

**4** NEW LOCOS  
**REVIEWED**



**BACHMANN 'V3' 2-6-2T**  
**DAPOL 'SCHOOLS' 4-4-0**



**FARISH '64XX' 0-6-0PT**  
**FARISH '4MT' 2-6-4T**



No. 225 Summer 2016 £3.95

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LAYOUT**



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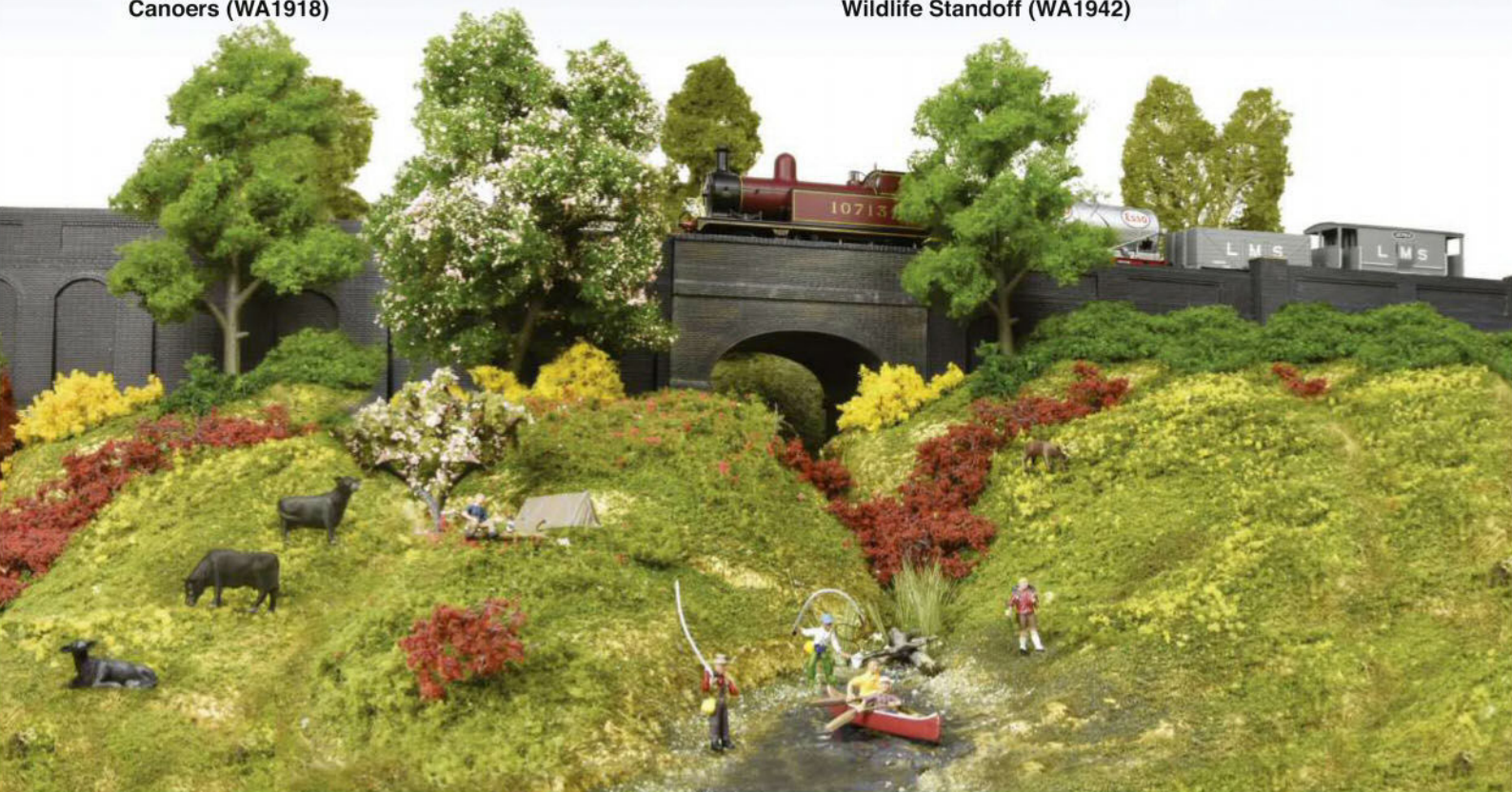
Family Fishing (WA1923)



Canoers (WA1918)



Wildlife Standoff (WA1942)





Just the sort of scene to get the creative juices flowing! 'Black Five' No. 43305 steams through Liverpool's docks with a railtour on April 6 1968. If you're struggling for layout ideas, turn to Page 92.

## Welcome to **MODEL RAIL** Summer 2016

**S**ometimes you just know that you have to model something. You can't quite identify why, you just know it needs to be done. That's how Keith Jagers felt when he stumbled on the rusting remains of Bala Junction in the mid-1960s. Who could resist this isolated North Wales junction, set in the beautiful Dee Valley, with the mountains of Snowdonia beyond? Keith certainly couldn't. He knew that he had to model it. It was a long time before he was able to fulfil that dream, but he did it.

Michael Holley was in a completely different position. He had the time and desire to model something - but not the location.

His wife came to the rescue. She suggested that he focus on somewhere that meant the most to him. It was a simple piece of advice, but it was enough to break his 'modeller's block'. As you'll read, Somerset's Quantock Hills have always held a place in his heart, so that's where his modelling journey started. It's not a great leap to get from there to Stogumber on the West Somerset Railway.

Some modellers will be like Keith, with a clear idea of what to model. Others will be more like Michael. The urge to model is there, but it's the choice of subject that's the stumbling block.

What would you do if you were in that position?

For those who are struggling, we decided to try to answer that question. Our methods weren't scientific - we merely asked ourselves what we liked

to model. There were three common denominators.

Firstly, there's the landscape. It's a subject that has inspired poet, artist, author and musician for generations, so why not the railway modeller?

Our advantage is that we're not limited to portraying epic landscapes of mountains and lakes. We can find inspiration in simple landscapes or even urban settings, where stone and concrete replace trees and water.

Trains, quite naturally, play another hugely important role when it comes to inspiring a layout. There's either the desire to include our own particular favourites, or the intriguing prospect of modelling trains in roles and liveries that you wouldn't normally expect.

The final category is good old nostalgia. The future is naturally uncertain, so it's fair to say that we all hark back to memories, of times that we perceive to be better. Some layouts allow us to try to turn these memories and feelings into something tangible, and they allow us to escape the pressures of the real world.

Of course, what inspires us is quite personal. Hopefully, some of our thoughts and musings will strike a chord and get your creative juices flowing.

And one day you might end up like Chris Nevard - as you'll see, he's nearly managed to tick off all the layout subjects on his wishlist!

**Richard Foster**

## MEET THE TEAM

### Q: What are you reading at the moment?



**Richard Foster**  
Editor

*Napoleon the Great* by Andrew Roberts. Like Chris, this is someone I knew very little about.



**George Dent**  
Deputy Editor

*Red or Dead* by David Peace and *Flying Colours* by C.S. Forester.



**Chris Leigh**  
Consultant Editor

*George Washington - a Life* by Ron Chernow. Biography of a man I knew very little about.



**Mike Harris**  
Staff Writer

*Catastrophe: Europe Goes to War 1914* by Max Hastings. And various Batman comic books...



**Peter Marriott**  
Scenics Specialist



**Chris Nevard**  
Photographer



**Dave Lowery**  
Modelling Consultant



**Ben Ando**  
Modern image 'N' gauge



**Paul A. Lunn**  
Layout design Consultant

### Regular Contributors



## IN THIS MONTH'S MODEL RAIL



Cover: Michael Holley's 'Stogumber'.  
CHRIS NEVARD

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Once he'd got over his modeller's block, Michael Holley set out to truly capture the look of his dream location... and he shows you how to do it.

#### 92 Ideas for layouts

Struggling to find a location worth modelling or looking for your next project? Here are 17 locations that would make perfect layouts.

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This rail grinder unit's unpretentious looks caught Tony Kunzmann's eye and he just had to model it.

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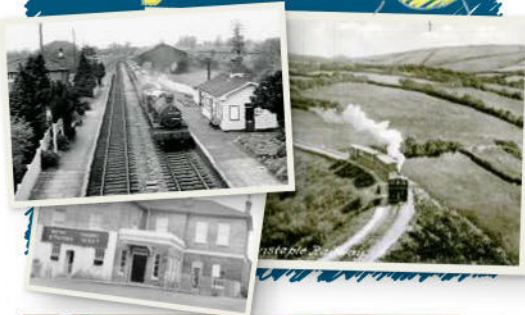
Pete Waterman takes us on tour of his extraordinary 'O' gauge empire and reveals the secrets behind its success, while Paul A. Lunn goes on a power trip.





## Ideas for Layouts

92



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TOP TIP

Looking for an article from a previous issue of MR? Search the online index at:  
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TO THE TRAINS

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# MODEL RAIL Model News



**MIKE HARRIS** brings you the biggest stories from the model railway trade and progress reports on products current

## HORNBY WINS THE '71' RACE

00  
GAUGE

The question of which ready-to-run '00' gauge Class 71 would be released first has been answered... Hornby's version arrived in the *Model Rail* office in early July, and we'll feature a full review of it in the next issue.

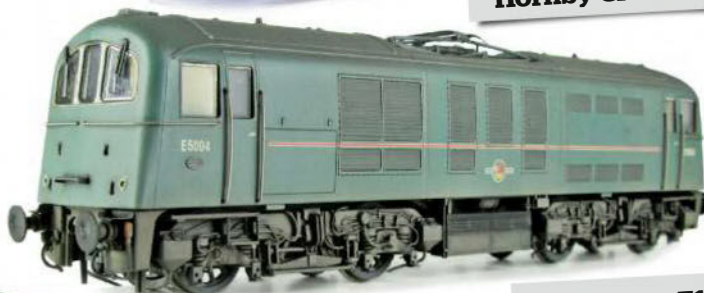
By the time this issue hits the newsstands, DJ Models proprietor Dave Jones said that he will have authorised production of the crowd-funded model, locking down production quantities based on the number of pre-orders.

Meanwhile, Kernow Model Rail Centre has announced three exclusive weathered versions of the DJM Class 71. Limited to 100 pieces each, BR green E5002, BR Green with red stripe E5019 and BR blue 71 008 BR Blue will sport Mercig Studios weathering, replicated by DJM's factory. RRP is £144.95. Visit [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)

DJM  
Class 71

Hornby Class 71

DJM Class 71



## WAGON WIN

00  
GAUGE

For Irish Railway Models coming ready-to-run CIÉ/Whessoe steel ballast wagons (MR216) has been so high that the firm is to release two more triple packs. One of them will contain wagons 24133, 24138 and 24141, while the other will feature 24142, 24253 and 24254.

Meanwhile, IRM has unveiled the first test shots of its new hopper wagon, being produced by DJModels. Each triple-pack is limited to 250 pieces.

**Price:** £119.95 (approx. £100 at the time of writing).

**Availability:** Irish Railway Models.

**Web:** [www.irishrailwaymodels.com](http://www.irishrailwaymodels.com)



## FIT FOR THE CAPTAIN'S TABLE

00  
GAUGE

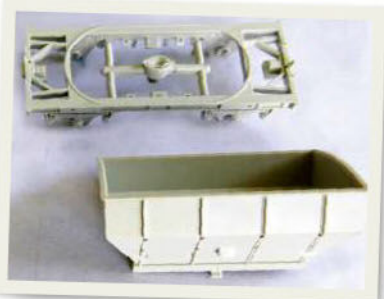
TMC has commissioned a limited-edition wagon pack from Bachmann, depicting 'Conflat' wagons loaded with Birds Eye-liveried AFP containers. All three 'Conflats' and all six containers have different numbers.

Recommended retail price is £59.99. However, for an extra £10, you can buy a triple-pack that has been weathered by TMC.

**Availability:** TMC.

**Tel:** 01947 899125.

**Web:** [www.themodelcentre.com](http://www.themodelcentre.com)





# ...STOP PRESS...



Two new models arrived in the office just before this issue closed for press: Hornby's Adams 'Radial' and a version of Bachmann's 'Covhop', modified to transport sugar, as commissioned by TMC. Full reviews next issue.



## Got a news story or new product?

Send your press releases, details and high-resolution images to [mike.harris@bauermedia.co.uk](mailto:mike.harris@bauermedia.co.uk) or telephone 01733 395149

## HELJAN'S 'O5' IN THE FLESH



Heljan has released images of decorated samples of its 'O' gauge Hunslet Class O5 0-6-ODM. As with the 'OO' version, Heljan's 'O5' will be initially offered as the D2574-D2618 version with taller

cab and deep bufferbeams; models of the original D2550-D2573 batch has also been promised.

Six liveries are planned: two BR green (one with 'wasp' stripes), BR blue and three

industrial colour schemes (yellow, dark blue and maroon). Delivery is currently scheduled for mid to late-2017.

**Price:** £495

**Where can I find out more?**  
[www.tower-models.com](http://www.tower-models.com)



## DAPOL'S WEE 'SCOTSMAN'



Dapol is to cover almost the entire history of celebrity Gresley 'Pacific' Flying

Scotsman. Three new train packs feature the locomotive as LNER 'A1' No. 4472, BR green 'A3' No. 60103 and as-preserved 'A3' No. 4472. Each pack contains four suitably liveried coaches and is available as analogue or digital versions.

To complement the packs, Dapol is to produce two standalone 'Scotsman' models as 'A10' No. 103 in wartime black, as well as 'A3' No. 60103 in BR Express Blue. All versions should be available during the summer from Dapol stockists.

### Gimme back my bullet

Sparmax has expanded its Silver Bullet range of airbrush moisture traps, with the introduction of the Silver Bullet Plus. It features a 1/8in BSP female outlet, a built-in bleed valve, a spring-loaded drain valve and a full-size 5-micron filter.

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

### Distribution deal

Bachmann Europe is now the British trade distributor for Turkish tools and accessories manufacturer Proses. This follows the appointment of Bachmann America and Bachmann Germany as American and European trade distributors in 2015 and 2014 respectively.

**Web:** [www.bachmann.co.uk/proses.php](http://www.bachmann.co.uk/proses.php)

### Compact compressor

The Airbrush Company has announced the launch of the Sparmax ARISM Viz Compressor. The small 100-240V airbrush compressor retails at £180 (including AC adapter), or £240 with battery and charger. The battery and charger can also be purchased separately.

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

### HST delayed

Some logistical issues have forced the postponement of our planned 'HST 40' issue until later in the year. *Model Rail* apologises for any disappointment caused.

## DRUMMOND ROLL PLEASE



Scottish kit specialist Lochgorm Kits is to produce one of the country's best-loved steam locomotives, the Drummond 'OP' 0-4-4Ts, two of which worked the Dornoch branch line until the 1950s, when they were replaced by GWR '16XX' 0-6-0PTs. The kit retails at £100, but wheels, sprung hornblocks, and motor and gearbox are not supplied. Boiler backhead fittings, bogie spring, brake cylinder and all cast fittings are available from Laurie Griffin ([www.lgminiatures.co.uk](http://www.lgminiatures.co.uk)).  
**Availability:** Lochgorm Kits.  
**Tel:** 01542 886714.  
**Web:** [www.lochgormkits.co.uk](http://www.lochgormkits.co.uk)



↑ The Scottish equivalent of the LBSCR 'Terrier'! Drummond 'OP' 0-4-4T No. 55053 awaits departure from Dornoch for The Mound in July 1955. T.J. EDGINGTON/COLOUR-RAIL





# WIN TICKETS

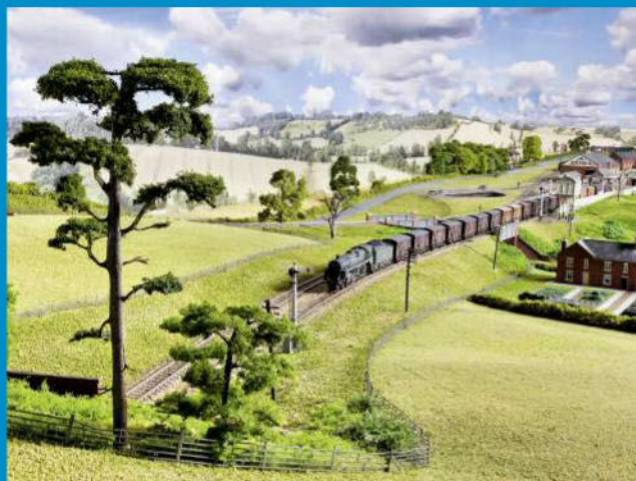
## TO THE INTERNATIONAL N GAUGE SHOW!

Thanks to Meridienne Exhibitions, we have ten pairs of tickets to The International N Gauge Show 2016 to give away!

For your chance to win a single pair of adult tickets, please answer the following question and send it, along with your name, address, and phone number, to: *Model Rail* Ticket Competition, Meridienne Exhibitions Ltd, The Fosse, Fosse Way, Nr Leamington Spa, Warwickshire CV31 1XN. Closing date is August 28 2016. For full terms and conditions, visit: [www.greatcompetitions.co.uk](http://www.greatcompetitions.co.uk)

**Q: What scored highest in this month's trio of 'N' gauge locomotive reviews?**

**A. Graham Farish '64XX' 0-6-0-PT B. Dapol 'Schools' 4-4-0 C. Graham Farish '4MT' 2-6-4T**



CHRIS NEVARD



CHRIS NEVARD



NICK DIBBEN

### IF YOU DON'T WIN...

The International N Gauge Show, supported by *Model Rail*, is a must for all 'N' gaugers'. It takes place at the Warwickshire Exhibition Centre, near Leamington Spa, on September 10/11, and over 30 layouts are booked to attend, along with considerable trade support. Advanced tickets are available from [www.ngaugeshow.co.uk](http://www.ngaugeshow.co.uk)

# FREE TRACK TEMPLATES

Plan your dream layout with this month's free gift! We're offering both 'N' and 'OO' gauge track templates for you to download and print. All you have to do is type the link (below) into your browser and complete the following steps.

**Link:** [www.model-rail.co.uk/225download](http://www.model-rail.co.uk/225download) **Code:** 225download130516



Having typed the link into your browser's address bar, complete the details form.



Fill in the necessary information, including the code: 225download130516.



Read the instructions carefully and print the track templates on your choice of paper - ensure that your printer is set to 100% scale.

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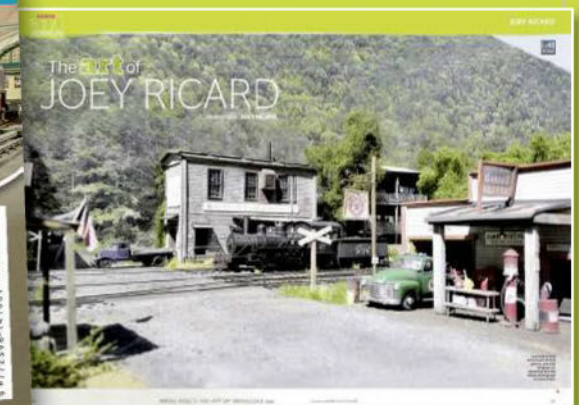
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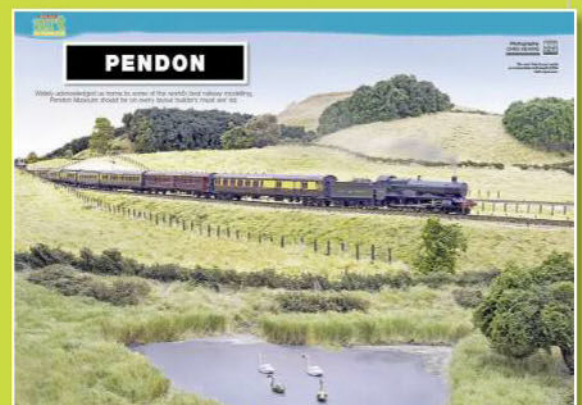


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## MODEL OF THE MONTH

# GRAHAM FARISH '64XX' 0-6-0PT



Farish's version of the '64XX' is a masterpiece in miniature. But, as **CHRIS LEIGH** argues, size matters - particularly when it comes to the price tag.

## PRODUCT

Graham Farish  
371-986 Collett  
'64XX' 0-6-0PT  
No. 6417, BR unlined  
black early emblem;  
371-987 '64XX'  
No. 6412, BR lined  
green late emblem



## PERIOD

1932-1964

## REGION

Western

## AVAILABILITY

Farish stockists

## USE WITH

Forthcoming Farish  
autocoach

## PRICE

rrp £94.95

## Looks

0 1 2 3 4 5 6 7 8 9 10

## Performance

0 1 2 3 4 5 6 7 8 9 10

## Features

0 1 2 3 4 5 6 7 8 9 10

## Decoration

0 1 2 3 4 5 6 7 8 9 10

## Value for money

0 1 2 3 4 5 6 7 8 9 10

**RATING 78%**

**W**e've already seen Bachmann Branchline's Western Region autotrain in 'OO', with the '64XX' 0-6-0PT and Hawksworth Autocoach. Now it's time to examine the Graham Farish version of the little Collett '64XX'; an 'N' gauge Hawksworth Autocoach will follow.

We received two '64XXs' for review, one in BR plain black and the other in fully-lined green, which was carried by a few examples in their final years.

It follows the company's usual style, having a moulded plastic body with a metal weight inside the tanks and smokebox area, on a metal and plastic chassis. Even so, the '64XX' model weighs just under one ounce, but the real locomotive was generally found with a maximum of four coaches, but more usually with just one or two.

As we have come to expect from Graham Farish, the '64XX' is accurately dimensioned and crisply moulded, and it really looks the part. It really is modern 'N' gauge at its best - a far cry from the old die-cast '57XX' which came out of the Poole factory. That doesn't mean there are no compromises, but overall it looks like the prototype. Our samples have some later features, notably the top-feed, which was a post-war addition to most members of the class, and the tall

whistle shield. It has the slight overhang to the front of the cab roof, which was a feature of early examples.

## LATER CONDITION

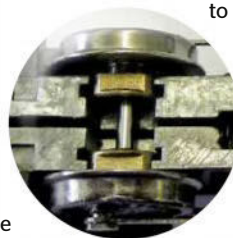
Bachmann has apparently chosen to model a 'typical' member of the class in later condition, presumably based on one of the preserved examples. It is undeniably a good-looking model and I can find little fault with it. There are compromises, such as the lack of some details on the footplate top. The grab rail above the front footstep is missing, as it was on the 'OO' model, but the spare lamp irons beside the middle splasher are represented, and they weren't on the 'OO' version.

The all-important front 'face' of the locomotive is well captured and actually looks more convincing than it did on the 'OO' model.

Our samples depict versions with top-feed and with the curved cab-to-bunker corner. The top-feed is a separate fitting, but its associated pipework is moulded as part of the body. As it is so tiny it should not be difficult to remove in order to back-date the model. However, it should be remembered that the autocoach which

Bachmann is producing to run with this locomotive dates from 1951 and, therefore, the locomotive is modelled to match the same period. Preserved 1951 autocoches in GWR livery are erroneous.

The cab is glazed and has some very neat bars on the rear glazing. This was to prevent coal from breaking the glass. Blackened metal buffers are fitted and, inevitably, the large Rapido couplers which are the bane of 'N' gauge modelling. The rear of the bunker carries representations of the four brackets for the fire irons, and the bunker is neatly 'coaled'.



## COMPACT MOTOR

The model has blackened metal driving wheels and coupling rods, with the drive transferred through a brass worm and nylon gear tower onto the centre axle from a very neat little can motor. The chassis is a sophisticated split-frame arrangement with the axles running in phosphor-bronze bearings which provide the electrical pick-up.

This provides a friction-free current collection system. A small circuit board is mounted at cab floor level and a six-pin decoder socket is provided. A right-angled six-pin decoder will fit directly into





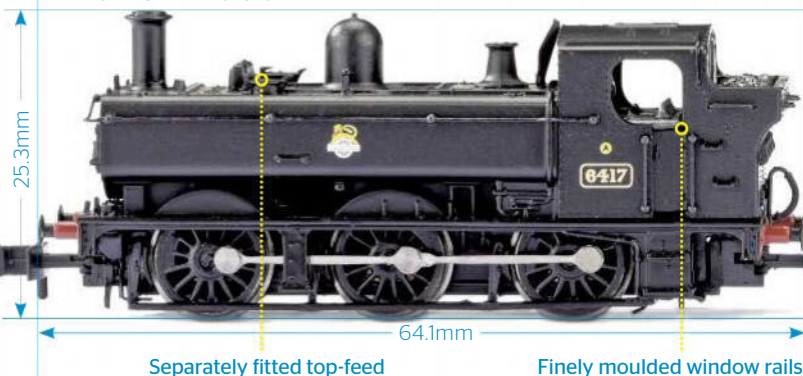
this just below side window level.

On test our sample was smooth and almost silent in operation, straight from the box. The '64XX' does not need to perform prodigious haulage feats. In service, these locomotives normally worked with an autocochs or two, or as an 'engine sandwich' between two pairs of autocochs. The '64XX' handled four coaches without any problem and ran well, propelling two and pulling two as an 'engine sandwich' up and down the 1-in-30 and 1-in-60 inclines of our new test track.

The Farish '64XX' is a pretty little tank locomotive which looks good and runs well. I have marked it down on value for money simply because, at a shade under £100, it breaks new ground in being more expensive than its 'OO' counterpart. I accept that 'N' gauge assembly is more fiddly than 'OO' and may, therefore, take longer. But this is a model with fewer separate parts, too. It is time to ponder what we are actually getting for our money.

In the meantime, this is a great little locomotive for a branch line layout. 'N' gauge modellers will love it!

## FARISH '64XX' 0-6-0PT



Exquisite little locomotive that looks good and runs well.  
 Some small details omitted, price.



## GRAHAM FARISH '64XX' 0-6-0PT

| OVERVIEW          |                 |
|-------------------|-----------------|
| Manufacturer      | Bachmann        |
| Ref. No.          | 371-986/371-987 |
| Unit Nos.         | 6417/6412       |
| Scale/gauge       | 1:148 9mm 'N'   |
| Body              | Plastic/metal   |
| Chassis           | Metal/plastic   |
| Weight            | 28g             |
| Min. curve radius | R1 (228mm)      |

| ELECTRICS         |                 |
|-------------------|-----------------|
| Electrical system | 12V DC two-rail |
| Motor type        | Small can       |
| Lights?           | No              |
| DCC ready?        | Six-pin socket  |

| MECHANISM      |                                           |
|----------------|-------------------------------------------|
| Drive system   | Brass worm and nylon gears to middle axle |
| Flywheel(s)    | No                                        |
| Traction tyres | No                                        |

| SERVICING        |                     |
|------------------|---------------------|
| How to dismantle | Screw under chassis |
| Where to oil     | See instructions    |

| DIMENSIONS               | PROTOTYPE    | 1:148 SCALE | MODEL  |
|--------------------------|--------------|-------------|--------|
| Length over buffers      | 31ft 1in     | 64mm        | 64.1mm |
| Height                   | 12ft 2 5/8in | 25mm        | 25.3mm |
| Width                    | 8ft 7in      | 18mm        | 17.5mm |
| Wheel diameter (driving) | 4ft 7 1/2in  | 9.8mm       | 9.6mm  |
| Wheelbase                | 14ft 8in     | 30.5mm      | 31.1mm |
| Wheel back-to-back       | -            | -           | 7.4mm  |



# FIRST REVIEW

# FARISH '4MT'

# 2-6-4T

**PRODUCT**  
Graham Farish  
372-535 BR '4MT'  
2-6-4T No. 80027,  
BR lined black  
early emblem

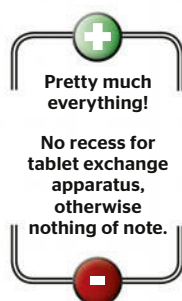
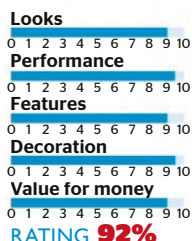


**PERIOD**  
1952-1956  
**REGION**  
ScR

**AVAILABILITY**  
Bachmann stockists

**USE WITH**  
All BR steam era  
wagons and  
coaches from Dapol  
and Farish

**PRICE**  
rrp £119.95



**Just what** have they been putting into the water at Bachmann's Barwell headquarters? Whatever it is, it's certainly having an amazing effect on Graham Farish models!

No sooner had the superb little '64XX' landed in the office than we received the BR '4MT' 2-6-4T. And it too is an absolute corker.

The '4MT' was one of the Poole-era Graham Farish's better models. It was good, but it was only a matter of time before it was replaced by a '4MT' was produced to modern standards. That model is here, and it really is a beauty.

The 2-6-4T was, arguably, the most stylish of all the BR Standards. It was based on the LMS Fairburn 2-6-4T, but BR's design team gave it gently curving tank and cab sides in order to maximise its route availability. Farish's designers have done a sterling job in replicating those subtle curves, particularly under the tanks and bunker.

It looks right and compares well to diagrams and photographs in volume 3 of the RCTS' *British Railways Standard Steam Locomotives*. Only the steampipes look a little undernourished, and the smokebox door could perhaps be a little more dished, but that's about it. You can also see the six-pin DCC socket through the large cabside windows. If these are the biggest gripes, then you know you've got a very good model on your hands!

## BUILD QUALITY

There's lots of really fine detail throughout and some of it looks quite delicate, but it withstood gentle handling without any mishaps. Some of the detail is particularly exquisite; the

lifting eyes on the tank tops actually have holes in them!

We received No. 80027 in lined BR black with the original 'cycling lion' emblem. This locomotive was a Scottish machine throughout its life, going new to Polmadie shed in January 1952, where it stayed until withdrawal in November 1966 (apart from a two-year stint at Eastfield between December 1962 and December 1964). Accordingly, No. 80027 has a 66A (Polmadie) shedplate. However, it doesn't have the recessed panel

under the left-hand cabside windows where tablet exchange apparatus was fitted to all '4MTs' allocated new to Scotland.

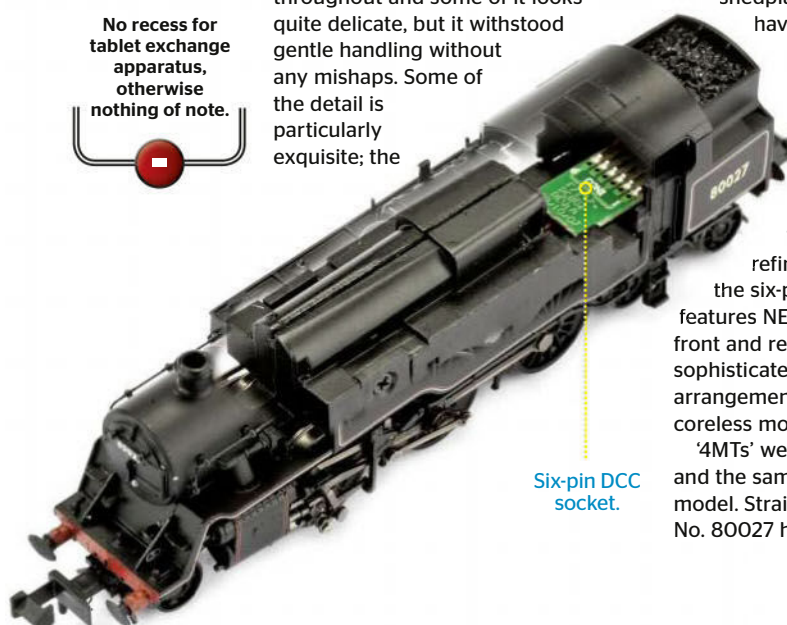
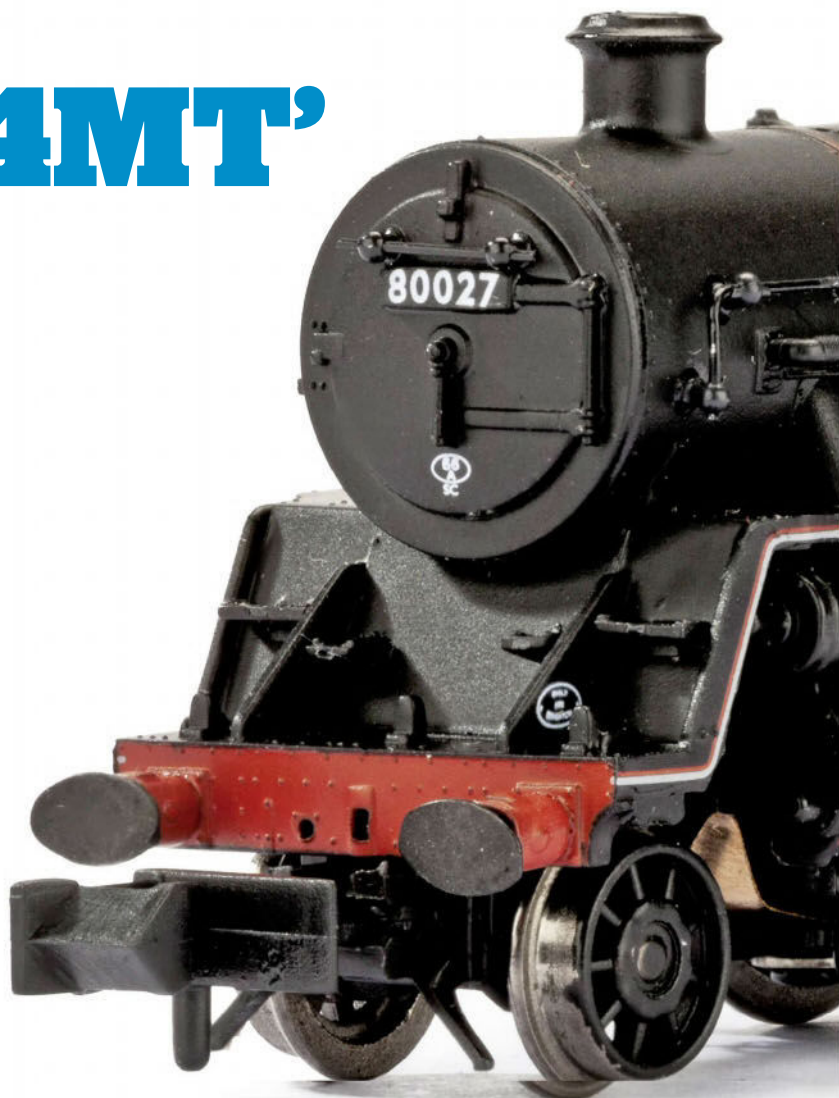
Under the skin, the '4MT' has all the usual refinements. As well as the six-pin decoder socket, it features NEM coupler pockets front and rear and the sophisticated split chassis arrangement, plus the same coreless motor, as the '64XX'.

'4MTs' were good performers, and the same is true of the model. Straight from the box, No. 80027 handled 11 Graham Farish

coaches with ease around our test track, coping admirably with the Peco Setrack Code 80 pointwork. It managed four coaches up the 1-in-60 gradient and, to its credit, a trio of bogie coaches over the 1-in-30. The only thing worthy of comment is that the injector pipework on our sample caught on the pointwork, leading to a derailment.

The retail price of £119.95 might raise some eyebrows, but you have to regard the '4MT' as a tender-less 'Pacific'. Factor in the beautiful detail, and it suddenly seems pretty good value.

Norfolk was probably the only county where '4MT' 2-6-4Ts didn't regularly appear, so there's little excuse for not running one - or a handful - on your layout! Highly recommended. (RF)



Six-pin DCC socket.







## SEE IT IN ACTION

Visit <http://y2u.be/jd4XA6-K5fs>  
to see the '4MT' on our test track.



### GRAHAM FARISH '4MT' 2-6-4T

#### OVERVIEW

|                   |                            |
|-------------------|----------------------------|
| Manufacturer      | Graham Farish by Bachmann  |
| Ref. No.          | 372-535                    |
| Unit No.          | 80027                      |
| Scale/gauge       | 1:148 scale, 9mm gauge 'N' |
| Body              | Plastic                    |
| Chassis           | Metal with plastic parts   |
| Weight            | 59g                        |
| Min. curve radius | R2 (263.5mm)               |

#### ELECTRICS

|                   |                 |
|-------------------|-----------------|
| Electrical system | 12V DC two-rail |
| Motor type        | Coreless        |
| Lights?           | No              |
| DCC ready?        | Six-pin socket  |

#### MECHANISM

|                |                                   |
|----------------|-----------------------------------|
| Drive system   | Worm drive to centre driving axle |
| Flywheel(s)    | No                                |
| Traction tyres | No                                |

#### SERVICING

|                  |                                                                               |
|------------------|-------------------------------------------------------------------------------|
| How to dismantle | See instructions                                                              |
| Where to oil     | Factory lubricated; instructions suggest further lubrication after running-in |

#### DIMENSIONS

|                          | PROTOTYPE    | 1:148 SCALE | MODEL  |
|--------------------------|--------------|-------------|--------|
| Length over buffers      | 44ft 9 1/4in | 92.3mm      | 92.1mm |
| Height                   | 13ft 0in     | 26.8mm      | 26.7mm |
| Width over cylinders     | 8ft 9 1/4in  | 18mm        | 18.2mm |
| Wheel diameter (driving) | 5ft 8in      | 11.6mm      | 11.6mm |
| Wheel diameter (pony)    | 3ft 0in      | 6.2mm       | 6.1mm  |
| Wheel diameter (bogie)   | 3ft 0in      | 6.2mm       | 6.1mm  |
| Wheel back-to-back       | -            | -           | 7.5mm  |

### FARISH '4MT' 2-6-4T



Separately fitted detail

Missing tablet recess

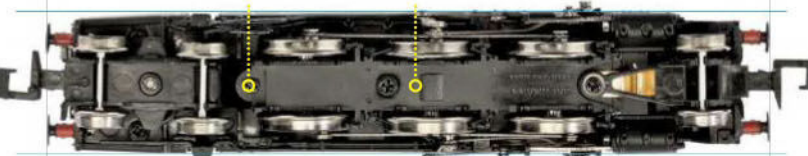


Subtle profile re-created



New split  
chassis

Powerful  
coreless motor





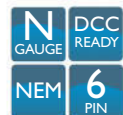
# FIRST REVIEW

# DAPOL'S

# 'SCHOOLS' 4-4-0

## MODEL

Dapol 25-002-004  
SR 'Schools' 4-4-0  
No. 910 *Merchant Taylors*, SR Maunsell green



PERIOD  
1932-1948

REGION  
Southern

AVAILABILITY  
Dapol stockists or  
[www.dapol.co.uk](http://www.dapol.co.uk)

USE WITH  
Dapol Maunsell  
coaches

PRICE  
**rrp £142.07**

## Looks

0 1 2 3 4 5 6 7 8 9 10

## Performance

0 1 2 3 4 5 6 7 8 9 10

## Features

0 1 2 3 4 5 6 7 8 9 10

## Decoration

0 1 2 3 4 5 6 7 8 9 10

## Value for money

0 1 2 3 4 5 6 7 8 9 10

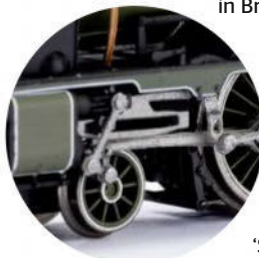
RAT NG **83%**

**I**t makes absolute sense for a model manufacturer to offer you a complete train, and that's something that Dapol has done well since its 'N' gauge rebirth in 2004. In 2012, having focused on the Western and Eastern Regions, it turned its attention to the Southern, announcing its plan to add Richard Maunsell's fabulous 'Schools' 4-4-0 and complementary Maunsell coaches to its range.

The coaches arrived in 2015 (MR208) and with every show that Dapol attended, the 'Schools' seemed to get closer and closer to release. Finally, in early July, a production Dapol 'Schools' arrived in the Model Rail office.

So what's it like? Dapol's previous 'N' gauge steam locomotive was the GWR 'Grange', and it was marred by incorrect detail combinations along with some shape and painting issues. Thankfully, it appears that the 'Schools' is a class above.

The 'Schools' was arguably Richard Maunsell's finest design for the Southern Railway. On paper, it was a bit of a mongrel, combining a shortened 'King Arthur' boiler with a 4-4-0, three-cylinder version of the 'Lord Nelson' 'bottom end'. In practice, it was a fabulous machine, loved by crews and boasting a prodigious haulage capability. It was a fitting finale to the 4-4-0 wheel arrangement in Britain.



We received No. 910 *Merchant Taylors* in what the Railway Correspondence & Travel Society's *Locomotives of the Southern Railway Vol. 1* calls 'Maunsell sage green'. The first ten 'Schools' were built in 1930.

*Merchant Taylors* was the first of the remaining 30, delivered between December 1932 and July 1935.

Detail differences between the batches appears to be minimal; No. 910's tender was the first to

include lockers either side of the coal hole. Photographic evidence suggests that the first ten had their cab windows positioned closer to the cabside crease than Nos. 910-939. Dapol has modelled these details correct to No. 910.

This is a good-looking model. The shape and proportions are well captured, especially that distinctive cab with its inward sloping side sheets (designed to fit the restricted Hastings route loading gauge). Dimensions seem to match published drawings.

There's lots of separately fitted detail to catch the eye, along with the fine wheel profiles. The motion is some of the finest offered in 'N' gauge so far. Unlike its recent GWR models, Dapol has given the 'Schools' spoked tender wheels, which replaced disc wheels on the prototype.

There are a couple of issues, however. The dome profile isn't correct (the sides are too steep) and there should be some additional plating under the driver's side running plate.

