ND112B Class 156 2 car DMU 156416 Regional Railways (Dap) £94

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 in 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

372-676 Class 411 4 CEP 4 car EMU in BR green (Southern Region) yellow warning panels (Gra) £137.02

370-110 Depot Master train set Class 04 in BR Green & 3 wagons (Gra) £84.99

NDIESEL1 Train set Class 73 JB electro-diesel in BR blue, 2 x VGT ferrywagons, Gaugemaster Combi & oval of track (Dap) £104

Train sets - DCC



NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Coaches



2P-003-004 B Set Coach Twin Pack GWR shirbutton 6894 & 6895 (Dap) £21



374-220C Mk1 FK Pullman First Kitchen Car 'Hawk' Umber & Cream (Gra) £22.06



374-230C Mk1 SK Pullman Second Kitchen Car 'Car 335' Umber & Cream (Gra) £22.06



374-210D Mk1 SP Pullman Second Parlour Car 'Car 351' Umber & Cream (Gra) £22.06



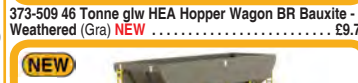
2P-011-053 Gresley BR Carmine & Cream 2nd Class E12704E LBR (Dap) NEW £19



2P-011-251 Gresley BR Carmine & Cream Brake Composite E10075E LBR (Dap) NEW £19



2P-011-252 Gresley BR Carmine & Cream Brake Composite E10109E LBR (Dap) NEW £19



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DCC accessory decoders

DCD-ADS8 Solenoid accessory decoder (8-way) (DCC)	£41
Point motors	
DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC)	£75



DCP-CB12D Cobalt slow-action digital DCC point motor x 12 (DCC)	£180
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Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII Plug&Play) (Dap)	£8
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Spares

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-SPARE) - 5 pairs (Dap)	£17



SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec)	£1.50
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Buildings - railways

42-083 Carriage Shed (Gra) (list £34.95)	BARGAIN £16
42-187 Great Central Signal Box (75 x 31 x 54mm) (Gra)	£27.16
42-139 Shunters Mess Room (65 x 44 x 32mm) (Gra)	£25.46

Man-made scenic structure - railway-related

NB-7 Subway Staircase (Pec) NEW	£0
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Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGNS) (Dap)	£22
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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 (6 form a circle), 238.5mm/11.75" radius (Pec)	£1.75
ST-15 No.2 radius double curve (Pec)	£1.25
ST-6 Setrack left hand point insulfrog (Pec)	£8



ST-5 Setrack right hand point insulfrog (Pec)	£8
ST-300 Starter Track Set (Pec)	£42

Track - Code 80 Streamline

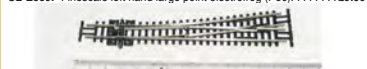


SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec)	£52
SL-300 Single (Pec)	£2.60
SL-E389 Left hand large point electrofrog (Pec)	£9
SL-389 Left hand large point insulfrog (Pec)	£9
SL-E396 Left hand medium point electrofrog (Pec)	£8
SL-396 Left hand medium point insulfrog (Pec)	£8
SL-E387 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

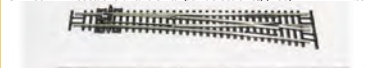
Track - Code 55 Finescale Streamline



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
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SL-E395F Finescale right hand medium point electrofrog (Pec)	£8.50
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SL-E391F Finescale right hand small point electrofrog (Pec)	£8
SL-E383F Finescale scissors crossover electrofrog (Pec)	£52

Railway publications

379-014 Graham Farish 2014 25th Anniversary Catalogue (Gra)	£5.74
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Cars

NEW

NMOS003 Morris Minor in black (Oxf) NEW	£3.75
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NEW

NVWB003 VW Beetle in turquoise (Oxf) NEW	£3.75
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Commercial vehicles

NEW

NPB003 Commer PB Silver Jubilee (Oxf) NEW	£4.25
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NEW

NMH017 Scammell Mechanical Horse Flatbed RASC (Oxf) NEW	£5.95
NSCA002 Scania Highline Fridge 'Eddie Stobart' (Oxf)	£10

Military ground vehicles

NEW

NOWB003 Bedford OWB Portsmouth (Oxf) NEW	£5.95
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Public Service vehicles

NEW

NBED004 Bedford J1 Lomas St John Ambulance Bedford Lomas Ambulance (Oxf) NEW	£4.75
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HO Gauge

Point motors

DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC)	£75
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Track - Code 124 Bullhead Streamline

DCP-CB12D Cobalt slow-action digital DCC point motor x 12 (DCC)	£180
---	------

O Gauge

Steam locos

BL99032B J39 0-6-0 Freight loco 1580 LNER black (Bas) (list £589.99)	BARGAIN £390
BL99032C J39 0-6-0 Freight loco 1586 LNER black (Bas) (list £589.99)	BARGAIN £390
BL99031B J39 0-6-0 Freight loco 64781 in BR black late crest (Bas) (list £589.99)	BARGAIN £390
BL99031C J39 0-6-0 Freight loco 64816 in BR black late crest (Bas) (list £589.99)	BARGAIN £390

Wagons

7F-031-002 6-wheel milk tanker in 'CWS' red (Dap) NEW	£62
7F-031-001 6-wheel milk tanker in 'Express Dairies' (Dap) NEW	£62
7F-031-003 6-wheel milk tanker in 'Milk Marketing Board' (Dap) NEW	£62
7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap) NEW	£62
7F-100-004 SR 25T Pillbox Brake van 55583 in BR bauxite & grey right hand ducklet (Dap)	£62

DCC accessory decoders

DCD-ADS8 Solenoid accessory decoder (8-way) (DCC)	£41
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Point motors

DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC)	£75
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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-E790BH Double slip (8 degree angle). Electrofrog (Pec)	£75
SL-E787BH Left hand O gauge curved turnout (Pec)	£47
SL-E792BH Left hand point bullhead rail and electrofrog (Pec)	£38
SL-E791BH Right hand point bullhead rail and electrofrog (Pec)	£38

Cars



43ASV001 Austin Seven RN Van in Primrose (Oxf)	£12
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NEW

VA13700 BMW (E30) Alpina C2.5 Convertible, Brilliant Red (Cor) NEW	£19
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VA09517 Ford Escort Mk1 RS2000, Vista Orange (Cor) £19	
43HP004 Humber Pullman Limousine in Old English white (Oxf) NEW	£18
VA09011 Rover SD1 3500 Vitesse in Targa red (Cor)	£19

Public Service vehicles

43FDE012 Ford 400E Van Glamorgan Police (Oxf) NEW	£12
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G Scale

Track & Points

10610 Straight track 1200mm long (LGB)	£23
10610 Box of 6 (LGB)	£124

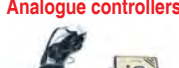
Any or Multiple Scales

Accessories

SL-14 Track Fixing Pins (Pec)	£1.25
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Paint accessories

AB602 Complete Airbrush Starter Set (Exp)	£109.95
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COMBI Combi 12v 1Amp Single Track Controller

Transformer (Gau)	£30
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D Double track power controller (Gau)	£69
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Q Quadruple 4 circuit power controller (Gau)	£130
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W Walkabout circuit controller (Gau)	£29
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Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau)	£37
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Analogue point control

CDU Capacitor Discharge Unit (Gau)	£11
PL-15 Twin Microswitch (Pec)	£8

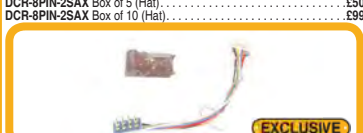
DCC decoders

10311-02 2-function 2-sided 0.50.8A Silver mini decoder NEM651 plug (Len)	£29
10321-01 21-pin 4-function 1-sided 1.1A Silver decoder (Len)	£25



DCC-8PIN-2SAX 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat)