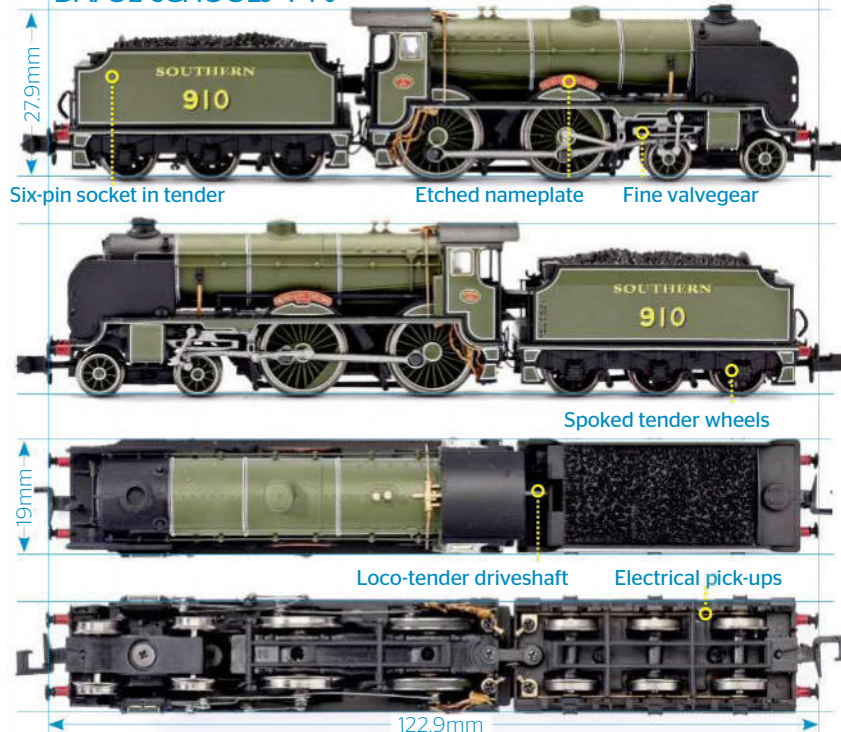
## FACE OFF

The real issue is with the face. The smoke deflectors are commendably thin, but the smokebox between them is not quite right. It appears that the door ring is a fraction too thin, and while the door does feature the slight conical centre, it isn't pronounced enough. The big problem is that the separately fitted handrail is too big,





## DAPOL 'SCHOOLS' 4-4-0



which spoils the look. And that isn't helped by the further use of green handrail knobs! A finer, moulded item would probably improve matters

### FLAWED FINISH

Painting and lettering has been Dapol's Achilles Heel in the past, and the 'Schools' is no exception. Generally speaking, the finish is pretty

good. The 'sage' green looks about right, and the white and black lining is very fine. The etched name plates are a neat finishing touch, as is the exquisitely printed cabside plate. However, it's let down by the lettering, as the weight and size of 'Southern' is a little on the skinny side, and the numbers and letters have black shading. Black and white photographs, Southern Railway promotional literature and preserved vehicles suggest that both were unshaded. Despite this, the 'Schools' still looks the part.

There's a big question mark hanging over Dapol's continued use of an ageing drive system. If you're not familiar with this, the 'Supercreep' motor and six-pin DCC socket are housed in the tender and the tender wheels collect the current. However, the driving wheels drive the model, power being transferred between motor and gearbox via a shaft that fills the footplate.

### OLD SCHOOL

This system was a product of necessity. It used to be the only way to produce accurately shaped 'N' gauge steam locomotives and still deliver the necessary performance. But technology has moved on, and Graham Farish, Dapol's great 'N' gauge rival, has perfected the method for getting those motors inside the locomotive

## DAPOL 'SCHOOLS' 4-4-0

### OVERVIEW

|                   |                            |
|-------------------|----------------------------|
| Manufacturer      | Dapol                      |
| Ref. No.          | 2S-002-004                 |
| No.               | 910                        |
| Scale/gauge       | 1:148 scale, 9mm gauge 'N' |
| Body              | Plastic                    |
| Chassis           | Metal with plastic parts   |
| Weight            | 61g                        |
| Min. curve radius | R2 (263.5mm)               |

### ELECTRICS

|                   |                    |
|-------------------|--------------------|
| Electrical system | 12V DC two-rail    |
| Motor type        | Dapol 'Supercreep' |
| Lights?           | No                 |
| DCC ready?        | Six-pin socket     |

### MECHANISM

|                |                                    |
|----------------|------------------------------------|
| Drive system   | Drive shaft through cab to gearbox |
| Flywheel(s)    | No                                 |
| Traction tyres | Yes                                |

### SERVICING

|                  |                                                                                |
|------------------|--------------------------------------------------------------------------------|
| How to dismantle | Prise tender top off chassis. Otherwise see instructions.                      |
| Where to oil     | Factory lubricated; instructions suggest further lubrication after running in. |

### DIMENSIONS

|                          | PROTOTYPE    | 1:148 SCALE | MODEL   |
|--------------------------|--------------|-------------|---------|
| Length (over buffers)    | 58ft 9 3/4in | 121mm       | 122.9mm |
| Height                   | 13ft 0in     | 27mm        | 27.9mm  |
| Width (over cylinders)   | 8ft 6 1/2in  | 18mm        | 19mm    |
| Wheel diameter (driving) | 6ft 7in      | 14mm        | 14mm    |
| Wheel diameter (bogie)   | 3ft 1in      | 6.4mm       | 6.5mm   |
| Wheel diameter (tender)  | 4ft 0in      | 8.2mm       | 8.4mm   |
| Wheel back-to-backs      | -            | -           | 7.6mm   |

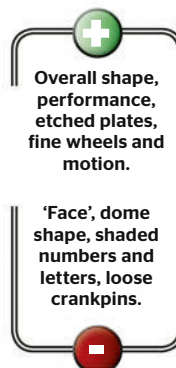
bodies without the visual intrusion.

That said, the 'Schools' performed well on our new test track. It was smooth and powerful straight from the box, and handled 11 bogie coaches over the 1-in-60 and 1-in-30 gradients with absolute ease. It could have pulled more, but we ran out of coaches! It also performed well through tight and complex pointwork.

Our No. 910 suffered a slightly alarming fault, though. The rear fireman's side crankpin worked itself loose and became wedged in the injector pipework so the whole thing locked up. This might be an isolated incident, but it would be wise to give the pins a quick tighten with the supplied tool before you start to run yours.

Speaking of 'supplied', you get two bags of bits. One includes spare traction tyres, while the other includes replacement crank pins, a spare driveshaft, power connecting leads plus painted front footsteps and fine three-link couplings.

Despite one or two issues, the 'Schools' is a neat little model, and when it's paired with Dapol's excellent Maunsell coaches, it makes a great looking Southern train that should please SR fans. The 'Schools' paves the way for Dapol's promised Bulleid 'Pacifics' - we can't wait! (RF)



### DID NOW?

The original plan was to name the class after either towns or cities, but among the objections was the comparison to the GWR's 'City' 4-4-0s. It was Eastleigh's chief draughtsman who suggested naming the class after public schools.





## PRODUCT

Bachmann  
Branchline 31-614  
Gresley 'V3' 2-6-2T  
No. 67646, BR lined  
black late emblem



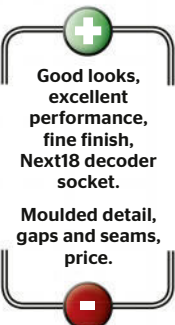
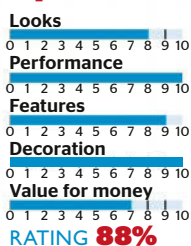
PERIOD  
1956-1964

REGION  
Eastern Region

AVAILABILITY  
Bachmann stockists

USE WITH  
Hornby &  
Bachmann Gresley  
& Thompson  
coaches

PRICE  
rrp £129.95



## FIRST REVIEW

# BACHMANN 'V1/V3' 2-6-2T

## REVAMPED

**B**achmann Branchline is in a pretty privileged position, in that its older models still compare very well visually to those made to 21st-century standards. But the big Achilles heel was always the split chassis, which could be problematic and is incompatible with DCC.

So rather than consign older models to some kind of budget range, or replace them with completely new tooling, Bachmann has settled on a good compromise. It gives such models an all-new underframe, complete with provision for detail, NEM couplings and finer wheels and motion, and which allows the original good looks to continue to shine.

The latest model to undergo this transformation is the Gresley 'V1/V3' 2-6-2T.

These handsome 2-6-2Ts were introduced in 1930. The boilers were based on the NBR 'Glen' 4-4-0s, the three cylinders were cast in a single monobloc, and various bits and pieces were sourced from Nigel Gresley's

2-6-0s. They were classified 'V1'. The boilers were pressed at 180lb/sq in and 82 were built until 1939. A further ten were delivered in 1939/1940 with 200lb/sq in boilers. Outwardly, they were virtually identical but were classified 'V3'.

Bachmann sent us 'V3' No. 67646 for review. This entered service in October 1935 and was one of 65 'V1s' rebuilt as 'V3s', a process that started during the Second World War. No. 67646 was built in May 1956 but retained its original-pattern steam pipes and plain-sided bunker. It was one of the final 'V3s' in traffic and wasn't withdrawn until November 1964.

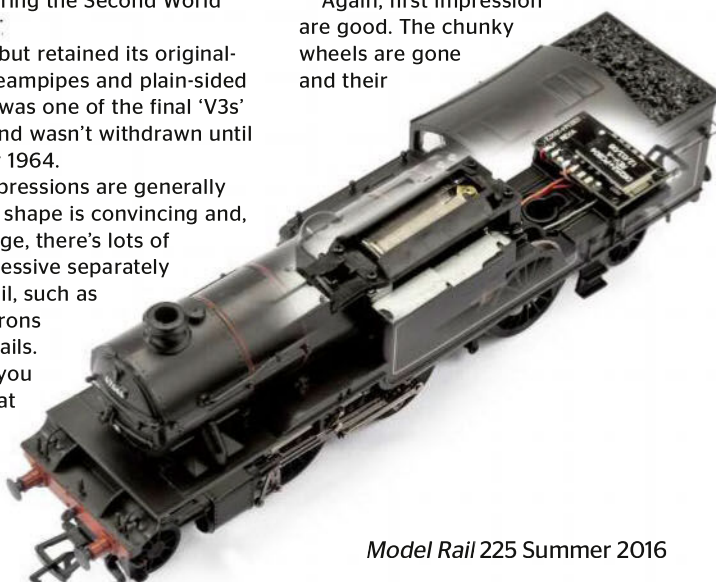
First impressions are generally good. The shape is convincing and, given its age, there's lots of quite impressive separately fitted detail, such as the lamp irons and handrails. However, you can tell that the body tooling is 24 years

old, because a new model wouldn't get away with that moulded smokebox door step or roof ventilators, and a completely blank firebox backhead.

## UNDER THE SKIN

But we know about the body; it's what's underneath that's different.

Again, first impression are good. The chunky wheels are gone and their





## WHAT IS NEXT18?

**By Richard Foster**

Bachmann made a big song and dance in announcing that Next18 decoders would become the new standard in 'N' gauge and smaller 'OO' models. Already popular on the continent, DCC aficionados may have shared Bachmann's enthusiasm, but those of us who have yet to fully embrace the world of digital control were left wondering why it was such a big deal.

That was my view. Even after re-reading the press release several times - and having the principles behind Next18 explained to me - I still couldn't get my head around it. The arrival of the 'V1/V3' meant that I could see Next18 for myself... and

I immediately saw its benefits.

Next18 looks nothing like a conventional DCC socket. There are no pin headers and sockets. Instead you get a miniature 'board to board' connector - and I do mean miniature - but despite its size, connecting and disconnecting is straightforward. This means that a Next18 decoder - available from the likes of Lenz, Uhlenbrock and, of course, Bachmann - plugs directly into the socket.

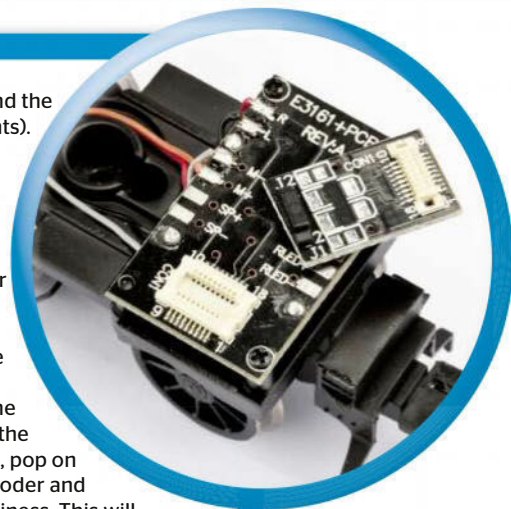
The big bonus is that Next18 makes installing lights and sound so much easier. You don't need to worry about fixing speaker wires to decoders or anything like that.

Under the socket is a circuit board with black terminals clearly marked for positive and negative speaker

terminals (and the same for lights).

To fit sound into the 'V1/V3', you just buy a sugar cube speaker to the specification stated on the instructions and solder the terminals to the circuit board, pop on a Next18 decoder and you're in business. This will enable even the smallest models to benefit from light and sound.

Now I understand why Next18 is such a big deal!



replacements are much more accurate, typical of a modern Bachmann product. The motion is just as refined.

There's an NEM pocket mounted on the pony truck, while the rear pocket is attached to the main frame. The rear wheelset is held in a pivoting, sprung pocket inside the frame and has lots of lateral and vertical movement. As you can see from the results on our test track, the new mechanism, with its five-pole motor, performed beautifully.

There's no doubting that Bachmann's designers have done a great job of marrying old and new technology, and the model is well executed. But the big question is whether revamping such models is worth it. There are, arguably, too many issues in using an old piece of tooling.

The original model was designed to cater for key shape differences, such as those locomotives with hopper bunkers and the later style of straight steam pipes. At the time, this would have been at the forefront of model technology but that technology has moved on. In the meantime, the 'V3' is left with a really ugly seam on the rear of the bunker, and the coal rails aren't aligned properly.

There are prominent gaps around the steam pipes as they don't sit flush against the smokebox, nor the running plate. Speaking of gaps, there's also quite a gap between the cab roof and the bunker. If re-using

### 'V3' ON TEST

How did 'V3' No. 67646 cope with our test track? It was smooth and quiet straight from the box and coped with our tight complex of sectional pointwork, diamond crossings and even first radius curves (for which it's not recommended), with ease. Slow-speed running was excellent - it didn't stall on our curved cross-over, which is formed from insulated-frog curved points.

| Test            | Max. load |
|-----------------|-----------|
| Level track     | 13        |
| 1-in-30 incline | 4         |
| 1-in-60 incline | 7         |

old tooling allowed costs to be kept a bit lower, these niggles would be just that - little niggles. But the manufacturing costs are still high, regardless of the age of the tooling, and you start to begrudge these issues when spending just shy of £130 on a model.

This gripe aside, the 'V3' is still a good model, and Bachmann's lining, lettering and BR emblems enhance it no end. Given the work that has gone into overhauling the 'V1/V3', if you want one, this mechanically reborn option is the one to go for. (RF)

## BACHMANN 'V1/V3' 2-6-2T

| OVERVIEW            |                                                                               |
|---------------------|-------------------------------------------------------------------------------|
| Manufacturer        | Bachmann Branchline                                                           |
| Ref. No.            | 31-614                                                                        |
| Unit No.            | 67646                                                                         |
| Scale/gauge         | 1:76 scale, 16.5mm gauge 'OO'                                                 |
| Body                | Plastic                                                                       |
| Chassis             | Metal with plastic parts                                                      |
| Weight              | 278g (9.8oz)                                                                  |
| Min. curve radius   | R2 (438mm)                                                                    |
| ELECTRICS           |                                                                               |
| Electrical system   | 12V DC two-rail                                                               |
| Motor type          | Five-pole skew-wound                                                          |
| Lights?             | No                                                                            |
| DCC ready?          | Next18 socket                                                                 |
| CURRENT CONSUMPTION |                                                                               |
| Max. speed          | 0.3V                                                                          |
| Stalled             | 0.4V                                                                          |
| MECHANISM           |                                                                               |
| Drive system        | Worm drive to centre driving axle                                             |
| Flywheel(s)         | No                                                                            |
| Traction tyres      | No                                                                            |
| SERVICING           |                                                                               |
| How to dismantle    | Remove screw between trailing driving axle and rear truck                     |
| Where to oil        | Factory lubricated; instructions suggest further lubrication after running in |

| DIMENSIONS                | PROTOTYPE                | 1:76 SCALE | MODEL  |
|---------------------------|--------------------------|------------|--------|
| Length over buffers       | 42ft 0 $\frac{1}{4}$ in  | 168mm      | 167mm  |
| Height                    | 12ft 11 $\frac{1}{2}$ in | 52mm       | 53mm   |
| Width (over cylinders)    | 9ft 0in                  | 36mm       | 34.9mm |
| Wheel diameter (driving)  | 5ft 8in                  | 23mm       | 22.6mm |
| Wheel diameter (pony)     | 3ft 2in                  | 12mm       | 12.5mm |
| Wheel diameter (trailing) | 3ft 8in                  | 14mm       | 14.6mm |
| Wheel back-to-back        | -                        | -          | 14.6mm |

## SEE IT IN ACTION

Visit <http://y2u.be/C6hj4Ebb> 840 to see how the 'V3' performed on Model Rail's test track.







# MIDLAND PULLMAN - DELUXE EDITION

## PRODUCT

Graham Farish  
370-425 Midland  
Pullman train pack  
- special collectors'  
edition



## PERIOD

1960s

## REGION

LMR

## AVAILABILITY

Graham Farish

stockists

## PRICE

rrp £399.95

If you missed it the first time round, Graham Farish has produced a second run of the six-car Metro-Cammell 'Midland Pullman' in original condition and livery. The original version was reviewed in *Model Rail* in February 2013 (MR178) and the model itself is just as it was upon its initial release. This time, the car numbers are those previously offered by Farish in the 'custard-dip' yellow-ended livery; now they're produced in the original livery.

Unlike its 'OO' counterpart, the 'N' gauge blue Pullman has no lighting or electrical pick-ups on the trailer coaches, and is fitted with conventional Rapido 'N' gauge couplers. The twin power cars have direction-controlled head and tail lights.

What's different this time around is how the Midland Pullman is offered. The trains are 'N' gauge so you may be confused by the size of the packaging. However, the reason for the bulk is because there's a rather nice A3-size canvas inside with that delightful box art on it.

There are more goodies the further you delve: a copy of Kevin Robertson's book *Midland Pullman - An Illustrated Journey*, a reproduction menu and wine list (which also offers a selection of cigarettes and high tea for 10s 6d) plus a pack of figures.

## GO FIGURE

The six figures depict standing crew members waiting to board the train. Two stewards are modelled in a classic, 'stand at ease' pose, while a third is greeting passengers and the fourth is lifting a heavy case. The guard and driver are in modelled in standard uniform.

Bachmann's Colin Allbright and I discussed the choice of uniform before the figures were produced and we felt that it was more usual to see drivers in standard uniform than the much-disliked 'ice

cream man' white coats, which only came out for press events and special occasions. The figures are exquisitely painted, with the ties and blue collars of the stewards' jackets neatly picked out. The figures are currently only available in this train pack. (CJL)



## FOR THE ARMCHAIR MODELLER...

### Steam on Merseyside... and Beyond

by David Bryant and John Bannon

Price: £38.95

Availability: Thirty Nine Associates.

Web: [www.thirtynineassociates.com](http://www.thirtynineassociates.com)

A weighty, coffee table-style album crammed with fantastic, mostly unseen images of BR steam operations between 1955-68. Focusing on Liverpool, the Wirral and surrounding areas, the photographs are interspersed with personal accounts from railwaymen, as well as articles detailing the many routes, stations, sheds and depots that once littered the area. Indeed, the first in-depth study of the iron ore workings from Bidston Dock is worth the cover price alone, showing the distinctive hopper wagons employed (very similar to the famous ICI limestone hoppers soon to appear in 'OO' gauge from Hatton's). With a foreword by Pete Waterman, this is a treasure trove of modelling inspiration. (GD)

### European Railways

by Peter Marriott

Price: £19.99

Availability: Crowood Press.

Tel: 01672 520320.

Web: [www.crowood.com](http://www.crowood.com)

*Model Rail's* scenic guru Peter Marriott has penned a lavishly illustrated guide to modelling continental European railways. With its modern slant, there's plenty of practical advice on research, track, scenery construction, creating catenary systems and adding those finishing touches to bring your layout to life. (GD)



### Model Railway Wagon Plans, 1960s to the Present

by John L. Fox

Price: £27.50

Availability: Ian Allan.

Web: [www.ianallanpublishing.com](http://www.ianallanpublishing.com)

A veritable bible for the modern image wagon enthusiast, this comprehensive book features clear, concise scale drawings of a wide variety of UK-operated freight rolling stock from the past 50-odd years. From bang-up-to-date aggregate wagons to 1960s-era tank wagons, there's plenty here to inspire detailing, scratchbuilding, kit-bashing or RTR conversion projects for years to come.

Nuclear flasks and carriers, intermodal flats, hoppers, automotive wagons and internationally registered vans and opens are all here, and the plans are complemented by colour images and brief prototype descriptions. Reproduced mostly to 4mm scale, the plans can be readily converted to any other scale using the conversion ratios provided. All you need is a calculator! (GD)



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### Day 2 Portmeirion

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### Day 3 Llangollen

From Llangollen, board the Llangollen Steam Railway\*, travelling through some of the most beautiful scenery in the UK - a landscape of undulating hills, gushing streams and lush valleys - and along the banks of the River Dee to Corwen. After some free time for lunch, enjoy a wonderful horse-drawn boat trip along the Llangollen Canal.

### Day 4 At leisure in Llandudno

Your day is free. Perhaps explore Llandudno or take the Great Orme cable-hauled tramway to the summit of Great Orme for breathtaking views over Snowdonia and Anglesey. Alternatively, you may like to take a leisurely wander along the seaford or visit the nearby Bronze Age copper mines, the largest prehistoric mines in the world. Or visit nearby Conwy, a charming town crowned by the ruins of its town walls and medieval castle.

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A full-day excursion by coach takes you through some of the most dramatic mountain scenery in Britain to Caernarfon for a guided tour of Caernarfon Castle. Towering over the Menai Straits, the castle was built in 1283, is a UNESCO World Heritage Site and houses

the Regimental Museum of the Royal Welsh Fusiliers, Wales' oldest regiment. Continue with a journey on the Welsh Highland Railway\*, a narrow-gauge line running through the foothills of the Snowdon Mountain range, to Beddgelert. Here there is time to explore this pretty town before returning to Llandudno.

### Day 6 Home

After breakfast you are free to depart at your leisure. Alternatively, why not explore this wonderful area further before heading home?

*\*Journeys are steam-hauled wherever possible.*



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# SOUTH



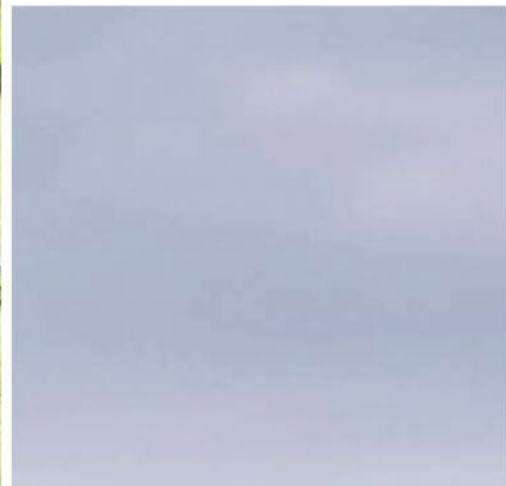


# JUNCTION

Yeovil MRG's 'South Junction' has stood the test of time. But more importantly, so has the club. Founding member **BOB ALDERMAN** explains why.







**I**nside the large converted chicken barn that the Yeovil Model Railway Group calls home, you'll find more hustle and bustle on club nights than the West Country-based club has ever seen during its 42-year history.

Membership is at an all-time high, and with the club's insistence on creating a happy and relaxed environment, it's easy to see why.

Head to the club's website ([yeovilmrg.org](http://yeovilmrg.org)) and you'll find a cheeky mission statement that sums up this long-established light-hearted attitude: "Making the biggest layouts that will fit in our huge clubroom - since 1974."

The welcoming environment is working. Not only is YMRG enjoying a growth in membership, but it's attracting junior members, too.

These young members have already had a positive impact, stimulating an interest in the latest digital control technology - so much so that new projects are already under way.

But, standing as a proud permanent fixture, is 'South Junction', a relic of the club's history. This classic DC analogue layout is nearly 40 years old, but you'd be forgiven for thinking it was only finished yesterday. This is its story.

## RELAXED APPROACH

"We've never taken ourselves seriously," says founding member Bob Alderman, as he discusses the Yeovil Model Railway Group's approach to the hobby.

The club has come a long way since its establishment in the 1970s, when members would meet in a small room situated within St Michael's Church Hall, Yeovil.

"In the beginning there were about six of us - some of them are still club members," says Bob. "The group really gelled, and there was no bickering."

'South Junction' itself portrays no specific place, or even a particular region.

Bob explains why: "Yeovil might be in the West Country, but (at the time) only two members originated from the area. As such, regional interests varied greatly. 📍"

Right: Club member Peter Chapman weathered the carefully crafted 'EM' track using an airbrush.



Below: Besides the kit-built signal box, all of the buildings on the layout are scratchbuilt. Bob has been inspired by various buildings over the years.





“NO MATTER WHERE AN ITEM CAME FROM, OR WHO'D BUILT IT, WE'D WEATHER IT. IT GAVE THE LAYOUT A UNIFORM APPEARANCE”





"So we avoided depicting a specific location when building the layout. That way, most stock would still look right at home."

The absence of a main station was a deliberate decision to avoid tying the layout to one location - with the building imagined off-scene.

In fact, the only railway building on the layout is an etched brass signal box from Churchward Models. Bob chuckles as he admits: "Another member built the kit, but I painted it. That's why it ended up in London Midland Region colours."

## KEEPING STOCK

'South Junction' is officially set post-Nationalisation, pre-1965, and the club owns historically appropriate stock reserved for the layout.

One of the more unusual pieces is a kit-built Sentinel 200hp 4wVBT. This delightful little shunter can be seen pottering about the industrial section of the layout.

Another prominent addition is the prototype *Deltic*.

"It was mine originally, but I have since donated it to the club," says Bob. "It's at the cruder end of the spectrum, an old Kitmaster plastic kit that Dapol re-released years ago.

"I scratchbuilt a mechanism to go inside it, but I could never get it to go fast enough - another member has since improved the running.

"Having said that, it works, and is still plodding about the layout today."

Long trains can be expensive, but YMRG has come up with an ingenious method of bolstering its rolling stock and affording its membership an interesting, annual competition.



The Chairman's Cup challenges club members to build an item of rolling stock from a kit selected by the club chairman (usually a wagon).

The best item of rolling stock is awarded the cup, but all entries are integrated into the club collection. Parkside Dundas 'O' gauge coal wagons were the subject of the 2016 Chairman's Cup, which was won by club member John Lewis.

Club layouts are mostly home to visiting stock from each member's personal collection.


And 'South Junction's' non-specific location and simple, looping track plan makes it the perfect layout for members to test their DC stock.

But with this recent influx of new blood, times have changed, as Bob has

observed: "When we built 'South Junction' it was largely home to steam stock. But, much like the real railway, it has changed over time. Nowadays, it's much more representative of the modern railway. For example, there's a Blue Pullman which runs occasionally, and even an HST under trial!"

The introduction of more modern image stock is largely attributed to the presence of the younger modellers.

Bob explains: "We now have junior members joining, and their parents are supporting their children's interest - even if it isn't entirely shared."

At a time when many assume modelling to be a hobby that no longer appeals to the young, this is hugely encouraging. But the good news doesn't stop there: "At the moment, 

**Above/Below: Both Bob and Peter Chapman weathered the length and breadth of 'South Junction', ensuring a clear sense of cohesion throughout.**







This bracket semaphore signal is one of several new additions to the layout, an element of railway model-making largely unexplored by YMRG until recently.



8



the club is at its most active. More so, perhaps, than it's ever been," says Bob.

He explains that the club embraces its new younger demographic, and it's already influencing YMRG's future:

"The younger club members raise our awareness of modern developments, and we're taking advantage of their knowledge and using it for future projects."

As such, the club is currently working on a new DCC layout. Analogue control is the one downside to 'South Junction's' age.

"If I could change one thing about 'South Junction', I'd convert it to DCC. And the static elements, such as point-work and lighting, would be servo-controlled, too."

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## BRIDGING THE GAP

At 29ft by 12ft, 'South Junction' is a sizeable layout of considerable length. This gives the club the opportunity to craft a variety of miniature environments: a built-up industrial area at the far right end, a track-heavy siding in the centre, and a large viaduct nestled among rolling, rural hills.

The imposing brick viaduct is arguably the centrepiece of the entire layout. Bob describes its construction: "The baseboard on which the viaduct sits is a table consisting of a single piece of chipboard as the base surface. It's the heaviest baseboard on the layout.

"The embankment has a base, but it's set at a higher level. The Slater's

Plastikard structure of the viaduct was built around the trackbed, which was fashioned from plywood atop suitable supports."

To achieve the convincing weathered finish, it was treated to a very specific method of paint application.

Bob explains: "When painting brickwork, we tend to use a palette of three or four suitable brick colours.

"The key is to allow the brush to pick up the varying shades and cover the brickwork in a fairly random fashion, allowing the colours to blend together.


"The mortar is enhanced with a white or dark grey wash. This is painted over the brickwork and then gently wiped away from the brick faces, but left to cure in the cracks."

## BUILT TO LAST

'South Junction' looks remarkably fresh for a layout that dates back to 1978. And although it's seen its fair share of renovation throughout its near 40-year lifespan, its current state is partly due to the care and attention lavished on the original build.

"Everyone was tasked with doing what they were best at. You'd come in, do your bit and then step back to allow the next specialist to work on the layout. It worked well," says Bob.

No club member was left idle, with everyone mucking in and helping. However, those with a flair for a particular task would take on a key role.

An example of the advantages of 

Main and left: Bob highlights how structures in the countryside and town are weathered to reflect their surroundings. Industrial buildings appear grubbier, having been exposed to thick fumes and industrial grime.





## LAYOUT SOUTH JUNCTION

this system is the weathering. Bob says: "The weathering was down to both myself and Peter Chapman - it's something we have an eye for, and it gave the layout a uniform appearance."

The club strived for uniformity with the colour of the layout, too.

"All too often you see layouts covered in single flat colours, straight from the tin. That was something we tried to avoid," says Bob.

"Obviously, we'd use a predominant colour, but for the greenery, for example, we'd incorporate yellows, browns, and other shades of green, too.

"A real field or pasture has a huge range of colours, and it's the same with buildings."

Due to the layout's age, occasional repairs and replacements have been

necessary. The most recent building is a low-relief structure, positioned near the tunnel mouth.

This was a replacement for another building, which didn't exactly stand the test of time...

"The plastic card used to make the building lasted for around 15 years, but one day somebody brushed against it and it literally crumbled," says Bob.

Replacements aren't the only new additions to the layout - a series of signals have also been installed. Bob admits that signalling is a new venture for the club: "One thing we never really grasped was signalling, but we didn't start implementing it onto the layout until very recently.


"It now features a mixture of colour light and semaphore signals, most of which are now working."

Bob says that junior members have great fun operating

'South Junction':

"They like operating the trains, and they're very responsible about it. We don't have to supervise them - I show them once and off they go."

There really is something extraordinary about a layout that has existed for nearly four decades being used as a gateway to the hobby for youngsters and newcomers alike.

'South Junction' is more than just a layout, it epitomises the character of Yeovil Model Railway Group; enjoyment, friendship, ever-growing. 



Above: This little barn was scratchbuilt from Slater's embossed Plastikard sheet, and weathered using the drybrush technique.





Below: 'South Junction' has changed slightly since it was first built. Around four feet of additional baseboards have been added to the layout, and it's now on its third fiddleyard. Also, the sewage works was originally next to the viaduct.



Above: The steeplejack figure demolishing the Scott & Co. chimney is a tribute to the late Fred Dibnah.

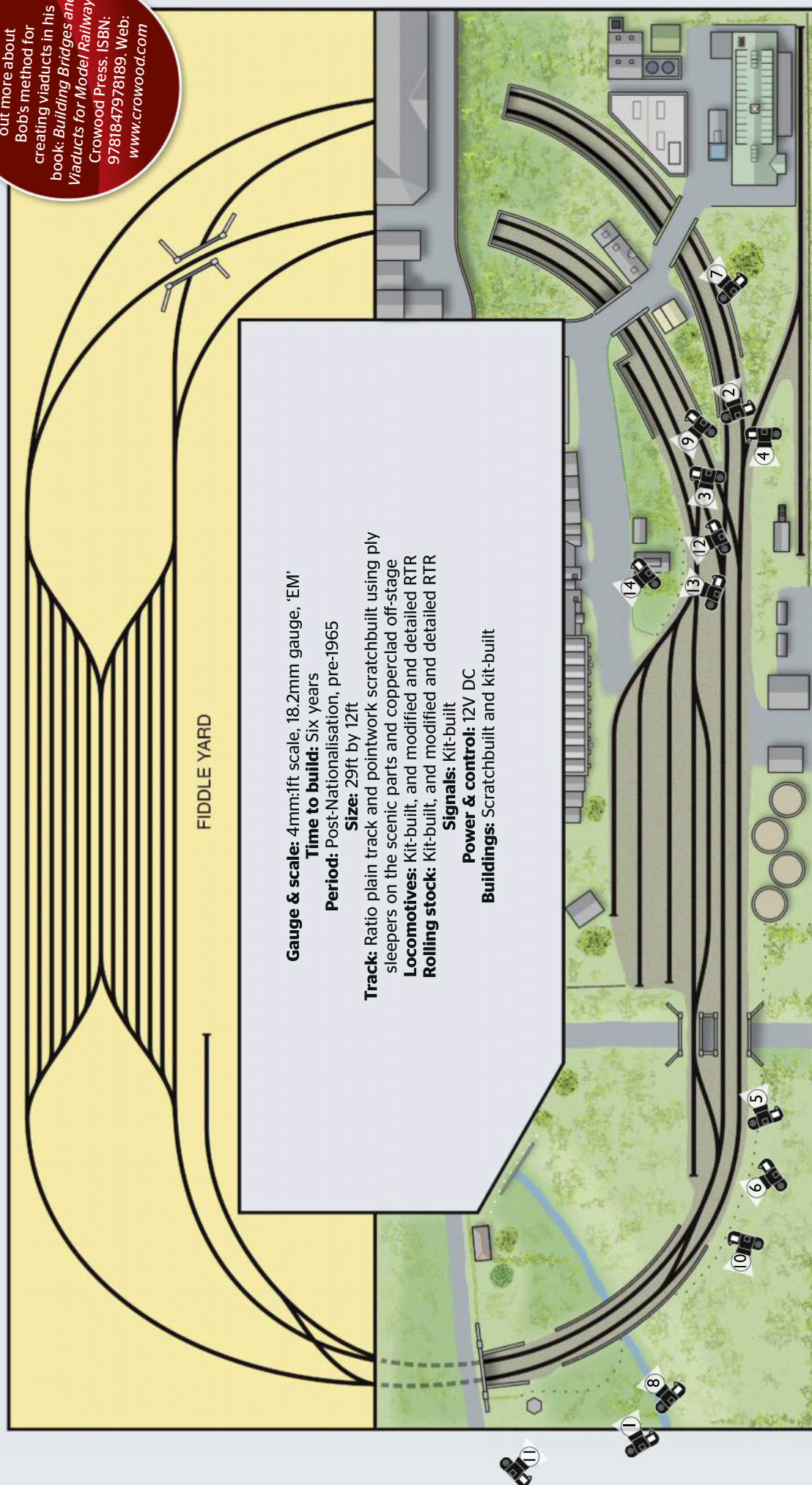


Right: 'South Junction' is the permanent home of this kit-built Sentinel 200hp 4wVBT.



## SOUTH JUNCTION

You can find out more about Bob's method for creating viaducts in his book: *Building Bridges and Viaducts for Model Railways*, Crowood Press. ISBN: 9781847978189. Web: [www.crowood.com](http://www.crowood.com)





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# CLASS APART!

The last Class 66 has been delivered to Britain, so **PIP DUNN** and **GEORGE DENT** show you how to get your modelling kicks from the saviour of British railfreight.





66779 *Evening Star* is the last Class 66 delivered to Britain and it wears a special livery to cement its place in railway history. The immaculate locomotive heads north on the East Coast Main Line near Helpston with a load of sand from Middleton Towers, near King's Lynn, on July 4.

CHRIS NEVARD

**E**ighteen years after its introduction, the Class 66 still divides opinion. Drivers like them, though many enthusiasts do not. But, as GBRf Managing Director John Smith told *RAIL* in 2014, the class "has completely transformed how rail freight operates in the UK".

Can you believe that it's been 20 years since US railroad operator Wisconsin Central bought five of the six British Rail shadow freight businesses that had been created in the run-up to privatisation? The first thing the company did - apart from create the brand English, Welsh & Scottish Railway (later the 'E' was dropped) - was to order 250 all-new General Motors locomotives. This became the Class 66.

EMD's 710 two-stroke diesel engine and a control system already employed on Ireland's GM-built 201 Class, was squeezed into the Class 59 bodysell. As they looked more or less identical to the '59s', and as all 250 carried the same livery - EWS red with a gold zig-zag stripe - Class 66s brought a bland, angular uniformity to a railway used to variety and style. And as they killed off the indigenous population of Class 31s, 33s, 37s, 47s, 56s, 58s, 73s and 86s, they were widely reviled by UK enthusiasts.

Class 66s were soon dubbed 'sheds' because their corrugated body sections can be removed and left standing like a shed! The first, 66001, arrived at Immingham in April 1998. All the others arrived at Newport.

But love 'em or hate 'em, the '66s' were here to stay. Freightliner followed suit with an initial order for five in 1998, and new kid on the block, GB Railfreight, launched its business with seven in 2001.

Over the years, Freightliner ordered small batches, eventually ending up with 106, while GBRf has also made many more orders - and acquired more



A picture is worth a thousand words - the only way to describe 66720's livery is to show it with a photograph! The striking colour scheme, designed by six-year-old Emily Goodman, was unveiled at the Nene Valley Railway's Wansford headquarters on July 3 2011. JON BENTON

from other operators - ending up with a fleet of 78. In 2003, Direct Rail Services joined the party with an initial ten locomotives, but eventually went on to order 34. Even now-defunct operator Fastline ordered five machines.


Here's the overall total - 485 different Class 66s have run on the UK's national network, though not all at the same time. There have been over 30 different major livery variations and very few places on the UK network (Oban and Pwllheli spring to mind) have not hosted a Class 66 at least once.

For nigh on the last two decades, the '66' has been the standard freight locomotive for most operators in the UK, and only now, with the recent arrivals of classes 68 and 70, has their total domination come to an end.

They have also proved popular elsewhere in the world.

European Union emissions regulations have effectively doomed the '66'. Their EMD engines don't meet EU category 3b standards, so Class 66 production has now ended. GBRf rushed through an order for 21 before the law changed and the final examples were delivered this year. To mark this momentous event, the final locomotive, 66779, was painted BR green, in tribute to BR's last ever steam locomotive, No. 92220 *Evening Star*.

That said, the prospects for the Class 66s are generally pretty good, and there is no likelihood of any of them being scrapped any time soon, and it's likely that current users will maintain their fleets for the foreseeable future.

One thing is sure, the '66' will probably be with us for more more years. And who knows - one day they may get to Pwllheli! 



Right: How things used to be - class pioneer 66001, in immaculate EWS livery, soon after delivery. 66001/002 had its restraining eyes mounted vertically; all others have had them mounted at an angle. MEL HOLLEY



## SUBCLASSES AND DETAIL DIFFERENCES

There are three main Class 66 variants: 'standard', 're-gear'd' and 'low emissions'. Most subclasses usually refer to the locomotives' users and are listed as follows:

**Class 66/0:** 250 operated by DB Cargo (formerly EWS and, latterly, DB Schenker).

**Class 66/3:** Five were delivered to Fastline Freight, but are now with DRS.

**Class 66/4:** 34 were ordered by DRS, but the first 20 are now no longer with the company (see Table 1).

**Class 66/5:** 99 ordered by Freightliner, all standard geared.

**Class 66/6:** 25 Freightliner locomotives, all fitted with lower gearing for slow speed running.

**Class 66/7:** 79 ordered by GBRf

**Class 66/8:** Originally five ex-DRS

Class 66/4s operated by Colas; now applied to the five ex-Freightliner '66/5s' in Colas' fleet.

**Class 66/9:** Seven low-emission models, ordered by Freightliner. Also note that the 66/5s are also low emission!

Confused? Well there's more! There are now examples of original and low emission machines in both the 66/5 and 66/7 subclasses!

### IN DETAIL

There are numerous detail differences among the whole class. Let's start with the headlights.

66001-250 had standard Bmac light clusters and these were also fitted to 66501-537, 66601-606 and 66701-707. For deliveries beginning with 66538,



Want a '00' gauge Euro Cargo Rail Class 66? Turn to Page 106!

new light clusters were fitted with bigger headlights. These were also fitted to 66401-420, 66538-581, 66607-622, 66708-727, 66951/952.

The lights were changed again to another version of Bmac LED lights and these were fitted to 66301-305, 66421-434, 66582-599, 66623-625, 66728-732, 66752-779 and 66953-957. Ex-German 66750/751 have similar, but noticeably, different light clusters

Low emission engines forced a change to the bodyside: 66951/952, 66301-305, 66401-434, 66585-599, 66623-625, 66718-732/747-749/752-779 and 66953-957 all have an extra bodyside door and a smaller fuel tank.

Several Class 66s have been fitted with Radio Electronic Token Block (RETb) signalling equipment. Initially, 66095/114 were adapted in 2000, and this led to the batch from 66095 to 66114 inclusive being fitted with it as well. The equipment has since been removed from some. GBRf 66733/735-737/743/746 also have RETb as they regularly work lines in Scotland, which use this system.

Another modification implemented on some DB Cargo 66s is a stop-start feature, whereby the engine shuts down after ten minutes of idling when stationary. The engine then restarts when the driver applies power. This has only been fitted to some of the fleet, and there is no visible difference, although locomotives do have a sticker on their cabsides to indicate they have this feature.

### LOCOMOTIVES 'EXPORTED'

They have also proved popular elsewhere in the world; working in

DRS Class 66 66428 at York with a snowplough on July 7 2015. This is a low-emission '66', as illustrated by the extra bodyside door on 66428. This locomotive also has the revised Bmac light clusters, which don't have the small vertical 'side light'. MATTHEW CLARKE/ALAMY



**TABLE 1: CLASS 66 USER/NUMBER CHANGES**

| Old No. | Initial user | New user            | New No. | Next user  | Notes             |
|---------|--------------|---------------------|---------|------------|-------------------|
| 66301   | Fastline     | DRS                 |         |            |                   |
| 66302   | Fastline     | DRS                 |         |            |                   |
| 66303   | Fastline     | DRS                 |         |            |                   |
| 66304   | Fastline     | DRS                 |         |            |                   |
| 66305   | Fastline     | DRS                 |         |            |                   |
| 66401   | DRS          | GBRf                | 66733   |            |                   |
| 66402   | DRS          | GBRf                | 66734   |            | Written off 06/12 |
| 66403   | DRS          | GBRf                | 66735   |            |                   |
| 66404   | DRS          | GBRf                | 66736   |            |                   |
| 66405   | DRS          | GBRf                | 66737   |            |                   |
| 66406   | DRS          | Advenza             | 66841   | Colas      | Now with GBRf     |
| 66407   | DRS          | Advenza             | 66842   | Colas      | Now with GBRf     |
| 66408   | DRS          | Advenza             | 66843   | Colas      | Now with GBRf     |
| 66409   | DRS          | Advenza             | 66844   | Colas      | Now with GBRf     |
| 66410   | DRS          | Advenza             | 66845   | Colas      | Now with GBRf     |
| 66411   | DRS          | Freightliner Poland |         |            |                   |
| 66412   | DRS          | Freightliner Poland |         |            |                   |
| 66413   | DRS          | Freightliner        |         |            |                   |
| 66414   | DRS          | Freightliner        |         |            |                   |
| 66415   | DRS          | Freightliner        |         |            |                   |
| 66416   | DRS          | Freightliner        |         |            |                   |
| 66417   | DRS          | Freightliner Poland |         |            |                   |
| 66418   | DRS          | Freightliner        |         |            |                   |
| 66419   | DRS          | Freightliner        |         |            |                   |
| 66420   | DRS          | Freightliner        |         |            |                   |
| 66573   | Freightliner | Colas               | 66846   |            |                   |
| 66574   | Freightliner | Colas               | 66847   |            |                   |
| 66575   | Freightliner | Colas               | 66848   |            |                   |
| 66576   | Freightliner | Colas               | 66849   |            |                   |
| 66577   | Freightliner | Colas               | 66850   |            |                   |
| 66578   | Freightliner | GBRf                | 66738   |            |                   |
| 66579   | Freightliner | GBRf                | 66739   |            |                   |
| 66580   | Freightliner | GBRf                | 66740   |            |                   |
| 66581   | Freightliner | GBRf                | 66741   |            |                   |
| 66841   | Colas        | GBRf                | 66742   | (ex-66406) |                   |
| 66842   | Colas        | GBRf                | 66743   | (ex-66407) |                   |
| 66843   | Colas        | GBRf                | 66744   | (ex-66408) |                   |
| 66844   | Colas        | GBRf                | 66745   | (ex-66409) |                   |
| 66845   | Colas        | GBRf                | 66746   | (ex-66410) |                   |



## LOST '66s'

Three '66s' have been withdrawn after accidents or derailments; DB Schenker's 66048, Freightliner's 66521 (replaced by 66554) and GB Railfreight's 66734 (replaced by 66779, which used its engine).

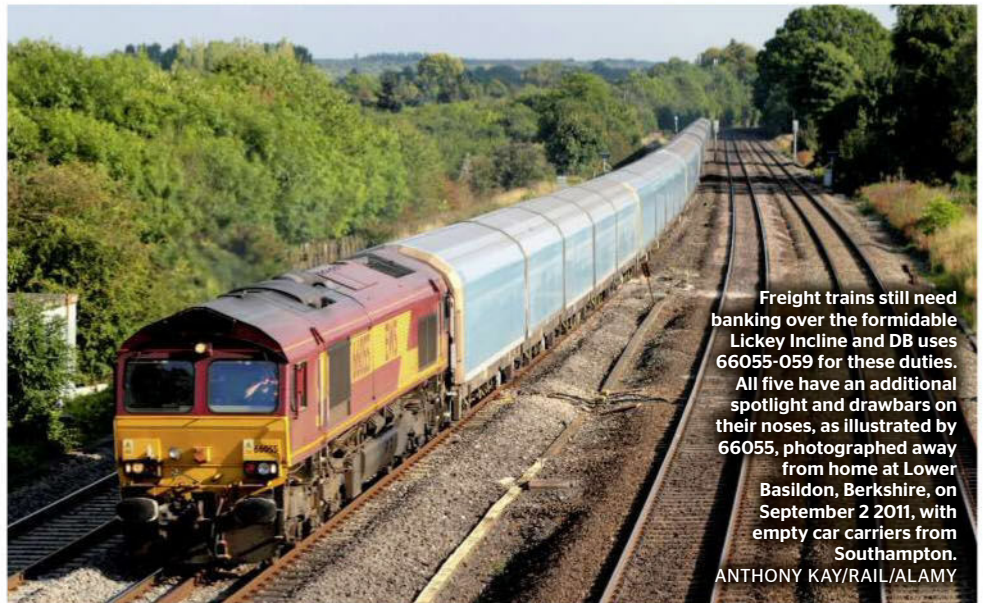
Sweden, Norway, the Netherlands, Germany, Egypt, France, Belgium, Poland and Luxembourg.

However, changing fortunes in the UK have led to British operators sending locomotives abroad. EWS relocated its first '66' (66215) to France in 200, then set about sending more locomotives abroad to work for its Euro Cargo Rail business. Some 60 have been relocated, and it was quite common for them to return to Toton depot for major maintenance, or to work Railhead Treatment Trains (RHTT) during leaf-fall season. However, ECR Class 66s rarely return to Toton for repairs these days.

ECR ordered 60 of its own Class 66s, numbered 77001-060, but these are not gauge-cleared to run in the UK and none have ever been here.

DB Polska was desperate for traction in 2010 and a glut of spare 66s led to 66146/153/157/159/163/166/173/178/180/189/196, 66220/227/237/248 moving to Poland. These have also worked into Lithuania.

Freightliner has also moved some '66s' to Poland, namely 66411/412/417, 66527/530/535/582-584/586, 66608/609/611/612/624/625. Freightliner Poland had already ordered seven locomotives directly for Poland and these were numbered 66001-007. The ex-UK '66/5s' were numbered 66008 onwards, whilst the four '66/6s' have been - confusingly - numbered 66601-608. None of the Polish Freightliner '66s' have ever returned to the UK so the fact they carry the same numbers as UK '66s' is not an issue.



Freight trains still need banking over the formidable Lickey Incline and DB uses 66055-059 for these duties. All five have an additional spotlight and drawbars on their noses, as illustrated by 66055, photographed away from home at Lower Basildon, Berkshire, on September 2 2011, with empty car carriers from Southampton.  
ANTHONY KAY/RAIL/ALAMY

## LIVERY VARIATIONS

The '66s' were initially considered fairly nondescript thanks to their uniform liveries but things have changed in the last 15 years!

EWS red and gold was applied to 66001-250 from new, though DB Schenker red is now carried by 66001/058/097, 66101/114/118/152/185/200. Of those DB locomotives moved to Poland, at least 66163/178/189, 66220/227/248 are in all-over DB Schenker red without yellow ends.

Following the move from EWS to DB Schenker - and then DB Cargo - several retain EWS maroon and gold, but with DB cabside logos. After an initial flurry of repainting, 66002/053/088/098, 66114/155/156/172/197 all received this scheme. It seems to have halted, and there are still numerous EWS '66s' in their original livery, dating back to 1998-2000!

One DB Schenker locomotive was painted into a customer livery - 66048 was outshopped in Stobart livery, similar to that carried by a couple of DRS Class 66s (see Page 40). Sadly, 66048 only worked one day in this livery - it was written off at Carrbridge on January 5 2010 - 28 miles into its inaugural Stobart journey. The derelict body, in plain black with wavy orange lines, is at Longport EMD, Stoke-on-Trent.

## FREIGHTLINER

Freightliner's handsome green livery with yellow cabs was bestowed upon 66501-599, 66601-625 and 66951-957. Half of 66522 gained Shanks Waste livery, and 66623 appeared in a Bardon Aggregates blue livery, although it has now been de-branded with Freightliner logos on blue bodysides.

When Freightliner's new Class 70s arrived in the UK, they did so in a new version of the green and yellow colour scheme, known as 'Powerhaul livery'. This was first seen on

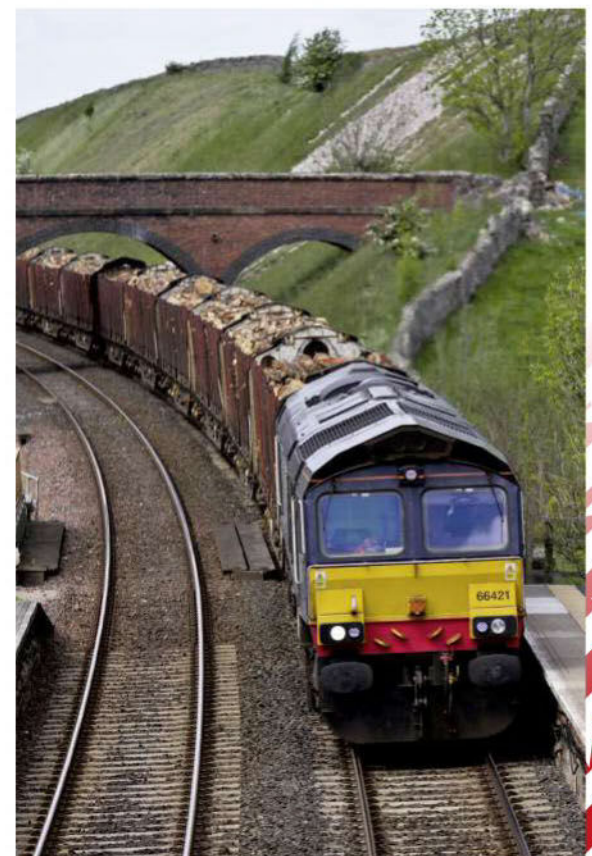
Below: The multiple working receptacle is fitted centrally on the cab front and the jumper cables are stored in the engine room. '66s' can also work in multiple with Class 59s, 67s, 70s and '73/9s'. 66421 has the revised Bmac light clusters, which don't have the small vertical 'side light'. MAR PHOTOGRAPHICS/ALAMY

a Class 66 in Poland, and Freightliner Powerhaul (Poland) livery is now on 66411/412/417. However, in the UK, now in Freightliner Powerhaul livery are 66414/416/418/420, 66504/528, and more will follow.

Freightliner unbranded green has been spotted on 66601/612 while in use with their operator, but when 66738-741 moved to GBRf they spent varying times in debranded green, pending repaints into GBRf's livery.

## DRS

The DRS fleet has been equally colourful. They were delivered in a new livery known as 'DRS'





Compass' and this was applied to 66401-434, from new and later on 66301-305. However, pictures of 66411 in this livery are rare, as when the locomotive arrived it was debranded, moved to Glasgow Works in its base blue livery and then reliveried using vinyls in the colours of logistics giant Eddie Stobart, albeit using blue rather than the green seen on the company's lorries.

Later, 66414 was similarly treated, although there were subtle differences to the design. When DRS lost the contract for Stobart, both were de-branded and have run for Freightliner in this base blue. The livery on the three Stobart Rail '66s' - 66048/411/414 - all differed.

Other ex-DRS '66s' have run in DRS unbranded blue when used by other operators, namely 66401-404/410/416/418/419/845.

DRS also applied Malcolm Group livery to three '66s' - 66405/412/434 - and again, all were different.

When DRS lost the Malcolm Group contract, 66434 had its vinyls removed and was left in plain DRS blue with white compass logos. In more recent times, DRS has set about re-liverying its entire Class 66 fleet into this plain DRS blue with white compass logos, and so far this has appeared on 66421-424/426/427/429-434 - just 66425/428 were waiting for this transition in July 2016, along with 66301-305.

## GB RAILFREIGHT

Perhaps the most exciting fleet in terms of liveries has been the ever-growing GB Railfreight fleet. The



original orange and blue GB Railfreight livery was new on 66701-717, of which 66709 soon received Medite black with yellow and orange cabs (shades of Loadhaul!). It had MSC logos either side of Medite branding in capitals. Its nameplates were in yellow. It has been re-liveried again in April 2012 into another Medite livery featuring a graphic of an MSC container ship. 66709 was rebranded in Medite livery with black bodysides.

To celebrate the Queen's Golden Jubilee in 2002, 66705 was given a Union flag - it was, effectively, standard GBRf livery with its numbers removed and reapplied in black on

**Above: Some Freightliner '66s' look decidedly scruffy these days with large chunks of paint missing. 66572 sports the revised headlight arrangement with large, circular lights. ALVEY & TOWERS PICTURE LIBRARY/ALAMY**

the cabsides, plus full flags on the bodyside. The flags have now been removed, but it retains its name.

To commemorate a new contract, Metronet livery was applied to 66718-722 - this being a similar blue and orange livery but in a much lighter blue. This livery is no longer carried.

When 66723-732 were delivered, GBRf was owned by First Group and these were delivered in First Group livery (First logos were also applied to many of the other GBRf Class 66s at the time). This livery has been removed from 66728-732, but is still carried by 66723-727 and will be removed in due course.



Colas Rail has added a splash of colour to the '66' fleet. 66842 was one of five Class 66/8s acquired from Advenza (originally delivered to DRS!) but this has since passed to GBRf. However, Colas still has five '66s', which were acquired from Freightliner. WASHINGTON IMAGING/ALAMY



**Right: All of DB Cargo's locomotives have cab 'wing' mirrors fitted, while 66003-250 have swing-head 'knuckle' couplers fitted. 66176 shows off both features at Treviscoe, with a load of china clay bound for Fowey, on July 2 2014. MATTHEW CLARKE/ALAMY**

Of the five Metronet locomotives, 66720 was re-liveried in 2011 featuring very striking, colourful artwork designed by six-year-old Emily Woodman. This is hard to describe in print, so see Page 35 for a photograph! 66718 carried a black livery featuring the Tube map, while 66721 is in a London Underground white livery - both these locomotives have graphics. 66719/722 are now in the revised version of GBRf livery - similar to the original livery carried by 66701-717, it is known as GB Europorte and is carried by 66702-708/710/712-717/719/722/728-778. In July 2016, just 66701/723-727 were still to be painted in this livery, which features curved orange borders at the cabs with a red stripe.

## LIVERY TWEAKS

Other tweaks which have influenced the GBRf fleet include 66705, which had small black cabside numbers when its Union flag logos were applied in the space where the running number would have been. 66709 had large cabside numbers in its first Medite livery, and 66737 had the '37' part of its number in a much larger font after it was named *Lesia*.

When 66747-749 were acquired from the Netherlands they were in all-over grey (not too dissimilar to the old BR Departmental grey!) which they carried for some time before being painted into GBRf Europorte livery. Likewise, ex-German 66750/751 arrived in unbranded blue, and they were also duly repainted.

Other GBRf re-liveried locomotives have been 66711, in Aggregates Industries turquoise and silver (2015), 66743/746 in Royal Scotsman deep plum (2016). And, finally, the last of the class, 66779, was painted immediately after its construction, in 2016, in Brunswick Green and subsequently named *Evening Star* to commemorate being the last ever Class 66 built for the UK.

Other liveries seen on Class 66s in recent times have been Fastline Freight grey on 66301-305 and 66434, Advenza blue on 66841-844 (which looked very like BR blue with yellow cabside window frames) - and briefly Advenza unbranded blue on 66844 (which also ran for a period with First Group logos on its cabsides) and, finally, Colas Rail Freight orange, dark grey and yellow, first on 66841-845 - then renumbered 66742-746 when they passed to GBRf, and now on 66846-850. For a period, 66845 ran for periods in unbranded DRS blue with and without Colas logos.



**TABLE 2: CLASS 66 DELIVERIES**

| No. | Class | Numbers    | Current lessor | Delivered | Initial user |
|-----|-------|------------|----------------|-----------|--------------|
| 250 | 66/0  | 66001-250  | Angel Trains   | 1998-2000 | EWS          |
| 5   | 66/5  | 66501-505  | Porterbrook    | 1999      | Freightliner |
| 20  | 66/5  | 66506-525  | Eversholt      | 2000      | Freightliner |
| 6   | 66/6  | 66601-606  | Porterbrook    | 2000      | Freightliner |
| 12  | 66/5  | 66526-537  | Porterbrook    | 2001      | Freightliner |
| 6   | 66/5  | 66538-543  | Eversholt      | 2001      | Freightliner |
| 10  | 66/5  | 66544-553  | Porterbrook    | 2001      | Freightliner |
| 7   | 66/7  | 66701-707  | Eversholt      | 2001      | GBRf         |
| 6   | 66/6  | 66607-612  | Porterbrook    | 2002      | Freightliner |
| 1   | 66/5  | 66554      | Eversholt      | 2002      | Freightliner |
| 12  | 66/5  | 66555-566  | Eversholt      | 2002      | Freightliner |
| 5   | 66/7  | 66708-712  | Eversholt      | 2002      | GBRf         |
| 8   | 66/5  | 66567-574  | Eversholt      | 2003      | Freightliner |
| 10  | 66/6  | 66613-618  | Eversholt      | 2003      | Freightliner |
| 3   | 66/5  | 66575-577  | Eversholt      | 2004      | Freightliner |
| 2   | 66/9  | 66951-952  | Eversholt      | 2004      | Freightliner |
| 5   | 66/7  | 66713-717  | Eversholt      | 2003      | GBRf         |
| 10  | 66/4  | 66401-410  | Porterbrook    | 2003      | DRS          |
| 4   | 66/5  | 66578-581  | Beacon Rail    | 2005      | Freightliner |
| 10  | 66/6  | 66619-622  | Eversholt      | 2005      | Freightliner |
| 5   | 66/7  | 66718-722  | Eversholt      | 2006      | GBRf         |
| 5   | 66/7  | 66723-727  | Eversholt      | 2006      | GBRf         |
| 10  | 66/4  | 66411-420  | Macquerie      | 2006      | DRS          |
| 3   | 66/5  | 66582-584  | Eversholt      | 2007      | Freightliner |
| 6   | 66/5  | 66585-590  | Macquerie      | 2007      | Freightliner |
| 4   | 66/5  | 66591-594  | Macquerie      | 2007      | Freightliner |
| 3   | 66/6  | 66623-625  | Macquerie      | 2007      | Freightliner |
| 10  | 66/4  | 66421-430  | Macquerie      | 2007      | DRS          |
| 5   | 66/5  | 66595-599  | Beacon Rail    | 2008      | Freightliner |
| 5   | 66/5  | 66953-957  | Beacon Rail    | 2008      | Freightliner |
| 5   | 66/7  | 66728-732  | Porterbrook    | 2008      | GBRf         |
| 4   | 66/4  | 66431-434  | Macquerie      | 2008      | DRS          |
| 5   | 66/3  | 66301-305  | Beacon Rail    | 2008      | Fastline     |
| 3   | 66/7  | 66747-749* | Beacon Rail    | 2012      | GBRf         |
| 2   | 66/7  | 66750/751* | Beacon Rail    | 2013      | GBRf         |
| 21  | 66/7  | 66752-772  | GBRf owned     | 2014-15   | GBRf         |
| 7   | 66/7  | 66773-779  | GBRf owned     | 2016      | GBRf         |

\* 66747-751 acquired by GBRf from European operators





## WHAT'S IN A NAME?

Several Class 66s have been named and the nameplate styles used have varied. 66002/022/042 had plates in the EWS style with a narrower font, as also used on Class 67s.

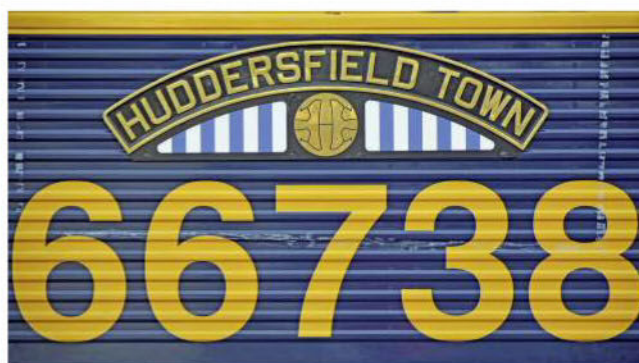
But most use the standard BR font for their nameplates. 66618 also had small additional nameplates for the three different winners of a competition.

66723's *Chinook* nameplate is in the standard BR font but also featured a cut-out of a Chinook helicopter and three RAF squadron crests.

66172 and 66200 displayed their names in upper case in a non-standard font, 66503 had its nameplate in the same style as the magazine masthead of *The Railway Magazine* and 66593, 66731/744 nameplates were in the logo style of the companies after which they were named.

66715 *Valour* carries a shaped nameplate with the inscription 'In memory of all railway employees who gave their lives for their country' in upper case. It also carried separate square plaques with coats of arms to the left of the nameplates. 66716 had its second name in a circular wheel crest with 1911/2011 in the centre.

66725/726/729/736/738 have LNER-style curved nameplates as they



are named after football clubs - Sunderland, Sheffield Wednesday, Derby County, Wolverhampton Wanderers and Huddersfield Town. These are in upper case with a football underneath them, albeit a flat ball rather than the spherical segments carried by the 'B17s' 4-6-0s, due to gauging constraints!

66779 has nameplates in the same style as BR's last steam locomotive, '9F' No. 92220. Those on 66739/741/757/763 also have the railways' crests incorporated in their nameplates.

66048/411/414 had their 'names' in transfers above the cab windows and on the cabsides under the windows.

Some '66s' have lost their names - 66022/042, 66411/414, 66576/581, 66612, 66701 (twice) and 66720 - while 66002 and 66709/716 have been renamed.

Above: Stobart Rail-liveried 66411 *Eddie the Engine* and 66414 *James the Engine* pilot DRS Class 37s 37682 and 37601 Class 37-'Fifty' pass Hest Bank on June 22 2010 with a Sellafield-Crewe nuclear flask train. PHIL METCALFE

Left: Some Class 66s have received LNER 'B17'-style football names, including 66738. The brass football is two-dimensional, to keep the locomotive within the loading gauge! PIP DUNN



GBRf's 66750 and 66751 were acquired from Europe and are very similar to locomotives built for Britain - except for the slightly different light clusters. 66750 shunts at Eastleigh works on January 29. CARL WATSON

Below: GBRf has taken over the prestigious Royal Scotsman land cruise contract from West Coast Railway Company, repainting 66743 into RS plum livery at Eastleigh Works. The immaculate 66743 stands in the yard on May 27. CARL WATSON





# HOW TO... DE-BRAND YOUR DB 'SHED'!



**GEORGE DENT** tries his hand at 'filtering', as he strives to re-create the distinctive appearance of the ex-EWS Class 66s.

**B**ucking the modern trend of train operating companies constantly revamping their corporate images, the vast majority of DB Cargo's Class 66 fleet still retains the long-obsolete EWS livery. After nearly 20 years in service, the once-vibrant red and gold scheme has taken on a dull hue. Indeed, only the underframes and upper roof surfaces tend to retain the grimy deposits associated with the freight traction of yesteryear.

My main challenge, therefore, was to portray a characteristically careworn DB Class 66, utilising a Bachmann model already sporting EWS colours. Simply mucking it up with 'dirty' shades of paint wouldn't suffice, so an alternative tactic was necessary.

Instead, I decided to create my own 'filter' layer. I discovered this approach in military modelling magazines and

recently road-tested it, with modest success, on a couple of carriages. However, I'd yet to try it on a locomotive.

So what is a filter? Basically, it's a jar full of heavily thinned grey paint that is sprayed over the entire bodysell. It may not sound scientific, but there's method in the apparent madness.

The point of the exercise is to add an ultra-thin layer of a neutral pigment onto the existing livery, which will act to tone down the vibrancy of the colours, without altering them excessively.

Grey is strictly a tone, rather than a colour, and is suitable for use over virtually any livery colour. Some degree of fine-tuning is possible, simply by adjusting the shade of grey. Lighter shades create more of a 'bleached', washed-out look, while darker shades impart a more sombre, grittier aspect.

There's a fine line to tread here between an effective filter and a grey locomotive, so a patient, cautious approach is essential,

especially when attempting this technique for the first time.

To work effectively over the rich maroon livery, I opted for Tamiya XF-24 Dark Grey as the filter shade, thinned with the same brand's acrylic thinners. As the paint is thinned so heavily (approximately 25% paint to 75% thinner) the pigment only reveals itself on the model as the thinners evaporate. This can take several minutes and the delayed visual appreciation consequently makes it easy to over-egg the pudding.

Therefore it's essential to take things steadily, waiting before applying further filter coats. I trialed the mixture on a similarly coloured scrap model first, which revealed that I'd need three or four very light misted coats of the filter to get the effect I was after.

Applying the filter via an airbrush, with the air pressure set low, offers convenience and speed. The medium can also be applied by hand brush, in a similar manner to working with weathering washes, although creating visible brush strokes is a risk.

Furthermore, if working by hand, I'd opt for either thinned enamel or water-based acrylics, rather than the fast-drying Tamiya paints. Again, practising on a scrap model beforehand is recommended.

I'm really chuffed with how this '66' has turned out, not least as it allowed me to gain more confidence in a new technique. Don't we all feel like trying something new from time to time? Sometimes it's daunting to take a step into the unknown. But now and again, you simply have to go for it. **MR**



**MODEL**  
Bachmann  
Branchline  
Class 66/0  
• Price: £149.95

**AVAILABILITY**  
Bachmann stockists

**DIFFICULTY**



**ESTIMATED TIME**  
20 hours

**TOOLS NEEDED**

- Knife
- Scissors
- Tweezers
- Files
- End cutters
- Paintbrushes
- Cotton swabs
- Airbrush (optional)

The contrast between a fairly new EWS '66' and a more up-to-date re-creation is clear. A grey filter coat, applied by airbrush, gives the DB-branded 'Shed' a more worn appearance.



## HOW TO: RE-CREATE A SHABBY DB 'SHED'



After removing the body and gently pushing out the cab glazing, the EWS markings can be removed with a little T-Cut and cotton swabs. Rub the surface gently, removing excess with the swabs.



After a few minutes, the printed markings will soften and can be wiped away. Keep swapping to a clean bud and don't press too hard. Keep the T-Cut away from other markings that are to be retained.



Buff away all traces of the T-Cut and leave overnight for the solvent to evaporate before masking up the gold stripes for a fresh lick of paint. Lightly coat with a white primer first.



## SHOPPING LIST

- F4977/5 EWS logo and number transfers. Fox Transfers.  
**Tel:** 0116 319 4950.  
**Web:** [www.fox-transfers.co.uk](http://www.fox-transfers.co.uk)
- 2091 DB logos, two sizes. Railtec Models. **Web:** [www.railtec-models.com](http://www.railtec-models.com)
- Railmatch enamel paints: 255 EWS maroon, 256 EWS gold. Howes Models.  
**Tel:** 01865 848000.  
**Web:** [www.howesmodels.co.uk](http://www.howesmodels.co.uk)
- Lifecolor paints, pigments and brushes, Darkstar powders, Alclad2 primers and clear coats, airbrushes and accessories. The Airbrush Company.  
**Tel:** 01903 767800.  
**Web:** [www.airbrushes.com](http://www.airbrushes.com)
- Micro Set, MIG weathering washes, Tamiya paints and thinners. Scale Model Shop. **Tel:** 01422 405040.  
**Web:** [www.scalemodelshop.co.uk](http://www.scalemodelshop.co.uk)



Once the paint is dry, remove the masking and tidy up any rough edges with a swab soaked in white spirit. An overall coating of gloss varnish is essential to blend in the new paintwork and prepare it for the decals.



Ready-made number sets are available, but I used individual digits to minimise the amount of carrier film. Brush Micro Set onto the surface before sliding the decals gently into place.



Gently squeeze out the moisture from beneath the decal, helping the film to sit into the corrugations. A soft brush also helps. Apply a little more Micro Set and allow it to dry naturally.



The DB logos are from Railtec. Cut the sheet carefully with sharp scissors, working close to the edges of the printed icons. For best results, apply a coat of acrylic clear satin varnish to seal the decals.



To add some characteristic texture to the exhaust assembly, a little dry pigment was mixed with suitable shades of acrylic paint and hand-brushed onto the moulding, using a flat brush and a stippling action.



To render the bright livery dull, suggesting a couple of decades at the mercy of the British weather, a thin filter was created using Tamiya XF-24 Dark Grey and thinners, mixed to a paint to thinner ratio of about 1:3.



With the air pressure set to 15psi and the airbrush about 6in away, the filter coat was misted over the entire body. Two light coats were applied initially and allowed to dry before deciding if more were necessary.



The lifting lugs on the left of the coupling hook were cut away with a sharp blade and the area painted roughly with white primer and yellow acrylic, before fitting the supplied detail parts.

## WINGING IT

A prominent feature on ex-EWS '66's' is the cab 'wing' mirrors, yet they remain absent from RTR versions. Etched brass kits are available from PH Designs ([www.phd-design-etchings.co.uk](http://www.phd-design-etchings.co.uk)) and assembly was described in MR163.

However, for this project, I fancied a quicker, simpler approach and fashioned my own from scrap brass. The mirror panes were offcuts of 2.5mm wide 10thou' brass, saved from the frets of

detailing components, while the brackets were formed from 0.9mm brass wire, filed to a square section. The two parts were soldered together, but could just as readily be glued and flush-mounted to the body, with either epoxy or cyano adhesives being suitable.

Once installed, they can be touched in with white primer and EWS maroon. They may lack a little finesse, but they look acceptable to me and have proved very resilient. Just make sure that they don't interfere with the re-fitting of the glazing.



A trio of Lifecolor acrylics - Matt Black, Track Dirt and Weathered Black - were mixed on a palette and thickened with Golan Dark Earth dry pigment, to create a textured, yet easily brushable coating.







The textured mix was carefully brushed onto the bogie frames, chassis frames and fuel tanks. Take the time to work the paint into all of the nooks and crannies, but don't worry about the exact shade just yet.



Once the initial coat is dry, mix up a slightly darker shade and stipple it onto recesses or other areas where shadows are likely to be cast. The effect looks a little rough, but bear with me...



Once the paint layer is dry, refine the chassis with an airbrush and a variety of 'dirty' brown and grey shades. Alternatively, the acrylic paint base will provide an excellent backing for dry powders.



The powders will grip the surface keenly and the shades can be varied slightly to exaggerate areas of highlights and shading. Brush away excess pigment with a soft, clean brush.



Re-create oily streaks and stains around the fuel tanks with Lifecolor's Dirty Grease Effect paint. A couple of layers will produce an effective, greasy patina that contrasts nicely with the dusty surroundings.



Returning to the body, a dark enamel wash, vigorously shaken, can be run into the various seams with a fine brush. The pigment will find its own way along the recesses by capillary action.



The real 66137 sported large areas of chipped paint when I saw it recently, so these were re-created with a variety of grey acrylic shades, dabbed lightly onto the surface with a flat brush.



Dark, sooty staining was introduced to the roof, using Railmatch Roof Dirt initially, following the raised and recessed detail and misting gently over the shoulders to the top of the sides.



A little Matt Black was then mixed in to produce a darker tone around the exhaust outlet. An airbrush is not essential for this stage, and similar effects are also possible using weathering powders.



The sides and cab fronts were kept relatively clean, as per the real thing. Although the grey filter and dark wash give it a suitably timeworn feel. Allow the paint to cure before glazing and reassembly.



A clean section of gold paintwork where the EWS lettering has been removed, and bare metal patches on the roofline, are trademarks of a DB 'Shed' in 2016.



# Show & Tell

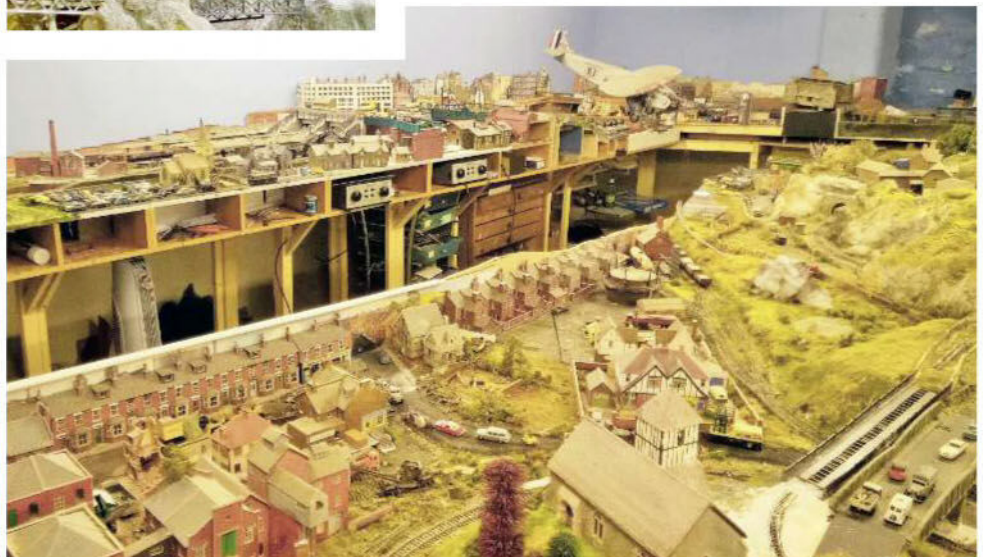
This is the place to share your latest layout or project with fellow modellers. Every issue we publish a selection of your best photographs and stories as well as interesting oddities and, occasionally, modelling disasters.

## Notlobian proportions

Les Cliffe, by e-mail

This rather grand-looking 'OO' gauge layout was built by Les Cliffe and housed in the basement of his framing gallery in Bolton. Les told us: "I began building 'Notlobia' at the age of 50, a mere ten years ago. It's purely fictional and covers approximately 30sq ft."

It isn't completely finished yet, but there's certainly no shortage of details to marvel at! Les admits that the layout may appeal less to those who prefer models of a more accurate or prototypical nature, but his enthusiasm is infectious and 'Notlobia' really does look like great fun.



For more information,  
visit the 'Notlobia' blog:  
<http://goo.gl/3KXa6Q>







# Cobalt 90° Adapter

**The simplest way to reduce mount depth  
& increase Cobalt installation versatility.**

Cobalt iP Digital & the Cobalt family are already the easiest-to-install and most reliable turnout motors available, but now and again, modellers who are short of space or between-baseboard headroom have asked us if we were able to find a way for them to mount them differently.

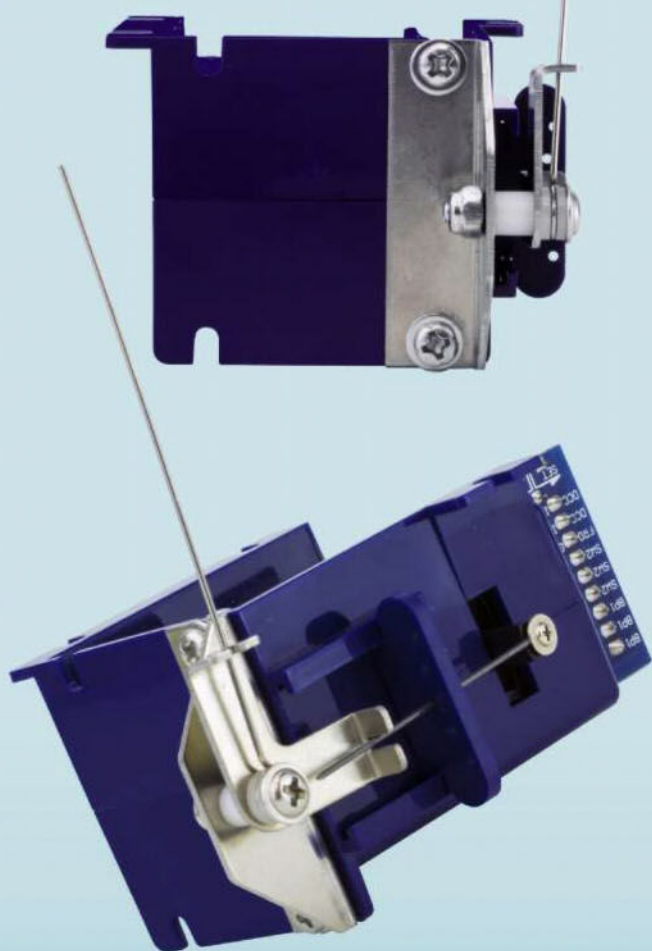
We listened... and Cobalt DCP-RA3 is our answer.

Packed in 3's and provided with all of the nuts and bolts you will need to mount them, these economical all-metal mounting adapters are simple to fix onto the mount points you would normally use for under-board installation...

Once they are mounted, Cobalt's drive system is rotated 90 degrees and its mount depth is reduced to a comfortable 40mm... a reduction of 27mm compared to a standard installation!

Cobalt is then secured to the baseboard with the screws provided... using the alternative mount positions that we had already built-in!

Easy to use - and effective!



## TOP TIP:

The Cobalt 90° mounting adapters are also very useful for assisting you with above-board mounting of Cobalt motors in your fiddle yards and hidden areas.

Cobalt point motors and all other DCCconcepts products are distributed world-wide by DCCconcepts Pty. Ltd  
3/13 Lionel St, Naval Base WA 6165 Australia P+61 8 9437 2470 F+61 8 9437 2471 [www.dccconcepts.com](http://www.dccconcepts.com)

DCCconcepts welcomes Retailer & Distributor enquiries. In the UK, DCCconcepts products are distributed by Gaugemaster Controls Ltd., Ford Rd, Arundel BN18 0BN Ph. +44 1903 884 488 [www.gaugemaster.com](http://www.gaugemaster.com)





**PETER MARRIOTT**  
Serial  
layout  
builder

## PROJECT 'CROMFORD GOODS' PART 5: MAKING SCENERY

### WORK DONE

- MR219 Designed trackplan
- MR220 Choosing track
- MR222 Constructing buildings
- MR223 Building a temporary canal

# HOW TO... MAKE SCENERY

Modellers are now spoilt for choice when it comes to scenic materials and products. And **PETER MARRIOTT** loves nothing more than devising new ways of using them...

**I** am more passionate about modelling scenery today than I ever have been. Gone are the days when modellers were limited to using little more than lichen and dyed sawdust when making trees and laying ground cover.

Nowadays we are spoilt for choice, and you can buy products specifically tailored for model railway scenery.

I've been modelling for 40 years, but all these new products enable and encourage us to try new techniques and take on bigger challenges, and this makes the hobby feel as fresh as ever!

The real payoff is in the exhibition halls, sheds, lofts, homes, and the pages of *Model Rail*; modelling standards have risen tenfold, and the average layout looks more realistic than ever before.

Figuring out the best way to use these products really is a joy - so much so that I try to use at least one new product and technique per project.

## LIFE AND SOUL

If the track itself is the beating heart of a layout, then the scenery is its lifeblood. It's what differentiates a model railway from what would otherwise be merely track stuck to a baseboard.

Scenic detail transforms train and track into a miniature representation of reality, and is vital in portraying the location and time period of a layout.

Whether you're aiming for Pendon levels of detail and realism, or are simply content with neatly ballasted track and appropriate ground cover, making scenery is your chance to stamp your own creative identity onto a project.

Trains might be the stars of the show, but scenery affords them a place and a purpose. Not only is it crucial in suspending disbelief, but it presents a platform for imagination and creativity - it says something about you as a modeller. **MR**

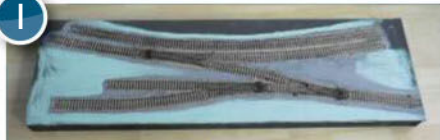


The finished embankment covered in scenic materials (discussed in Steps 4 to 6).



## HOW TO DO IT: BUILD EMBANKMENTS

1



With the track laid and ballasted over a coating of grey acrylic, paint the areas that would be covered in vegetation with light green acrylic. Leave a generous border of grey around the track to represent cess.

2



Shape pieces of hard foam using a Woodland Scenics Foam Knife to form various undulating surfaces across the layout, and an embankment at the rear. Fix the hard foam to the baseboard with PVA glue and leave to dry.

3



Cover the undulating foam formations with plaster cloth and leave to dry. Paint the plaster (I used a Woodland Scenics Earth Colours Kit) and cover the ground around the track with PVA glue, before sprinkling on a covering of sand.

4



Spread PVA glue across areas reserved for vegetation and then apply a layer of short static grass fibres using an electrostatic tool - Noch's Puffer Bottle Static Grass Applicator (08100) is a much cheaper - albeit slightly less effective - alternative.

5



Once the static grass surface has dried, dab further blobs of PVA glue onto the now secured fibres. While it's still wet, tease apart small clumps from a Noch foliage mat (Mid Green, 07264) and press them into the static grass.

6



To finish, I added trees from Gaugemaster's Tree Pack (GM128) by simply pushing them into the foam. I also used miniNatur oak foliage (980-21) and Woodland Scenics green Poly Fibre (FP178) covered with fine scatter to represent weeds.