.....	£11
DCR-8PIN-2SAX Box of 5 (Hat)	£50
DCR-8PIN-2SAX Box of 10 (Hat)	£99



DCC-8PIN-Harness 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat)

.....	£10
DCR-8PIN-Harness Box of 5 (Hat)	£48
DCR-8PIN-Harness Box of 10 (Hat)	£94
10231-01 8-pin 3-function 1-sided 1.1/1.8A decoder (Outputs A, B & C) (Len)	£18



36-553 8-pin 3-function 1A decoder back EMF (Bac)

.....	£15.50
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DCC accessory decoders

DCP-AD4 Cobalt 4-way accessory decoder (DCC)	£44.95
DCD-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) NEW	£17
DCD-ADS6FX COBALT Solenoid Accessory Decoder (6 Output) (DCC) NEW	£56
DCD-ADS8 Solenoid accessory decoder (8-way) (DCC)	£41

DCC controllers



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU)

.....	£509
36-510 EZ Command Companion for using a 36-500 to control an additional loco (Bac) (list £69.45)	BARGAIN £49

DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau)	£215
DCC03 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau)	£369
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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DCC accessories

11150 L11150 (LS150) Switch Module 6 AC Outputs (Len)	£41
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Point motors

DCP-CB6IP COBALT ip Slow Action Analogue Point Motor (6 Pack) (DCC) NEW	£82
DCP-CB1D Cobalt slow-action digital DCC point motor x 1 (DCC)	£21
PL-10 Point Motor (Switch Machine) (Pec)	£4.50
PL-10 Bag of 6 (Pec)	£26
PL-10E Point Motor Extended Pin (use PL-9) (Pec)	£4.50
PL-10E Bag of 6 (Pec)	£25
PM-2 Seep point motor (Gau)	£3.50
PM-1 Seep point motor accessory switch (Gau)	£4
PL-11 Side mounted point motor (Pec)	£7

Switches & Levers

GM510 A5H Single Pole Double Throw Momentary Contact Mini-toggle for Point Motors (Gau)	£2.50
PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec)	£2.50



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC)	£165
PL-22 Lever Operated On/Off Switch (Pec)	£5.50
PL-26B Passing Contact Switch - Black Lever (Pec)	£4.50
PL-26R Passing Contact Switch - Red Lever (Pec)	£4.50
PL-26W Passing Contact Switch - White Lever (Pec)	£4.50
PL-26Y Passing Contact Switch - Yellow Lever (Pec)	£4.50

Electronic components

HF-2 Electronic twin track cleaner (Gau)	£37
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Cables & Wires

PL-34 Pre-wired Wiring Loom for use PL-10 and PL-10E motors (Pec)	£3.50
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Track underlay

JCS116S Cork Sheet - 1/16" Thick - 12" x 36" (Jav)	£2
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JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav)	£8
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Tools

XU2175B Flexible track cutters (XURON) (Gau)	£15
DCM-RRA6 Rolling Road - Active Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC)	£61

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37-557X	TTA Shell Black 5178	£10.85
37-557Y	TTA Shell Black 5169	£10.85
	<i>All Weathered</i>	
37-659Z	Benzole set of Three	£29.95
37-577W	TTA Shell Black 5172	£10.85
37-675U	Mobil set of Three	£29.95
37-711Y	Pack of 3 GWR Cattle wagons	£27.20
	<i>Non Weathered</i>	
37-711Z	Pack of 3 GWR Cattle wagons	£27.20
	<i>Weathered</i>	
37-730Z	GWR Vent Vans Weathered Set of Three	£25.45

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31-430	F1 Full Cab LMS Black	£74.35
31-431	F1 Half Cab BR Early	£74.35
31-432	F1 Half Cab BR Late	£74.35

HORNBY

R2634	Patriot Class	£74.95
R2679	A1/A1X Terrier GWR	£40.00
R2744	Schools Blundells BR	£84.95
R2827	Cheltenham Schools	£94.45
R2840	M7 SR	£79.25
R2843	Schools Dulwich SR	£94.45
R2916	CL2800 GWR	£93.45
R2917	2800 Class BR	£103.99
R2917X	CL2800 BR	£106.45
R3007	L1 Late crest Weathered	£83.95
R3015	Prince Arthur BR	£103.50
R3016A	Standard 4MT BR Black	£109.00
R3017	BR Patriot	£108.50
R3026	8F BR Late	£103.75
R3088	LNER Class 01	£97.45
R3100	NRM Flying Scotsman Black	£111.99
R3025	J94 LNER	£55.45
R3206	BR Blue Tornado	£98.45

HORNBY TRAIN PACKS/SETS

R2696	CL101 - 2 Car	£65.25
R2806	Dean Single LMS Pack	£124.75
R2815	Southern Suburban Ltd	£159.00
R2952	Imperial Airways	£159.50
R2981	London Olympic	£158.00
R2985	Duchess of Carlisle	£179.90
R2986	Date with the Duchy	£179.90
R3059	Tornado Train Pack	£128.45
R3098	BR Tornado	£93.45
R3186	Titfield Thunderbolt Set	£98.45

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R2486	CL50 - Agincourt BR - 50013	£70.75
R2508	CL121	£47.50
R2508A	CL121	£47.95
R2576	CL56 BR - 56063	£44.50
R2644	CL121 Choc/Cream	£47.50
R2646X	CL56 BR Grey	£83.95
R2647	CL56 BR Grey	£72.95
R2650	CL66	£51.95
R2652	CL66	£51.95

R2668	CL121	£45.75
R2755	CL86 BR Les Ross	£43.95
R2803XS	CL31 BR	£163.99
R2900XS	CL31 Railfreight	£179.45
R2977XS	CL08 BR	£158.50
R3038	CL67 DB Schenker	£95.99
R3052	CL56 Richard Trevithick	£98.45
R3141	CL60 Tata Steel	£117.45
R3136	Network Rail Class 73	£53.45
R3135	GBRF Class 92	£61.25
R3177	BR 2Bill SR Green	£123.99
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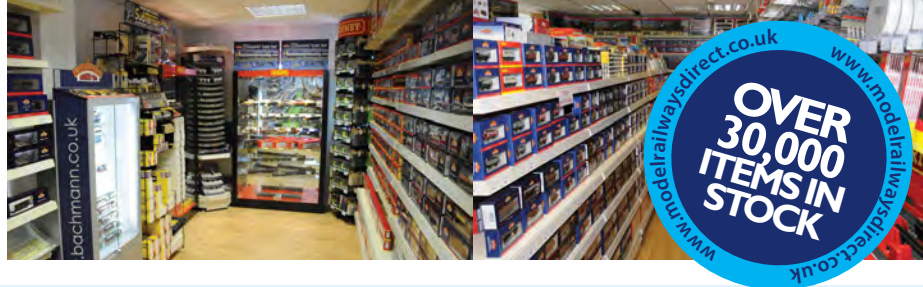
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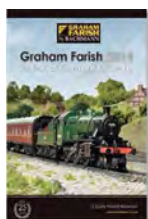
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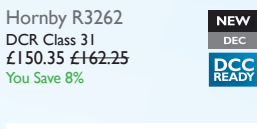
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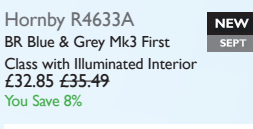
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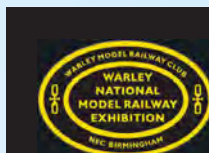
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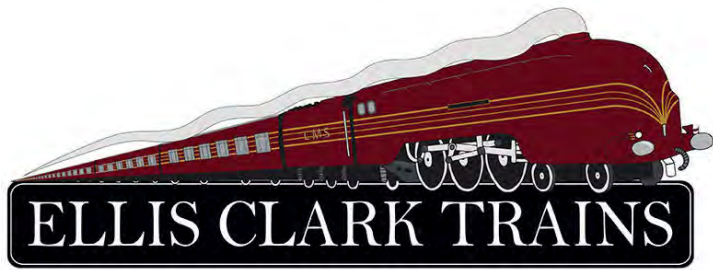
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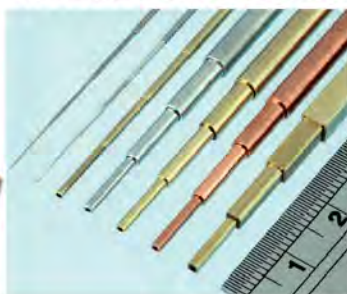
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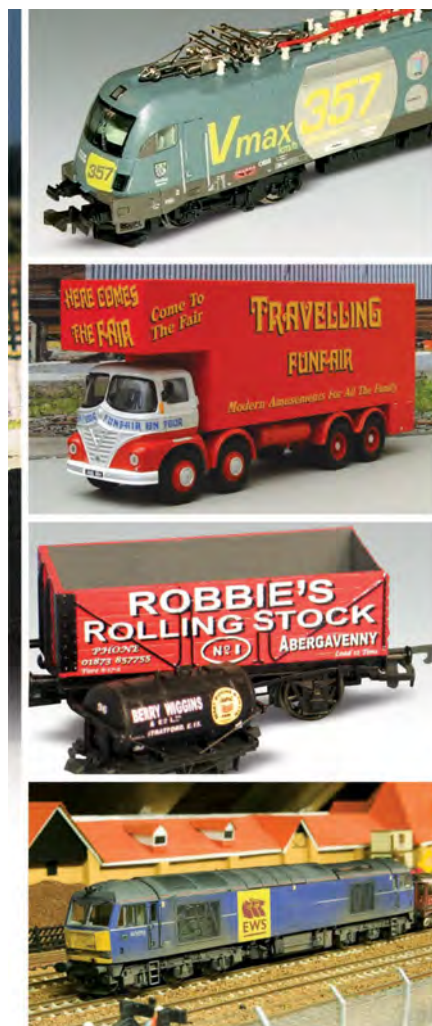
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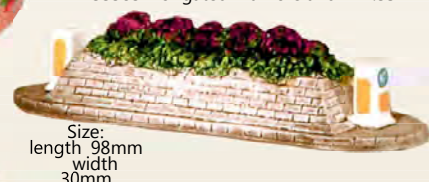
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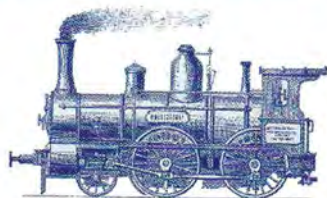
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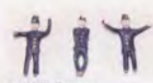
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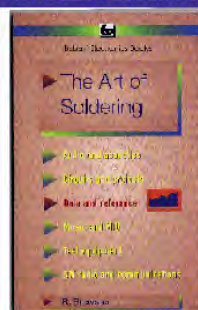


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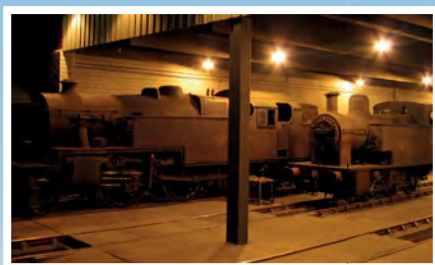
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2D-007-002D - Class 66 Freightliner Powerhaul Livery 66504 DCC
2D-007-003 - Class 66 EWS White Cab Roof 66177
2D-007-003D - Class 66 EWS White Cab Roof 66177 DCC
2D-007-004 - Class 66 Unbranded Freightliner Livery 66612
2D-007-004D - Class 66 Unbranded Freightliner Livery 66612 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 Dummy BR Blue 27203
2D-013-052 - Class 27 Dummy BR Blue 27212

2D-013-053 - Class 27 Dummy BR Green SYP D5360
2D-013-054 - Class 27 Dummy BR Green SYP D5369
2D-012-008 - Class 22 BR Disc Headcode SYP D6311
2D-012-008D - Class 22 BR Disc Headcode SYP D6311 DCC
2D-012-009 - Class 22 BR Green Disc Headcode Weathered D6316
2D-012-009D - Class 22 BR Green Disc Headcode Weathered D6316 DCC
2D-012-010 - Class 22 BR Green Disc Headcode No WP D6326
2D-012-010D - Class 22 BR Green Disc Headcode No WP D6326 DCC
2D-012-011 - Class 22 BR Disc Headcode Amended WP D6327
2D-012-011D - Class 22 BR Disc Headcode Amended WP D6327
2D-012-012 - Class 22 BR Blue FYP Weathered
2D-012-012D - Class 22 BR Blue FYP Weathered DCC

All product release dates correct at time of going to press

'OO' releases in October

Released this month;

4F-044-001 - FEAB Container Twin Pack OO F/Liner 640707 + 640708
4F-044-002 - FEAB Container Twin Pack OO F/Liner 640721 + 640722
4F-044-003 - FEAB Container Twin Pack OO F/Liner 640719 + 640720
4F-044-004 - FEAB Container Twin Pack OO F/Liner 640011 + 640012
4F-037-007 - Conflat & Container GWR K-1674
4F-037-008 - Conflat & Container GWR K-1674 Weathered
4F-051-019 - 5 Plank Vinter

4F-051-020 - 5 Plank Vinter Weathered
4F-071-015 - 7 Plank SR 37454
4F-071-016 - 7 Plank SR 37454 Weathered
4F-060-013 - Dutch Grampus DB988579
4F-060-014 - Dutch Grampus DB988579
4P-010-033 - 60FT Stanier Corridor Comp BR Maroon Lined M3898M
C104B - 57FT Stanier Corridor Brake BR Maroon Lined M5768M

'O' releases in October

7F-071-020 - 7 Plank - John Stephens

7F-071-021 - 7 Plank - Osman Trevor Powell

7F-080-014 - 8 - Derbyshire Carriage
and Wagon Works

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STOCKISTS

The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel:01420 542244
ARUNDEL: **Gaugemaster** tel:01903 884321
AVIEMORE: **Strathspey Railway Co** tel:01479 810725
AXMINSTER: **Buffers Model Railways** tel:01297 35557
AYLSHAM: **Bure Valley Railway** tel:01263 733858
BARROW IN FURNESS: **Crafty Hobbies** tel:01229 820759
BIDEFORD: **Osborn's Models** tel:01237 423453
BRISTOL: **Model Railways Direct** tel:01275 774224
BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777
CAMBORNE: **Kernow Model Railway Centre** tel:01209 714099
CARLISLE: **C & M Models** tel:01228 514689
CHELTENHAM: **Cheltenham Models** tel:01242 523117

HEREFORD: **Hereford Model Shop** tel:01432 352809
KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076
LIVERPOOL: **Hattons** tel:0151 733 3655
NANTWICH: **Trident Trains** tel:01270 842400
NORTH LANCING: **Morris Models** tel:01903 754850
ROCHESTER: **The Signal Box** tel:01634 826370
SHEFFIELD: **Rails of Sheffield** tel:01142 551436
STANLEY: **Durham Trains of Stanley** tel:01207 232545
STROUD: **ANTICS** tel:01453 825381
SHEPTON MALLET: **East Somerset Models** tel:01749 880651
YORK: **Monk Bar Model Shop** tel:01904 659423

Available now!

Southeastern 'Sir Chris Hoy' Class 395 Javelin Train Pack - R3185

FREE postage in the UK
when you spend £30 or more.
Quote reference **HORNBYBRM3**



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READY**

Yours for just £164.99

Arguably one of the mechanical heroes of the London 2012 Games, this detailed four car Hornby unit carries the name of one of the UK's top Olympians, Sir Chris Hoy. The model includes flush glazing and is powered by a five pole skew-wound motor with the headlights illuminating in the direction of travel, as well as tail lights.