### DIFFICULTY



ESTIMATED  
TIME  
20 hours

### TOOLS NEEDED

- Woodland Scenics Foam Knife (ST1433)
- Surform
- Paintbrushes
- Electrostatic grass tool

## MAKING EMBANKMENTS

With the abundance of products designed specifically to make great-looking scenery, from tiny laser-cut plants to ultra-realistic ready-to-plant trees, crafting a believable rural landscape has never been so much fun - not to mention easy!

I will be layering lumps of hard foam (leftover loft insulation material) with plaster cloth to form the undulating surface surrounding the 'Cromford Goods' line. These areas will then be painted and covered with scatter materials, static grass fibres and teased-out poly fibre to represent various layers of vegetation.

### ALTERNATIVE METHOD

Another method for crafting an embankment is to create a former using thick card - I used mounting card. This is really only useful for embankments that sit right at the back of your layout - the embankment will essentially be low relief.

To build a former, use a sharp knife to shape the cardboard to the land profile you want and fix it to the baseboard using white glue. Once the landscape shape has been completed, simply follow steps three to six.



BEFORE

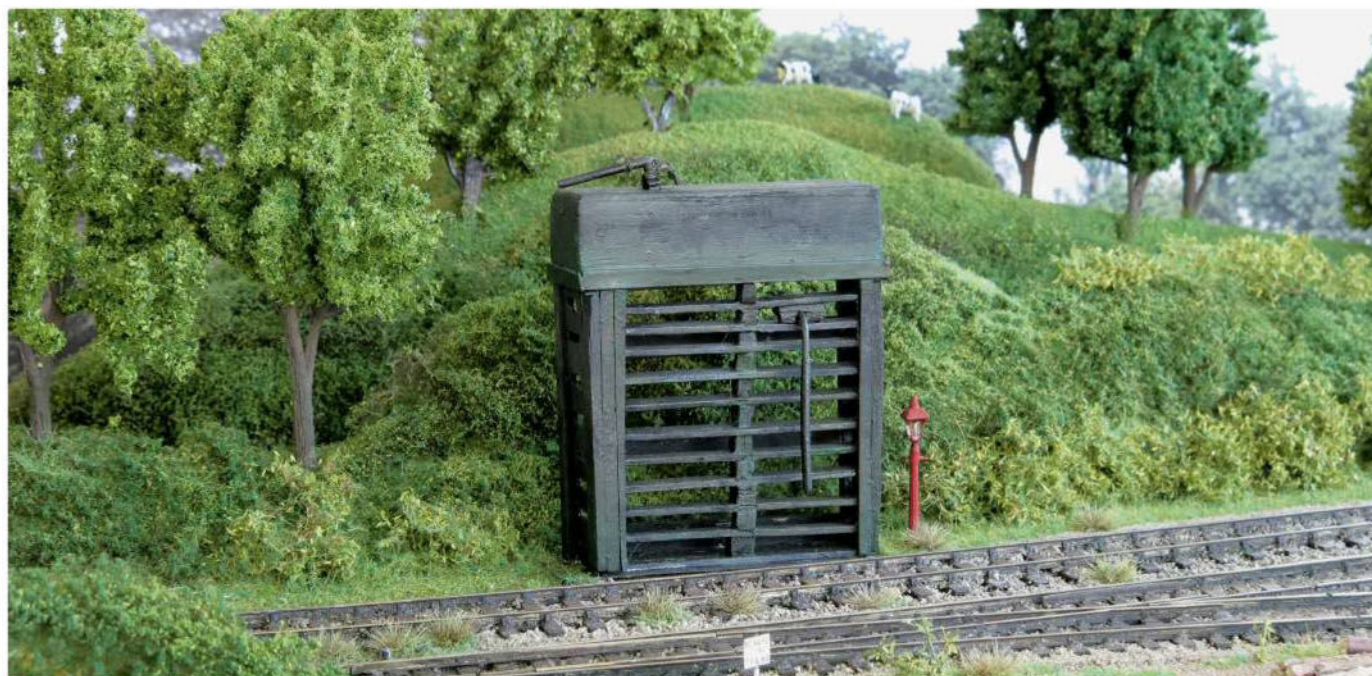
Left: The bare card former. Plaster cloth will be draped on top to form an embankment.

Right: The card former covered in hardened plaster cloth and painted a suitable earth colour.



AFTER





## FORCE PERSPECTIVE

I deliberately set myself the challenge of building a realistic-looking layout within a very small area. But for photographic purposes, I wanted to convey the illusion of a far larger layout with lots of depth to the surrounding landscape.

I did this by making two standalone hills that could be positioned behind the layout to create the illusion of forced perspective. The trick was to make the hill at the front in 1:76 scale and the one behind in 1:148 scale to fool the eye into perceiving greater depth.

As long as the hill closest to the layout is smaller than the scale of the layout itself, you don't have to use 1:76 and 1:148 scales. However, the advantage of working in these scales is that there's an abundance of buildings, trees, and figures (should you wish to include them) readily available - whereas if you're working in 1:50 scale for example, you'll be forced to scratchbuild.

The hill closest to the layout was populated with 1:76 scale trees, and the smaller hill, which would be positioned behind, was populated with 1:148 scale trees. As an additional detail, Bachmann Scenecraft 1:148 scale cows (379-341) were fixed in place, too.

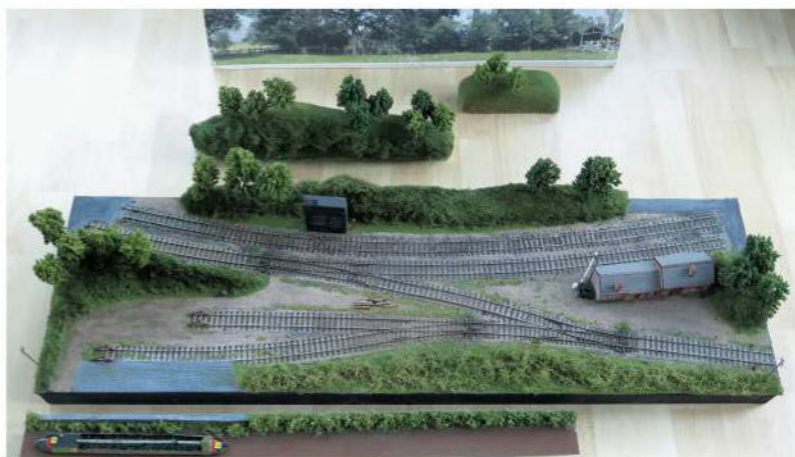
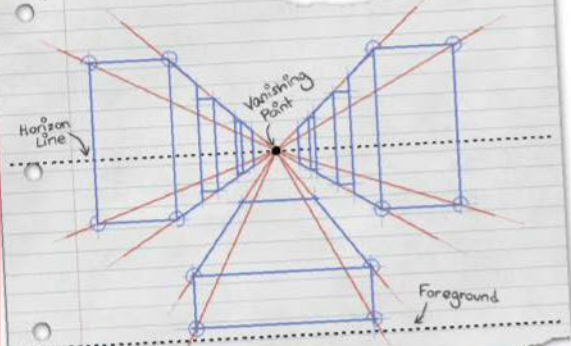
Referring to the diagram (Figure A) you will notice that the horizon line sits above the foreground. This effect is best illustrated when looking down a long straight road - even if it's flat, it will appear to slope upwards towards the horizon line.

With this in mind, the smaller 1:148 scale hill will need to sit higher than the larger hill in front. The best way to judge this is to use both trial and error, and your eye. Also experiment with how close or far away you place the hills in relation to each other, as this will affect the sense of perspective, too.

Hills can be crafted using the same method, tools, and materials as the embankments on Page 47.



FIGURE A





**MODEL**  
 LNWR Square Post  
 Signals (477)  
**• Price: £8.25**

**AVAILABILITY**  
 Peco stockists  
**• Tel: 01297 21542**  
**• Web: [www.peco-uk.com](http://www.peco-uk.com)**

**DIFFICULTY**  


**ESTIMATED TIME**  
 1 hour 30 mins

**TOOLS NEEDED**  
 • Scalpel  
 • Cutting mat  
 • Steel rule  
 • Small paintbrushes  
 • Pin vice  
 • Needle file  
 • Sprue cutters

## MAKING SIGNALS

Carving the landscape and adding vegetation are essential processes in creating a believable scene. But it's the individual details that can help to portray a particular location. One such detail is the semaphore signal, which stands next to the High Peak workshops on the High Peak and Sheep Pasture area of the line.

Semaphore signals are readily available from a number of suppliers, including 'ready-to-plant' (RTP) signals from Hornby and Dapol, and plastic signal kits from Ratio.

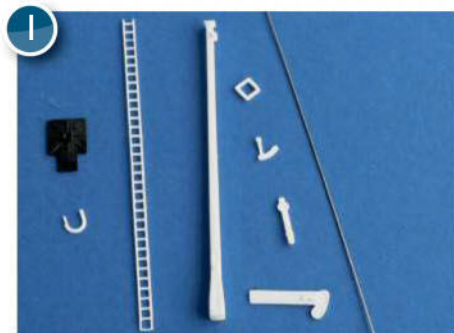
Ratio produces GWR, LMS, LNER, LNWR, and SR prototype signal kits. Both single-post and junction signals are available. The 'OO' gauge range consists of Quick Assembly and Advanced Construction kits; Quick Assembly kits contain remote control components and do not require painting, whereas Advanced Construction kits do not contain remote control components and require painting.

Advanced Construction kits can be motorised using Ratio's Signal Remote Control kit (250), which is available as a separate purchase. I have chosen to build an Advanced Construction kit - an LNWR single-post signal.

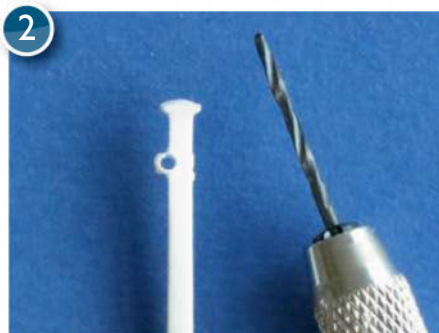
'Cromford Goods' is a suitable project for less experienced modellers and, as such, I have chosen not to motorise the signal. Nonetheless, even non-working signals provide much interest and are an essential addition to most layouts.



## HOW TO DO IT: BUILD A SIGNAL



Remove each component from its sprue using a scalpel or sprue cutter. I removed any excess plastic using a scalpel, needle file, and finishing paper.



Drill a hole at the top of the signal post using a pin vice, with a 1.5mm drill bit. The aperture should be wide enough to accommodate a piece of 1.5mm wire (around 4mm long).



The wire is threaded through the hole, but glued to the arm and backing plate only (I used Woodland Scenics Scenic Glue). This frees the wire to pivot within the hole.

4 I painted the signal using a brush and acrylic paint. If you don't want your signal to appear pristine, weather it with a thin black wash.



5 Attach the signal to your layout using thick white glue; hide any gaps around the base by strategically placing static grass fibres or other, similar, scenic materials.







# Cobalt iP digital

**525,000 plus changes and still going...  
counted on its own internal switches!**

**A look behind the scenes @DCCconcepts:**

Every time we produce a batch of Cobalt motors, we take random samples from the batch and test them until they no longer work perfectly!

What's more, while that is of course important, we don't just test them for reliable changing... We count all our tests two ways, watching both the commands to change sent from the Tester AND reading the feed-back from Cobalts own on-board S.P.D.T. switches.

We also analyse every single test, trying to make every Cobalt motor a little better every single time...

The result? Cobalt tests now exceed 500,000 changes per test... with little no change in the operating quality

**So why are Cobalt iP Digital and Cobalt iP Analog so reliable?**

- Tooling is replaced before it wears and the case is made from super-stable plastics
- Gearing is made from really long-life engineering plastics created for gearing use.
- We use Gold plated Phosphor-bronze contacts & we harden switching PCB tracks for low wear.

**So - What does such high reliability mean for YOU? We think it means a lot!**

**An example? we offer a lifetime warranty: However - What's it worth unless we know what a lifetime may be?** In the case of Cobalt iP we now KNOW that the average Cobalt iP turnout motor, Digital or Analog will out-last us all as the tests we put them through equal more than 200 years "On-layout" use...

**So our LIFETIME warranty is a real benefit to YOU: We like that!**

Cobalt point motors & all other DCCconcepts products are distributed world-wide by DCCconcepts Pty. Ltd  
3/13 Lionel St, Naval Base WA 6165 Australia P+61 8 9437 2470 F+61 8 9437 2471 [www.dccconcepts.com](http://www.dccconcepts.com)

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MR-101: No. 1968, USATC black



MR-102: No. 68, Southern Railway black



MR-103: No. 30069, BR early emblem black



MR-104: No. 30064, BR late emblem lined green



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



MR-106: No. 30071, BR late emblem black (weathered)



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



MR-108: No. 72, KWVR ochre



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



MR-110: No. DS237 *Maunsell*, Departmental green

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**P**eco's PL-10 solenoid point motor has proven to be something of a benchmark product, with thousands having been employed under layouts over the decades. Indeed, I own plenty, some of which date back to the 1980s and they're still going strong.

However, this humble design hasn't changed much since its initial release. Apart from pre-soldered wire leads on Hornby's similar device, there have been few attempts to make installation and operation easier.

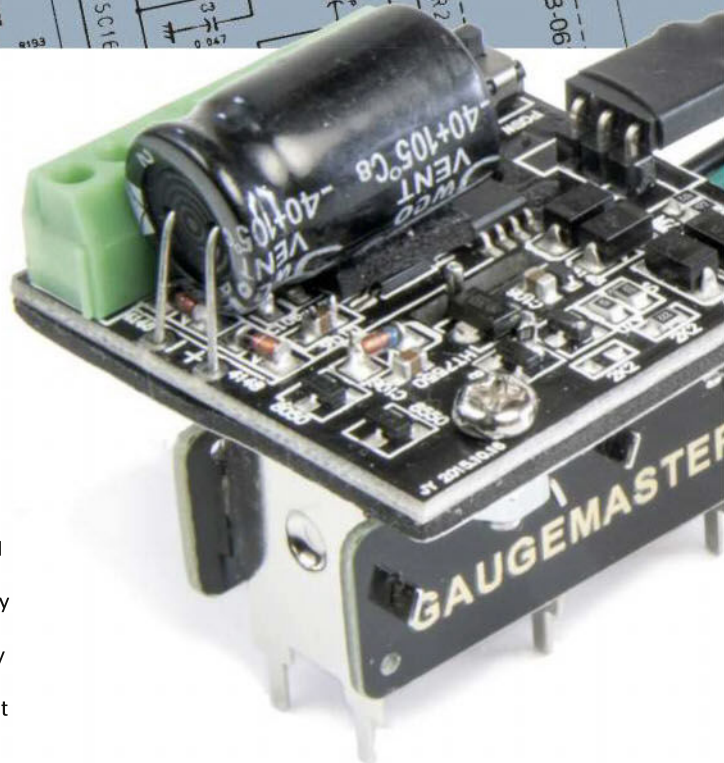
Lower-profile units have appeared, most notably from SEEP, designed for use below baseboards, and featuring added extras such as self-latching mechanisms and in-built accessory switches to help swap the polarities of 'live' point frogs. However, they still require care to

install correctly, demand the use of a soldering iron and are nowhere near as 'bulletproof' as the good old PL-10.

Both Peco and Hornby have also offered surface-mounted motors, designed for fitting immediately beside the point. But again, these have their drawbacks, not least in their unprototypical appearance.

Now, at last, a new range of classic-style solenoid motors has emerged, designed as direct rivals to the PL-10. Launched by two of the UK's leading model railway retailers, this trio of user-friendly motors are designed to simplify installation and operation, while offering reliability and great value-for-money, regardless of whether you employ DC or DCC control systems.

So, how good are they? Let's put them to the test... **MR**



# SOLENOIDS - THE N



The classic-style solenoid point motor has undergone little development since its introduction almost half a century ago - until now, that is. **GEORGE DENT** puts a trio of new units to the test.

## HATTON'S

**PRODUCT**  
HAT-PM-01 Hatton's solenoid point motor



**AVAILABILITY**  
Hatton's Model Railways,  
17 Montague Road,  
Widnes WA8 8FZ.  
• Tel: 01517 333655  
• Web:  
[www.ehattons.com](http://www.ehattons.com)

**PRICE**  
rrp £6.50 each,  
six-pack £35

This high-performance solenoid motor has been manufactured exclusively for Merseyside retailer Hatton's. Tough and rugged, the traditional twin-coil solenoid design has been refined with a secure steel baseplate and pre-wired circuit board.

It comes supplied with five screws (one's a spare) and the mounting holes are slightly over-sized to allow for fine adjustment during installation. An extension pin for the actuating arm is also provided, allowing the unit to be mounted directly to the underside of the

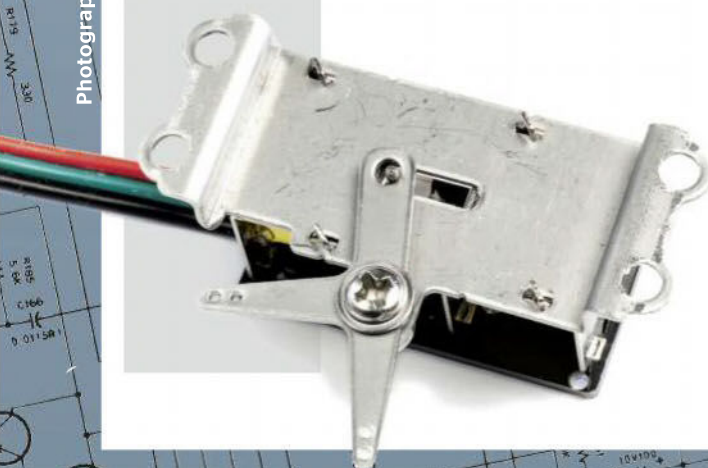
baseboard, operating the point via a slot cut beneath the tie-bar.

Uniquely, the actuating arm is also connected to a twin-arm crank. This has many potential uses, such as permitting it to be surface-mounted and linked to the point via a length of spring steel wire (not supplied). The motor can be sited up to 75mm away from the point in this format, or even further if the wire is placed within brass or Teflon tubing. Disguising the motor beneath a building or scenery is therefore possible.

Furthermore, the crank can also be

employed to operate semaphore signals or anything else that demands a reciprocating action, either individually or in tandem with a turnout.

Suitable for almost any scale/gauge, three multi-strand wires are pre-installed: red for the right coil, green for common power and black for the left coil. A momentary-action switch is required and the unit can be powered by a 15-24V supply, in either



Left: A sturdy, integral base is provided for easy installation. The double-arm crank offers a maximum travel of 6mm.

Right: The smart Hatton's solenoid features a pre-wired PCB with 140mm lead wires.





A trio of new solenoid options for 2016: DC and DCC options from Gaugemaster and a versatile unit from Hatton's.

# EXT GENERATION

AC or DC. A higher power (2 amp) is preferred, with a Capacitor Discharge Unit (CDU) recommended, especially if more than one motor is to be installed.

The motor is non-latching, so the point must be fitted with a sprung tie-bar and there's no in-built micro-switch for altering frog polarity or integrating with signals and control panel displays. While fully

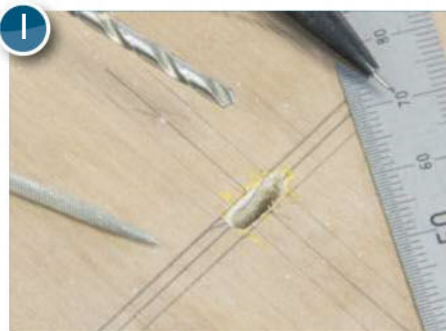
compatible with either DC or DCC systems, digital users will need to install an accessory switch with an in-built CDU, such as DCCconcepts' AD-S series.

Installation is incredibly simple, both below and above baseboard level and operation proved positive and reliable during testing. The motor moves with a reassuring, yet quiet, 'clunk'.

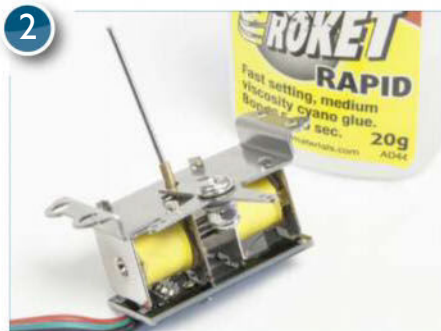
## WHAT IS A SOLENOID?

Although often referred to as a 'point motor', the solenoid is actually not motorised. Inside each bulbous end is an electromagnet and when power is applied, the magnet pulls the tie-bar - and thus the point blades - towards it. It is the magnet attracting the tie-bar that creates the 'thunk' sound associated with these devices. The likes of Tortoise, DCCconcepts' Cobalt and Fulgurex point motors actually use small electric motors to move the point blades, and are thus true point motors.

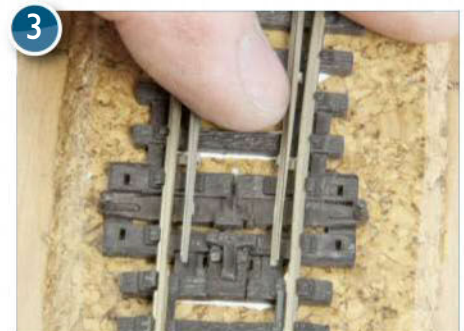
## HOW TO DO IT: INSTALL HATTON'S SOLENOID POINT MOTOR



Installation below the baseboard requires the cutting of a slot beneath the point's tie-bar, running at 90° to the track's direction. Drill a series of holes and clean out the waste with a round needle file.

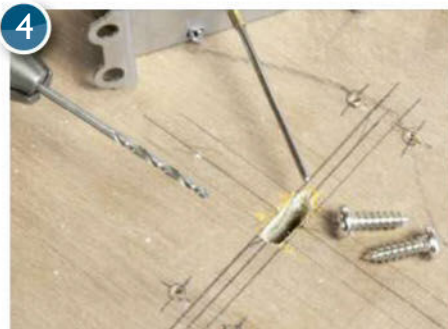


Install the supplied extension pin and collar, and secure it with cyano glue. Check that the pin is straight and true and leave it aside to cure fully. Don't spill any glue on the moving parts of the motor.



Lay the point and insert the pin through the hole in the point's tie-bar. Hold the blades in the centre of their travel with a blob of Blu-Tack while the motor is correctly positioned.

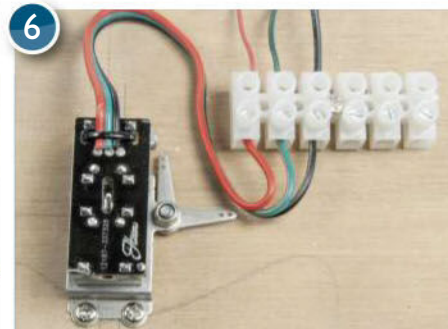




Check that the motor is aligned squarely in relation to the travel of the tie-bar, using the markings made earlier. Set the pin halfway between the solenoid coils, then mark and drill the mounting holes.



Fit one screw at each end of the base, then check that the point moves correctly before securing the other two. Any excess length of the pin can be cut away and the end filed smooth.



There's no need for solder, as the supplied leads can be connected to screw terminals. Ensure adequate clearance for the movement of the crank. The motor can be replaced in minutes should anything go wrong.



If mounting above the baseboard, mark a straight line from the tie-bar and position the motor so that the hole in the crank arm is aligned. Linking the crank to the tie-bar with a length of spring steel wire.



Before mounting the motor, check for correct operation by moving the motor's pin by hand. If the point blades move correctly, mark and drill a hole at each end of the base.



Connect the power cables and test fully before adding the other screws and securing the motor properly. The other arm of the crank can also be employed to move something else simultaneously.

## STOP PRESS: SAY HELLO TO AUTOFROG

Just days after we finished this feature, Gaugemaster unveiled 'Autofrog', a neat little gadget that automatically changes the polarity on DCC live-frog points. It's simple to install and works by detecting the incoming polarity of the wheels on the approaching train and switches the frog to match. It's good value too: Autofrogs cost just £5.50 each. See [www.gaugemaster.com](http://www.gaugemaster.com) for more information.

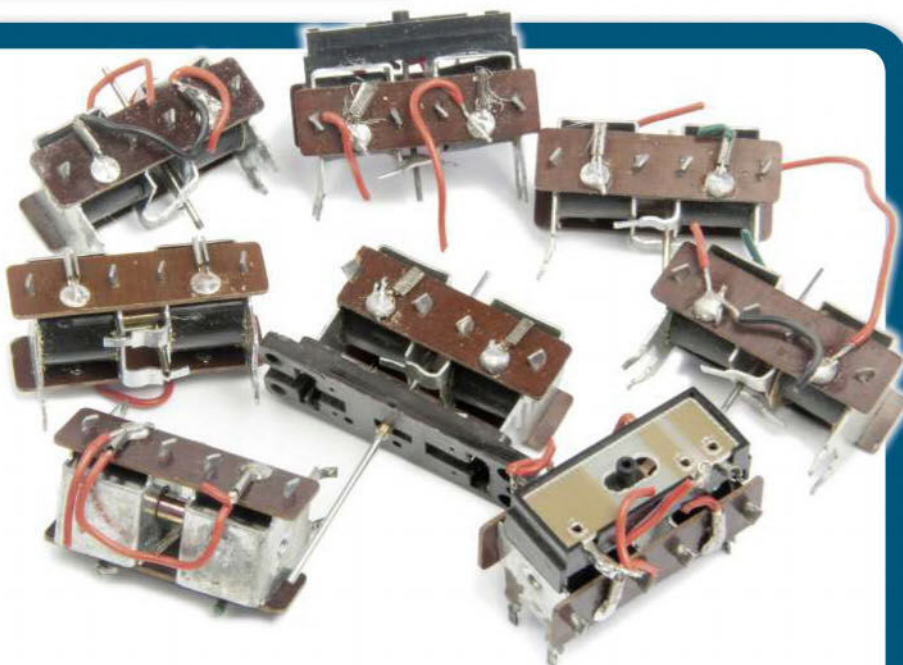
## WANT TO KNOW MORE?

The issue of 'live' and 'dead' point frogs and switching polarities was explained in MR219, while a full study of point automation featured in MR222.

## FACTFILE: THE PECO PL-10

Peco's classic solenoid point motor has been around since the 1970s and was designed to fit directly to the company's own range of 'OO' and 'N' gauge points. They can also be mounted to the baseboard - either above or below - using separate plastic adaptor bases. Single and double accessory switches are also available that 'piggyback' onto the solenoid's casing, for switching frog polarities or integrating signals or control panels.

These no-nonsense motors are rugged and reliable, though rather basic by today's standards. There's less flexibility in terms of power, with a 16V AC power supply, preferably with a 2 amp output, being specified. As with other solenoids, a CDU is essential to give the motor a sufficient boost of energy, especially when more than one motor is installed. Solder connections are required while wiring-up and careful mounting is vital for reliable operation.





# GAUGEMASTER

## PRODUCT

GMC-PM10 Classic solenoid point motor; GMC-PM10D Digital solenoid point motor



## AVAILABILITY

Gaugemaster.  
•Tel: 01903 884488  
•Web: [www.gaugemaster.com](http://www.gaugemaster.com)

## PRICE

PM10: £6.95 each;  
PM10D: £18.95 each

To cater for the digital and analogue markets, Gaugemaster has developed two point motor packages, each making use of the same solenoid unit.

The familiar twin-coil design is employed, albeit with slightly smaller coils than the powerful Hatton's version, and both models feature a choice of mounting options. Exposed prongs on one face allow direct fitment to Peco 'OO' or 'N' gauge points (unlike the Hatton's motor). Alternatively, the unit can be flipped over and mounted to the baseboard using screw holes and slots.

The 'Classic' DC version is designed for use with voltages from 16-24V (AC or DC), with a minimum 1 amp supply. As usual, a momentary-action switch is required, along with a CDU for optimum performance. A small three-way screw terminal is installed for solder-free connections.

The digital version features a 40mm by 40mm printed circuit board, incorporating a DCC decoder,

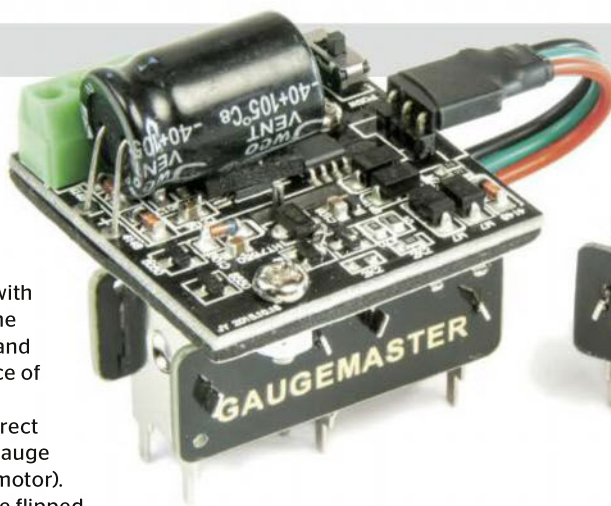
along with an integral CDU and screw terminals for solder-free installation. Simply run twin power lines from the track, or an accessory Power Bus, connect to a momentary-action operating switch, and away you go.

As with the Hatton's unit, neither motor incorporates a dedicated facility for polarity switching. However, the PM10D does feature a three-way terminal, ostensibly for

Gaugemaster's duo of 21st Century solenoids: PM-10D digital and the PM10 'classic' version.

connecting to control panel LEDs to illustrate the chosen route.

Fitting and setting up both units is simplicity itself, including the programming of the DCC decoder. Full instructions are supplied, and operation has proved to be effective and reliable.



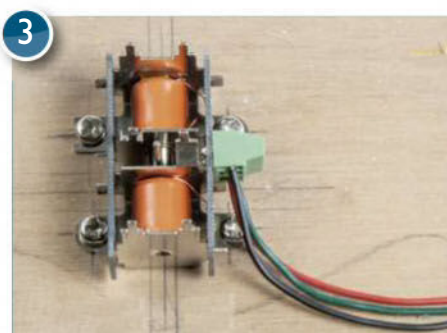
## HOW TO DO IT: INSTALL GAUGEMASTER'S SOLENOID POINT MOTOR



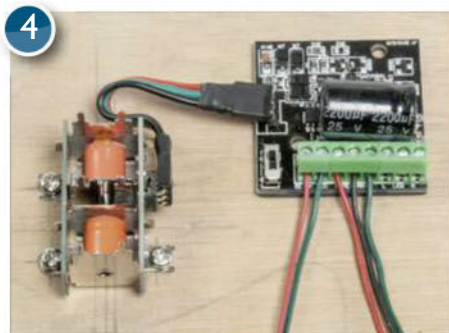
The motor can be installed direct to Peco points using the prongs on one side, or the screw mounting holes on the other. The holes and slots allow for easy fine-adjustment of positioning.



Installation of either Gaugemaster's analogue or DCC units under the baseboard follows the same process as that of Hatton's motor. Extension pins and screws are included with both.



Solder-free connections are provided, with a three-way screw terminal located on the side of the motor. It's best to fit the wires before installing the unit, as the tiny terminals are a little fiddly.



The DCC version features a printed circuit board with built-in capacitor discharge unit that can either be bolted to the solenoid motor or mounted adjacently, using the self-adhesive pad provided.

## CONCLUSIONS

Each of these new solenoid point motors has proved impressive, in terms of specification, ease of fitting and operation. They're also very good value, with the two non-DCC versions on sale for around the same price as - if not cheaper than - the standard Peco PL-10.

The versatility of the Hatton's unit and the extra crank arm are standout features, the latter having lots of potential uses. The action may be too severe for some delicate kit-built semaphore signals (especially plastic kits), but the insertion of a spring in the

control wire will absorb much of the 'shock'.

The lack of solder connections across the trio is also a boon, allowing for rapid removal or replacement should anything go wrong. Anyone who's had to replace a solenoid in a hurry will appreciate this!

It's just a shame that a built-in micro-switch has not been provided, especially on the non-digital versions, although the Peco accessory switch (PL-13) is compatible with both Gaugemaster motors.

That said, all three come highly recommended.



TESTED

# HOW TO... **MODEL CATENARY**



**GEORGE DENT** has amassed a collection of 4mm AC electric traction but has lacked decent overhead catenary to complement them... until now. He puts Peco's new OHLE range to the test.

**O**n the face of it, the fact that a vital feature of the modern railway landscape - overhead catenary - has been lacking from the RTR 'OO' gauge market is a glaring omission. A few token efforts have appeared in the past, most notably Dapol's, which uses plastic masts and clip together soldered wire. There's a lot to be said for it but enthusiasts of AC electric traction who like to see pantographs making contact with the wire have been faced with a choice of Continental 'HO' scale offerings or a mammoth scratchbuilding exercise to produce something tough enough to cope.

But is there really an untapped market out there? We may have had some fine models recently, especially

Bachmann's gorgeous Class 85 but can modellers really be bothered with stringing bits of intricate copper wire above their tracks?

It's a chicken and egg scenario. Manufacturers will be reluctant to produce anything unless they can see how well other catenary-related products sell. However, with so much of the UK network now 'under the wires', and with more to come, now's a good time to test the water.

And that's what Peco is doing with its new range of 4mm:1ft scale catenary. Manufactured for the Devon-based company by catenary experts Sommerfeldt, the all-metal system comes with the assurance of the German firm's reputation for quality and reliability.

## WHAT'S AVAILABLE?

It's been a few years since Peco first announced its intention to release a catenary system, with modellers beginning to wonder if the scheme had been quietly dropped. Happily, that wasn't the case and packs of masts and wires hit the shelves in early summer.

Was the wait worth it? And is it cause for AC electric enthusiasts to get excited? Although this initial foray into the Overhead Line Equipment (OLE) world is limited to one type of single-arm mast, Peco has stated that if there's sufficient demand, the range will be expanded in due course.

The masts represent the British Mk 3 style of cantilevered 24kV AC catenary, as employed extensively throughout the UK since the early 1970s. First





employed on the Crewe-Glasgow extension to the WCML scheme, similar masts can be found on the East Coast, Great Eastern and Midland main lines.

The product is offered in various packages. Pre-assembled masts are available individually or in a bulk pack of 12 that also includes a pair of mounting jigs and a fully illustrated installation guide. The jigs (LC-115, £2) and instruction booklet (SYH26, £1) are also available separately.

The overhead wires are offered in five different lengths, ranging from 200mm to 500mm, with each pack containing five lengths of 0.5mm copper-plated steel wire.

## UNDER INSPECTION


The masts accurately depict the standard 9in 'H' section girders, rendered in nickel silver for strength and a pleasing metallic grey finish redolent of the galvanised prototype. Beneath a plastic 'concrete' plinth-style base is a threaded mounting stud, complete with washer and 5.5mm retaining nut.

The wire cantilever arms are silver steel wire, spot-welded to the masts,

creating an impressively sturdy construction. As with Sommerfeldt's Continental catenary, the registration arms are supplied as separate wire fittings. One end is shaped to allow it to rest on the registration tube during the wiring up stage, but it means that soldering is an essential facet of assembly.

The separate registration arms allow you to fine-tune the position of the wires in relation to the track beneath, as well as allow for

the alternating 'push-and-pull' positioning of the real thing.

The main, upper catenary wire slots into brackets above the top tie, which is distinctly unprototypical of UK practice - it should be below. But I doubt whether this will put many modellers off. As long as the wires are trimmed neatly after soldering (something I neglected to do!) the effect is not overly distracting. 

Peco's new range of catenary has great potential, although only one type of mast is currently available. The wire is available in five different lengths.



**00  
GAUGE**

## PRODUCTS

**LC-100** Catenary starter pack: 12 masts, jigs and instruction booklet (£85)

**LC-110** single mast (£7.95)

**LC-150** 200mm overhead wires, Five-pack (£10)

**LC-151** 260mm overhead wires, Five-pack (£10.75)

**LC-152** 340mm overhead wires, Five-pack (£11.25)

**LC-153** 380mm overhead wires, Five-pack (£12)

**LC-154** 500mm overhead wires, Five-pack (£13)

## AVAILABILITY

Peco stockists

## DIFFICULTY



## ESTIMATED TIME

Six hours per metre of double-track line

## TOOLS NEEDED

- Knife
- Hammer
- Pliers
- Tweezers
- Bradawl
- Drill and bits
- 5.5mm (or adjustable) spanner
- Wire cutters
- Soldering iron and equipment

Although the wires are fragile in isolation, once installed, they're fairly robust.





## GOING LIVE

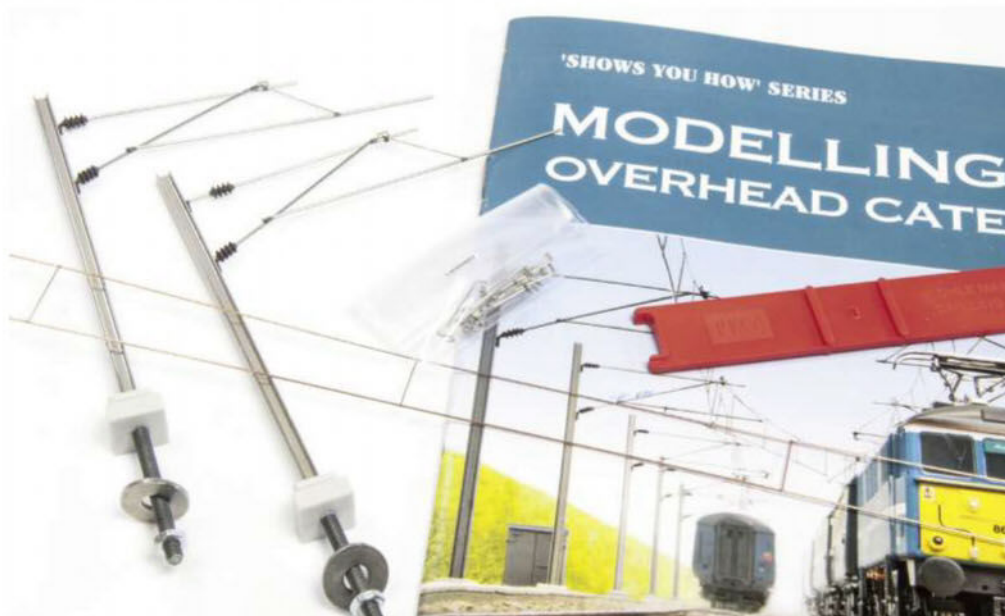
The supplied instructions are comprehensive, so I've illustrated the basic processes involved here as a means for readers to appreciate how the system works. However, I'd heartily recommend sitting down with the Peco guidebook and a cup of tea before making a start, as there's a lot to take in at once.

As work progressed, I began deviating from the recommended assembly sequence, most notably when fitting the wires. The booklet suggests threading through all of the wire sections, bending over the ends to keep them in place before soldering them in place.

This proved a real challenge, as the wires tended to flex about excessively, and they were far more prone to damage while hanging from the masts unsecured. I also found that bending over the ends of too many sections at once created unwanted tension in some lengths, which moved the mast

**TOP TIP**

Avoid damage to the wires and masts by eschewing a track rubber in favour of mobile cleaning vehicles to keep the rails in good order.



arms slightly out of position.

Therefore, I stuck to working on two overlapping sections of wire at a time, dealing with the furthest track first, before repeating the process along the nearer line, so I wouldn't be reaching over completed catenary.

Solder bonds were made using a 50W iron, a no-clean flux and

60/40 grade solder. DCCconcepts Sapphire solder and flux were employed, the extra silver content in the solder helping it to flow freely into the joints.

Adding the registration arms proved a little fiddly, securing the wire to the arm before it, in turn, was soldered to the lower tie. The catenary wire is

The catenary starter pack includes 12 masts and registration arms, plus a pair of installation jigs and an instructional handbook. Wires must be purchased separately.

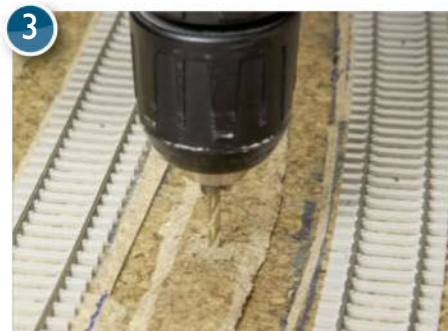
## HOW TO DO IT: INSTALL PECO CATENARY



The base of the masts must sit level with the base of the track, so ensure any underlay material is laid accordingly. Cork floor tiles have been employed to help replicate the deep ballast of a modern main line.



The Peco jigs help you to check that the cork is fixed at the right distance from the track, and the position of the first masts is plotted with a bradawl. The jig also helps with keeping the lines the correct distance apart.



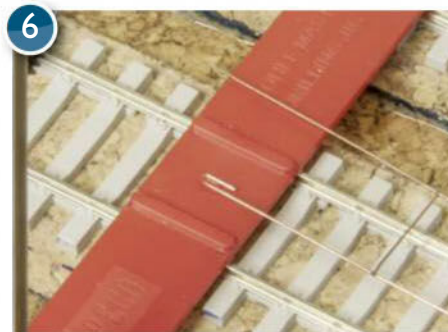
Check that the mast position is not above a baseboard cross-member before drilling a 3.5mm hole. Keep the drill at a right angle to the surface and remove the waste from the hole.



Place the threaded stud of the mast into the hole and double-check its distance from the nearest rail with the jig. The mast's arms should also stand perpendicular to the rails.



Fasten the mast in place, using the washer and nut, employing a 5.5mm spanner. This can be a bit fiddly if you're working under the baseboard - a winged nut would be much easier to work with.



Check again that the mast is square, once the bolt is tightened. With the jig still in position against the base of the mast and between the rails, hook one end of the catenary wire snugly around the raised 'pip'.



**TOP TIP**

Check for any rogue blobs of solder on the underside of the catenary contact wire, to prevent pantographs from snagging and getting damaged.

delicate and easily deformed, so it must be handled with care. While the masts are able to hold the wires taught against a sprung pantograph, the system cannot be tensioned in order to straighten out any 'creases' in the wire.