Enhance your Javelin Train Pack with these two additional Southeastern coaches – length of each 255mm

**Save over
£15 each**



**R4452 - Hitachi Class 395
Standard Open Coach**
Was £38.15 **Now £22.99**

**R4453 - Hitachi Class 395
Standard Open Coach**
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**R3141 - DB Schenker Co-Co Diesel Electric
'Tata Steel' Class 60**

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- DCC Ready
- Pristine Finish
- NEW Couplings



R3060 - RailRoad 4-6-2 'Tornado' Peppercorn Class A1
Just £84.99

Key features include:

- Length 293mm
- DCC Ready
- Pristine Finish
- Loco Drive

RAILROAD

Limited stock available so don't miss out – order today!

To order call: **01843 233 519**

quoting ref: **HORNBYBRM3**

or visit **www.hornby.com/chrishoy** (Telephone order lines are open 8am-5pm Monday to Friday)



GUARANTEE OF SATISFACTION

If any item you order fails to give complete satisfaction, please return it within 7 days of receipt of goods, in the original packaging for a replacement or full refund. Terms and conditions apply. Please see website for more information.



Safety Warning: Detailed scale model. Not suitable for children under 14 years. Please refer to safety notes in enclosed instruction leaflet. Colours and contents may differ from those illustrated. Please retain these details and the address for future reference.



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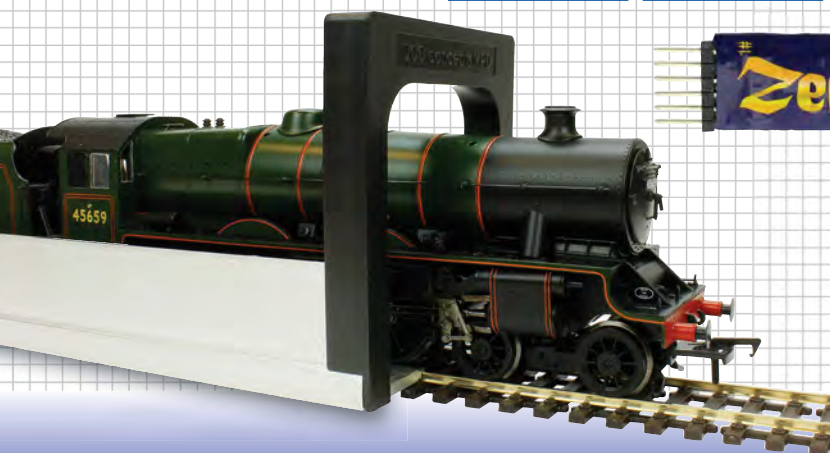
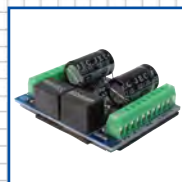
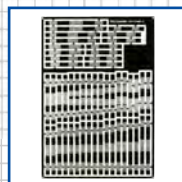
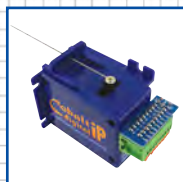
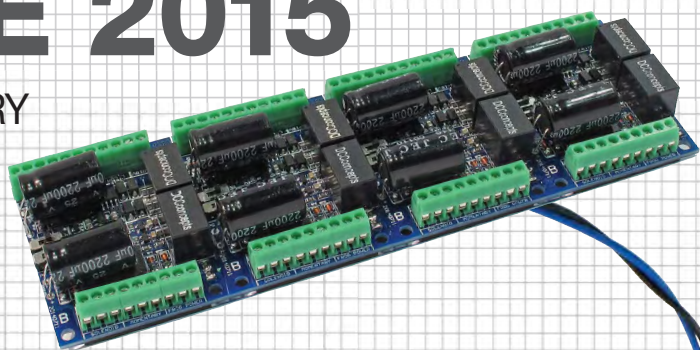
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DCC the best of everything
concepts

NEW PRODUCTS GUIDE 2015

- ADS ACCESSORY DECODERS
- NEW COBALT POINT MOTORS
- ZEN DCC DECODERS
- UK TRACKWORK FRETS...

...AND MORE!



FREE WITH NOVEMBER 2014

BRM
BRITISH RAILWAY MODELLING

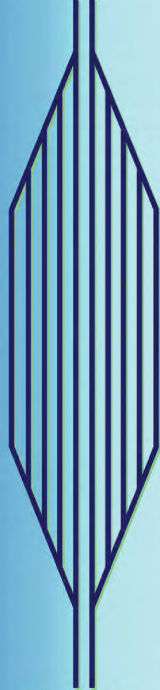
AD-S8fx

By DCCconcepts

Unique performance, real usability

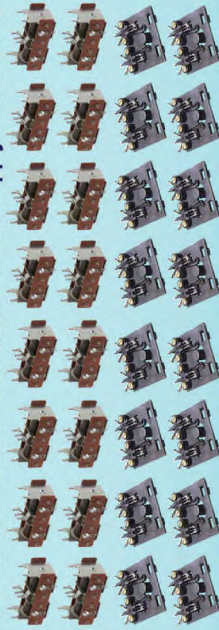
Solenoid Accessory Decoder

Only live frog point-work (AKA Electro-frog) gives reliable running. But... if you want to add Hornby, Peco, Seep or any commonly use Solenoid point motor to the 16 Turnouts that are needed to build this 10 track fiddle-yard then you'll also need to switch the frogs, add control panel LEDs and of course find enough power to switch all of them reliably (and in pairs to make control easy).



You could of course buy, install and need to wire all these things...

For those who use DC Control: As well as switches and LEDs, add 16x Solenoids + 16x Micro-switches + Power supply + Reliable CDU.



... and if you use DCC Control. Add 4x 4-way Accessory Decoders.



Or you could simply use the new DCCconcepts AD-S8fx decoder...

Whether you power your layout with DC or DCC

AD-S Series decoders work perfectly, simplify wiring and lower costs

DC or DCC layout, the savings You will make in cash, installation time & complexity are very clear!

You will still need the 16 solenoids of course, but you will need just ONE AD-S8fx 8-way Accessory decoder to power them all!

Even better - You will need NO added micro-switches because the AD-S8fx has frog polarity & LED switching control on board!

Save Cash, Save time, Save wiring, Save complexity!



15v DC Supply is needed for DC operation

thinking outside the square

DCCconcepts

The AD and ADS decoder ranges & all other DCCconcepts products are distributed worldwide by DCCconcepts Pty Ltd. 3/13 Lionel St, Naval Base WA 6165 Australia . Ph. 61 8 9437 2470 Fax. 61 8 9437 2471 www.dccconcepts.com
DCCconcepts welcomes Retailer and Distributor enquiries. DCCconcepts products are distributed throughout the United Kingdom by GaugeMASTER Controls Ltd., Ford Rd, Arundel * phone +44 1903 884488 www.gaugemaster.com

DCCconcepts are proud to present **zen** Decoders.

zen is a new decoder range with a personality all its own. **zen** features unique design, great performance and it has an "installability" that is something special.

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.

We wondered... Why does nobody think about the end user?