However, as long as the wire sections are hung and soldered correctly, the resulting 'cat's cradle' is fairly resilient to the odd knock.

**VERDICT**

In terms of looks, the masts and wires are convincing, with only minor prototypical discrepancies. The lack of choice in terms of mast style is an obvious limiting factor, especially when dealing with stations and junctions, so some recourse to scratch-building or modifying will be necessary, but the Peco system certainly offers a convenient starting point.

The assembly procedure took a little time to master, but once a couple of sections were installed, progress became less laborious. Performance-wise, models fitted with Sommerfeldt pantographs have worked faultlessly,

especially my modified Lima '87s' and Hornby '86s'.

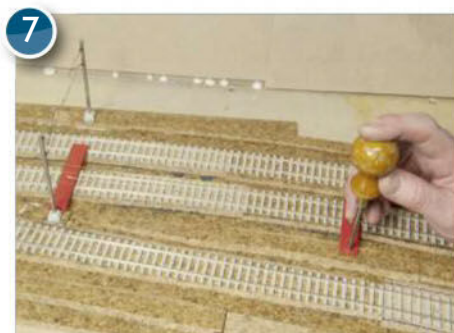
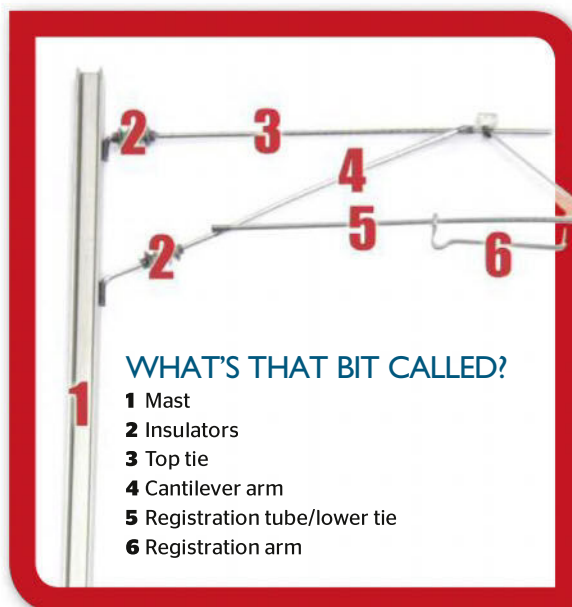
However, a few less-refined factory-fitted pantographs (mostly Hornby) have been less co-operative. Surprisingly, my Bachmann Class 85 also struggled, seeming to require a little extra headroom between the roof and the contact wire, but a little adjustment of the pantograph's spring wire has cured that problem.

A possible remedy for errant pantographs is to limit their height to sit a millimetre or two under the wires. It will be hard to discern that they're not actually in contact. Either modify the spring wires or add blobs of cyano glue to the pivot points.

Although the system can be described as about 90% 'ready-to-plant', there is the unavoidable need for soldering the registration arms and wires. This may put some modellers off, which seems a real shame. For the sake of a decent iron (about £40) and a little practice, there should be no need to miss out on the possibilities that the Peco catenary can offer.

Having built a 4ft-long diorama on which to test the system, a good deal was learnt about how the parts fit together. Although it cost over £100 to wire up the twin tracks and siding, I still think the system offers good value, given the quality of the components.

Inevitably, were I to employ the catenary system again (which I'm tempted to do), I'd do a few things differently and, hopefully, better. And I'd recommend undertaking a similar exploratory exercise before embarking on the electrification of a full layout, if your budget can accommodate it. At the very least, you'll quickly appreciate how awkward it is to clean your track afterwards! **MR**



The other end of the wire is wrapped around the 'pip' on the second jig to gain an accurate spacing for the next mast. Mark with the Bradawl, then drill and mount the mast in the same way as before.



Use both jigs to align masts on the opposite line. The registration poles are supplied overly long to aid alignment. Again, check that the masts are mounted squarely.



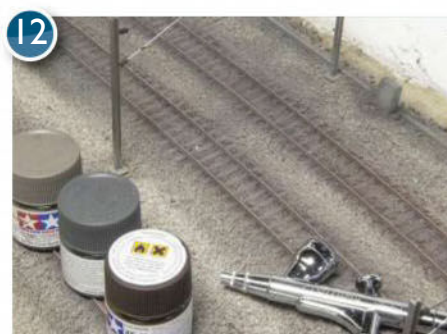
Erect the masts according to your desired wire spacings. Longer wires are aimed at straight sections, with shorter wires suited for curves, junctions and entrances to sidings.



When siting the masts on curves, use the jigs to ensure that the wires will remain within 2mm of the inside face of either rail, lest the pantograph run off the wires.



The layout must be thoroughly tested before the track is ballasted. Shape the loose ballast into 'shoulders' and spread it evenly around the mast bases before applying adhesive.



Leave the ballast to cure for a few days before painting and weathering the track - and the masts if desired. But be sure to keep the cantilever arms free of paint and glue to ensure successful solder bonds.

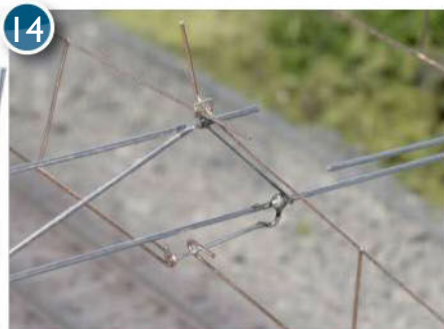




13

It's essential to take care of all necessary scenic work within about 6in of the tracks before the catenary wires are installed. This includes adding signals, cable trunking and other lineside details.

14



Begin hooking the wire sections in place, a couple at a time. I found it best to work on one track at a time, starting with the furthest away. Place the registration arms loosely in place for now.

15



Gently bend up the excess from the catenary wires to help keep them in place. Avoid introducing excess tension in each section, or the masts will be pulled out of alignment.

16



Check that the wires are hanging correctly above the rails and add a little no-clean flux, such as DCCconcepts' Sapphire liquid flux, to one of the joints.

17



Make the solder bond to the upper wires first. Double-check the positioning before soldering the contact wires to the registration arm, again employing flux to aid a speedy, reliable bond.

18



Fine-tune the position of the registration arm and solder to the registration tube. Reverse the orientation of the arm on the next mast along and repeat the process.

19



At a siding, crossover or junction, carefully thread the extra catenary wires into the slots in the mast and repeat the soldering process. Ensure that the wire sections are kept just taut enough to prevent sagging.

20



If everything is satisfactory, snip away the excess wire from the upper mounting brackets, along with the waste material from the registration tubes. A set of track cutters is ideal.

21



Test the system thoroughly, attending to any lumps of excess solder protruding below the bottom of the contact wire. Check that pantographs can move freely across all joints.





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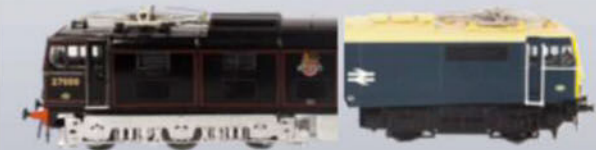
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## HOW TO... CORRECT HELJAN'S CLASS 60



A few finishing issues spoil Heljan's otherwise fine trio of Class 60 models. **DAVE LOWERY** shows you how to put things right, no matter which version you have.

**MODEL**  
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(three liveries)  
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**DIFFICULTY**



**TOOLS  
NEEDED**

- Airbrush and compressor
- Tamiya masking tape
- Printer paper
- Jeweller's screwdrivers

**Y**ou can just imagine my delight as a modern image 'O' gauge modeller when I first received a Heljan

Class 60. Ready to go, straight from the box. Wow, what a stunner!

These models really are superb - and very welcome. Like most Heljan 'O' gauge diesels, they're painted but not numbered. Three liveries are on offer: EWS maroon and mustard, Loadhaul orange and black (remember this scheme?) and Railfreight

'Triple Grey'. The latter comes with a selection of decals so you can select the 'sub sector' markings you prefer.

Sadly, the '60' is let down by some basic paint and finishing issues. Those Heljan-supplied decals have a faint white line around the edges. The EWS lettering and numbers are the wrong height, and the orange flashes on the Loadhaul livery point the wrong way...

Still, these are easy things to put right. With a little extra work, you can really put the icing on the cake! **MR**

**TOP TIP**

The roof, as seen on this Class 60, was weathered with RailMatch Falcon Grey, Sleeper Grime and a touch of gloss black around the exhaust point. As usual, you really need good reference photographs in order to achieve realistic weathering.



### HOW TO DO IT: IMPROVE THE LOADHAUL CLASS 60



Remove the body from the chassis. Mask the cab ends to the correct angle, along with the rest of the body, leaving just the area you'll be working on exposed.



Apply RailMatch Strathclyde Orange, which is an exact match for the colour used by Heljan. When dry, remove the masking - and then mask to the correct angle.



Apply the black and let it dry. Remove the masking and you'll have the orange panel pointing in the right direction.



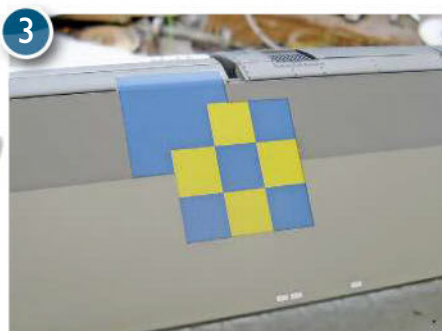
## HOW TO DO IT: IMPROVE THE 'TRIPLE GREY' CLASS 60



1 Remove the body from the chassis. There are four screws, two in either side of the fuel tank. Mask the windows with Tamiya masking tape.



2 Apply gloss varnish over the areas where the transfers are going to go: cab front, cab side and body side. I prefer to use RailMatch gloss varnish, sprayed through an airbrush.



3 Apply transfers once the gloss varnish has dried. When they're fully dry (leaving them overnight is usually about right) apply another coat of satin or matt varnish.



4 Remove the masking tape and fit a set of etched Shawplan double arrows. They fit exactly over the printed ones. This process gets rid of the faint white lines around the decals and reduces the 'silvering' effect of the carrier sheet.

## HOW TO DO IT: IMPROVE THE EWS CLASS 60



1 This one is a bit more complicated. Mask the maroon, leaving the mustard band exposed. Use Tamiya masking tape and printer paper to cover the large areas.



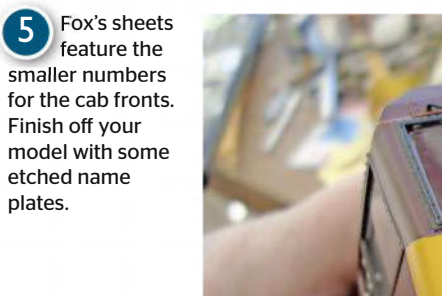
2 The EWS lettering is printed onto the body and it needs neutralising. Spray a thin coat of white over the letters. Use enough to cover them up.



3 When the white paint is dry, the mustard can be sprayed on. I use RailMatch paint, mixed with a little gloss varnish. Again, spray just enough to cover the white.



4 Fox's EWS letters and numbers are the correct height. Once applied, allow them to dry, then apply satin varnish. Allow to dry overnight and remove the masking.



5 Fox's sheets feature the smaller numbers for the cab fronts. Finish off your model with some etched name plates.





TOP TIP

Window wiper tracks are achieved with masking tape and a very light weathering spray. I use RailMatch Sleeper Grime on the lower parts of the locomotive and bring out the springs and sand pipes with a 50/50 mix of RailMatch Freight Bauxite and thinners.



BRYAN ROBERTSON

## TOTAL REPAINT..

Heljan has covered the three main eras of Class 60 history with its livery choices but, over the years, the class has received its fair share of one-off colour schemes. In my opinion, the

transformation of 60081 as pseudo-Great Western Railway *Isambard Kingdom Brunel* was a little bit special and I had to model it.

Creating this green monster is an

exercise in fine transfer application, albeit a large rectangle on the side of the model. The transfers are from Fox Transfers and the *Isambard Kingdom Brunel* nameplates were sourced from eBay

## HOW TO DO IT: CREATE YOUR OWN 60081



After removing the body from the chassis (it only takes four screws) mask the yellow warning panel, as it makes sense to preserve as much factory-applied paint as possible. Mask the windows too. Tamiya masking tape is ideal.



Remember to mask both sides of the glazing to minimise the risk of overspray hitting the windows and spoiling the model. You also need to remove the black backing from the body grille.



Spray the body with RailMatch GWR locomotive green and leave overnight to dry. Remove the masking from the yellow cab front only, then give the sides and ends a coat of gloss varnish.



Always use good reference photos for your chosen subject. Make sure you're aware of the colour of the handrails, overhead warning sticker locations and cut-off points of the colours.



Use Fox orange/black/orange straight and 90° decals to make the large bodyside lining panel. I used small white transfer strips for the bottom of the bodyside labels.



60081 uniquely sported red bufferbeams. Remove the two units and paint the bufferbeams and buffer shanks red. If you are going to weather your model, remove the fuel tank and bogie sideframes and weather them separately.



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- Edison Court
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- Hatch End
- Heatherley
- Langston Bridge
- Lea Green Yard
- Llandre
- Ludlow
- Meacham
- Molinnis
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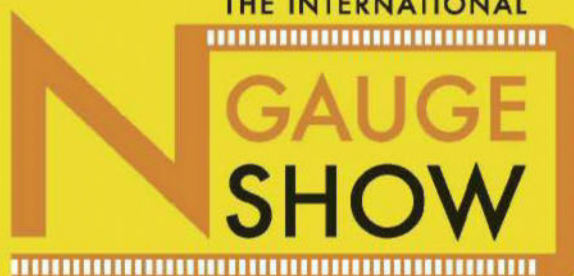


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## TAKE UP THE CHALLENGE OF USING DCC

**PETER MARRIOTT provides a few suggestions for modellers considering using DCC for the first time.**



Most modellers who have operated their layouts with DCC say that it is much more fun compared to analogue (DC) control. In particular, the benefits of DCC become apparent if your layout features a locomotive depot - an operator can position several

locomotives on the same siding, which can then be run around and out of the depot one by one. You can leave the lights and sound activated on parked locomotives, but until you have spent some time playing with a DCC system, you'll just have to take my word for it!

### ■ Whatever you do, enjoy DCC

Some modellers are nervous to use DCC because they think it's too technical and complicated. Others look upon DCC as a challenge, and a chance to learn something new. Take up that challenge and you'll soon be surprised how quickly you'll begin to understand it. It does not take long to become DCC proficient if you embrace the learning process, rather than be frustrated by it.

## “ IT DOES NOT TAKE THAT LONG TO BECOME DCC PROFICIENT ”

We are all eager to run trains on our layouts as soon as we can, but to begin with it's best to spend a little time reading the manual of your chosen DCC system. This will give you some confidence - when you do begin to run trains you'll know what to expect, and understand how to get the most out of the trains and your system.

Initially, just learn the DCC basics, such as connecting the system to the track, operating the trains, turning the lights on and off and activating sound effects. Once you have mastered these you can move onto more advanced techniques, such as programming changes into decoders, but this is not necessary to get up and running.

### ■ Before you decide on which DCC system to buy, read the manuals online

When deciding on a DCC system, look at manufacturers' websites, which usually contain downloadable versions of the manuals. It's a good way to familiarise yourself with a system before you buy it, and spot any potential problems. For example, see Bachmann's DCC system manuals at [http://bachmann.co.uk/service/digital\\_top.php](http://bachmann.co.uk/service/digital_top.php)

### ■ Keep up to date

Retailers that stock DCC equipment are an excellent source of advice. In addition, it's worth reading recent books and current *Model Rail* articles about DCC. It's an area of the hobby that is developing all the time.



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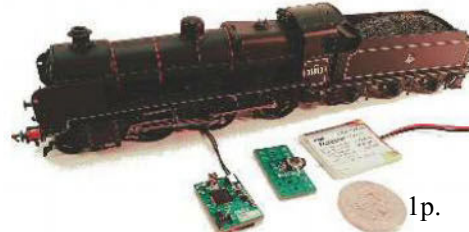
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
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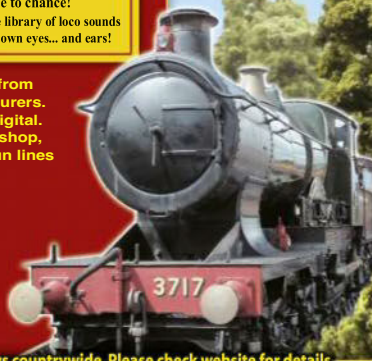
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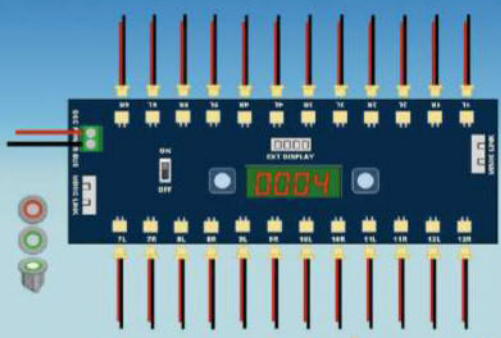
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# DCC


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## concepts

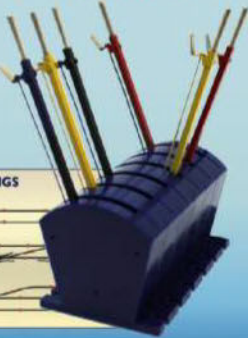




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# BALA

Many years would pass before **KEITH JAGGERS** realised his ambition of modelling this classic Welsh junction. **CHRIS LEIGH** was with him throughout the journey.

**WORDS: CHRIS LEIGH**









“ I STILL REMEMBER THE VIEW OF THAT STATION OPENING UP BEFORE US AS WE STROLLED DOWN THE MUDDY ACCESS FOOTPATH FROM THE MAIN ROAD ”





Right: '58XX' 0-4-2T No. 5802 was one of the non-auto fitted examples used on trains 'over the top' to Blaenau Ffestiniog. The model is a vintage K's kit.

Below: The '58XX' and an unmodified Hornby half-cab pannier tank stand on Bala shed as a 'ROD' 2-8-0 (another K's kit) passes with a loose-coupled coal train.



**D**octor Beeching closed the Staines West branch in March 1965. Before the last train ran, I sat up most of the night making a sign proclaiming 'THE END'. I hung it on the very last train on that bleak Saturday evening, but when I went to recover it at West Drayton, it had gone.

In those days, I worked at Ian Allan, but my younger brother still attended the local grammar school. A couple of weeks later, he said he'd talked to a boy at school who had 'rescued' my board off the last train before it headed off to Southall depot.

"Tell him I want it back," I said.

And that's how I met Keith Jagers.

I got my sign back (I still have it) and I got treated to a visit to Keith's remarkable model railway. It was loosely modelled on the Whitland-Cardigan branch and ran on a shelf round his bedroom. There was little appropriate stock to run on it in those days, so Keith made do with an assortment of conversions, scratch-built models and carve-ups of available ready-to-run models. However, the remarkable bit was the control system.

The layout was automated. As I recall, it was a bit like a pianola (a self-playing piano) with a rotating cocoa tin by which contacts were made and broken, and relays and solenoids operated. Trains even started and stopped automatically, but I recall that Keith was not very happy about its unreliable operation.

Later, ex-Post Office Telephones uniselectors were employed and routes were dialed up with a telephone dial, while control of the trains themselves was by more conventional means. It was clear where Keith's interests and skills were heading.

At 18, I was a couple of years older than Keith and could drive. More importantly, I owned a car, so as Beeching set about closing and



“ I’M SURE THAT WHAT WE DID - VISITING STATIONS RATHER THAN TAKING LOCOMOTIVE NUMBERS - WAS UNUSUAL, BUT BY NO MEANS UNIQUE ”







demolishing our beloved Western Region, we took a couple of grand touring holidays in the mid-1960s, together with Keith's school pal Paul. Heading through the Midlands to North Wales, we took a route around Wales, into the West Country and back home. We took in as many stations (open and closed) as we could and occasionally managed to fit in a train ride, if the line was still open. I recall 'doing' Dulverton-Barnstaple one wet day.

Those trips in 1966 and 1967 lasted around ten days and covered around 1,500 miles. My calculations suggest that we visited close to 200 stations or other railway locations in around ten days in 1966. To preserve our film, we took turns to take photographs, so Keith's collection is very different from mine.

Half a century on, it is still easy to remember (but difficult to describe) how intoxicating those trips were. There was magic in the anticipation: would we be disappointed at an empty site, or elated at discovering a station still largely intact? We even stumbled across a train once or twice, the 'runs as required' goods at Mitcheldean 🚂

Above: Not all the structures are scratch-built. These grounded bodies are by Ratio.

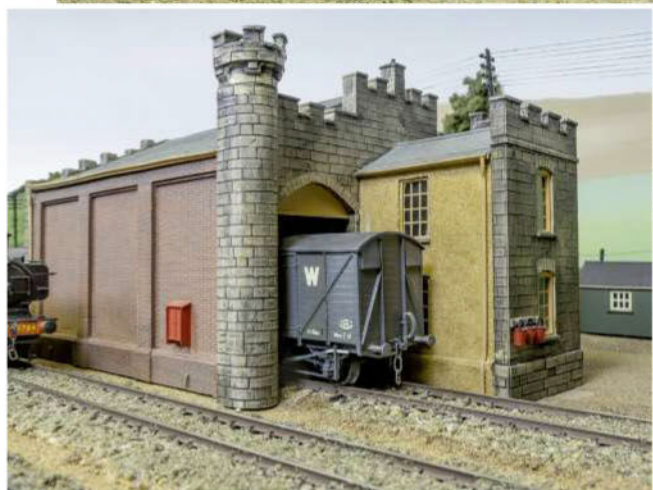
Left: Still a handsome model 40 years on, K's 'Dean Goods' 0-6-0 No. 2573 hauls a rake of Airfix cattle vans.

Below: Flood damage by the River Dee eventually closed the line through Bala Junction. A '74XX' crosses the river.





“ KEITH’S PHILOSOPHY IS THAT WITH PROPER MAINTENANCE, A LAYOUT WILL LAST A LIFETIME ”



Above and below: Bala station's unusual goods shed, real and model, crenellated to appease a local land owner. KEITH JAGGERS





Right: An ex-Great Western Maudslay wears original Crosville livery.

Below: A K's '43XX' 2-6-0 crosses one of the storm drains which lead into the River Dee at Bala.



Road was one example - perhaps a once-in-several-weeks chance.

Each one seemed to offer modelling potential. The first derelict station I ever saw was Fairford, and I would still like to model it. While I always wanted to model a place as I remembered it, Keith's preference was for the heyday of the GWR - his Bala layout is set in 1939, but the desire to model it was set in motion when we visited in August 1966.

Bala Town station was on the edge of the town itself, the first stop on the line that wended its way over the mountains and moors to Blaenau Ffestiniog. Beyond Bala Town, the line curved to reach Bala Junction, and the GWR main line from Ruabon to Dolgellau.

We certainly visited Bala Town station, but I don't recall Bala Junction. There was no road access and we must have walked down the footpath, although I have no memory of it.

## SEEDS OF INSPIRATION

Keith recalled how the closed stations, both still complete with track and buildings, looked like a 12in:1ft scale model. The seeds were sown at that point. But it would have to take a back seat. Keith had joined Bangor University Railway Society, and had also become a volunteer at Penrhyn Castle (Industrial Railway Museum).

I'm sure that what we did - visiting stations rather than taking locomotive numbers - was unusual, but by no means unique. In the mid-1960s, most railway enthusiasts were chasing the dwindling ranks of steam locomotives. But GWR steam had gone, and while I was happy enough with diesel-hydraulics, they held little interest for Keith.

He would later satisfy his steam interests with the last of quarry steam (I envy his day in Dinorwic with *Holy War*, the last of the 'Quarry Hunslets' to work) and the recovery of the truly remarkable Horlock 0-4-0 *Fire Queen* from its bricked-up shed at Dinorwic to Penrhyn Castle. 🚂



Left: '74XX' 0-6-OPT No. 7411, in the Bala platform at Bala Junction, is a Westward kit. The 'Duke' 4-4-0 is scratchbuilt with Romford wheels and a Hornby tender drive.



Traction preferences aside, however, we both shared a passion for the stations. Railway preservation was still in its infancy, and the preservation of any branch line or station was a daunting prospect, although we certainly discussed the possibilities and wrote letters to the local newspaper proposing that the Staines branch be saved. I think the weekend we spent actually doing some hard preservation work probably cured us of our passion for the 'hands-on' aspect.

It certainly did for me! We were put

to work laying a cinder path at Northiam, on the Kent & East Sussex Railway, ferrying cinders along a siding using a tin bath mounted on a platelayers' trolley. A fast run led to a derailment and we both got covered! Keith went on to do a lot of restoration work on exhibits at Penrhyn Castle.

With his university days over, Keith moved to Cheshire, and with a home of his own, he now had the opportunity to realise his dream layout. He'd amassed an extensive knowledge of Bala Town and Bala Junction, telling me how the goods shed came to have an unusual crenellated frontage in response to demands from a local land owner who was not favourably disposed towards railways. Both could be 'preserved' in model form and represented in their heyday which, as far as Keith was concerned, was the GWR period.

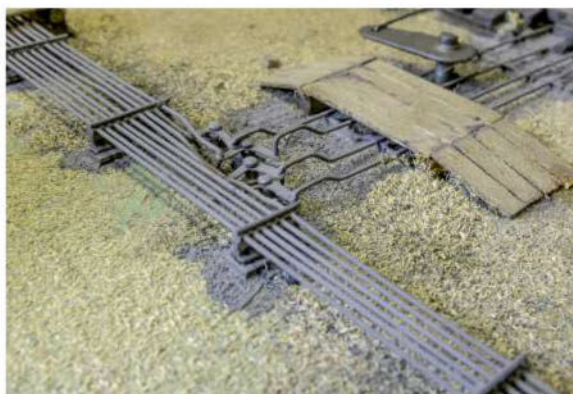
### LOFTY GOAL

His layout measures around 22ft by 12ft and is housed in a loft that has been lined and floored to make an ideal railway room. The stations occupy the two long sides, with six hidden loops each holding three or

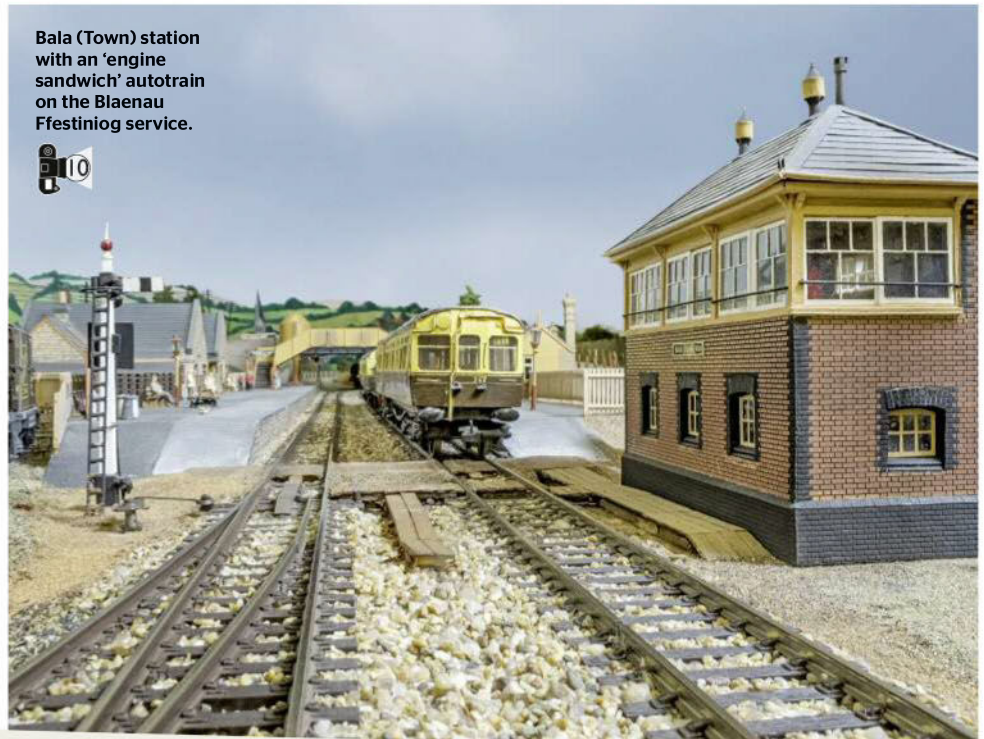
four trains and two dead-end sidings concealed behind the two stations. Locomotives and rolling stock are a mixture of kit-built, modified ready-to-run and scratchbuilt items, several of which have chalked up many years of operation. The turntable is also motorized.

Keith's philosophy is that if you've put in the time and effort on a model, it will work well. And with proper maintenance, it will last a lifetime, so there's no point in replacing it. Occasionally, something new is added by way of rolling stock or locomotives but the layout and the control system remain substantially unchanged after more than 40 years. It features no DCC or microchips, despite Keith's career in the development of what he then called 'integrated circuits' (silicon chips). Despite this more 'old-fashioned' approach, the layout still looks fresh.

Says Keith, "My first inspiration was indeed Bala Junction, and I still remember the view of that station opening up before us as we strolled down the muddy access footpath from the main road. It had been closed for 18 months, but everything was still there,







Bala (Town) station with an 'engine sandwich' autotrain on the Blaenau Ffestiniog service.



and it did indeed look just like a model.

"It was another ten years before I bought a house with a large enough loft, and construction of the layout took about 20 years, from 1978. The original intention was just to model Bala Junction exactly to scale, with storage sidings on the other side, but it quickly became clear that I would also need to include Bala, for added operational interest; the latter had to be shrunk to approximately two thirds scale length to fit it all in.

"The track is Peco Code 100, with hand-built single slips and a three-way point. All the signals work, and are fully interlocked with the points and track sections, using sealed relays.

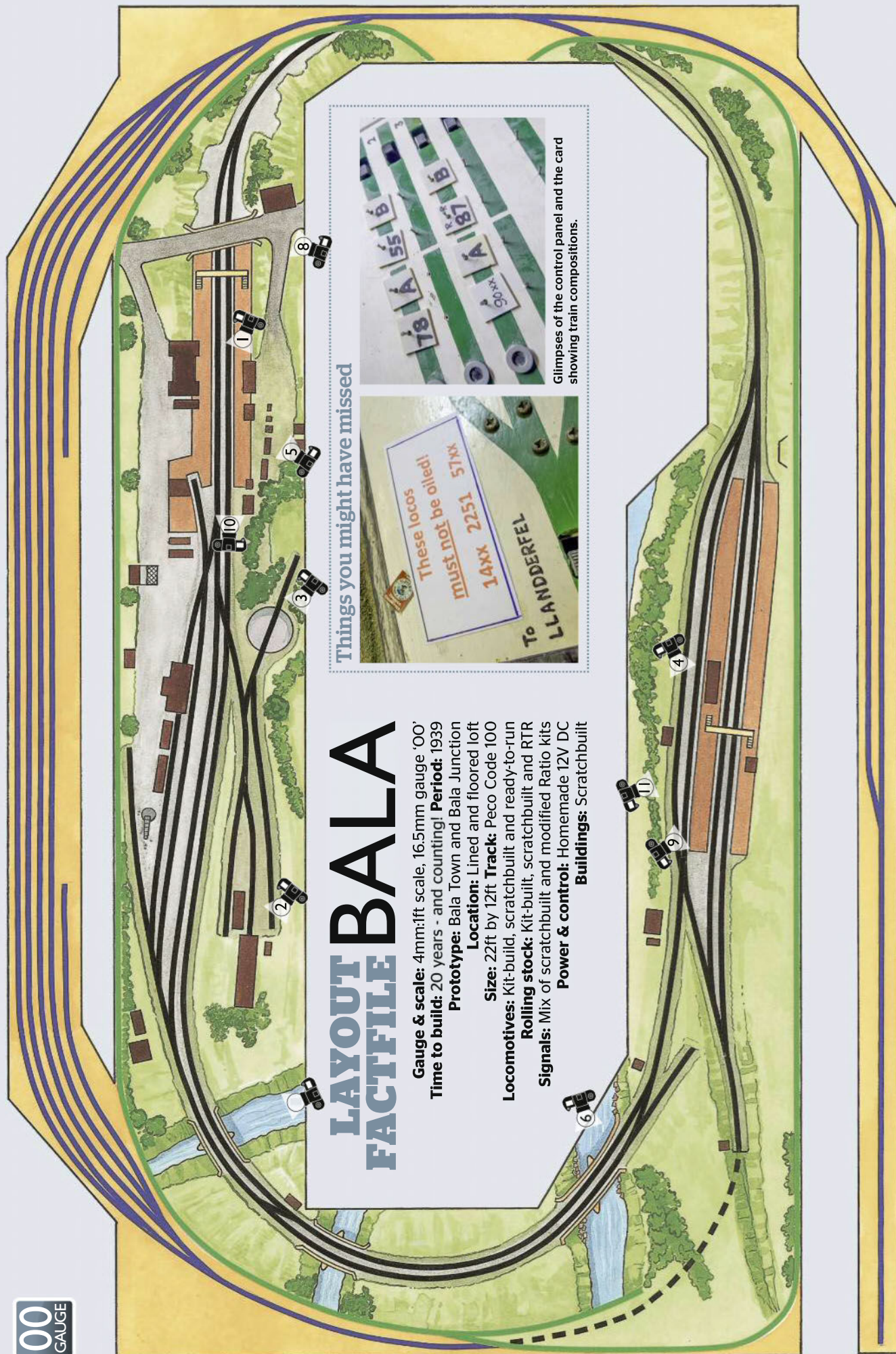
"Since completion of the basic model, and following retirement, I've been able to spend more time on the enjoyable tasks of adding further detail and operating it. I'm currently re-assessing the running characteristics and reliability of all the rolling stock (20 locomotives, 42 carriages and 76 wagons, dating from 1954 to present!) with a view to simple improvements where possible. I hope to write about this sometime in the future." **MR**

Above: Bala Junction on that first visit in 1966. KEITH JAGGERS

Right: Signals all work and are electronically interlocked with the points.







# LAYOUT BALA

**Gauge & scale:** 4mm:1ft scale, 16.5mm gauge 'OO'  
**Time to build:** 20 years - and counting! **Period:** 1939

**Prototype:** Bala Town and Bala Junction

**Location:** Lined and floored loft

**Size:** 22ft by 12ft **Track:** Peco Code 100

**Locomotives:** Kit-build, scratchbuilt and ready-to-run

**Rolling stock:** Kit-built, scratchbuilt and RTR

**Signals:** Mix of scratchbuilt and modified Ratio kits

**Power & control:** Homemade 12V DC

**Buildings:** Scratchbuilt

Things you might have missed



Glimpses of the control panel and the card showing train compositions.



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*Mr H Moorhouse, Lincoln*





# THE FIRST STEPS T



From poetry to a lump of rock: inspiration for a layout can take many forms. **CHRIS NEVARD** opens the door to his railway room and reveals the diverse collection of reasons that led him to create these enviable miniature masterpieces.

## CEMENT QUAY

'Cement Quay' was the result of looking at full-sized railway freight operations and being impressed by Class 66s hauling their loads. 'Cement Quay' is part of a cement terminal on the River Severn, somewhere in Gloucestershire. Operations include arrivals and departures of bulk cement operated by Freightliner. Also featured is a stone terminal to add interest, with services to and from this being operated by DB Schenker (formerly EWS).

While 'Cement Quay' represents a present day scenario, I can also wind the clock back to BR blue or even steam days, thanks to the timeless nature of the buildings.

'Cement Quay', along with its Old Quarry Wharf extension layout, has changed hands. It's now in the care of The Scottish Diesel & Electric Group ([www.cliffwilliams.co.uk/sdeg](http://www.cliffwilliams.co.uk/sdeg))



## ARNE WHARF

Dating from 2003, 'Arne Wharf' is modelled in 'OO9' (representing 2ft 3in gauge) and totally contained within a 3ft by 2ft space. Building a layout to such a conservative size means I could work on it almost anywhere in the house.

My interpretation is based on a fictitious line running from Arne to Wareham via Ridge & Stoborough on the Purbeck Peninsular. The line was built to transport ball clay, lime stone, salt and oysters, in addition to general merchandise. One of the delights of this scale/gauge combination is that almost anything goes - making for enjoyable escapism, and freeing me from the dull rivet counters!



## POLBROOK GURNEY COLLIERY

There was no grand scheme behind this project. Instead, it was a way to kill two birds with one stone! I already had 'Polbrock', a little halt, but it was a bit on the small side, and operationally limited. Meanwhile, I had a selection of homeless scratchbuilt colliery buildings knocking about. So I put the two together.

'Polbrock' was originally 2ft 10in by 1ft and, as well as the halt, it had a siding and a pub. A new larger baseboard meant I could add extra track and the colliery buildings, to depict a rail-served coal mine in the Somerset coalfield. This satisfied my interest in this oft-overlooked part of Britain's industrial past.



# NO SUCCESS

## Want To See More?

Go to [www.nevard.com](http://www.nevard.com) to see more of Chris' fantastic photography and superb modelling.



### COMBWICH

'Combwich' is my oldest layout, dating from the early 1980s. It sharpened my skills when, as a spotty teenager, I learnt how to hand-build track and how to raise the quality of the scenics beyond just throwing a bag of brightly coloured foam and lichen onto some glue.

'Combwich' depicts an extension of the Somerset & Dorset Joint Railway from Highbridge to the small village of Combwich on the upper reaches of the River Parrett. I also envisaged a line from Combwich down to Bridgwater, too.

Of course, in real life, Combwich never took off as a port, and certainly never had a railway, even though some people from that village have written to me in recent years telling me where the station used to be!



"Forget motor cars. Get rid of anxiety. Adhere to the rhythms of the Somerset & Dorset Joint Railway, dream again that ambitious Victorian dream, which caused this long railway still to be running through deepest, quietest, flattest, remotest least spoiled Somerset."

Sir John Betjeman's words of 1963 can describe the joys of the S&D far more eloquently than I. 'Catcott Burtle' is my 'what might have been' S&D location, heavily influenced by the BBC TV film *Branchline Railway*, featuring Betjeman's words. The Somerset Levels, with its wild, open feel, and dominated by willow trees, water and big skies, is a much-overlooked S&D landscape.

Many roads in the area crossed the railway via manned level crossings rather than bridges, each crossing having its own keeper and railway cottage. Some cottages had no running water or electricity right up until the line's closure in 1966, the water being delivered by rail in milk churns! Catcott, one of the many crossings on the line, never was a halt, nor did it ever have sidings. In my parallel universe layout, on which the line caters for the peat industry, things are very different.

### THE LAST ONE?

I've nearly built layouts of every subject on my 'bucket list' - except one: the Forest of Dean. I started work on this project in MR221 (May 2016), and next issue you'll find out how it's coming along!



## THE REST OF THE COLLECTION

### BUCKMINSTER IRONSTONE

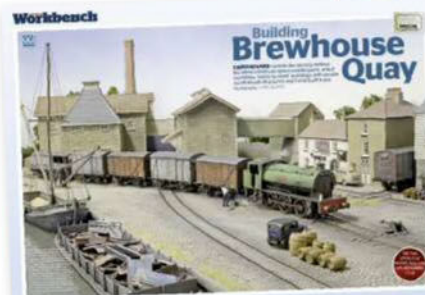
I had a spare 3ft by 1ft baseboard. What could I put on it? I had several ideas, but during an overnight stop in Colsterworth, in Lincolnshire, I spotted a few lumps of orange iron ore on a housing development on the site of an old quarry. The seed was sown, and further inspired by the May 2011 issue of *Model Rail* (MR156) in which Richard Foster describes an East Midlands ironstone quarry layout combining heavy industrial and rural countryside aspects. For the name of this little layout, I chose 'Buckminster' which is the next village west and, like Colsterworth, was also connected to the High Dyke railway.



“ I LOVE RAILWAYS AND HAVE FAR TOO MANY IDEAS FLYING AROUND IN MY HEAD TO EVER WANT TO COMMIT TO JUST ONE BIG LAYOUT ”

### BREWHOUSE QUAY

I've always preferred making as much as I can from scratch, but I was very impressed by Bachmann Scenecraft's 'Oakhill Brewery' resin buildings. The stonework and windows were, to be honest, above and beyond anything I could make in a reasonable time. I tend to keep the front low with the scenery rising towards the rear to create a theatre or stage effect - so I combined the brewery buildings and my desire to build a waterfront to create 'Brewhouse Quay'!









# STOGUMBER

Once he'd got over his modeller's block, **MICHAEL HOLLEY** set out to truly capture the look of his dream location... and he shows you how to do it too.