So... we did. We ignored convention, looking across problems not at them. We looked at need not want... and we enjoyed doing it. The name we chose just seemed to match our approach so well...

zen is a range of 7 totally new DCC decoder designs that include the worlds smallest direct plug decoder, a totally universal micro 6-pin, as versatile 21 + 8-pin plus the smallest "Big decoder" there is...

zenBuddha has huge power handling but is small in size, It has 6 functions and a 3Amp motor drive, plus 3 different forms of protection.

zen Decoders all have multiple installation options - so one decoder fits many loco types. The range has choices for every common scale too!

zen Decoders are packed with an all-new Slim and very powerful Stay-Alive™ that is four times stronger and yet it is also both smaller and thinner than others for easy installation! (also sold separately in packs of 3)

We love zen. We hope you do too!

thinking outside the square

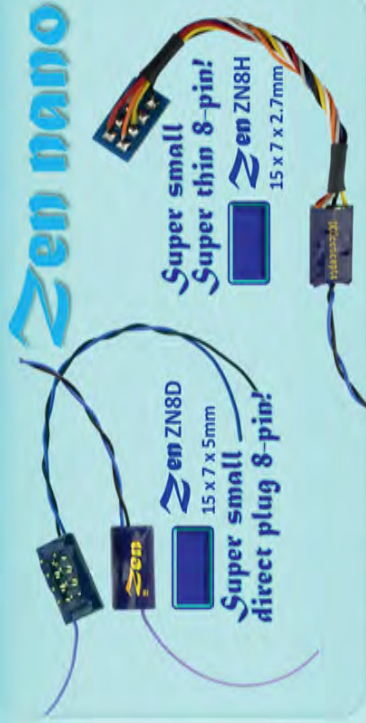
DCC concepts

By DCCconcepts

zen

Unique performance, real usability

zen nano



Super small direct plug 8-pin!
zen ZN8D
 15 x 7 x 5mm

Super small Super thin 8-pin!
zen ZN8H
 15 x 7 x 2.7mm

Decoders that **WILL** fit every locomotive...

ZN218 has 8 pin and 21pin 21MTC ability.
ZN668 is 6P direct & also includes 6pin to 6 pin & 8 pin to 8pin harness for complete installation flexibility

zen 360 Direct
 14.2 x 12.5 x 3.5mm

zen ZN6D
 13.5 x 8.5 x 3mm

zen 218
 22 x 16 x 4.5mm

zen ZN668
 13.5 x 8.5 x 3mm

The Zen DCC decoder range and all other DCCconcepts products are distributed worldwide by DCCconcepts Pty Ltd.
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WELCOME...

...to your free



mini-mag



It's not often that we encounter a supplier as prolific and as driven as DCCconcepts. Instead of sitting back & accepting the status quo, Richard Johnson and his team are constantly looking at ways of making our hobby more accessible, easier and more satisfying.

Through its range of high-quality, innovative and well thought through products, ranging from tools to complex electronics and weathering powders to fine-scale track, DCCconcepts keeps pushing the limits of what is available to the modeller, and what is achievable.

In this mini-magazine, you'll see a small part of the company's range, including some new and forthcoming items that further expand the company's reach – and improve on existing, widely-used products such as the Cobalt point motor.

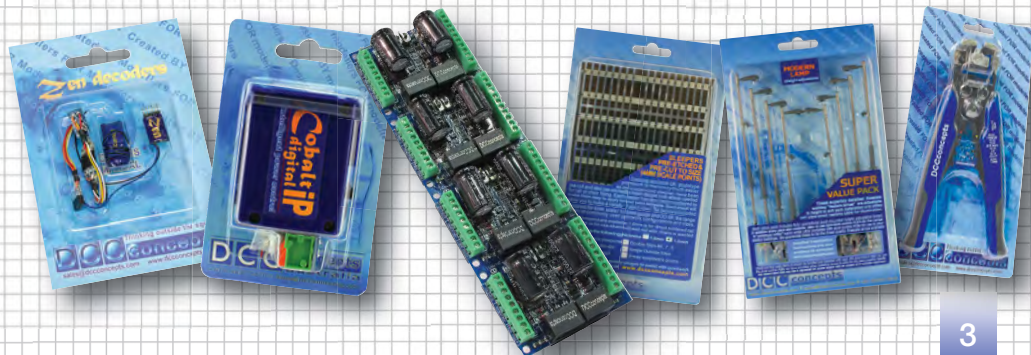
Whether you're using DC or DCC, the company has products that solve long-standing problems using clever technology, or just a bit of good old-fashioned nous. As a modeller himself,

Richard understands the problems we face, and has encountered the same problems we all have with outdated or inadequate products that no-one has ever thought to update or replace.

Over the last few years we've used a wide range of DCCconcepts products in various products and found them to be well-made and reliable. Even where the odd problem has been encountered, a lifetime warranty and the company's pro-active approach to customer service has proved to be very welcome.

There's plenty more in the pipeline too, and we'll bring you more on these developments in BRM over the coming months. Look out also for DCCconcepts products being used in a range of 'Practical BRM' articles in 2015.

Ben Jones Managing Editor



ZEN Decoders offer incredible installation versatility!

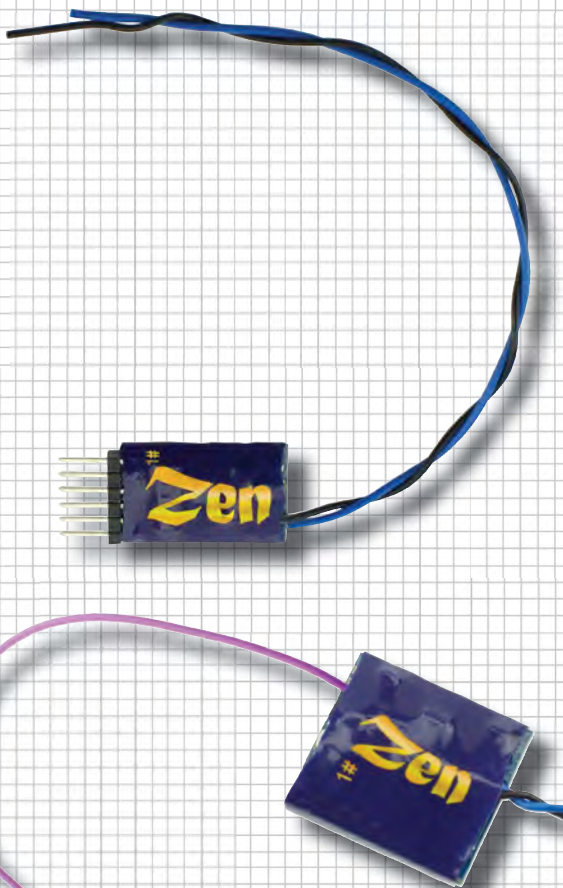
ZEN – At DCCconcepts, ‘thinking outside the square’ is important when we try to create a product to make things easier for modellers, and in this case, the name just seemed to fit! Our target? Simple; it’s not that hard to design a good decoder, but so much effort is often put into software that the practical approach can be lost when it comes to the physical design. We wanted to make decoders more installable and by doing that, make life easier for the modeller.

We therefore took a different approach to the creation of our new range...

The name says it all; we ignored convention, looking across problems not at them. We looked at need not want, and we enjoyed doing it.

ZEN is a really good series of easily-installed decoders with great motor drive, versatile features and exceptional reliability. They offer more than enough power handling for all OO/HO and N scale locomotives and most importantly, they just fit.

ZEN offers truly excellent performance in a small package. Even the smallest of them is a ‘Big power’ decoder tough enough for smaller locomotives in the larger scales.



The ZEN range boasts the world’s smallest eight-pin direct decoder, and most are made small for easy installation - but The ZEN range also includes a large scale decoder affectionately known as ‘Buddha’ that has been purposely designed to offer exceptional value for O and Gauge 1 applications.

‘Buddha’ is tough – 3Amp continuous, 5Amp maximum. It features six active light functions and three-way protection PLUS a ‘Stay Alive’ function. We’ve kept the price tight though, so ‘Buddha’ is exceptional value.



Actual size of the ZN8D
(15mm x 7mm)



Smaller than an 8-pin plug
The ZEN Four function ZN8D
is by far the world's smallest
Direct-plug DCC decoder!

All ZEN decoders have default settings that deliver super-smooth loco drive and they have Back EMF that never needs adjusting. Most are four-function, so there are always enough light functions to do the job with if extra special effects and features are needed - enough to satisfy anyone.