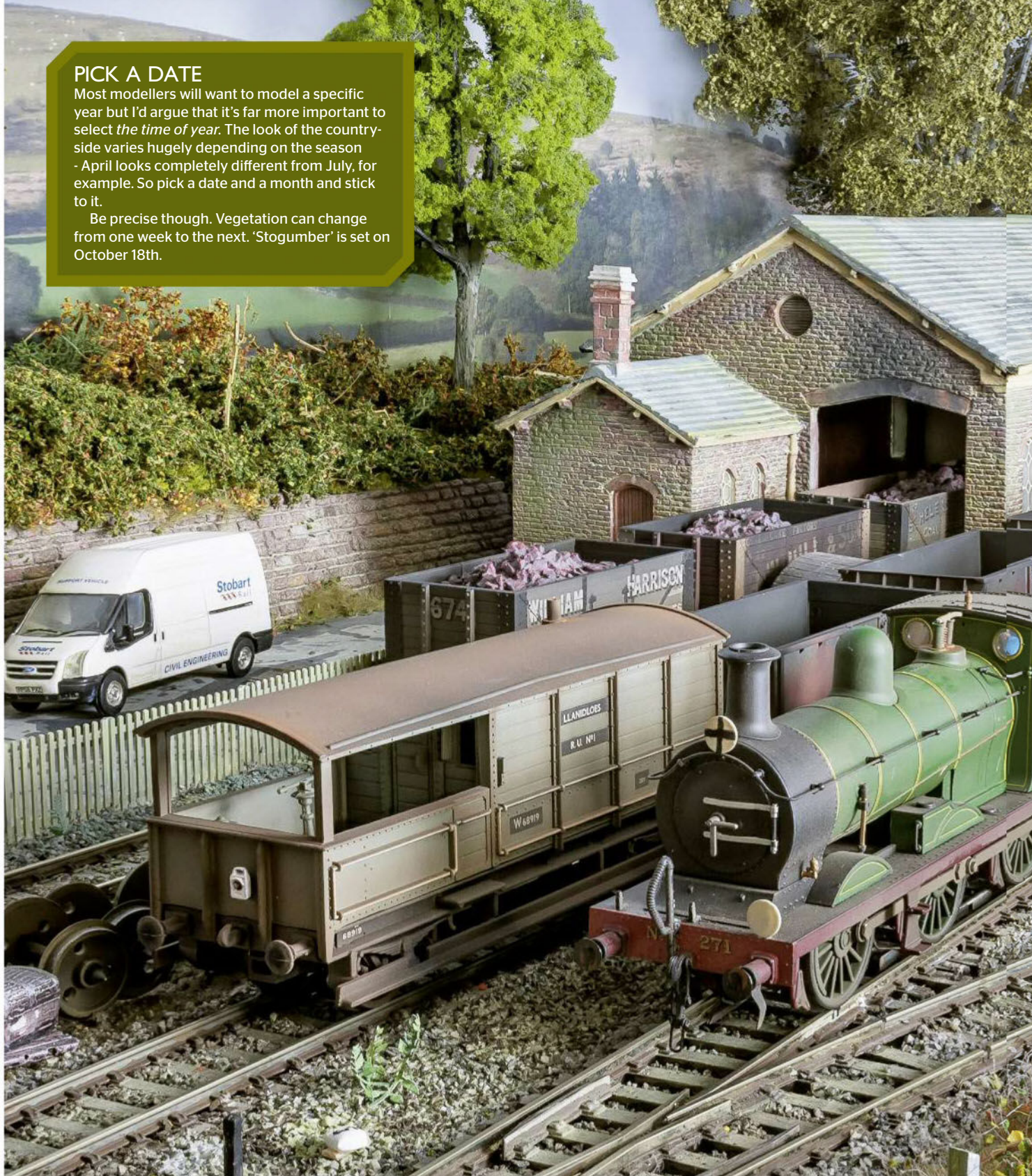




## PICK A DATE

Most modellers will want to model a specific year but I'd argue that it's far more important to select *the time of year*. The look of the countryside varies hugely depending on the season - April looks completely different from July, for example. So pick a date and a month and stick to it.

Be precise though. Vegetation can change from one week to the next. 'Stogumber' is set on October 18th.



**F**inding inspiration for a layout is always a difficult process for me. I was looking to build a new layout, and I was struggling.

"I don't know where to start," I complained to my wife, Veronica.

"Try to think of somewhere that has special significance to you," was her typically sage-like advice.

Immediately, my thoughts turned to the Quantock Hills.

I've loved this corner of Somerset since I first came here in 1968, aged six. I didn't travel on what is now the West

Somerset Railway, though I do recall seeing a 'Hymek' (it could have been a 'Western') at Minehead. But it was the Quantock Hills themselves that made the biggest impression. When my own children were small, we made several visits to the now-preserved WSR, and we took the children walking up on the Quantocks, just as my parents took me.

So Veronica and I booked a weekend in West Somerset. We explored all the stations on the WSR and walked through the countryside, shadowing the railway, from

Stogumber to Crowcombe Heathfield.

We sat in the gardens at Stogumber, basking in the warm October sunshine, breathing in the fresh air and enjoying the utter peace. By the time I returned home, I was in love with the place.

## PRESERVED POTENTIAL

This delightful station offered the most modelling potential. And since all my photographs were taken on October 18, that would be the date on which my layout was set.

A preserved railway is an excellent choice for a model. You can look at the





## CURVES NOT CORNERS

Unless you're modelling some sort of industrial railway network, trains go round curves - not the tight corners you find included in a train set. If you have to use train set curves, try to keep them off-stage, and well away from scenic areas.

real thing any time you want ideas and inspiration. In my case, I paid another visit two years later, by which time my layout was partially built. I went on October 18 again, to study the vegetation at that time of year.

Another advantage of a layout based on a preserved railway is that you can run anything you like, especially if it's connected to the main line, like the 'Whizzer'!

I learned many lessons during the construction of 'Stogumber'. I hope my experiences will be of benefit to other *Model Rail* readers. **MR**

## MAKE A MINI MOCK-UP

It is hard to visualise a three-dimensional layout from a two-dimensional track plan. Yes, you can see where the track goes, but that's about it. So make a 3D prototype first. This will allow you to experiment with different compositions for the landscape and the buildings.

Imagine you are composing a painting, rather than slavishly re-creating an actual place. An exact copy of the location you are modelling is unlikely to look good, so move things around until you are happy with the composition.

In my case, I decided to use some aspects of Stogumber (at the right end), and some of Crowcombe Heathfield (at the left end), in order to create a composition that looked good from the viewer's perspective.







## THE TRACK

The sectional flat-bottomed track you find in model shops never looks right, regardless of the manufacturer. However, I've developed a couple of techniques to improve its visual appeal.

I don't spray the track - I paint every single sleeper individually. I experimented with lots of colours, but I found pale green paint works best. I still don't fully understand why, but it doesn't look green once it's been applied.

I also don't paint the sides of the rails rust colour, as I find this adds unwelcome emphasis to the over-scale height. I run a chocolate brown colour along the foot - use just enough to take the shine off.

I have had bad experiences in the past with the ballast/dilute PVA glue method, and my trains never ran as well as they did after I'd applied it. So, for 'Stogumber', I used Gaugemaster pre-ballasted foam underlay. It's excellent stuff and it saves a lot of time. Of course, all the ballast needs painting (I use the same green as the sleepers) otherwise it looks too pristine and unrealistic.







## THE BACKSCENE

One of the main reasons why the WSR is one of Britain's premier preserved railways is the fabulous scenery it runs through, a key ingredient being the beautiful Quantocks. Veronica took a series of photographs of the hills near to Stogumber on October 18th and stitched them together in Photoshop. My local branch of Snappy Snaps was happy to print this out onto a long roll of thick paper for me, at a very reasonable price.

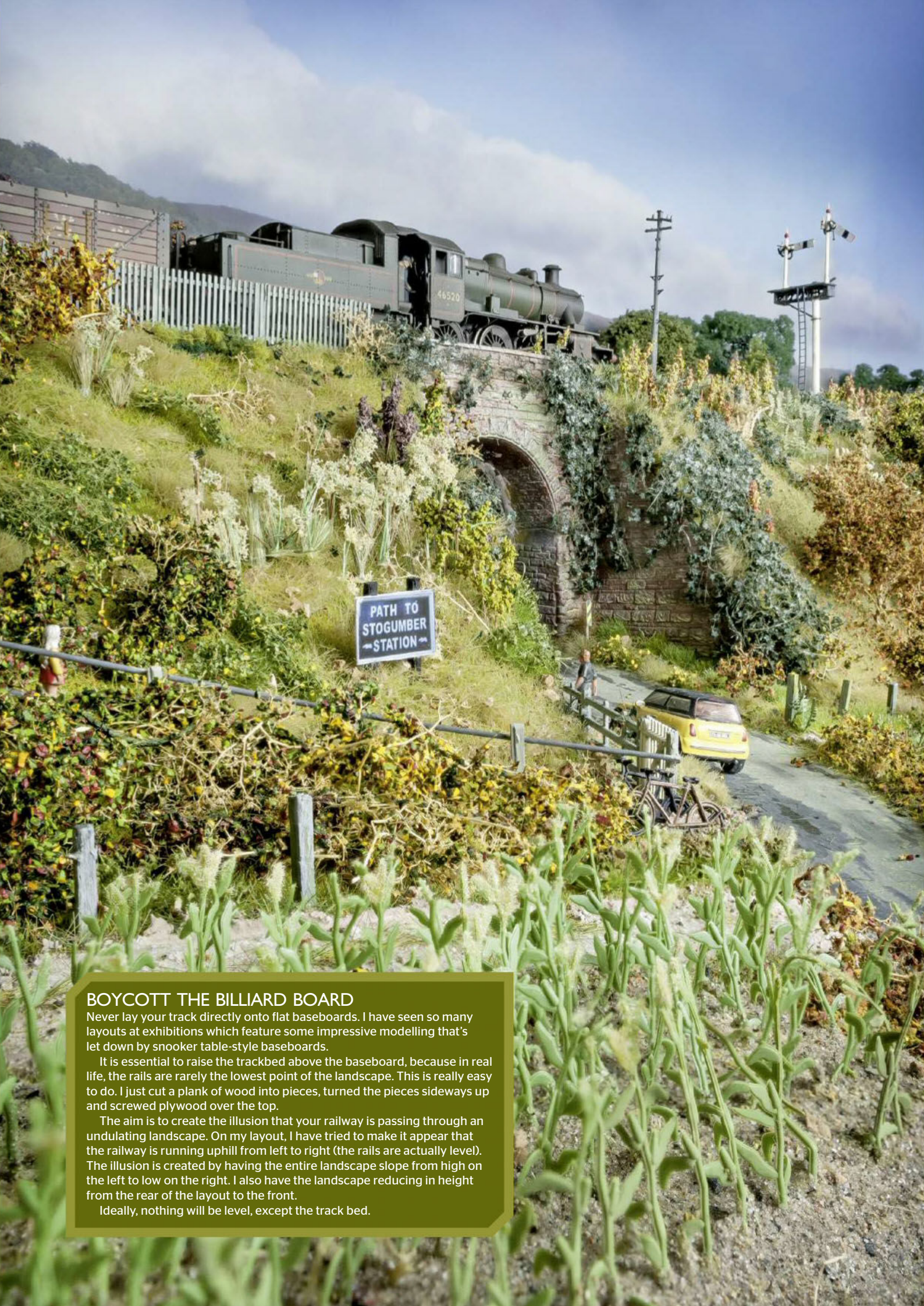


## TRY TO AVOID THE PARALLEL

I always feel that a layout always looks much more enticing when the track is laid at an angle to the baseboard edge. If you lay the track parallel to the edge, the layout will look 'flat' and lifeless!







## BOYCOTT THE BILLIARD BOARD

Never lay your track directly onto flat baseboards. I have seen so many layouts at exhibitions which feature some impressive modelling that's let down by snooker table-style baseboards.

It is essential to raise the trackbed above the baseboard, because in real life, the rails are rarely the lowest point of the landscape. This is really easy to do. I just cut a plank of wood into pieces, turned the pieces sideways up and screwed plywood over the top.

The aim is to create the illusion that your railway is passing through an undulating landscape. On my layout, I have tried to make it appear that the railway is running uphill from left to right (the rails are actually level). The illusion is created by having the entire landscape slope from high on the left to low on the right. I also have the landscape reducing in height from the rear of the layout to the front.

Ideally, nothing will be level, except the track bed.



## VEGETATION

Once you've decided on a date and location for your layout, you need to find out what that location looks like on the particular date you've selected. Specifically, study what the vegetation looks like.

I heartily recommend field visits. Take as many photographs of the vegetation on that exact date as you can. Digital photography makes this easy - no more saving your roll of 24 or 36 exposures for special occasions!

On your layout, try to copy the vegetation, in colour, size and type of plant. I was amazed at how tall and luxuriant the vegetation was at Stogumber on October 18. Brambles, ferns and undergrowth grow as tall as people, and are riotous. If you make your layout too big, you will struggle to achieve realistic vegetation.

My layout is only 13ft by 2ft and it has been a labour of love over many years to model all the plants. There are thousands of them, and it can be very time consuming.

But I have often noticed that micro layouts look all the better for the extra work. Static grass is a potential enemy - resist the urge to 'fill in' spaces with general green as a short cut - colours in the real world just aren't that uniform.



## BEWARE THE CURSE OF SYMMETRY

I'm convinced that men have a subconscious urge to place everything symmetrically and evenly spaced. In my modelling, I always ruin the placement of people, trees, bushes, and even rocks in the river, by being too symmetrical. No matter how hard I try, I can't stop myself doing this.

But in the natural world, objects tend to be random. I've seen many layouts where the trees and bushes are evenly spaced, and look unrealistic or vaguely surreal.

If you are male, the chances are that you can only mitigate this fault by seeking the advice of a woman. My layout is never right until Veronica has ripped everything up and told me where to place it!





## FRAME IT

My layout is a 13ft long diorama, in which the train enters through a tiny opening at one end and leaves through another at the opposite end. I have a little curtain hanging over each aperture, and think of the diorama as a theatre stage, with my actors (the trains) entering and leaving through the curtain. A frame around the diorama directs attention towards it and hides any distractions that might be behind it.

This arrangement is most commonly seen on micro-layouts, but I like to have a continuous run, so after leaving the 'stage', the train runs all around the room on

a small shelf with a single track on it (which has no scenery), eventually returning through the curtain at the other end. I have a fiddleyard along one of the other walls. There is a folding 'bar flap' across the door, so we can get in and out of the room easily.



## BE SELECTIVE WITH SOUND

This is my first DCC layout and I found it much easier to wire than the old-fashioned analogue system. It also seems to be much more reliable, as the track and wheels seems to stay much cleaner with DCC (at least they do with my Gaugemaster Prodigy system).

It's sound that adds a lot of the

realism to models, but you need to choose carefully. For example, I much prefer Howes Model's sound files than those fitted by the main manufacturers. Yes, I have to send models to have them installed, but I find the result is worth it. Listen to samples from the different sound specialists and choose the ones you think sound best.



## INCLUDE THE AIR

When you look at the real railway, you are looking through a large quantity of air, which imbues everything with a blue/grey haze. If you look at a distant object through binoculars, this effect is more pronounced. But on your layout, there is nowhere as much air between your eyes and the model.

So, rather than give your layout an 'accurate' colour, mix a hazy blue/grey tint into the paint. Do this for vegetation and buildings, as well as rolling stock. This is why, even if you match the colour of the real thing exactly, it will still look a toy on your model.

It is worth picking up bits of tree bark or pieces of old wooden fencing on walks and bringing these home so you can study the colour. Most people paint tree trunks and fences brown, but in this country they are usually grey/green. Brown tree trunks or telegraph poles always look like toys.

For vegetation and grass, examine photos taken at the time of year you have chosen to model. You will find you need to tone down all proprietary plant products with paint because they are usually too bright. If you have thousands of plants, this will take time!

# LAYOUT FACTFILE STOGUMBER

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

**Time to build:** 6½ years

**Period:** October 18.

**Prototype:** Stogumber, WSR

**Size:** 13ft by 2ft

**Track:** Peco Code 100

**Locomotives:** Ready-to-run

**Rolling stock:** RTR

**Signals:** Ratio kits

**Power & control:** Gaugemaster Prodigy DCC

**Buildings:** Mix of scratchbuilt and resin 'ready-to-plant'

OO  
GAUGE

## Things you might have missed



## FACTFILE: STOGUMBER

Stogumber is one of the West Somerset Railway's prettiest stations. It nestles on the edge of a hill and is a haven for wildlife, as well as providing access to the railway. Its geographical location is why the station building is on one side of the track and the platform and shelter is on the other.

There was a goods loop, goods shed and cattle dock, which served the station from opening in 1862 until the early 1960s. The single platform was removed after the station's closure in 1971, but it has been beautifully restored by the West Somerset Railway.

To find out more, visit [www.stogumberstation.co.uk](http://www.stogumberstation.co.uk)



Above: 'West Country' No. 34046 *Braunton* runs into Stogumber with a Minehead-bound train.  
IAN BARANGER/ALAMY

Below: The splendour of the Quantock Hills in autumn. ESEN TUNAR/ALAMY





# Ideas for Layouts



Struggling to find a location worth modelling, or simply looking for ideas for your next project? The **MODEL RAIL** team suggest 17 locations that would make perfect layouts, as well as offering a few personal suggestions.

“YES. I REMEMBER ADLESTROP THE NAME, BECAUSE ONE AFTERNOON OF HEAT, THE EXPRESS-TRAIN DREW UP THERE UNWONTEDLY. IT WAS LATE JUNE.”

Extract taken from *Adlestrop* by Edward Thomas

'Grange' 4-6-0 No. 6834  
*Dummer Grange* pulls into  
Adlestrop on May 18 1963  
with the 11.32am stopping  
service to Oxford. "No one  
left and no one came..."  
MICHAEL HALE/  
CHRIS LEIGH COLLECTION



# The Rural Idyll

**S**ome parts of Britain are dramatic, all mountains and valleys, rock and water. Remote moorland has a wild, bleak beauty. These areas are few and far between; it's the rolling hills, little villages, quiet pastures that form the backbone of rural Britain. What it lacks in drama, it more than makes up for in calm, unpretentious prettiness that you can't help but love. With so much rural beauty to choose from, where do you start?



↑ The Oxford, Worcester & Wolverhampton Railway produced some pretty timber buildings, and all except the one at Charlbury have long gone. ROSEMARY HARRIS/ALAMY



## MODEL RAIL'S SELECTION

### ADLESTROP

Edward Thomas' famous poem *Adlestrop*, written in 1914, paints a vivid picture of the idyllic atmosphere at a country station in the height of summer. It is a popular piece of verse, which has a resonance for the railway enthusiast.

Adlestrop was a station on the GWR Oxford-Worcester line (today's Cotswold Line). It was a classic, beautiful blend of original (Oxford, Worcester & Wolverhampton Railway) and GWR expansion. The Up side building and goods shed were made of timber, and the design was similar to Handborough and Chipping Campden. The goods shed was by Brunel, the station building by John Fowler a cheaper, timber version of Brunel's minor station buildings. The Down side shelter was a GWR corrugated iron pagoda shed and there was a handsome GWR station master's house just behind the down platform. The station closed in 1966 and the buildings were demolished. These days, the house is all that remains to mark the site.

While *Adlestrop* has a poem to make it memorable, Chipping Campden had the only surviving original wooden waiting shelter. Handborough, on the other hand, was the only one of the trio not repainted in chocolate and cream, and it carried its GWR light and dark stone paint right up until demolition. It also became famous as the destination of Winston Churchill's funeral train. (CJL)





## Buildings

**B**uildings are stones in the river of time. Generations pass by but buildings remain, evolving and changing with the years. A building can be just as inspirational as a locomotive, with railway stations themselves being top of the inspiration tree. From stations penned by Brunel, Cubbit and Barlow to modern glass, steel and concrete edifices, there are so many stations to choose from. But a station with a story and a past are arguably the most inspiring.



← A model would enable the full story of this remarkable station to be told. The front of the station was originally the back of the house. The single storey booking hall was added by the railway company. CHRIS LEIGH



↑ Part of the ladies waiting room, showing the moulded plaster ceiling cornice and the doorway to the 'secret' back stairs. CHRIS LEIGH COLLECTION

### MODEL RAIL'S SELECTION

#### STAINES WEST

A familiar subject, but chosen this time for the architectural gem of a station building. For a start, it wasn't built by the railway. It was actually a great big old yellow brick Victorian house which had been converted into a station as an economy measure, apparently one of only three in the country to have enjoyed this reinvention.

The booking hall was a grand affair with a wide, curved staircase, which led to upstairs rooms that had become the stationmaster's flat. The portress/ticket clerk, Mrs Alice Tucker, lived in a separate upstairs flat.

It was a remarkable 'rabbit warren', with two staircases, three storeys and hidden passageways. The main waiting room, probably originally a dining room, had moulded ceiling cornices, as did the bicycle storage room, which must once have been a large sitting room. There were Best Kept Station certificates on the mantle in the ticket office (once the kitchen) and the ticket window, with its 'mousehole' glass, was cut into the sealed-up kitchen door! Who wouldn't be captivated by that? (CJL)



## The built-up landscape

**L**andscape' is a word that appears often in these pages, and one automatically thinks of the countryside as being the most inspirational type. But not everybody shares that view. To some, the urban environment is just as beautiful.

The noise and bustle of streets, the tall buildings weathered by smog, shadows and the play of light through fog - all can have just as much beauty as a Lake District valley, but with more atmosphere.

↑ This is Baker Street, home of Sherlock Holmes, 'pea-souper' fog and mysteries. There's a strange kind of beauty to this type of location, with its deep retaining walls. Metropolitan Railway Bo-Bo No. 13 Sir Ralph Verney awaits departure for Metroland. MIKE MORANT COLLECTION

### MODEL RAIL'S SELECTION

#### METROPOLITAN RAILWAY

London's Underground is a simply fascinating system that remains hugely popular with its aficionados but still sits outside the mainstream. The former Metropolitan Railway section of the Underground offers the most modelling potential. It linked (comparatively) leafy Hertfordshire with the busy streets and deep retaining walls of London.

It's the way that Underground trains mingle with BR trains at each end that adds to this, crossing eras and appealing to a wide variety of tastes. You can have a heady blend of Great Central expresses, steam-hauled



branch services, goods trains, blue diesels and densely packed non-gangwayed coaches, not to mention the 'Met's' own unique fleet of steam and electric locomotives and multiple units.

There's also more support from model manufacturers in this part of the Underground. For modern enthusiasts, there's the London Transport Museum's Bachmann-produced 'S Stock' EMUs, with Heljan's beautiful Metropolitan Bo-Bo electrics at the other end of the spectrum. Oh, and ex-GWR panniers painted maroon! (RF)

↑ It's the combination and location of trains that gives this image interest, rather than the location itself. A city centre-bound train of London Underground 'S Stock' passes a Chiltern Trains Class 168 at Chorleywood on February 1 2012. BRIAN ANTHONY/ALAMY







## LYNTON & BARNSTAPLE



BY RICHARD FOSTER

Chris Nevard is, in my opinion, the king of micro layouts because he has mastered 'restraint'. His trackplans are remarkably simple - there are just enough buildings to give a sense of life, but nothing feels cramped or forced. You won't find Chris squeezing in another siding here or another building there. Combined with this restraint is a superb use of light, colour and texture.

That's why Chris feels like the right sort of modeller to emulate.

I last properly explored the North Devon place of pilgrimage that is the Lynton & Barnstaple Railway about five years ago and, in gorgeous sunshine, the reasons why it would make a great layout flooded back. Almost every inch of the L&B could be modelled - but which inch? Despite their narrow gauge status, even the smallest halt would require quite a bit of room.

What about creating a convincing, yet wholly fictitious L&B station, as Chris did with the S&D and 'Catcott Burtle'?

Part of the trackbed between Bratton Fleming and Blackmoor was turned into a road in the 1960s by the Milk Marketing Board to provide access to nearby farms. If the farms were so important, why not have the railway provide



The Lynton & Barnstaple Railway was always known as the 'Toy Railway' and it just begs to be modelled. This is the embankment over the River Heddon, south of Parracombe in the 1910s, with a Manning Wardle, two coaches and what appears to be one of the railway's bogie brakevans heading south. CHRONICLE/ALAMY

**PERSONAL PICK**

the access, with a small halt?

All that would be required would be a simple kick-back siding off the main line that feeds a loading dock. Here, fodder for cattle could be dropped off and loaded milk churns collected. Structure-wise, there could be a small passenger halt, with Bridge 39 providing a scenic break. And the name? Well, isn't it fitting that the nearby area is called Narracott?



## Dockside railways

**T**here's something magical about the ocean and its craft. Happily, it's quite easy to connect the sea with railways because all docks and harbour of note are - or at least were - rail-connected. Goods were brought to the sea for export by rail, and trains took away imported material. The rails would run along the jetty to aid transshipment and this brought trains and ship in close contact.

There's clearly a lot to consider when it comes to railways and ships.

### MODEL RAIL'S SELECTION

#### LIVERPOOL RIVERSIDE

Liverpool Riverside was accessed by almost three miles of tunnels from the LNWR at Edge Hill. Expresses from London and all parts of mainland Britain, along with frequent prestigious boat trains, had to traverse the dockside tramway at walking pace, passing along cobbled streets, beneath the Liverpool Overhead Railway, threading between dockside wharves and warehouses before crossing a flimsy swing bridge to reach it.

Opened in 1895 by the Mersey Docks & Harbour Board (MD&HB), Riverside station was sited adjacent to the Princes landing stage, where the great transatlantic liners moored. Until that point, passengers would have had to negotiate their way, complete with luggage, from any of the three inland terminal stations across the city centre.

The station building was a handsome affair, with no expense spared on providing passenger comforts. A glazed roof spanned the whole station, while covered gangways linked the platforms with the landing stage.

The swing bridge was replaced in 1960, allowing main line locomotives to run direct into Riverside for the first time. A small fleet of Class 40s was duly named after famous ocean liners, and traffic levels remained buoyant up to the end of the decade, until its closure in 1971.

Any layout of Riverside would be immediately recognisable - and would have to be BIG! It would also be a fabulous opportunity to dabble in serious maritime modelling, with many of the world's most famous ocean liners. (GD)



Typical of the many boat trains that picked their ways over the cobbles and by the wharves, 'Black Five' No. 45305 works a railtour from Liverpool Riverside on April 6 1968. DAVID RODGERS





## Hole in the Ground

**A** quarry generates a mixture of emotions. There's some resentment that the landscape has been defiled, and a small amount of terror when you look down into its depths, but the overriding feeling is one of awe.

Even with the biggest earth moving equipment, it takes some effort to make a big quarry. But some set their roots in the Victorian era - and earlier - and the only earth moving equipment available then was men with picks and shovels! Quarries and railways are intertwined and always inspirational.



↑ The stars of the Welsh slate industry were the 'Quarry Hunslets'. *Holy War*, built in 1902, was the last in commercial service and was withdrawn in 1967. It now enjoys a leisurely retirement at the Bala Lake Railway. KEITH JAGGERS

→ Elidir Fawr bears the scars of decades of slate quarrying at Dinorwic, but the juxtaposition of heavy industry and stunning scenery is intriguing. THE PHOTOLIBRARY WALES/ALAMY



### MODEL RAIL'S SELECTION

#### NORTH WALES

The scenery is epic, but under the mountains is some of the world's best roofing slate in the world, and digging it out became big business. Moving it became problematic, and narrow gauge railways became the way to do it.

But it's the contrast between heavy industry and scenic beauty that makes the slate quarries themselves the most interesting - and modellable. All bear classic hallmarks: tightly wound narrow gauge railway networks, impressive stone workshops and the waste tips, where the nearby land was buried under huge mountains of waste rock.

Then there's the quarries themselves:

hewn from the mountain by hand and a fascinating combination of height and depth. We've chosen Dinorwic as a modelleable example. The quarry is hugely impressive, with the Vivian Quarry nearly 60ft deep below ground to the small locomotive shed on 'Australia' level being 1,800ft above sea level! The remains are well preserved, forming paths through a country park, whilst the headquarters now form the Welsh Slate Museum.

And we haven't even talked about the cheeky little 0-4-OSTs built in large numbers by Hunslet of Leeds. They were so ideally suited to the work and held sway from the 1880s until 1967, and nearly 40 survive. (RF)

## INNER CITY TERMINUS

BY PAUL MARSHALL-POTTER

My first knee-jerk reaction is to go for 'Minories', Cyril Freezer's iconic urban terminus design. It reminds me of the London I remember from my younger days - particularly King's Cross, when I first started working in the city. Offering multiple movements and a concentrated suburban service, there is much to commend it. I'd model it in 1980s British Rail Great Northern electric guise, with Class 313s and 312s, but I might bend the rules a bit to include the odd Class 31!



↑ 1970s/1980s King's Cross also offered the intriguing prospect of BR blue suburban services with non-gangwayed coaches, many of which descended onto the 'Widened Lines' to access Farringdon. 31225 nears King's Cross with a rake of non-gangwayed Mk 1s in June 1976. COLOUR-RAIL

← Gresley 'Pacifics' or 'Deltics': that's normally the choice when modelling King's Cross, but Paul Marshall-Potter would go for something different. Class 312022 arrives in July 1978. COLOUR-RAIL



**PERSONAL PICK**





## Juxtaposition

**J**uxtaposition is a powerful driving force in the world of model railways. It's always interesting to see an image of two locomotives together that ought not to be together, or something a little different turning up on a railway where you don't expect it.

### MODEL RAIL'S SELECTION

#### LONGMOOR MILITARY RAILWAY

The Longmoor Military Railway is proof that there really is a prototype for everything... in this case, the tail-chasing train set.

You know the sort of thing:

loops of track, criss-crossing one another; spirals and overbridges, figures of eight, stations jammed up next to each other.

Look at a map of the LMR and it is that train set.

Unlike BR, which had to maintain its metals to strict standards, the LMR's purpose was to train soldiers to undertake railway work under hostile conditions and what makes it such a modellable subject is the vast array of locomotives and rolling stock employed. These range from 'standard' army types, such as O-6-OSTs and Riddles 2-8-0 and 2-10-0s to venerable Victorian machines to Stanier '8Fs'. Just like the train set, you really can run what you like, most

Staple LMR motive power at Longmoor shed on April 30 1966. Visible are O-6-OSTs Nos. 195 and 102, 2-8-0 No. 400 *Sir Guy Williams* and 2-10-0 No. 600 *Gordon*. MIKE MORANT COLLECTION



of it painted in that wonderful blue colour scheme with white and red details.

A blue Stanier '8F'? That's right. '8F' 'No. WD501, still named *Lt. W.O. Lennox VC*, received full LMR blue livery!

← Don't forget a GWR 'Dean Goods' too. This is a rather battered No. 70195 (formerly GWR No. 2531) in Longmoor yard, with the signals school in the background. MIKE MORANT COLLECTION

Highlights include the two 'WD' 2-10-0s (*Gordon* and *Kitchener*), a 'WD' 2-8-0 (No. WD400 *Sir Guy Williams*), two ex-USATC locomotives ('S160' 2-8-0 No. 700 *Carl R. Gray Jr* and 'S100' O-6-OT No. 300 *Major General Frank S. Ross*), not to mention numerous Hunslet O-6-OSTs and two LMS-built O-6-ODEs. Go for the period just before 1959 and you can throw in an ex-GWR 'Dean Goods' for good measure, too. (RF)



## The Shed

**I**f you love locomotives, the shed or depot is the ideal layout type. You can have loads of locomotives together in one place and it doesn't look odd. You don't need that much space, either. With a low-relief shed and some short approach track you can get a realistic-looking shed in just a few square feet - perfect for those who don't have much available space.

↓ An almost timeless scene at Didcot, full of atmosphere, during a photographic charter on July 18 2015. '14XX' No. 1466, 'Manor' No. 7808 *Cookham Manor*, '57XX' No. 3650 and 'Large Prairie' No. 4144 re-create a scene from the steam era. Only the Hunslet diesel gives the game away! PHILIP ENTICKNAP/ALAMY

### MODEL RAIL'S SELECTION

#### DIDCOT

Visit Didcot midweek and it feels like the shed portrayed in three of ex-GWR fireman's Harold Gasson's books (*Firing Days*, *Footplate Days* and *Nostalgic Days*). Obviously, life at the Oxfordshire tourist attraction is very different today to how it was in steam days, but there are areas where the spirit of the shed that Gasson knew are still strong. Key buildings and infrastructure are unchanged and are invaluable, from a research point of view.

Whichever shed you fancy modelling, a visit to Didcot will fill your inspiration levels to the brim. The textures and colours can be transferred to any layout, regardless of region.

Of course, Didcot would make a great layout in itself. You could go for pre-war glory days, wartime grime and camaraderie, 1960s dereliction and its brief stint as a diesel depot. Or you could model today's Didcot, with comprehensive collection of GWR motive power. (RF)







## The Scenic Station

**A** lighting at some stations can leave you a little deflated, whereas others never fail to make you feel good. And that's all down to the location: hands up who wouldn't prefer

Settle to Stevenage?

The best stations are located next to some kind of key feature, a bridge or tunnel, or have a particularly splendid scenic backdrop. Some are even luckier - they feature both and offer inspiration in spades.



↑ Who wouldn't feel better after alighting at such a wonderful location? First TransPennine Class 185 185111 arrives with a southbound service on August 11 2012. PETER MOULTON/ALAMY

↓ The sun sets over the Kent Estuary as 'Black Five' No. 45310 crosses Arnside viaduct with the 8.28pm Barrow-Huddersfield parcels train. COLIN GARRATT/ALAMY

### MODEL RAIL'S SELECTION

#### ARNSIDE

Arnside station nestles on the eastern bank of the Kent Estuary, which feeds Morecambe Bay. With the mountains of South Lakeland to the north and the Pennine ridge to the east, the village itself was once a small fishing hamlet before the railway caused it to grow into a popular seaside resort.

A steel and masonry viaduct carries the line across the wide estuary that fluctuates between an expanse of sand and

deep, fast-moving water, depending on the state of the tide.

Built by the Ulverston & Lancaster Railway, the main Carnforth-Barrow line was joined at Arnside by a branch to Hincaster. Seemingly at odds with the surrounding scenery, industry was this line's *raison d'être* as it provided access for coke traffic from the Durham coalfields to serve the Furness iron and steel works as well as giving passenger connections for Kendal and Windermere.

Passenger services ceased in 1942 and the branch was finally closed in the early 1970s.

Arnside remains a well-patronised station on the Carnforth-Barrow route, with a Furness Railway signal box still in working order. The original station building was demolished in the 1980s, but a layout set in the station's heyday, before the Second World War, would allow for an attractive mix of traction, freight and passenger stock. (GD)



## MODEL RAIL'S TEAM PICKS

#### KANDERSTEG

BY PETER MARRIOTT

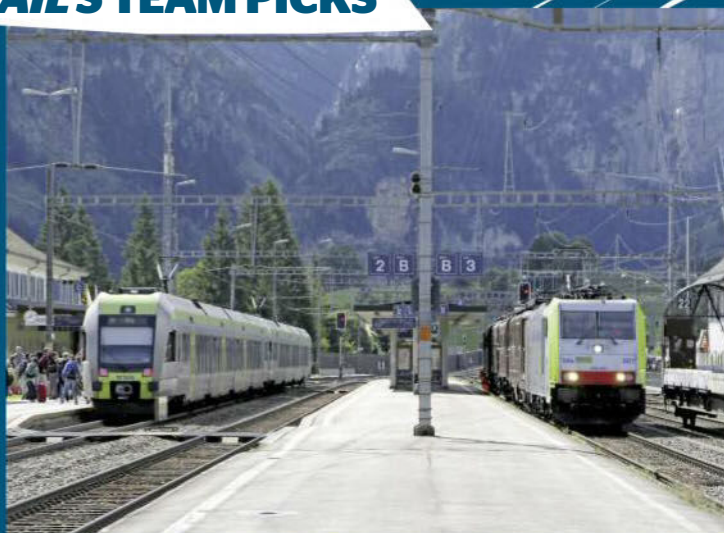
One of the most frustrating things about model railways is the sheer variety of lines around the world. The choice is huge, and deciding on which location to model is not easy!

If I had to choose just one location, it would be Kandersteg, on the northern ramp of the Lötschberg line in Switzerland.



Linking Switzerland with Italy, this is a famous Alpine crossing.

The line climbs the Kander Valley without a rack, and enters the station through a meadow of wild flowers. To one side of the station is the town, with its



PETER MARRIOTT

timber chalets. To the south side of the station is the near-vertical wall of the Alps towers over the portal of the Lötschberg tunnel, which opened in 1913.

The three platforms were served by local, national and international trains until 2007 when the AlpTransit Base Tunnel opened, and huge quantities of freight passed through, sometimes with triple-headed 'Re 6/6' locomotives.

Today, the station hosts hourly regional express passenger services in both directions, plus some freight. The station is still bedecked with classic railway posters, and on a sunny day there is nothing better than sipping a cool beer at the station buffet and watching the trains go by.

**PERSONAL PICK**



## OVER THE GARDEN FENCE

BY CHRIS LEIGH

I used to live beside the railway, at the end of a cul-de-sac, and my school was on the other side of the line. There was, however, no way of crossing the line, so getting to school involved a walk up to the main road (the A30) and then around two sides of the Petters (Hawker-Siddeley) diesel engine factory to reach Thorpe Road. Once past the factory, I'd soon reach 'Thorpe Lane Crossing'.

There were double swing gates worked from a wheel in the signal box and there was a substantial footbridge. The tiny signal box belied how busy this crossing was, with frequent buses on London Transport routes 441 and 469, and constant processions of Drinkwater's Foden trucks engaged in back-filling local gravel pits. In the railways

off-peak periods, there were eight passenger trains per hour with freights to and from Feltham yard spliced in between them.

Many days I stood waiting at the gates, watching the frantic activity of the lone signalman amid the

↑ A decade earlier and the lad with packages could have been me! In its last weeks of service, a 'Brighton Belle' EMU passes Thorpe Lane 'box' on the Down line while working a railtour. CHRIS LEIGH

constant clanging of block bells.

Looking back, it was a spotter's dream of a location and surely worth a layout. Devoid of sidings or crossovers, one would simply need a means of dispatching rapid successions of trains from both directions onto a plain double-track circuit. Of course, the modelling challenge would come in re-creating the sound of the bells and the operation of signals and crossing gates - something for a modeller with the right electrical and mechanical skills.



## The Test Track

**Y**ou may have a strong affinity with one region, but doesn't mean that you don't like trains from others. This can lead to conflict, especially if you slavishly want to model a particular location. What do you do about it? Create 'excuses', such as your line being used as a diversionary route, for example?

Rather than resort to this, why not pick a station where you have a legitimate reason for running pretty much whatever you want?

### MODEL RAIL'S SELECTION

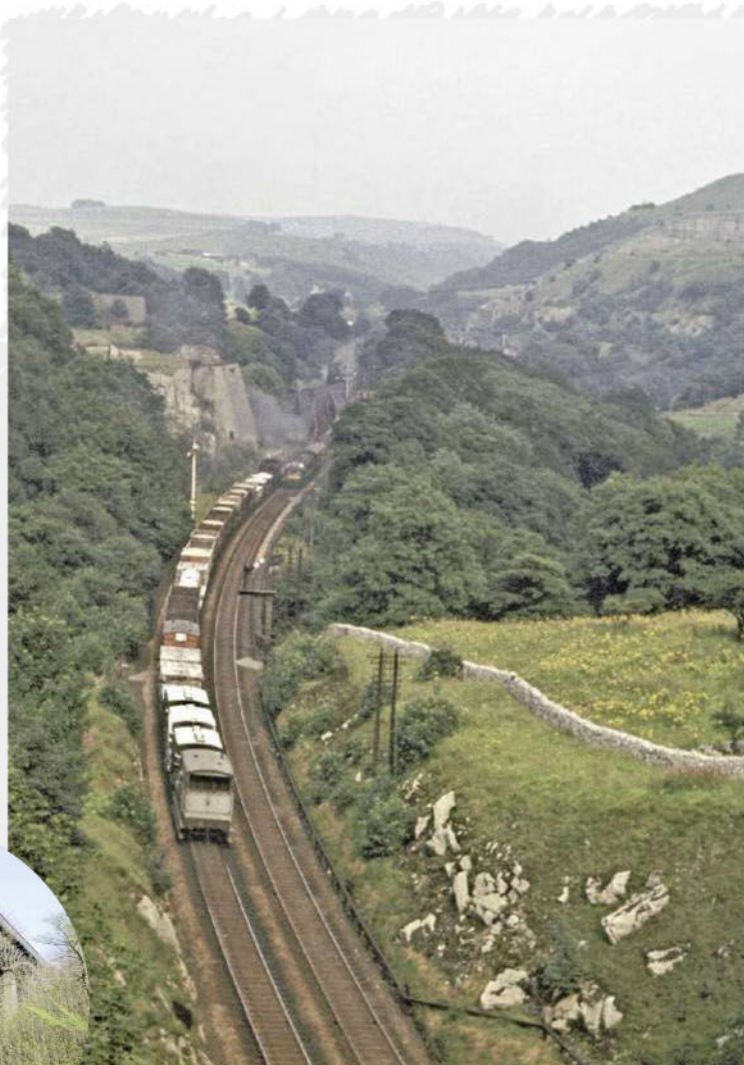
#### MILLERS DALE

The Derbyshire Peak District is one of Britain's scenic gems and, as a result, there are loads of classic railway locations in the area. Millers Dale, on the old Midland route from Derby to Manchester, is set in a breathtaking landscape, where high viaducts span the twisting Wye Valley and tunnels set into towering hills are characteristic features, as the Derbyshire Dales' lush pastureland give way to the forbidding limestone cliffs of the High Peak. Up to closure in 1967, the station featured plenty of variety in terms of traction and both passenger and freight traffic.

Sounds good so far. But the icing on the cake is that the route was also a haven for different types of traction. There was all manner of Midland steam power, from 'Jubilees' and '8Fs', to first generation DMUs, 'Peaks' and even the famous 'Blue Pullman'.

The St Pancras-Manchester route was used in the 1948 Exchange Trials and Millers Dale received both an LNER 'B1' and SR 'West Country' 4-6-2.

The comparative closeness to Derby Works and the manufacturers of Manchester meant that this route was an ideal test track for new diesels. Virtually every new type, from the Fell 2-Co-Co-2 to the prototype Deltic was evaluated there in the 1950s and 1960s. (GD)



↑ Photographed from above the first of the Chee Tor Tunnels, looking east back towards Millers Dale station, a mixed goods train headed by an unidentified LMS '4F' 0-6-0 passes an unidentified 'Peak' in charge of a Manchester-bound express on Friday August 2 1963. GEOFF PLUMB COLLECTION

↑ One of Millers Dale's distinctive features is the twin steel and masonry viaducts that span the Wye Valley. DENNIS PALMER/ALAMY





## Bucolic beauty

**H**igh-speed main line glamour will always capture the public's imagination, but these railways tend to be too clean and too clinical. What gets most modeller's creative juices flowing are those railways that look as though they have evolved with the landscape,

rather than being at odds with it.