Plus, as a bonus, every ZEN decoder also includes a high-quality yet compact Stay-Alive™. Most importantly, ZEN decoders are still very affordable.

Meet the ZEN family

ZEN is a range of seven all-new designs, from the compact ZN6D and ZN6H six-pin decoders for N scale to the clever and very versatile ZN218 decoder that can be either 21-pin or eight-pin. ZEN also includes the ZN8D, the world's smallest eight-pin direct plug decoder and the tiny, super-slim ZN8H decoder for locomotives with almost no space at all, plus the universal ZN360 direct plug decoder.

For large scale models - the range includes the smallest 'Big decoder' there is - the 'Buddha' - protected in three different ways, equipped with six functions and ready to take on the heaviest of loads in O and Gauge 1 with its herculean motor drive.

Selected ZEN decoders may also include multiple harness options so one decoder will fit many locomotive types. There are also two new Stay-Alive™ units, each smaller and thinner than others out there, plus a variety of harnesses (sold separately) to help you install them in a variety of locomotives.

ZEN decoders are available singly or in economical five-packs to give you exceptional value. We really like ZEN. We hope you do too!

Cobalt Point Motors: Three Great Options

This year sees the introduction of three all-new Cobalt point motors, each with new features and exceptional performance.

While they are identical on the outside to the original Cobalts, every single aspect of this range is new. Revised case tooling allows new features and a redesigned drive train; new gearing to improve stability under extreme loads and reduced operating noise. New control electronics remove any drive voltage sensitivity and new feature additions make them even better value!

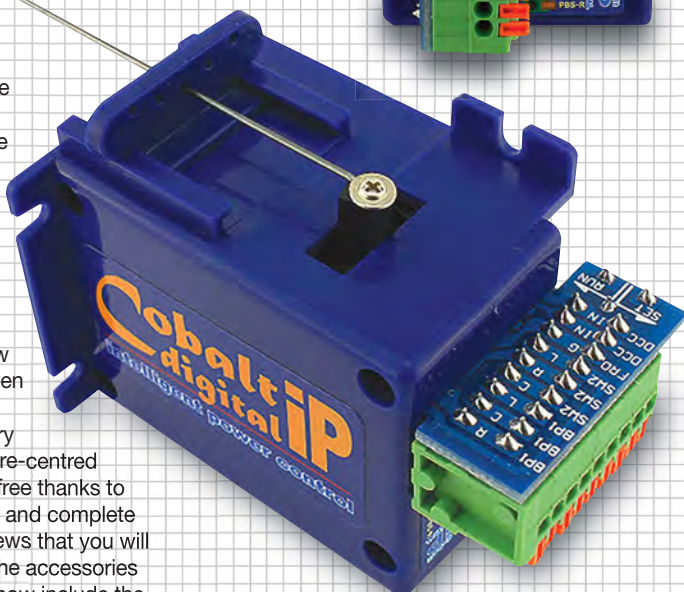
Incredibly easy to install, every Cobalt motor is now supplied pre-centred and ready-to-go, totally solder-free thanks to high quality spring-connections and complete right down to the mounting screws that you will need! We have even added to the accessories supplied with every motor and now include the self-adhesive mounting pad liked by so many Cobalt users - at no extra cost!

All Cobalt point motors carry a genuine lifetime warranty for the original purchaser, so they really will be the last point motors you ever need to buy!

1: Cobalt Ω (Omega)

Cobalt Omega replaces the original Cobalt Analogue motor. Even quieter than before, it adds a voltage range switch so it can be used with a wide variety of DC power supplies.

As well as the two high power single-pole, double-throw (SPDT) switches offered before, we have added a third switch linked to the power input terminals to give incredible wiring versatility and interconnection/interlocking ability. Quality is evident at every point - in fact the high power switch contacts are now - literally - gold plated for ultimate long-term contact reliability!

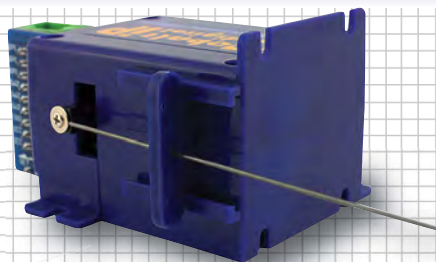


Adding Digital control is easy using the all-new AD-8fx or AD-2fx Accessory decoders. Supplied already centred and ready to go, with everything you need for installation, Cobalt Omega is a worthy successor to our original Cobalt Classic point motor.

2: Cobalt iP Analog

iP stands for Intelligent Power. We decided to add this second analogue version because customers often asked for a motor that was totally 'voltage free' yet had even lower power needs than the classic Cobalt Analogue range. Cobalt iP includes a sophisticated control circuit that draws almost no power (5mA) when static and only slightly more (40mA) when working.

Cobalt iP has three on-board SPDT switches, just like Cobalt Omega, and also adds simple 'swap direction' control with the flick of a built-in switch. It works on any DC voltage between 6V and 23V.



FOR modelers FOR modelers FOR modelers FOR modelers

DESIGN BY modelers

Cobalt IP
digital
intelligent power control

DC Concepts Australia

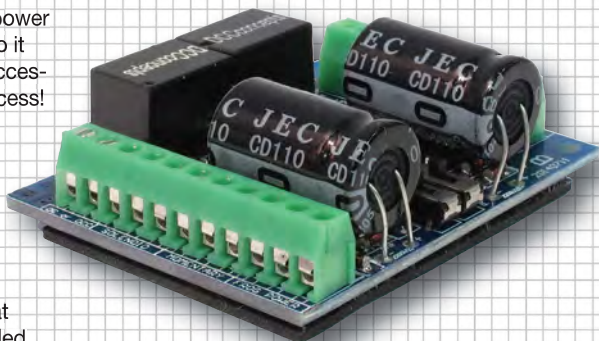
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AD-Sfx Solenoid Decoder Range

Very few Accessory decoders can reliably power two Peco, SEEP or Hornby point motors, so it was no surprise that DCCconcepts' ADS accessory decoders were already a runaway success!

However, we are never satisfied until we reach our ideals, and the newly released AD-S8fx (eight-way) and AD-S2fx (two-way) accessory decoders do just that!

Building on the success of our ADS design that already allows any individual output to power both ends of a loop or a crossover, we have now added features that take away problems modellers have struggled with for more than 50 years!



frog power switching to change the polarity of live frog (electrofrog) pointwork and can even be used to provide feedback to a computer system.

AD-S8fx and AD-S2fx are very versatile

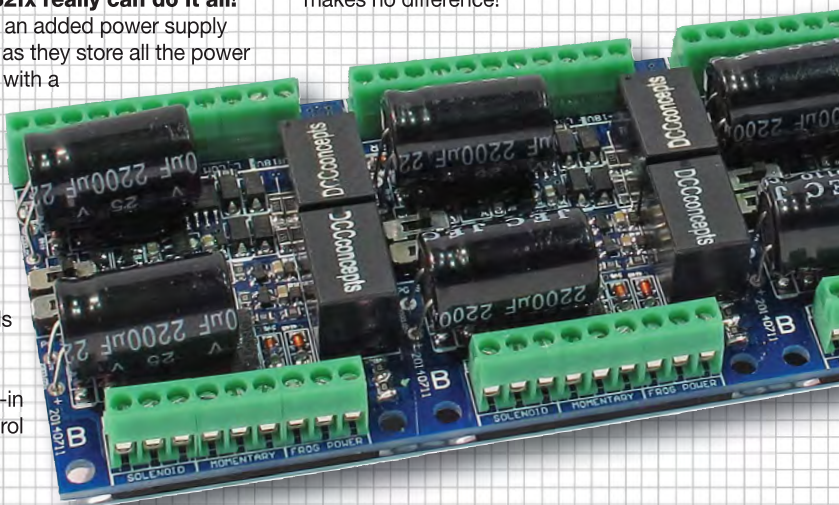
They are equally capable on DC or DCC controlled layouts and how you choose to control them is up to you - they are incredibly versatile. For DC control, use a 15-22v DC laptop or similar power supply.

You can of course address each of the outputs individually and operate with DCC. You can also have manual control just by adding two pushbutton switches, or if you prefer, use stud and probe, diode matrix or even trigger each output with a detector for basic automation - it makes no difference!

AD-S8fx and AD-S2fx really can do it all!

There is no need for an added power supply when used for DCC as they store all the power they need on-board with a CDU built into every output. As a result they do not drain the track power when operating. Because of this, they also work beautifully with the fast-firing commands of computer control and route setting.

They include built-in LED control for control panels and signals,



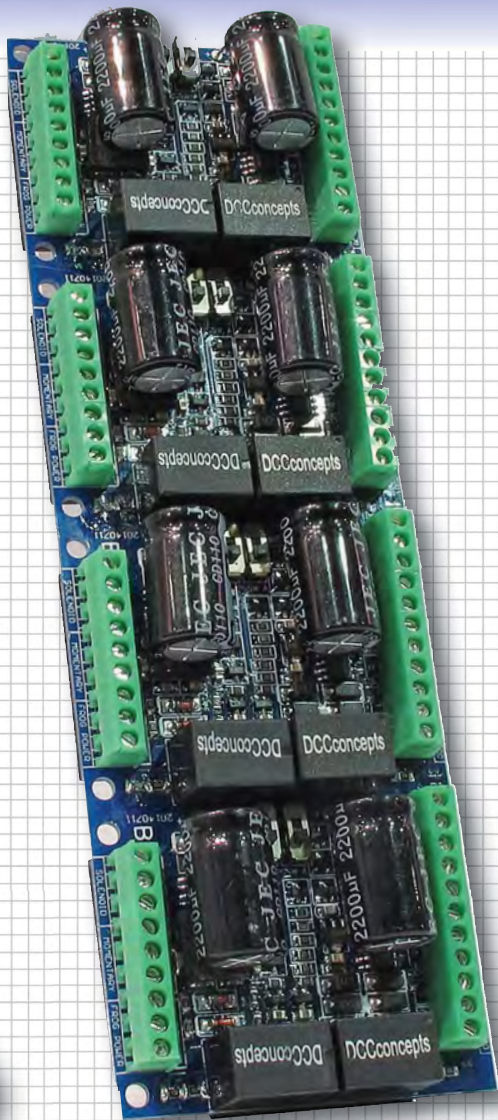
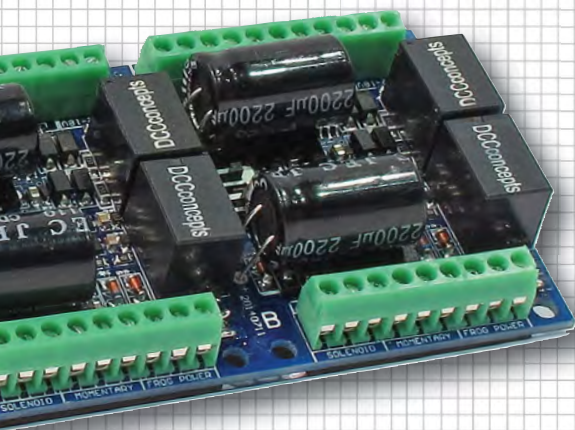
Wiring is simple too - most connections are via simple screw terminals and only the LED outputs require any attention from a soldering iron.

Saving you time, frustration, effort and a LOT of money!

If you have ever added micro-switches for frog and panel light control to a solenoid machine, along with all that extra wiring, then had to tweak the motor to get it working reliably because of the extra load you'll understand exactly what we mean here.

None of us wants the added stress of complex installation and DCCconcepts AD-Sfx series decoders make it so much simpler, easier and most importantly save you money at the same time, because there is simply NOTHING else to buy when you use them.

For example, a single AD-S8fx Solenoid decoder can power a whole 16-point double ended fiddle yard and, at the same time, it can power all of its live frogs and let you add control panel lights. Yet AD-S8fx itself costs only about two-thirds of the cost of the double micro-switches you would need to buy if you used ANY other accessory decoder! With a street price of under £70 for the AD-S8fx it really is exceptional value!



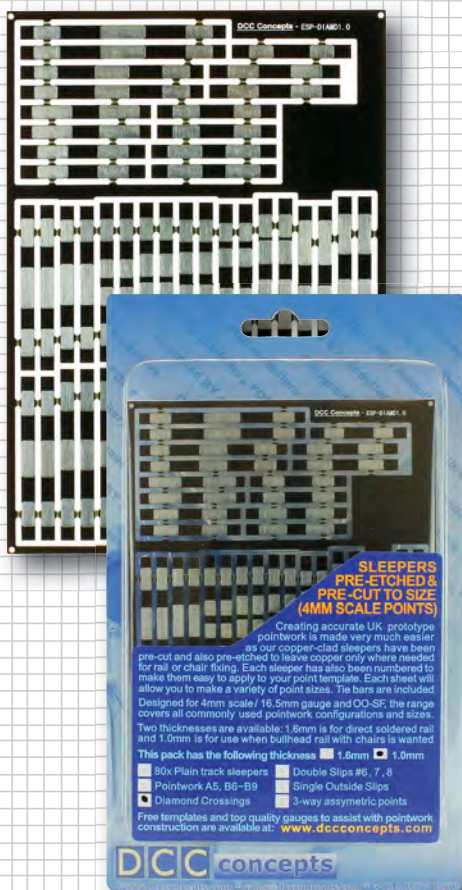
Wiring tip

Keep high-power connections balanced because small things can make a difference!

For example, when powering two solenoids off one output, make sure that the wires used to connect the AD-Sfx Decoder and each of the two solenoids are the same length.

That way, both solenoids will receive the same amount of power.

Coming soon... Legacy Trackwork Frets



DCCconcepts is proud to be breaking new ground and doing something new in the area of hand-built trackwork. We are doing this as part of a project to make UK prototype trackwork more realistic than ever, and products in this range will be released under the 'Legacy' brand name.

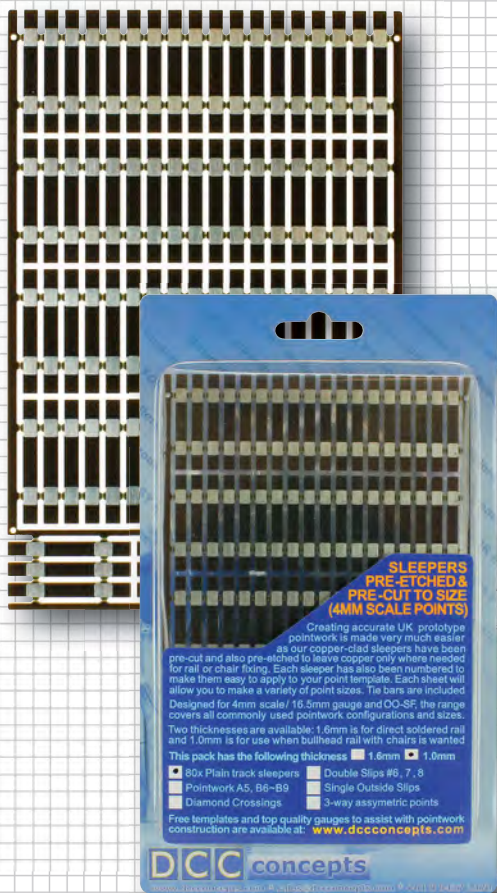
Starting with the best-ever range of track-making parts, this range will grow constantly from now. There are many exciting things to come, so keep your ear to the ground!