What is more appealing than a railway that twists and turns through trees and valleys, that squeezes its way between buildings, that runs down streets or terminates in quaint little stations or quirky factories? The line between landscape and railway is blurred and not easy to define.

← What a great model this scene would make! Kerr Stuart 0-4-2T No. 2, one of the two Baldwin 4-6-0PTs, and the remains of Bagnall 0-6-0T Dennis stand outside the Snailbeach District Railway's tiny headquarters. COLONEL STEPHENS MUSEUM ARCHIVE

## MODEL RAIL'S SELECTION

### SNAILBEACH DISTRICT RAILWAY

The Snailbeach District Railway was a Colonel Stevens narrow gauge line, which used second-hand First World War Baldwins, ekeing out a hand-to-mouth existence moving lead from mines in the English/Welsh borderlands to just after the Second World War. With only two locomotives on the roster, there's no temptation to get the next shiny ready-to-run release, allowing time and effort to focus on modelling the scenery - really capturing the environment and atmosphere.

There's overgrown track, dilapidated and weathered stock, and a rare modelling opportunity to indulge in a mix of almost urban rough-and-ready dereliction around the small engine shed, in sharp contrast to the bucolic scene of the railway winding between overgrown hedgerows and dense hillside woodland.

Modelling in '009' would be particularly suitable here, due to its relatively small track footprint. This would allow the scenery to 'breathe' around the track layout, even in a small space. Best of all, Baldwins are being produced by Bachmann in '009' and the rolling stock is available from Parkside Dundas. (PMP)



## TUEBROOK - BRECK ROAD - WALTON & ANFIELD

**PERSONAL PICK**

BY GEORGE DENT

**This is a Liverpool-based layout idea**

that I've longed to achieve since I was a teenager. It's the Full Monty and demands a Rod Stewart-esque approach to tackling an extensive cityscape. Being a native of the Tuebrook area of Liverpool, I've always wanted to portray the ex-LNWR line that still runs northwards across West Derby Road, although local passenger traffic ceased in 1948. There has long been talk of converting this line into part of the Merseyrail route and I would favour this 'might have been' approach to set the layout in the 1970-1990s era.

As well as offering the prospect of modelling the house where I grew up, my school, the Simms Road 'chippy' and other childhood memories, the area offers plenty of tantalising opportunities. As well as the ubiquitous rows of terraced housing



↑ If Rod Stewart was from Liverpool, he might have chosen to replicate this epic townscape! With Anfield and Goodison Park dominating the view, the line through George's childhood Tuebrook crosses the scene on the boundary of Anfield cemetery. GETTY



that the elevated line passes above, there are also a number of grand Victorian villas, parks and cemeteries, plus local high streets that once boasted busy tram routes, cinemas and countless churches.

The spectacular seamen's orphanage at Newsham Park, plus the nearby power station, would both make fantastic models. Oh, and there's Anfield and Goodison Park football grounds, too. A model of both stadia would be marvellous, especially with working floodlights! There were sizeable goods yards near Tuebrook and Breck Road stations, while Walton & Anfield also boasted freight-handling facilities. The variety of freight trains, heading to and from the docks, would bring plenty of railway interest.

Furthermore, passenger trains to/from Southport were routed over the line until 1977, when the electrified low-level route via Moorfields opened. Located atop the Liverpool hinterland, the backscene would stretch out down to the docks, across the river and out into the Irish Sea.



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**7F-010-009D** - Terrier A1X Gipsyhill 643 Marsh Umber Brown DCC

## Terrier



**7F-010-008** - Terrier A1X Porthead 5 GWR Green  
**7F-010-008D** - Terrier A1X Porthead 5 GWR Green DCC & Sound



**7F-010-010** - Terrier A1X Fishbourne Southern Green  
**7F-010-010D** - Terrier A1X Fishbourne Southern Green DCC



**7F-010-011** - Terrier A1X 32636 B R Lined Black Late Crest  
**7F-010-011D** - Terrier A1X 32636 B R Lined Black Late Crest DCC

All product release dates correct at time of going to press

### A3 Flying Scotsman Booksets



- 2S-011-001** - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted
- 2S-011-001** - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted DCC
- 2D-011-002** - A10 Flying Scotsman 103 Wartime Black NE
- 2D-011-002D** - A10 Flying Scotsman 103 Wartime Black NE DCC
- 2D-011-003** - A3 Flying Scotsman 60103 BR Express Blue Early Crest
- 2D-011-003D** - A3 Flying Scotsman 60103 BR Express Blue Early Crest DCC
- 2D-011-004** - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted
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**2F-013-023** - Gunpowder Van - Blue Circle 174



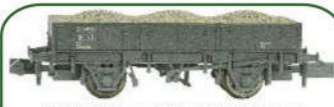
**2F-013-024** - Gunpowder Van - Blue Circle 174 Weathered



**2F-034-049** - 21T Hopper - BR E289585 K



**2F-034-050** - 21T Hopper - BR E289585 K Weathered



**2F-060-010W** - Grampus - BR Black DB990488 Weathered



**2F-060-011W** - Grampus - BR Black DB990412 Weathered



**2F-060-012W** - Grampus - BR Black DB990653 Weathered



**2F-060-013W** - Grampus - Taunton Concrete Olive Green DB986708 Weathered



**4F-013-023** - Gunpowder Van - Ferrocrete 262



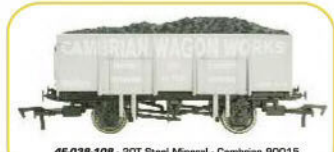
**4F-013-024** - Gunpowder Van - Ferrocrete 262 Weathered



**4F-018-009** - Salt Van - L G W 153



**4F-018-010** - Salt Van - L G W 153 Weathered



**4F-038-108** - 20T Steel Mineral - Cambrian 90015



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**4F-020-012** - Ale Wagon - GWR 38622 Weathered

### Also released this month include:

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- 2D-001-001** - Class 33/0 D6571 BR Green NYP
- 2D-001-001D** - Class 33/0 D6571 BR Green NYP DCC
- 2D-001-002** - Class 33/0 Merlin 33046 Engineer Dutch
- 2D-001-002D** - Class 33/0 Merlin 33046 Engineer Dutch DCC
- 2D-001-003** - Class 33/0 D6539 BR Green SYP
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- 2D-001-020** - Class 33/0 33102 BR Blue
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# HOW TO... MAKE A RAIL GRINDER

It's certainly a case of function dictating form. This rail grinder unit's unpretentious looks caught **TONY KUNZMANN's** eye and he just had to model it.

00  
GAUGE

**R**egular readers will know that I have what some might regard to be an unhealthy interest in track machines and other railway 'plant' (MR168/MR180). I had seen this rather unusual two-car unit a couple of times and thought it had a face only a mother could love - but I still wanted to find out more.

I discovered that it's a Loram Schweerbau SPML17 Rail Grinder. I started to collate as many photographs as I could, because I wanted to create a model of the unit.

It has to be one of the ugliest bits of equipment working on Network Rail. The cars are of unequal lengths and heights, and they look as they were put together by a railway version of

Dr Frankenstein using whatever was laying about the factory. It certainly wouldn't look out of place in a Mad Max movie... but I digress!

The two-car unit was numbered DR79201-A and DR79201-B. The 'A' unit is the longer one, as it houses all of the grinding equipment.

The first step would be to work out the dimensions. Looking at the bogies,





I am pretty sure that these track machines aren't painted in Network Rail yellow - it looks a bit pale when compared to the warmer yellow that you see on some 'plant' machines.

**Expert Tip**



**TOP TIP**

Do you worry that when you handle a model you'll push the glazing inside and never be able to retrieve it? Take a piece of plastic and shape it to be larger than the aperture's dimensions. Then fix the actual glazing to this - it won't be able to drop through.

## RAIL GRINDER: WHAT IS IT?

The tragic derailment of a London-Leeds express at Hatfield, in October 2000, highlighted that, if left unchecked, minute cracks that form under the rail head, due to the pressures of contact with wheels, can spread down into the rail and lead to it fracturing. Grinding the rails removes these cracks, and maintains the rail profile.

they seemed very similar to Bachmann's 'Y25' bogies. I happened to have some of these to hand, so I measured it and used this measurement as the datum from which to work out the dimensions from a side-on photograph. I ended up with something that looked more or less right.

Now to the construction, starting with the 'A' unit... **MR**

## BUILDING DR79201-A

The first thing I had to make was the chassis. For the main base, I used 80thou plastic card and cut out a slot to take a Tenshodo motor bogie. I used Plastruct 'I' beams for the chassis side and attached other pieces of plastic to form the battery boxes.

Creating the grinding equipment was a challenge. Behind the front-facing equipment is a heavy-looking block and I thought that a 'double four' Lego block would fill the space nicely. I filed the Lego blocks smooth and covered the bottom with plastic card. This gave me a quick, solid block and it's a technique I've used ever since.

I made the protruding pieces from bits of plastic and inserted some fine brass pipe to represent the drainage tubes. The grinding heads are round-headed pins pushed inside Plastruct tubing. Despite this homespun approach, I'm pleased with the result!

The 'cage' that sits on the chassis was made separately. I used 30thou plastic card for the sides and the mesh from a frying pan splatter guard for the doors. These items only cost a few pounds, and you get lots of mesh for your money - plus they're really easy to cut.

The rear door is also made from mesh, but the front one, nearest the cab, is solid plastic. I also put in a solid floor to keep everything square and rigid. As it's possible to see through the cage, I needed to put some machinery inside, so I used various bits of Lego, spraying them black. I also sprayed the cage using RailMatch Warning Panel Yellow. When dry, I fixed the internal machinery and added a roof, which gave it extra rigidity.

Now for the cab. The sides and front were made of plastic card and I strengthened the bottom edges with thicker plastic to give the glue something to adhere to. Each piece of glazing was made to fit

a specific aperture, because no matter how hard you try, it's difficult to mass-produce precision holes and glazing pieces.

Marker lights and wipers are from Shawplan and all other cab fittings are scratchbuilt, although I believe you can now buy appropriate miniature ready-made video cameras. The buffers are also quite unusual, so I dug out some old whitmetal ones, filed them smooth and added plastic card overlays.

There is a walkway between the cage and the outer edge of the unit. I cut some plastic strip for the uprights and drilled each one twice to accept the long handrails. I put an angled strip of plastic across the top, because the sloping roof would need to be attached to this later. These components were hand-painted as they would have been too difficult to airbrush.

The roof was made of plastic card, scored and folded to shape. I didn't have a clue what the top of the roof looked like, but I was lucky to find a photograph taken from a bridge at Tonbridge Yard that revealed key details, such as the inverted tank and a large vent. The roof needed to be extra strong, so I made plastic strengtheners and attached them to the upper edges of the cage. Due to the roof folds, you can't see them from the side. I then sprayed the roof.

There's some sort of fire curtain around the grinding equipment. It looks black but on some photographs it appears to be red, so I used red electrical tape and hoped that the black appearance was nothing but dirt.

It looks like it has a cover which attaches near the handrails. I assume it could fold it down, but on every photograph I've seen, it's folded up, so I made it from plastic.

Finishing touches include a large block that protrudes from the front just above the rail tops, which I replicated but I don't know what it does. Another quick job was fitting the cab steps.







## BUILDING DR79201-B

The 'B' unit was built almost exactly the same way, even though it's much shorter (in model form, I worked it out to be about 20mm shorter) and it has solid doors in the centre, as opposed to cage doors. The inner end also features a hose pipe and reel, which I think is to extinguish any fires caused by the grinding.

A lot of the roof detail is different and another peculiarity is that this unit is lower than the other (about 2mm on the model). I studied dozens of photographs to confirm this difference and I still don't understand why it's like that. Surely, it could have been made in the same way, for the sake of aesthetics?

I placed a coupling hook on the front of this unit, as it was not possible on the 'A' unit, due to the block that protrudes from underneath. I made my own decals using Crafty Computer Paper.

Loram Schweerbau SPMU rail grinder DR79201-A and DR79201-B rests in the yard at Didcot Parkway on May 2 2011. The difference in length and height of both cars is clear to see; these differences certainly don't improve the machine's unconventional looks!  
BOTH: ANDY JUPE





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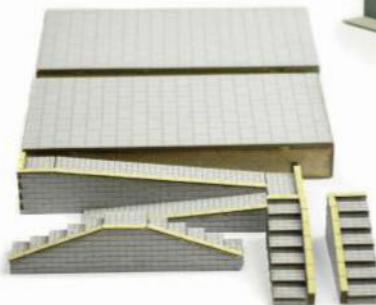
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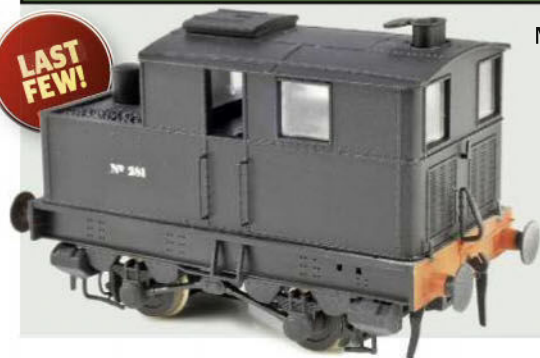
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**Jul 30**

**BRIDPORT, DORSET.** Bridport & District MRC MRE. United Church Hall, East Street, Bridport DT6 3LJ. **Time:** 1000-1630. **Admission:** Adult £3.50, Child £1. **Tel:** 01308 861754. **E-mail:** robert@rahrens.wanadoo.co.uk

**Jul 30-31**

**NOTTINGHAM.** GCRN Model Rail Show. Great Central Railway (Nottingham), Mere Way Business Park, Ruddington NG11 6JS. **Time:** 1030-1630. **Admission:** Adult £6, Child £3, Family £30. **Tel:** 0115 9405705. **Web:** www.gcrn.co.uk

**STOKE-ON-TRENT.** St John's Charity Exhibition. St John's Primary School, Wheatley Ave, Trent Vale, Stoke-on-Trent ST4 6SB. **Time:** Sat 1030-1700, Sun 1030-1630. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 07747 087050. **E-mail:** jrf.cox@hotmail.co.uk

**Jul 31**

**THIRSK.** Thirsk & District MRG MRE. Thirsk Town Hall, Westgate, Thirsk YO7 1QR. **Time:** 1030-1630. **Admission:** Adult £4, Child/Senior £2, Family £10. **Web:** www.expo-thirsk.co.uk

**Aug 3**

**TAUNTON.** Taunton MRG MRE. Bishops Lydeard Station, Station Road, Bishop's Lydeard, Taunton TA4 3BX. **Time:** 1100-1600.

**Aug 6**

**HUDDERSFIELD.** Pennine MRS MRE. St Philips Community Centre, Briarlin Road, Birchcliffe HD3 3NL. **Time:** 1000-1700. **Admission:** Adult £4.50. **Tel:** 07787 840672.

**MINEHEAD.** Exmoor Rail MRE. The Minehead Eye, Mart Road, Minehead TA24 5BJ. **Time:** 1000-1630. **Admission:** Adult £5, Child £1, Family £10. **Tel:** 01643 706736. **E-mail:** nelham51@tiscali.co.uk

**Aug 6-7**

**REDCAR, CLEVELAND.** Cleveland MRC MRE. Redcar & Cleveland College, Corporation Road, Redcar TS10 1EZ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4.50, Child/Senior £3.50, Family £12.50. **Tel:** 07864 880242. **Web:** www.crmc.club

**ST ANDREWS, FIFE.** St Andrews Town Hall, Queens Gardens, St Andrews KY16 9TA. **Time:** Sat 1000-1730, Sun 1030-1700. **Admission:** Adult £4, Child £2.50.

**SOUTHWOLD, SUFFOLK.** Southwold MRE. Saint Felix School, Halesworth Road, Southwold IP18 6SD. **Time:** Sat 1000-1700, Sun 1000-1630. **Web:** www.wvmrc.org.uk

**Aug 7**

**STALHAM, NORFOLK.** Broadland MRC Open Day. Stalham Town Hall, High Street, Stalham NR12 9AH. **Time:** 1000-1600. **Admission:** £2. **Web:** www.broadlandmodelrailwayclub.co.uk

**Aug 10**

**TAUNTON,** see Aug 3.

**Aug 11**

**WELLING, KENT.** Association of Bexley Charities '78 Toy and Train Fair. Falconwood Community Centre, The Green, Welling DA16 2PG. **Time:** 1800-2130. **Admission:** Adult £1. **Tel:** 020 8303 8291. **E-mail:** mail@johnsalt.plus.com

**Aug 13**

**BEXHILL-ON-SEA, E. SUSSEX.** Bexhill Model Railways MRE. St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE. **Time:** 1000-1700. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01424 210617. **Web:** www.bexhillmrc.org.uk

**BRIDLINGTON, E. YORKS.** Bridlington MRS Open Day. Unit 10, Station Arches, Hilderthorpe Road, Bridlington. **Time:** 1000-1700. **Web:** www.bridrailmodellers.com

**HEYWOOD, LANCS.** Heywood MRG MRE. Club Rooms, Unit 3, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmrg.co.uk

**MILTON KEYNES.** Silverfox DCC MRC. Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ. **Time:** 1000-1600. **Admission:** Adult £5, Child £2.50, Family £12. **Tel:** 01908 370713.

**Aug 13-14**

**SWANAGE, DORSET.** Purbeck MRE. Harmans Cross Village Hall, Haycraft's Lane, Swanage BH19 3EB. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £12.

**WELLS, SOMERSET.** Wells Railway Fraternity 'Railwells 2016'. The Town Hall, Market Place, Wells BA5 2RB. **Time:** Sat 1030-1730, Sun 1030-1700. **Admission:** Adult £6, Senior/Wheelchair user/Child £4. **Tel:** 01749 938362. **Web:** www.railwells.com

**Aug 17**

**TAUNTON,** see Aug 3.

**Aug 20**

**GUILDFORD, SURREY.** Astolat MRC Open Day. National Trust, Dapdune Wharf, Wharf Road, Guildford GU1 4RR. **Time:** 1100-1700. **Admission:** Adult £3.95, Child £2.30, Family £11.50. **Tel:** 01483 722098. **E-mail:** davidwilde155@msn.com

**LUDLOW, SALOP.** Craven Arms & District MRC MRE. Ludlow Racecourse, Bromfield SY8 2BT. **Time:** 1000-1630. **Admission:** Adult £2.50, Senior £2, Child £1.50. **Tel:** 01588 672145.

**NEATISHEAD, NORFOLK.** The J50 Group MRE. The New Victory Hall, Street Hill, Neatishead, NR12 8AD. **Time:** 1000-1600. **Admission:** Adult £3, Concession £2.50, Child £2. **E-mail:** thej50group@outlook.com **Web:** www.thej50group.wix.com/home

**NORTHAMPTON.** Northampton & District MRC MRE. Cogenhoe Village Hall, York Avenue, Cogenhoe NN7 1NB. **Time:** 1000-1630. **Admission:** Adult £3, Child £2, Family £7. **Tel:** 01604 890275. **Web:** www.mmmrc.org

## TOYFAIRS & SWAPMEETS

To advertise your toyfair or swapmeet, contact our Advertising Department on 01733 366384.

**Aug 7**

**NEWTON ABBOT.** Newton Abbot Racecourse, Newton Road, Newton Abbot, Devon TQ12 3AF. **Time:** 1000-1530. **Admission:** £2. **Tel:** 01823 480097. **E-mail:** ray.heard66@btinternet.com

**Aug 13**

**NOTTINGHAM.** Bluecoat Academy, Aspley Lane, Nottingham NG8 5GY. **Time:** 1000-1400. **Admission:** £2. **Tel:** 07951 072790. **Web:** www.tttf.co.uk

**Aug 13**

**CHESTER.** The Chester County sports club, Plas Newton Lane, Upton, Chester CH2 1PR. **Time:** 1000-1500. **Admission:** £2. **Tel:** 01270 652773.

**Aug 14**

**STAFFORD.** The Prestwood Argyle Suites, County Showground, Weston Road, Stafford ST18 0BD. **Admission:** Adult £3.50, Senior £3, Children £1. **Web:** www.bpfairs.com

**Aug 29**

**BRIDGNORTH.** Leisure Centre High Town, Bridgnorth WV16 4ER. **Time:** 1030-1500. **Admission:** £2. **Tel:** 01270 652773.

**Sept 3**

**RUGBY.** The Benn Hall, Newbold Road, Rugby CV21 2LN. **Admission:** Adult £3.50, Senior £3, Children £1. **Web:** www.bpfairs.com

**Sept 4**

**BIRMINGHAM.** Hall 18, National Exhibition Centre, Birmingham B40 1NT. **Admission:** Adult £7, Senior £6.50, Children £2. **Web:** www.bpfairs.com

**Oct 2**

**COLCHESTER.** Langham Community Centre, School Road, Colchester, Essex CO4 5PA. **Time:** 1000-1400. **Admission:** Adults £2. **Tel:** 07739 998010.

**Nov 5**

**CRAWLEY.** The Hawth Theatre, Hawth Ave, Crawley RH10 6YZ. **Time:** 1000-1400. **Admission:** Adult £2. **Tel:** 07739 998010.

**Dec 4**

**COLCHESTER.** Langham Community Centre, School Road, Colchester, Essex CO4 5PA. **Time:** 1000-1400. **Admission:** Adults £2. **Tel:** 07739 998010.

**Jan 1 2017**

**COLCHESTER.** Langham Community Centre, School Road, Colchester, Essex CO4 5PA. **Time:** 1000-1400. **Admission:** Adults £2. **Tel:** 07739 998010.

**WHITSTABLE, KENT.** East Kent MRS MRE. The Community College, Whitstable, Bellevue Road, Whitstable CT5 1PX. **Admission:** Adult £3, Child £1.50, Family £7. **Tel:** 01227 275157 (evenings).

**Aug 20-21**

**BELFAST.** Ulster MRC MRE. Whitla Hall, Methodist College, 2 Malone Road, Belfast BT9 6BY. **Time:** Sat 1000-1700, Sun 1300-1700. **Admission:** Adult £4, Concession £3, Child £2, Family £10. **Tel:** 07850 953563. **Web:** www.ulstermodelrailwayclub.co.uk

**CRICH, DERBYSHIRE.** Model Tram, Bus and Railway Exhibition. The National Tram-



way Museum, Crich Tramway Village, Crich DE4 5DP. **Time:** 1000-1700.

**INVERNESS.** Inverness & District MRC MRE. Jurys Inn Hotel, Millburn Road, Inverness IV2 3TR. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £10. **Tel:** 07801 593637.

**PICKERING, YORKS.** Scarborough and District RMS 2016. The Memorial Hall, Potter Hill, Pickering YO18 8AA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Concession £4.50. **Tel:** 07788713874. **Web:** [www.sdrmwweb.co.uk](http://www.sdrmwweb.co.uk)

**ROSS-ON-WYE.** John Kyrle High School, Ledbury Road, Ross-on-Wye HR9 7ET. **Time:** 1000-1600. **Admission:** Adult £4, Child £3, Family £10.

#### Aug 24

**TAUNTON,** see Aug 3.

#### Aug 27

**BIRMINGHAM.** Bournville MRE. The Hollymoor Centre, 8 Manor Park Grove, Northfield B31 5ER. **Time:** 1000-1630. **Admission:** Adult £4.50, Child £1, Family £9.

**BUDE, CORNWALL.** NC&D MRC MRE. The Parkhouse Centre, Bude EX23 8LD. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 01566 772667.

**LONDON.** Hillingdon Rly Modellers Open Day. Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1600. **Admission:** £4. **Tel:** 020 8368 4090. **Web:** [www.hillingdonrailwaymodellers.co.uk](http://www.hillingdonrailwaymodellers.co.uk)

#### Aug 27-29

**GAINSBOROUGH, Lincs.** Gainsborough MRS Open Days. Florence Terrace, Gainsborough DN21 1BE. **Time:** Sat & Sun 1330-1800, Mon 1030-1800. **Admission:** Adult £4, Senior/Child £3. **Family £10. Tel:** 01427 615871. **Web:** [www.gainsboroughmodelrailway.co.uk](http://www.gainsboroughmodelrailway.co.uk)

**HAWICK, SCOTLAND.** Hawick & District Railway Society Border Rail 2016. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2, Senior £3.

#### Aug 28

**BROXBORNE, HERTS.** Hoddesdon Model & Railway Club MRE. The Old Mill, Mill Lane, Broxbourne EN10 7AX. **Time:** 1000-1700. **Admission:** Adult £2, Child £1. **Tel:** 0754 2560493. **E-mail:** [clive.porter3@ntlworld.com](mailto:clive.porter3@ntlworld.com)

#### Aug 29

**HARROGATE, YORKS.** Bilton Grange MRC. Bilton United Reformed Church, 1 Woodfield Road, Harrogate HG1 4LN. **Time:** 1000-1600. **Admission:** Adult £3, Child £1, Family £6. **Tel:** 01423 521542. **E-mail:** [harrogatemrc@hotmail.com](mailto:harrogatemrc@hotmail.com)

#### Aug 31

**TAUNTON,** see Aug 3.

#### Sep 3

**CUMBERNAULD, N. LANARKSHIRE.** Cumbernauld MRG Open Day. The Link Community Education Centre, Bron Way, Cumbernauld, North Lanarkshire G67 1EW. **Time:** 1000-1600. **Admission:** Adult £1. **Tel:** 01236 612099. **Web:** [www.cumbernauldmrg.org.uk](http://www.cumbernauldmrg.org.uk)

**SELBY, N. YORKS.** Selby Salvation Army. Portholme Church, Portholme Road, Selby YO8 4QH. **Time:** 1000-1630. **Admission:** Adult £4, Child £1. **Tel:** 01757 701169. **E-mail:** [ianrkerrison@gmail.com](mailto:ianrkerrison@gmail.com)

**TADWORTH, SURREY.** Tadworth Autumn 2016 MRE. The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AH. **Time:** 1000-1700. **Admission:** Adult £5, Child £3, Senior £4, Family £10. **Web:** [www.ndmrc.info/Home/Tadworth.htm](http://www.ndmrc.info/Home/Tadworth.htm)

#### Sep 3-4

**ACCRINGTON, LANCS.** Blackburn & East Lancashire MRS MRE. Hydburn Leisure Centre, Henry St, Church, Accrington BB5 4EP. **Time:** 1000-1700. **Admission:** Adult £7. **Web:** [www.belmrs.org](http://www.belmrs.org)

**ALNWICK, NORTHUMBERLAND.** Aln Valley Railway MRE. Lionheart Station, Lionheart Enterprise Park, Alnwick NE66 2EZ. **Time:** 1030-1630. **Admission:** Adult £5, Family £10. **Tel:** 01665 606168. **Web:** [www.alnvalleyrailway.co.uk](http://www.alnvalleyrailway.co.uk)

**ANDOVER, HANTS.** Andover MRC MRE. John Hanson School, Floral Way, Andover SP10 3PB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £1, Senior £4.50. **Tel:** 07967 685267. **Web:** [www.amrc.hampshire.org.uk](http://www.amrc.hampshire.org.uk)

**CHATHAM, KENT.** The Medway MRS. Fort Pitt Grammar School. Fort Pitt Hill, Chatham, Kent ME4 6TJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2.50, Family £12. **Tel:** 07821 254232. **E-mail:** [medwaymodelshow@yahoo.co.uk](mailto:medwaymodelshow@yahoo.co.uk)

**LOUGHBOROUGH.** The Soar Valley MRC MRE. Loughborough Grammar School, Leicester Road, Loughborough LE11 2AQ. **Time:** Sat 1030-1700, Sun 1030-1600. **Admission:** Adult £8, Concession £7, Child £4, Family £20. **Web:** [www.svmrc.co.uk](http://www.svmrc.co.uk)

**TAUNTON.** See Aug 3.

#### Sep 10

**BISHOP'S STORTFORD, HERTS.** Bishop's Stortford Railway Society MRE. Birchwood High School, Parsonage Lane, Bishop's Stortford CM23 5BD. **Time:** 1030-1630. **Admission:** Adult £5, Child £2, Family £10. **Tel:** 07736 308696. **Web:** <http://bsrs.webplus.net>

**BURY ST EDMUNDS, SUFFOLK.** Bury St Edmunds MRE. Risby Village Hall, Risby IP28 6RT. **Time:** 1000-1600. **Admission:**

Adult £5, Concession £4. **Tel:** 01284 811180. **Web:** [www.burystedmundsmrc.com](http://www.burystedmundsmrc.com)

**HEADCORN, KENT.** Headcorn Railway Modellers Open Day. Headcorn Baptist Church Hall, 1 Station Road, Headcorn TN27 9SB. **Time:** 1000-1600. **Admission:** Adult £2. **E-mail:** [headcornrailwaymodellers@outlook.com](mailto:headcornrailwaymodellers@outlook.com)

#### Sep 10-11

**BLAENAVON.** The Blaenavon MRC Open Weekend. Pontypool and Blaenavon Railway, Furnace Sidings, Blaenavon NP4 9SF. **Time:** 1100-1700. **Admission:** Adult £3, Concessions £2.

**FAVERSHAM, KENT.** Faversham MRC MRE. The Abbey School, London Road, Faversham ME13 8RZ. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5, Child £3. **Tel:** 07931 589001. **Web:** [www.favershammrc.org.uk](http://www.favershammrc.org.uk)

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International N Gauge Show, Warwickshire Exhibition Centre, Nr Leamington Spa CV31 1XN. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £10 (£9 advance), Senior £9 (£8), Child £5 (£4), Family from £15 (from £13). **Web:** [www.ngaugeshow.co.uk](http://www.ngaugeshow.co.uk)

#### Sep 14

**PRESTON.** Preston and District MRS Open Evening. Unit 12, Aqueduct Mill, Aqueduct Street, Preston PR1 7JN. **Time:** 1930-2200. **Tel:** 07776 438933.

#### Sep 17

**CULLOMPTON, DEVON.** Culm Valley MRC MRE. Willand Village Hall, Cullompton EX15 2PL. **Time:** 1000-1630. **Admission:** Adult £4, Child £1.50. **Tel:** 01884 840369. **Web:** [www.cvmrc.co.uk](http://www.cvmrc.co.uk)

**LICHFIELD.** Lichfield Trent Valley MRS MRE. The Life Church, Netherstowe, Lichfield WS13 6TS. **Time:** 1000-1630. **Admission:** Adult £4, Child/Senior £3, Family £11. **Tel:** 0121 329 2487. **Web:** [tvms.org.uk](http://tvms.org.uk)

**LISNASKEA, CO. FERMANAGH.** Erne MRC MRE. Moat Primary School, Lisnaskea, Co. Fermanagh BT92 0JH. **Time:** 1000-1700. **Admission:** Adult £4, Child/Senior £3, Family £10. **Tel:** 02866 329050. **E-mail:** [rdjwilson29@icloud.com](mailto:rdjwilson29@icloud.com)

**SHENFIELD, ESSEX.** Mid-Essex MRE. Shenfield High School, Shenfield CM15 8PX. **Time:** 1000-1700. **E-mail:** [exhibition@midsexmrc.org](mailto:exhibition@midsexmrc.org)

**WADEBRIDGE, CORNWALL.** Wadebridge 34007 Society. Wadebridge School, Govenna Hill, Wadebridge, Cornwall PL27 6BU. **Time:** 1000-1700. **Admission:** £3.50, Concession £3, Child £2, Family. **E-mail:** [bulleidintotrains@yahoo.co.uk](mailto:bulleidintotrains@yahoo.co.uk)

## PROMOTE YOUR EVENT HERE

Model Rail is happy to accept details of club exhibitions for inclusion on this page free of charge on the understanding that details may be edited down to suit available space and that Model Rail and its staff are not held responsible for any errors, howsoever caused. Send your exhibition details to: Model Rail Exhibition Diary, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA or e-mail: [jane.skinner@bauermedia.co.uk](mailto:jane.skinner@bauermedia.co.uk) Entries for the September 2016 issue should reach us by August 5 2016.



Model Rail and partners - tips and advice to save time, money and improve results.

## Top Tip: Enjoy modelling challenges

When it comes to modelling, most of us are better at some things than others. However, remember that making mistakes and learning from them is part of the fun. Mistakes are often the best way to improve your modelling prowess - nobody becomes a first class baseboard carpenter, tracklayer, track planner, miniature architect or scenic expert overnight. Patience is an essential quality for railway modellers. If you are starting to feel a little weary of modelling, why not embrace the challenge of trying your hand at something new? There is always something new to learn!

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## Expert Recommendation

Accept that you'll need to learn new modelling skills as you go along. Most of us stay in our comfort zone doing things in our own tried and tested ways, but you may be surprised at how quickly you can learn to do new things in new ways. Set yourself the challenge of trying new techniques, methods, materials and products each time you work on your layout. It makes the hobby much more satisfying, challenging and fun, and it's great exercise for our brains, too. Read each issue of *Model Rail* magazine to learn new skills and find out about new tools and products which may make the process easier.

### Contact details:

Peter Marriott,  
Scenics Specialist  
*Model Rail* magazine  
Media House, Lynchwood,  
Peterborough Business Park,  
Peterborough PE2 6EA  
**E-mail:** [modelrail@bauermedia.co.uk](mailto:modelrail@bauermedia.co.uk)



## Top Tip: Landscaping & Scenics

Recently I was in the workshop making a board for some photos. I wanted to create a more delicate looking scene, so I grabbed a tub of lichen. I pulled it apart and mixed different colours together, which made the bush look much more realistic. I then sprayed layering spray over the bush and applied some 2mm summer static grass on top, which made it look thorny. I was quite impressed with the result, if I say so myself!



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## How to do it: use natural materials to make trees

My success got me thinking of using a naturally sourced product to make trees, so I went outside and picked up some twigs off the floor. I put some FTG glue on a trunk-like twig and poked it through the middle of a bunch of lichen. When the glue was dried, I sprayed some layering spray on the lichen and applied some 2mm summer static grass using the Pro Grass Micro applicator to add more depth and foliage. Again, I was really pleased with the realism of the finished product.

We hope you have enjoyed this series of WWS articles, and we hope they have been useful. Happy modelling!

**Contact details:** Martyn Rees, Unit 4, Cwmtawe Business Park, Alloy Industrial Estate, Pontardawe, Swansea SA8 4EZ  
**Tel:** 01792 864250 **E-mail:** [info@war-world.co.uk](mailto:info@war-world.co.uk) **Web:** [www.wwsценics.co.uk](http://www.wwsценics.co.uk)



## Top Tip: DCC, Wiring & Electrical

### Soldering is NOT a black art!

Many modellers find soldering difficult, and some are reluctant to even try it, but its really is easy to master. Use the items we recommend and follow these instructions and I guarantee that you'll soon be smiling at your new-found expertise with a soldering iron.

### Essential items:

- A soldering iron that is able to deliver enough heat to the joint quickly. That means no lower than 40 watts. Don't use lower-power irons - they can't deliver heat quickly to things like rail joints, greatly increasing the chance of failure - and the risk of melting the track plastic!
- A type 2C tip for the iron. This is a 2mm slant-ended tip that is much better to use than the fine round tip that comes with

most irons. Install the 2C tip and you'll never look back!

- A good quality no-clean flux, such as DCCconcepts DCS-SFNC. If you use a different one, make sure it is not acid-based and that it works with copper wire.
- A good quality silver-bearing low-temperature solder, such as DCCconcepts S179.
- A fibreglass brush, such as DCCconcepts DCT-FBS, or similar.
- Good quality wire strippers, such as DCCconcepts DCT-FWS or similar.

### This is the guaranteed method of soldering a dropper wire to rail:

- Prepare the track/rail first.
- Put the track where it will go and adjust or cut to fit if needed.

■ Decide where you will solder the wire to the rail. For an unobtrusive joint, this is best done before laying the track, but it is possible to do after it's been laid.

- Mark the rail top with a marker pen, then mark the track bed at the same position.
- Cut away the 'web' between the sleepers and clean the area with a fibreglass pen or a small file. Even new rail will need cleaning.
- Let the iron heat up. Make sure the tip is tinned and shiny. If not, clean and tin it!
- Put a little flux onto the rail area to be soldered, using a small brush or cotton bud
- Take a little of the solder onto the iron tip and apply the iron to the fluxed rail.
- The flux will sizzle and the solder will flow immediately. Remove the iron as soon as it flows.



## Top Tip: Painting

What is the best product to use for thinning acrylics for airbrushing?

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Airbrush

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### Expert Answer

We strongly recommend that you choose the thinner/reducer associated with the brand of paints you're using. However, the following formula can be used to create your own homemade thinner/reducer, as we have found that it works well with most brands of water-based acrylics, and is a cost-effective alternative to expensive branded acrylic thinners.

This formula will make 60ml of fluid. You will need an empty bottle, distilled water, 99% isopropyl alcohol, Vallejo airbrush flow improver, Vallejo retarder and a measuring jug.

Firstly, fill the bottle up with 38ml of distilled water and then add 20ml of IPA. This on its own will do an adequate job of thinning paints, but the homemade thinner/reducer is greatly improved by adding 1ml of both airbrush flow improver and airbrush retarder to the solution. These additives will help with the general flow of the reduced paint, improve adhesion and reduce tip drying by extending the curing time of the paint.

**Contact details:** Tim Murrell, Unit C5-C6, Holton Heath Trading Park, Holton Rd, Poole, Dorset BH16 6LT  
**Tel:** 01202 622579,  
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## Top Tip: Buildings

What's the best way to score a printed surface without damaging it? If I score it with a knife, no matter how lightly, I'm always left with a visible line which shows up on the completed models.

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### Expert Advice

There are a couple of methods of scoring printed paper and card surfaces without damaging them. Papers printed using an inkjet printer are slightly more resilient when you fold them due to the ink soaking into the paper. But images or paper components printed on a laser printer are prone to cracking if they're not scored correctly.

To score a printed surface for a ridge fold, where the paper is folded back on itself, the solution is to score on the unprinted back surface. Simply use a dressmaker's pin to put a small hole at each end of the score line on the printed side. Flip the paper over and gently score between the two holes using a knife or empty ballpoint pen.

We hope you've found our series of Advice Hub tips useful. For more hints, tips and weekly updates, please subscribe to our free e-mail newsletter at [www.modelrailwayscenery.com](http://www.modelrailwayscenery.com)

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**The rail is now tinned and ready for the wire, so let's prepare the wire to be soldered to the rail next:**

- Strip about 12mm of wire (about ½in) and twist it tightly.
- Put a little flux on the wire.
- Take a little of the solder onto the iron tip and apply it to the fluxed wire.
- Again, the solder will flow immediately. Remove the iron as soon as it flows. As an experiment, try this with and without flux. Even though the solder may have flux in it, you will be amazed how much better the flow is with the addition of more flux.
- Snip the end off the tinned wire to leave a tidy end, then bend the end of the tinned area 90° so it's in an 'L' shape, with the bent portion about 3mm long.

**Bring the rail and the wire together:**

- Add more flux to the tinned rail.
- Add a small amount of solder to the iron.
- Hold the 'L'-shaped end of the wire against the tinned area of the rail.
- Apply the soldering iron to the joint and remove the iron as soon as solder flows.
- Count to three and let go of the wire. You are now well on the way to being a soldering expert.

You now have a perfect solder joint between rail and wire.

You can use this technique for soldering all sorts of things - soldering wire to rail, assembling brass kits, making track... in fact all the soldering jobs associated with a layout. With a little practice you will soon find soldering easier than using glue!