We have started the long journey to better track by offering a range of pre-etched and pre-cut sleeper frets for building UK prototype track and turnouts (pointwork) in 4mm scale to OO gauge

The range includes plain track, diamond crossings, outside slips, double slips, standard turnouts and three-way points. Initially released with sleeper sizes appropriate for 16.5mm and OO-SF use, we will soon add a second range for use in creating EM and P4 gauge track.

These top-quality fibreglass sleeper frets are versatile and easy to use. The turnout fret, for example, will provide the all of the sleepers needed for any turnout between an A5 and B9.

They're designed to take away all of the hard work of making track using copper-clad as they are ready to use - with pre-tinned copper pads ready to solder on your rails. So, with copper



“ All of our gauges are made using high-quality hard brass and they are machined using high-precision machinery to a tolerance of -0.00”, +0.002” – no other track making gauge or related product available even comes close to this level of accuracy ”

pads ONLY where they need to be, you do not even need to worry about cutting the gaps. Being professionally cut and etched, they look so much better than hand-cut sleepers too!

We make the frets in two thicknesses – for standard track with directly soldered rail OR in a thin version for those using chairs to create proper UK bullhead track. DCCconcepts chairs will be coming soon....

Add the most accurate range of track-making gauges ever offered and you are ready to go. Why not have a try; you will be surprised what you can achieve.

All of our gauges are made using high-quality

hard brass and they are machined using high-precision machinery to a tolerance of -0.00”, +0.002” – no other track making gauge or related product available comes even close to this level of accuracy.

Of course, templates are freely available and we can also help with good advice, and the perfect tools, solders and fluxes needed to complete the task.

PS – Our track-making parts and tools are very often useful and quite suitable for the creation of track in HO or for other gauges, scales and prototypes, so no matter what you enjoy modelling take a closer look.

Quality lamps for every occasion

Barley Twist Gas Lamps

As with all things, regional variations existed in gas lamps. These 'Barley Twist' type posts were initially installed in Southern England but the refined look was popular and they also spread further north over time, becoming part of many village landscapes.

The Barley Twist post was an extremely difficult thing to create, however we succeeded and the lamp is a beautiful model that is finely scaled with really delicate detail. The lamp surrounds are finely etched brass where others use plastic, and the post is cored with solid brass too so will always remain perfectly straight. As the images show, detail is accurate and exquisite, and really does pass the test of close examination.

As with all of our lamps, they are supplied with post extensions and light control PCBs. This lamp is available in both three-packs and a value pack containing six lamps plus two wall-mounted



bracket lamps. It is available in green, black, maroon and GWR light and dark stone.

We recommend a final voltage range of 3V to 5V for realistic light levels. The supplied light control PCBs will deliver this if you connect them correctly and you choose a regulated DC power wall-plug type power supply of between 6V and 12V.

We have no hesitation in saying that our DCCconcepts lamp range is by far the best available!



“ The Barley Twist post was an extremely difficult thing to create, however we succeeded and the lamp is a beautiful model that is finely scaled with really delicate detail! ”



“ Lighting in these lamps uses high-intensity pure white NANO-LEDs to properly simulate the real thing! ”



Modern Lamps

Efficiency starts to matter when larger areas need lighting, and modern lamp installations use various technologies to create light. Standard designs have emerged and spread widely over recent years.

The Phillips/Sylvania range of commercial lamp standards is one that has been widely adopted throughout the railway and road system for platforms, yards, car parks and streetscapes, so it was a natural choice when it came to creating a high quality model. We are very pleased with the result.

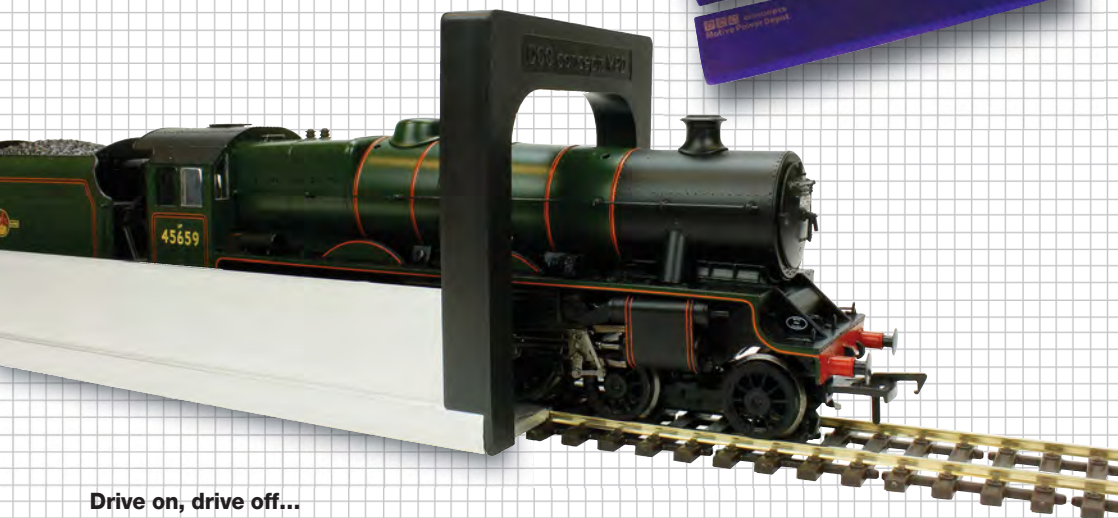
Both single and double head lamps are available, complete with a properly designed base and adjustable length stainless-steel posts. And we have even added speakers to some posts in each

pack as these are often found where this sort of lamp is installed.

We have made these lamps extremely fine so if you choose to paint them, please do so with an airbrush or spray can - lightly. Striping and colour bands are often found on these posts in the real world - we suggest you use striping decals or strips made for model cars as applying this sort of stripe with a super thin tape or transfer is far, far easier than painting it on!

Available in standard or value packs, every lamp is supplied with a light control PCB. As with the gas lamps, we suggest you start with a low voltage regulated DC wall plug, and set the light to a realistic level. Lighting in these lamps uses high intensity pure white NANO-LEDs to properly simulate the real thing!

MPD Loco Storage



Drive on, drive off...

Sometimes a great product sneaks onto the market and we forget to tell you about it! MPD has become a favourite of those who try it, but has rarely been seen in the mainstream model railway press before.

DCCconcepts MPD brings you a totally safe way to handle and store your precious locomotives. In fact, in most cases you may never need to handle them again, as their drive-on, drive-off capability lets you add locomotives to the layout easily while protecting fine details, weathering and delicate mechanisms. DCC sound users love MPD too, because locomotive and tender can stay permanently coupled.

Exhibiting modellers love MPD because it guarantees safe transport and for those with smaller layouts, it delivers the perfect cassette system. In fact, DCCconcepts MPD is absolutely the best and safest way to handle, store or transport your precious locomotives and stock. It is versatile gauge-wise too!

For modellers in HO, or British 4mm scale OO, your MPD is ready to use when you get it home.

EM and P4 modellers can easily reduce the fine 'rails' of the MPD by approximately 1mm each with a long straight mill-cut file to achieve the correct gauge.

Guide rails built into the extrusion under MPD are placed there mainly for you by the way - they

easily and firmly clip onto the outside of EM or P4 track with the help of a very slight flexing of the end caps, giving you a very stable platform.

MPD can even help you with locomotive servicing! The protective injection-moulded foam top is lined with velvet and capped with closed-cell foam inside to protect your locomotives and it makes the perfect servicing cradle.

Just drive your locomotive into MPD, add the protective top cap and then turn it upside down, and your model is ready for wheel-cleaning and oiling!

When you're finished, just add the MPD 'rail structure' back while it is still upside down, flip it upright again and it is ready to drive away once more!

For a great demonstration of how the DCCconcepts MPD works, take a look at this excellent YouTube video clip: <http://bit.ly/1mle99z>

“

DCCconcepts MPD brings you a totally safe way to handle and store your precious locomotives

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