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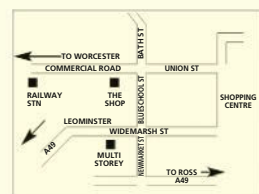
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R3327 S15 SOUTHERN RAILWAY.....£116.50  
R3370TTS BR KING RICHARD I BLUE SOUND.....£155.50  
R3371 LNER BLUE A4 MALLARD.....£79.50  
R3412 BR S15 30842 EARLY CREST.....£99.95  
R3414 BR S15 30831 LATE CREST.....£99.95



**R2882 SDJR BLUE 0-6-0T.....£25.00**

### DIESEL & ELECTRIC LOCOMOTIVES

R2644 CLAS 121 CHOC/CREAM.....£65.00  
R2755 CLASS 86 BR BLUE.....£56.20



**R2946 4 CAR BR VEP UNIT.....£108.50**

R3161 BR 2 - BIL TWO CAR SET.....£105.00  
R3162 SR 2 - BIL TWO CAR SET.....£105.00  
R3177 BR NRM 2 - BIL TWO CAR SET.....£105.00  
R3260 SR 2 HAL GREEN.....£113.75  
R3290 BR 2 HAL GREEN.....£113.75  
R3283 BARNUM SHUNTER.....£25.90  
R3339TTS CLASS 47 RAILFREIGHT DISTRIBUTION.....£77.75  
R3403 HST WESTERN REGION BLUE/GREY LTD EDITION.....£192.00  
R3478 HST FIRST GREAT WESTERN.....£189.95  
R3481 CLASS 67 ENS WESTERN STAR.....£99.95

### COACH STOCK

R4074A/B GNER MARK 4 OPEN.....£22.00  
R4075A/B GNER MARK 4 TOURIST.....£22.00  
R4303C/D BR MAUNSELL CORRIDOR 1ST CL.....£31.70  
R4304D BR MAUNSELL COMPO.....£35.00  
R4502 GWR HAWKSWORTH BRAKE 3RD.....£36.50  
R4504 GWR HAWKSWORTH 1ST/3RD BRAKE.....£36.50  
R4534B BR PUSH PULL COACH PACK.....£69.00  
R4538A UN CONVERTED BR/SR OPEN 2ND.....£26.90  
R4770 GWR CLESTORY BRAKE.....£25.95  
R6678A LMS HORSEBOX SUPER DETAILED.....£10.80

### HORNBY RAILROAD

R3086 LNER FLYING SCOTSMAN.....£49.50  
R4312 PULLMAN PARLOUR CAR.....£17.50  
R4313 PULLMAN BRAKE.....£17.50  
R4332 LNER TEAK COMPO.....£17.50  
R4333 LNER TEAK BRAKE.....£17.50  
R4350 BR MK1 COMPO MAROON.....£15.50  
R4351 MK1 SK CORRIDOR 2ND MAROON.....£15.50

R4352 MK1 BSK CORRIDOR BRAKE MAROON.....£15.50  
R4388 LMS MAROON COMP.....£17.50  
R4389 LMS BRAKE COACH.....£17.50  
R4523 GWR COMPOSITE.....£16.50  
R4524 GWR BRAKE.....£16.50  
R4525 GWR RESTAURANT.....£16.50  
R4526 GWR OPERATING MAIL COACH.....£17.95  
R076 DOUBLE TRACK FOOTBRIDGE.....£9.50  
R6423 CAR TRANSPORTER.....£16.95

### POWER & CONTROL EQUIPMENT

R8012 H & M CONTROLLER DOUBLE TRACK.....£65.00  
R8014 POINT MOTOR.....£6.50  
R8015 POINT MOTOR HOUSING (ADAPTOR BASE).....£3.50  
R 044 POINT MOTOR SWITCH.....£6.50  
R8206 POWER TRACK.....£5.90  
R8243 SURFACE MOUNTED POINT MOTOR.....£6.95  
R8214 ELITE DIGITAL CONTROL.....£184.00

**PECO**

### TRACKWORK

CL 90 DOUBLE SLIP.....£29.95  
SL 80 SINGLE SLIP.....£27.75  
SLE 190 DOUBLE SLIP FINESCALE.....£32.00  
SLE 180 SINGLE SLIP FINESCALE.....£29.95  
SLE 99 THREE WAY POINT.....£23.95  
SLE 199 AYS/METRIC THREE WAY POINT FINESCALE.....£24.80

ALL PECO TRACK AND ACCESSORIES  
STOCKED AT DISCOUNT PRICES



R3925 SR GREEN PLV.....£24.95  
R3926 BR CRIMSON PMV.....£24.95  
R3927 BR GREEN PMV.....£24.95  
R3928 BR BLUE CC.....£24.95

### DIGITAL

36508 DYNAMIS PRO BOX.....£121.00  
36557 3 FUNCTION 21 PIN DCC DECODER EMF.....£13.75  
36558A SX PIN DECODER.....£13.75

### LOCOS

31-001 ROBINSON CL 04 2-8-0 BR BLACK LATE.....£109.95  
31-003 ROBINSON CL 04 2-8-0 LNER.....£103.70  
31-004 PATRIOT MAROON SR FRANK REE.....£99.50  
31-136DC D11/2 EDIE OCHILTREE POST FREE.....£115.90  
31-167DC L & Y BR EARLY FITTED 2-4-2T.....£98.95  
31-168 LMS 2-4-2T EX L&Y CRIMSON.....£78.50  
31-169 BR 2-4-2T EARLY BLACK.....£78.50  
31-188 BR JUBILEE WEATHERED VICTORIA.....£123.00  
31-204 LMS PATRIOT MAROON SR FRANK REE.....£123.00  
31-265 MOTORISED LUGGAGE VAN BR GRN.....£77.00  
31-266 MOTORISED LUGGAGE VAN BR GRN YELL PANEL.....£77.00  
31326A CLASS 105 2 CAR GREEN WHISKERS.....£82.50  
31426B 4CEP 4 CAR EMU BR GREEN.....£224.00  
31-327 CLASS 105 2 CAR DMU BR GREEN HALF YELLOW.....£77.12  
31433 1F LMS HALF CAB.....£76.50  
31434 1F BRITISH RAILWAYS HALF CAB.....£73.50  
31461A C CLASS SOUTHERN.....£93.50  
31-465 WAINRIGHT C BR LATE CREST.....£87.00  
31531 A2 BR GREEN TRIMBUSH.....£133.50  
31-575 WINDHOFF MPV NETWORK RAIL.....£105.00  
31-577 WINDHOFF MPV RAILTRACK.....£110.00  
31-637 6AXX PANNIER BR LINED GREEN.....£69.65  
31699 CLASS 47 BR BLUE WEATHERED.....£112.50  
31660 CLASS 47 LARGE LOGO BLUE.....£99.95  
31780 SWITHLAND HALL BR GREEN LATE.....£119.00  
31782 THARLESTAIN HALL BR LATE WEATHERED.....£114.70  
31783 FOUNTAINS HALL BR BLACK EARLY WEATHERED.....£114.70  
31-880 LMS 4F.....£76.50  
31-881 4F BR EARLY TENDER LOCO.....£76.50



### SPECIAL OFFER BACHMAN INTERMODEL

**TWIN PACK 37-314.....£24.50**

ALSO AVAILABLE 31933 BR COMPO.....£84.50  
31-965 A4 WILD SWAN.....£99.00  
31-995 BR BRUNSWICK GREEN LMS 10000 DIESEL.....£69.40  
32-034 CLASS 20 GREEN 20141.....£85.00  
32-038DS CLASS 20 BR BLUE WEATHERED SOUND.....£172.00  
32-045 CLASS 20 RAILFREIGHT.....£81.50  
32-084 CLASS 56XX GWR.....£66.50  
32-085 CLASS 56XX BR BLACK.....£66.50  
32-115B CLASS 08 BLUE WEATHERE.....£92.50  
32-119 CLASS 08 SCHENKER.....£78.50  
32-120 CLASS 08 GREEN.....£75.50  
32-131 GWR 45XX PRARIE 4539.....£75.50



**32-154A BR/SR N CLASS.....£79.95**  
32-351 CLASS 25 BR GREEN WEATHERED.....£78.50  
32-389 CLASS 37 COLAS RAIL.....£99.50



**32-815 CLASS 47 INTERCITY SWALLOW.....£63.00**



**32-816 CLASS 47 RAILFREIGHT DISTRIBUTION DIAMOND JUBILEE.....£59.95**



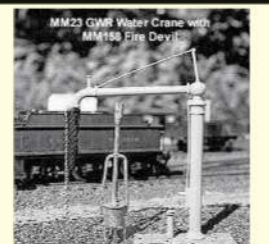
**32-817 CLASS 47 RES ROYAL LONDON SOCIETY.....£59.95**

32-880 LMS 2-6-4T FAIRBURN.....£92.50  
32-882 BR 2-6-4T FAIRBURN BR LATE CREST.....£99.50  
32-925 CL 15011 2 CAR FIRST NORTH WESTERN.....£73.25  
32-981 CLASS 66 416 FREIGHTLINER POWERHAUL.....£115.00  
32-982 CLASS 66 434 DRS BLUE COMPAS.....£115.00  
35-075 E4 LBSC.....£84.95  
35-077 E4 BR BLACK EARLY.....£84.95  
35-078 E4 BR BLACK LATE.....£98.95  
32-391DS CLASS 377 COAL SECTOR SOUND.....£179.50



ALL ITEMS ARE OO,  
WHITE METAL KITS

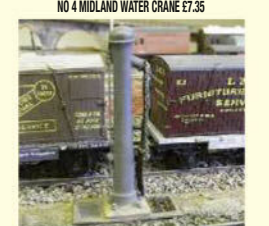
### OO WATER CRANES



**NO 23 GWR WATER CRANE £7.15**



**NO 4 MIDLAND WATER CRANE £7.35**



**NO 24 LNWR WATER CRANE £7.45**



**NO 34 LSWR WATER CRANE £6.50**



**NO 155 BR STANDARD WATER CRANE £7.35**



**NO 88 LMS AND LNWR PATTERN £5.95**



**NO 80 LSWR - MIDLAND - LBSC - GNR & NER PATTERN £5.95**

### WATER CRANES

3 NORTH EASTERN.....£6.95  
4 MIDLAND.....£7.35  
6 GWR CRANKED PLATFORM MOUNT.....£7.15  
8 LANCS AND YORKS.....£7.35  
11 GREAT CENTRAL.....£8.35  
12 LONDON, TILBURY & SOUTHEND.....£7.35  
14 SOMERSET AND DORSET PLATFORM MOUNT.....£6.25  
15 SOMERSET AND DORSET FLOOR.....£6.50  
23 GWR WATER CRANE FLOOR MOUNT.....£7.15  
24 LNWR.....£7.45  
26 GREAT NORTHERN FLOOR.....£7.90  
29 NORTH EASTERN PLATFORM.....£7.90  
34 LSWR.....£6.50  
155 BR STANDARD.....£7.35

### OO BUFFER STOPS

78 MIDLAND, LANCS & YORKS, LNWR.....£5.95  
79 TYPE B GWR/LSWR/SECR.....£5.95  
80 LSWR - MIDLAND - LBSC - GNR & NER PATTERN.....£5.95  
88 TYPE E LNWR.....£5.95

### OO YARD CRANES

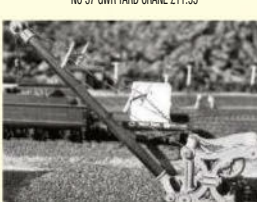
32 GIBBT CRANE.....£7.55  
53 MIDLAND LIGHT.....£14.95



**NO 53 MIDLAND LIGHT YARD CRANE £14.95**



**NO 37 GWR YARD CRANE £11.55**



**NOS 122 HEAVY YARD CRANE £14.50**

### OO MISCELLANEOUS

89 FIRE BUCKETS AND HANGER.....£5.25  
158 FIRE DEVIL.....£6.25  
159 LARGE STATION NAME BOARDS 2 FOR.....£5.25



**CLASS 67 WESTERN STAR £99.50**



**R3086 LNER FLYING SCOTSMAN £49.50**



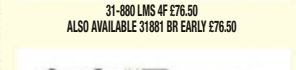
**OXFORD RAIL ADAMS RADIAL 30583 BR LATE £79.95**

**OR 30584 BR EARLY CREST £79.95**



**31-880 LMS 4F £76.50**

**ALSO AVAILABLE 31881 BR EARLY £76.50**



**HORNBY S15 BR R3412 EARLY OR R3413 LATE CREST**

**BARGAIN £99.95 EACH**



**31995 BR BRUNSWICK GREEN 10000 £99.40**



**R3337 A4 SILVER JUBILEE COLLECTION £510.50**



**31-637 BR LINED GREEN £69.65**



**35075 E4 LBSC OCHRE £84.95**

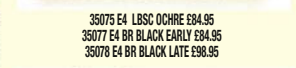
**35077 E4 BR BLACK EARLY £84.95**

**35078 E4 BR BLACK LATE £98.95**



**31168 LMS 2-4-2T £78.50**

**31169 BR 2-4-2T £78.50**



**HORBY R3184 MOTORISED BRIGHTON BELLE**

**£97.50**



**POSTAGE £4.95 ANY NUMBER OF**

**ITEMS.**

**SPECIAL 24 HOUR SERVICE**

**FROM £9.95. EXPORT AT COST**

**ALL PRICES INCLUDE VAT**



# DISCOUNT 'O' GAUGE

## TOWER BRASS LOCOMOTIVES

|                                          |         |
|------------------------------------------|---------|
| R.T.R in unpainted brass/factory painted |         |
| GWR/BR King.....                         | £900.00 |
| GWR/BR Railcar 19-33.....                | £550.00 |
| GWR/BR Parcels Railcar No.34.....        | £550.00 |
| GWR 1361 Early black chassis.....        | £525.00 |
| GWR/BR 1361 Late black chassis.....      | £525.00 |
| LY/LMS/BR Pug black.....                 | £450.00 |
| LNER/BR J39 0-6-0 black.....             | £925.00 |
| GWR/BR 8750 Pannier black chassis.....   | £525.00 |

## TOWER BRASS COACHES

Fully assembled in unpainted brass  
GWR/BR Collett D127 brake 3rd..... £235.00

## FULLY FINISHED R-T-R LOCOS

|                                      |               |
|--------------------------------------|---------------|
| L&Y/LMS/BR Pug 0-4-0T.....           | from £525.00  |
| GWR/BR 48xx/14xx Autotik 0-4-2T..... | from £695.00  |
| GWR/BR 1361 0-6-0ST.....             | from £695.00  |
| GWR/BR 8750 Pannier tank.....        | from £695.00  |
| GWR/BR 4575 Prairie tank.....        | from £855.00  |
| GWR/BR King 4-6-0.....               | from £1260.00 |
| GWR/BR Razor Edge railcar.....       | £835.00       |
| GWR/BR Parcels railcar.....          | £810.00       |
| LNER/BR J39 0-6-0.....               | £1075.00      |
| LMS/BR Original Patriot.....         | £1650.00      |
| GWR City of Truro.....               | £1825.00      |
| GWR/BR Grange.....                   | £1650.00      |
| LMS/BR Black Five.....               | £1650.00      |

Over 100 R-T-R locos available off the shelf

## SLATERS LOCO KITS

|                                          |         |
|------------------------------------------|---------|
| 7L002 G.W.R 28xx Curved frame.....       | £500.00 |
| 7L003 G.W.R 28xx Square frame.....       | £500.00 |
| 7L005 M.R.L.M.S Flatiron.....            | £387.00 |
| 7L006 M.R.L.M.S Johnson Halfcab.....     | £350.00 |
| 7L007 M.R.L.M.S Johnson Kirby.....       | £460.00 |
| 7L009 C.R./Industrial Pug.....           | £235.00 |
| 7L011 M.R.L.M.S Johnson 1262 0-4-4T..... | £370.00 |
| 7L014 M.R.L.M.S Deeley Comp 4-4-0.....   | £487.00 |
| 7L015 G.W.R Saint Curved frame.....      | £550.00 |

## GLADIATOR LOCO KITS

|                                                |         |
|------------------------------------------------|---------|
| GTR1 LNER/BR D10/D11 4-4-0.....                | £295.00 |
| GTR17 LNER/BR C13 4-4-2T.....                  | £225.00 |
| GTR18 LMS/BR de-streamlined Duchess.....       | £395.00 |
| GTR19 LMS/BR non-streamlined Duchess.....      | £395.00 |
| GTR20 LMS/BR Princess.....                     | £395.00 |
| GTR38 LNW/MS Precursor 4-4-2T.....             | £225.00 |
| GTR48 LNW/MS Crane Tank.....                   | £205.00 |
| GTR50 LNER/BR Beyer Garratt 2-8-8-2.....       | £595.00 |
| GTR58 LNER/BR B1 4-6-0.....                    | £345.00 |
| GTR66 SR/BR S15 4-6-0.....                     | £395.00 |
| GTR68 Maunsell King Arthur 8 Wheel Tender..... | £395.00 |
| GTR70 SR/BR Schools 4-4-0.....                 | £350.00 |

## JAVELIN LOCOMOTIVE KITS

|                                   |         |
|-----------------------------------|---------|
| JK5 SECR/SR/BR D Class 4-4-0..... | £305.00 |
| JK6 G.W.R Dean Goods 0-6-0.....   | £295.00 |
| JK7 SECR/SR/BR C Class 0-6-0..... | £295.00 |

## MERCIAN LOCO KITS

|                                          |         |
|------------------------------------------|---------|
| DL1 LMS Armstrong Whitworth 0-6-0DE..... | £175.00 |
|------------------------------------------|---------|

## TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor  
TC1 Class 02 0-4-0 Diesel Shunter..... £240.00

TC3 Andrew Barclay 0-4-0 Steam Shunter..... £225.00

## TOWER COLLECTION LOCO KITS

|                                         |         |
|-----------------------------------------|---------|
| TC2 LMS streamlined Coronation.....     | £525.00 |
| TC4 LMS/BR non streamlined Duchess..... | £525.00 |
| TC5 LMS/BR de-streamlined Duchess.....  | £525.00 |
| TC6 LMS/BR Sir William Stainer.....     | £525.00 |
| TC7 LMS/BR Black Five 4-6-0.....        | £525.00 |

TC14 LMS/BR Stainer 8F 2-8-0..... £525.00

TC16 LMS/BR Duchess with sloping firebox..... £525.00

## D.J.H. LOCO KITS

|                                            |         |
|--------------------------------------------|---------|
| K300 B.R Standard 84xx 2-6-2T.....         | £345.00 |
| K301 B.R Standard 2MT 2-6-0.....           | £395.00 |
| K302 LMS/BR Ivatt 2-6-2T.....              | £345.00 |
| K303 LMS/BR Fairburn 2-6-4 T.....          | £345.00 |
| K310A LNER/BR A3 with Corridor tender..... | £575.00 |
| K317B BR Britannia with BR1/1A tender..... | £575.00 |
| K324B B.R 9F 2-10-0 BR1B/BR1C.....         | £575.00 |
| K326 B.R Class 03 complete kit.....        | £395.00 |
| K336 LNER/BR R Peppercom A2.....           | £535.00 |
| K338 LNER/BR R G5 0-4-0T.....              | £395.00 |
| K340 B.R Class 14 complete kit.....        | £395.00 |
| K344 NEW LNER/BR Hunt Class 4-4-0.....     | £475.00 |
| K345 NEW LNER/BR Thompson A2/1.....        | £556.00 |

## PECO LINESIDE KITS

|                                              |        |
|----------------------------------------------|--------|
| LK704 Wooden lineside hut.....               | £19.00 |
| LK705 Brick lineside hut.....                | £19.00 |
| LK709 Ground Level Signal Box.....           | £27.25 |
| LK735 GWR Yard Crane.....                    | £20.50 |
| LK741 GWR spear fencing.....                 | £10.50 |
| LK 742 GWR spear fencing ramps.....          | £10.50 |
| LK743 Field fencing and gates.....           | £9.45  |
| LK745 Telegraph Poles (4).....               | £6.00  |
| LK749 Loading Gauges (2).....                | £11.85 |
| LK750 Single track level crossing gates..... | £19.25 |
| LK758 Platelayers tools.....                 | £6.10  |
| LK759 Platform lamps (4).....                | £8.35  |
| LK760 Telephone boxes (2).....               | £8.35  |
| LK761 GWR Station seats (4).....             | £7.90  |
| LK762 MR/NER station seats (4).....          | £7.90  |
| LK763 SR/BR Station seats.....               | £7.90  |
| LK764 Bicycles (8).....                      | £7.90  |
| LK790 GWR home or distant signal.....        | £17.75 |

## HELMSPAN CONTROLLERS

|                                   |         |
|-----------------------------------|---------|
| CFS4 SEMP Single Controller.....  | £145.00 |
| RM5 Remote handset for above..... | £40.00  |

## PECO WAGON KITS

|                                    |        |
|------------------------------------|--------|
| W601 GWR Toad brake can.....       | £38.75 |
| W602 GWR Permanent Way brake.....  | £38.75 |
| W603 GWR G 6 wheel brake.....      | £40.50 |
| W604 GWR 4 plank open.....         | £32.50 |
| W605 GWR Steel Open.....           | £32.50 |
| W606 GWR 10 ton Van.....           | £39.75 |
| W607 BR 16 ton Mineral wagon.....  | £40.50 |
| W608 BR 27 ton Iron Ore wagon..... | £39.75 |
| W609 BR 20 ton Pig Iron wagon..... | £39.75 |

## PECO 'O' GAUGE TRACKWORK

|                                             |        |
|---------------------------------------------|--------|
| SLE786BH Curved R/H Point.....              | £52.25 |
| SLE787BH Curved L/H Point.....              | £52.25 |
| SL700BH 12 yards flexitrack.....            | £76.95 |
| SLE791BH Right Hand Point.....              | £41.95 |
| SLE792BH Left Hand Point.....               | £41.95 |
| SLE790BH Y Point.....                       | £41.95 |
| SLE790BH Double Slip.....                   | £87.95 |
| SL10 24 metal railjoiners.....              | £2.65  |
| SL11 12 insulated railjoiners.....          | £2.65  |
| SL740BH Buffer stop.....                    | £2.65  |
| TP1 Long Track pins (15mm).....             | £3.25  |
| ST700 Box (6) 393mm straight.....           | £43.25 |
| ST725 Half circle 1028mm radius curves..... | £46.00 |
| NEW Setrack R/H Point.....                  | TBA    |
| NEW Setrack L/H Point.....                  | TBA    |

## PARKSIDE WAGON KITS

|                                          |        |
|------------------------------------------|--------|
| PS14 B.R. Grampus Ballast.....           | £32.85 |
| PS16 L.N.E.R. Loco Coal Wagon.....       | £32.85 |
| PS17 B.R. 12 ton Pipe Wagon.....         | £32.85 |
| PS23 G.W.R. 13 ton Open Wagon.....       | £32.85 |
| PS24 G.W.R. 12 ton Unfitted Van.....     | £32.85 |
| PS25 B.R. 24 1/2ton Mineral.....         | £32.85 |
| PS26 G.W.R. 12 ton Fitted Van.....       | £32.85 |
| PS27 G.W.R. 12 ton Open Tarp.....        | £32.85 |
| PS28 G.W.R. 12 ton Plywood Van.....      | £32.85 |
| PS29 G.W.R. Fruit Van.....               | £32.85 |
| PS30 B.R. 16ton Mineral.....             | £32.85 |
| PS31 B.R. 16ton Slope Sided Min.....     | £32.85 |
| PS32 B.R. 16ton Min (S.N.C.F.).....      | £32.85 |
| PS33 B.R. 8 Plank Mineral.....           | £32.85 |
| PS34 G.W.R. Mogo.....                    | £32.85 |
| PS35 G.W.R. Plywood Mogo.....            | £32.85 |
| PS38 B.R. Sand Wagon.....                | £32.85 |
| PS42 L.M.S. 12ton Open.....              | £32.85 |
| PS45 L.N.E.R. 12ton Van.....             | £32.85 |
| PS46 L.N.E.R. 12ton Fruit Van.....       | £32.85 |
| PS47 G.W.R. Loco Coal Wagon.....         | £32.85 |
| PS48 G.W.R. Tevan.....                   | £32.85 |
| PS49 G.W.R. Mica Van.....                | £32.85 |
| PS100 SR Banana Van.....                 | £32.85 |
| PS101 SR Meat Van.....                   | £32.85 |
| PS104 NEW BR 21ton Coal Hopper.....      | £32.85 |
| PS106 LNER/B.R. fitted cattle track..... | £32.85 |
| PS107 NEW S.R. Cattle Truck.....         | £32.85 |
| PS108 LNER/BR rivetted hopper wagon..... | £32.85 |
| PS110 SR/BR Insulated Van.....           | £32.85 |
| PS112 LMS/LNER/BR Gunpowder Van.....     | £32.85 |
| PS114 NEW LMS Banana Van.....            | £32.85 |

Any six above for £164.70

Save 25% off R.R.P

|                                       |        |
|---------------------------------------|--------|
| PS39 G.W.R./B.R. Conflat & Load.....  | £38.75 |
| PS40 L.M.S./B.R. Brake Van.....       | £38.75 |
| PS44 G.W.R./B.R. Toad.....            | £38.75 |
| PS103 NEW S.R. brake van.....         | £38.75 |
| PS111 M.R.L.M.S. brake van.....       | £38.75 |
| PS113 NEW LNER/BR Toad brake van..... | £38.75 |

Any six above for £193.20

Save 25% off R.R.P

|                                        |        |
|----------------------------------------|--------|
| PS01 N.B.R./L.N.E.R. Jubilee Coal..... | £31.50 |
| PS02 N.B.R./L.N.E.R. Box Van.....      | £31.50 |
| PS03 L.N.E.R. 7 Plank Open.....        | £31.50 |
| PS04 L.N.E.R. 12T Van.....             | £31.50 |
| PS05 L.N.E.R. Cattle Van.....          | £31.50 |
| PS06 L.N.E.R. 4 Plank Open.....        | £31.50 |
| PS07 L.M.S. 12T Van.....               | £31.50 |
| PS08 L.M.S. Beer Van.....              | £31.50 |
| PS09 L.M.S. Vent Van.....              | £31.50 |
| PS10 L.M.S. Van with steel ends.....   | £31.50 |
| PS11 L.N.E.R. 6 plank open.....        | £31.50 |
| PS12 S.R. 8 plank open.....            | £31.50 |
| PS13 S.R. Elliptical roof van.....     | £31.50 |

Any six above for £157.50

Save 25% off R.R.P

|                                |        |
|--------------------------------|--------|
| PS36 LNER 12T Fish Van.....    | £37.75 |
| PS37 LNER/BR 10T Fish Van..... | £37.75 |
| PS102 Blue Spot Fish Van.....  | £37.75 |

Any six above for £188.70

Save 25% off R.R.P

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|--------------------------------------|--------|
| PS105 NEW G.W.R./B.R. Horse Box..... | £48.40 |
| PS109 NEW LNER Horse Box.....        | £48.40 |

Buy six horseboxes for only £241.80

## MOTORS, GEARBOXES AND GEARS

|                                          |         |
|------------------------------------------|---------|
| GB14 Slaters diesel gearbox motor.....   | £95.00  |
| GB30 3RM Slaters 30-1 gearbox motor..... | £103.50 |
| Mashima 1833 motor (3 types).....        | £25.00  |
| Romford gearboxes various.....           | £18.50  |
| Romford gears various.....               | £13.50  |
| Mashima flywheels.....                   | £5.50   |

## H.M.R.S. TRANSFERS

|                                                  |        |
|--------------------------------------------------|--------|
| H1 L.M.S. gold loco and coach.....               | £20.00 |
| H2 L.M.S. yellow loco and coach.....             | £20.00 |
| H2A L.M.S. black style/Crews loco.....           | £20.00 |
| H3 L.M.S. loco lining.....                       | £20.00 |
| H3A L.M.S. coach lining.....                     | £20.00 |
| H4 L.N.E.R. green loco and coach.....            | £20.00 |
| H4A L.N.E.R. black loco and Gill Sands.....      | £20.00 |
| H5 L.N.E.R. loco lining.....                     | £20.00 |
| H6 L.M.S. goods wagon lettering.....             | £18.50 |
| H7 G.W.R. loco and coach lettering.....          | £20.00 |
| H8 G.W.R. loco and coach lining.....             | £20.00 |
| H9 S.R. Maunsell loco and coach lettering.....   | £20.00 |
| H10 S.R. Bulleid loco and coach lettering.....   | £20.00 |
| H11 G.W.R. goods wagon lettering.....            | £18.50 |
| H12 L.N.E.R. goods wagon lettering.....          | £18.50 |
| H13 S.R. goods wagon lettering.....              | £18.50 |
| H14 BR steam loco and coach lettering.....       | £20.00 |
| H15 BR blue diesel and coach lettering.....      | £18.50 |
| H16 LNW/MS/SD/LY/MCR gds lettering.....          | £20.00 |
| H17 LNW/MS/SD/LY/MCR gds lettering.....          | £21.00 |
| H18 N.E.R. loco and coach lettering.....         | £21.00 |
| H20 CB/NR/GSWR/HR/GNSR wgn lettering.....        | £20.00 |
| H22 B.R. mixed traffic/L.N.W.R. loco lining..... | £20.00 |
| H24 MR/SDJR/LTSR/MGN loco & coach.....           | £21.00 |
| H25 B.R. pre-TOPS wagon numbers etc.....         | £18.50 |
| H26 B.R. pre-TOPS wgn instructions etc.....      | £18.50 |
| H31 Pullman crests, names and numbers.....       | £21.00 |
| H32 Pullman lining.....                          | £18.50 |
| H40 G.N.R. coach lettering.....                  | £21.00 |

## SLATERS PARCEL VANS

|                                 |         |
|---------------------------------|---------|
| 7C020 SECR/SR PLV/GUV.....      | £78.75  |
| 7C021P SR bogie van B.....      | £125.00 |
| 7C022 SR 4 wheel BY.....        | £78.75  |
| 7C019 MR slatted milk van.....  | £77.50  |
| 7C030 GWR siphon dia 05/06..... | £77.50  |

## SLATERS WAGONS, VANS AND TANKERS

|                                       |        |
|---------------------------------------|--------|
| 7011 GWR 5 plank with sheet rail..... | £31.00 |
| 7012 GWR 7 plank open.....            | £31.00 |
| 7013 GWR 4 plank open.....            | £31.00 |
| 7014 GWR iron loco coal.....          | £31.00 |
| 7015 GWR 3 plank open.....            | £31.00 |
| 7016 GWR 1 plank.....                 | £31.00 |
| 7023 LMS Cattle wagon.....            | £36.25 |
| 7024 MR/LMS 10 ton van.....           | £34.25 |
| 7024F MR/LMS 10 ton fruit van.....    | £34.25 |
| 7025 MR/LMS 8 ton fruit van.....      | £30.25 |
| 7026 MR/LMS coke wagon.....           | £29.25 |
| 7029 MR/LMS 3 plank open.....         | £29.25 |
| 7030 MR/LMS cattle wagon.....         | £30.25 |
| 7042 LNER/BR 20 ton hopper.....       | £32.75 |
| 7042A LNER/BR Alumina wagon.....      | £37.50 |
| 7051 MR sleeper wagon.....            | £29.25 |
| 7052 LMS 7 plank loco coal.....       | £32.75 |
| 7054 GWR cattle wagon.....            | £40.25 |
| 7032 MR/LMS 10 ton brake van.....     | £32.00 |
| 7033 LNER/BR 20 ton brake van.....    | £47.00 |
| 7034 MR/LMS 6 wheel brake van.....    | £51.00 |
| 7053 LMS/BR 20 ton brake van.....     | £48.50 |
| 7039 Rectangular tar tank.....        | £30.50 |
| 7056 14 ton petrol tank.....          | £47.00 |
| 7073 LMS 3000 Gal milk tank.....      | £57.00 |
| 7074 LMS 2000 Gal milk tank.....      | £57.00 |
| 7075 GWR twin milk tank.....          | £57.00 |
| 7076 GWR 300 Gal milk tank.....       | £57.00 |

## SLATERS BR WAGONS AND VANS

|                                        |        |
|----------------------------------------|--------|
| 7062 B.R. 12ton Vanwide.....           | £37.50 |
| 7063 B.R. Standard Van.....            | £37.50 |
| 7064 B.R. 12ton Standard/Flat Van..... | £37.50 |
| 7065 B.R. Meat Van.....                | £37.50 |
| 7066 B.R. Insulated Van.....           | £37.50 |
| 7067 B.R. 13 ton conflat 'A'.....      | £33.75 |
| 7069 B.R. Lowfit Wagon.....            | £33.25 |
| 7070 B.R. 12 ton Palvan.....           | £37.50 |
| 7071 B.R. 13 ton High Goods Wagon..... | £33.25 |

## BACHMANN SCENECRAFT BUILDINGS

|                                         |                      |
|-----------------------------------------|----------------------|
| 47003 Cattle Dock.....                  | Special offer £25.00 |
| 47040 Diesel Refuelling Point.....      | £39.95               |
| 47047 Hampton Hill Platelayers Hut..... | £24.95               |
| 47203 Low Relief Corner Shop.....       | £25.95               |
| 47004 Provender Store.....              | Special offer £20.00 |
| 47009 Single Engine Shed.....           | Special offer £60.00 |
| 47036 Sectional Lineside Hut.....       | £20.50               |

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|----------------------------------------|--------|
| 99080 Great Northern Station.....      | £80.00 |
| 99081 Station Waiting Room.....        | £55.00 |
| 99082 Platform Mounted Signal Box..... | £50.00 |
| 99085 Platelayers Hut.....             | £22.50 |
| 99087 Great Northern Water Tower.....  | £37.50 |

All the above can be seen on our website.

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|------------------------|--|
| BR 5 plank open wagon  |  |
| BR 7 plank open wagon  |  |
| BR 8 plank open wagon  |  |
| GWR 5 plank open wagon |  |
| GWR 7 plank open wagon |  |

LMS 7 plank open wagon weathered

LMS 7 plank open wagon

SR 7 plank open wagon

Edinburgh 7 plank open wagon

Ammanford 7 plank open wagon

C.W.S. 7 plank open wagon

Chatterley Whitfield 7 plank open wagon

Nook and Wyrley 5 plank open wagon

Rose Smith 7 plank open wagon

Thomcliffe IZal 8 plank open wagon

Enoch Haythorne 8 plank open wagon

Lay Main 8 plank open wagon

NEW ICI 5 plank open wagon

NEW Vauxhall 7 plank open wagon

Osman Trevor Powell 7 plank

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NEW Derbyshire Carriage works 8 plank

NEW A.Bramley 5 plank

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|  | Link                                                       | Price           | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|------------------------------------------------------------|-----------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Wickham trolley car                                                               | <a href="http://ehattons.com/wtc">ehattons.com/wtc</a>     | £67.96          | Mar 2013       |          |            |             |                   |               |               |          |
| Stanier Mogul 2-6-0                                                               | <a href="http://ehattons.com/5p4f">ehattons.com/5p4f</a>   | £127.46         | Mar 2013       |          |            |             |                   |               |               |          |
| LNWR Webb coal tank                                                               | <a href="http://ehattons.com/wct">ehattons.com/wct</a>     | £97.71          | Sep 2014       |          |            |             |                   |               |               |          |
| Class 450                                                                         | <a href="http://ehattons.com/cl450">ehattons.com/cl450</a> | £254.96-£271.96 | Mar 2015       |          |            |             |                   |               |               |          |
| Bircage Coaches                                                                   | <a href="http://ehattons.com/bc">ehattons.com/bc</a>       | £50.96          | Mar 2014       |          |            |             |                   |               |               |          |
| Class 414 2-HAP                                                                   | <a href="http://ehattons.com/cl414">ehattons.com/cl414</a> | £119.50 (EST)   | Mar 2016       |          |            |             |                   |               |               |          |

**Birdcage coaches, Class 24/1, J72, V2, J39, 94xx, H2 Atlantic** - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)


|  | Link                                                                   | Price   | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------|---------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 68                                                                          | <a href="http://ehattons.com/c68">ehattons.com/c68</a>                 | £123.72 | April 2014     |          |            |             |                   |               |               |          |
| Class 121/122                                                                     | <a href="http://ehattons.com/dapolbubble">ehattons.com/dapolbubble</a> | £119.43 | Dec 2012       |          |            |             |                   |               |               |          |

**Class 59, Class B4, GWR Railcar, IDA flat, Turbot** - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)

|  | Link                                                                   | Price            | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------|------------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| J94                                                                               | <a href="http://ehattons.com/j94">ehattons.com/j94</a>                 | £82.00-£99.00    | Aug 2014       |          |            |             |                   |               |               |          |
| Golden Arrow Class 71s                                                            | <a href="http://ehattons.com/goldenarrow">ehattons.com/goldenarrow</a> | £139.95          | Jun 2016       |          |            |             |                   |               |               |          |
| 14xx                                                                              | <a href="http://ehattons.com/14xx">ehattons.com/14xx</a>               | £99.00           | Sep 2014       |          |            |             |                   |               |               |          |
| Hatton's King                                                                     | <a href="http://ehattons.com/king">ehattons.com/king</a>               | £169.00- £179.00 | Aug 2014       |          |            |             |                   |               |               |          |

|  | Link                                                           | Price      | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------|------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 1366                                                                          | <a href="http://ehattons.com/1366">ehattons.com/1366</a>       | £131       | Nov 2013       |          |            |             |                   |               |               |          |
| 4-wheel A & B Tanks                                                                 | <a href="http://ehattons.com/heltank">ehattons.com/heltank</a> | £20.50-£76 | Nov 2015       |          |            |             |                   |               |               |          |
| Class 07 Shunter                                                                    | <a href="http://ehattons.com/cl07">ehattons.com/cl07</a>       | £99 (EST)  | Jan 2016       |          |            |             |                   |               |               |          |

**Class 4700, Class 1361** - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)

|  | Link                                                             | Price     | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class Q6 Raven                                                                      | <a href="http://ehattons.com/Q6">ehattons.com/Q6</a>             | £118.99   | Nov 2015       |          |            |             |                   |               |               |          |
| Hornby Adams Radial                                                                 | <a href="http://ehattons.com/horad">ehattons.com/horad</a>       | £111.10   | Dec 2014       |          |            |             |                   |               |               |          |
| Class 71                                                                            | <a href="http://ehattons.com/c71">ehattons.com/c71</a>           | £127.50   | Nov 2014       |          |            |             |                   |               |               |          |
| Ex-SR Maunsell Coaches                                                              | <a href="http://ehattons.com/exsrmaun">ehattons.com/exsrmaun</a> | £39.99    | Jun 2015       |          |            |             |                   |               |               |          |
| Peckett 0-4-0                                                                       | <a href="http://ehattons.com/peckett">ehattons.com/peckett</a>   | £70.00    | Oct 2015       |          |            |             |                   |               |               |          |
| Class B12 Holden                                                                    | <a href="http://ehattons.com/B12">ehattons.com/B12</a>           | £123.00   | Nov 2015       |          |            |             |                   |               |               |          |
| Merchant Navy                                                                       | <a href="http://ehattons.com/mn">ehattons.com/mn</a>             | £144-£162 | Mar 2015       |          |            |             |                   |               |               |          |

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|  | Link                                                           | Price           | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Dean Goods                                                                          | <a href="http://ehattons.com/oxdg">ehattons.com/oxdg</a>       | £95             | Jan 2016       |          |            |             |                   |               |               |          |
| Hatton's ICI hopper                                                                 | <a href="http://ehattons.com/ici">ehattons.com/ici</a>         | £24.00 / £25.00 | Mar 2015       |          |            |             |                   |               |               |          |
| Carflat Car Carrying Wagon                                                          | <a href="http://ehattons.com/carflat">ehattons.com/carflat</a> | £25.00          | May 2016       |          |            |             |                   |               |               |          |

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press. All information subject to change.



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R3318 61646 'Gillwell Park' in BR green with early emblem £74.00

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R3235 E2524 'Claud Hamilton' with early emblem (Pictured) £73.00

R3303 62581 with early emblem - weathered £74.00

### Class J15 0-6-0 (RRP £109.99)



R3381 65475 in BR black with early emblem (Pictured) £75.00

R3380 7510 in LNER black £76.00 (RRP £109.99)

### Class K1 2-6-0 (RRP £129.99)



R3242A 62032 in BR black with early emblem (Pictured) £82.00

R3243B 62064 in BR black with late crest £82.00

### Class A3 4-6-2



R3336 4472 'Flying Scotsman' in LNER green - NRM special edition £124.00 (RRP £169.99)

R3132 2599 'Book Law' in LNER apple green £99.00 (RRP £152.99)

R3250 4472 'Flying Scotsman' in LNER apple green - 1984 condition - Limited Edition of 500 (Pictured) £115.00 (RRP £135.00)

### Class 2P 4-4-0



R3316 44 in S&DJR blue (Pictured) £61.00 (RRP £99.99)

R3315 40602 in BR black with late crest £61.00 (RRP £99.99)

R3459TTS 40626 in BR black with early emblem - TTS sound fitted £105.00 (RRP £139.99)

### Class 08 (RRP £119.99)



R3343 08822 'John' in FGW livery £96.00

R3342 08489 in BR blue (Pictured) £93.00

### Class 67



R3388TTS 67004 'Cairn Gorm' in Caledonian Sleeper livery - TTS sound fitted £128.00 (RRP £169.99)

R3268 67003 in Arriva Trains Wales livery £112.00 (RRP £139.99)

R3272 67006 'Royal Sovereign' in EWS Royal Claret £110.00

R3481 67025 'Western Star' in EWS livery (Pictured) £110.00 (RRP £144.99)

### Class 401 2-BIL EMU (RRP £130.25)



R3259 2090 in BR blue - as preserved at NRM (Pictured) £74.00

R3258 2086 in BR blue £82.00

### Class 402 2-HAL EMU (RRP £130.25)



R3340 2603 in BR green will full yellow ends (Pictured) £62.00

R3341 2677 in BR blue £62.00

R3341A 2623 in BR blue £62.00

R3260 2653 in SR green £104.00

### BR Mark 1 coaches



R4706 CK composite corridor E15058 in BR crimson & cream (Pictured) £16.00 (RRP £29.99)

R4699 BG full brake S80926 in BR green £16.00 (RRP £29.99)

R4609A BSK brake second corridor S34240 in BR green with lights £20.00 (RRP £36.50)

R4711 SK second corridor S24316 in BR green £16.00 (RRP £29.99)

R4712 CK composite corridor S15913 in BR green £16.00 (RRP £29.99)

R4713 BSK brake second corridor S34613 in BR green £16.00 (RRP £29.99)

R4620 SO second open M4360 in BR crimson & cream £19.00 (RRP £24.99)

R4620A SO second open M4368 in BR crimson & cream £16.00 (RRP £24.99)

R4707 BSK brake second corridor E34010 in BR crimson & cream £16.00 (RRP £29.99)

R4644 TSO second open W3879 in BR chocolate & cream £16.00 (RRP £24.99)

R4708 SK second corridor W24540 in BR chocolate & cream £16.00 (RRP £29.99)

R4709 CK composite corridor W15061 in BR chocolate & cream £16.00 (RRP £29.99)

R4710 BSK brake second corridor W34290 in BR chocolate & cream £16.00 (RRP £29.99)

### BR Mark 2 Coaches



R4611 Mk2E FO first open W3247 in BR blue & grey - with lights £19.00 (RRP £29.99)

R4563 Mk2D BSO brake second open E9487 in BR blue & grey £16.00 (RRP £28.49)

R4612 Mk2E BSO brake second open M9499 in BR blue & grey - with lights £19.00 (RRP £29.99)

R4614A Mk2E FO first open W3231 in BR blue & grey £17.00 (RRP £29.99)

R4616A Mk2E TSO second open 5779 in BR Intercity livery (Pictured) £17.00 (RRP £29.99)

R4617 Mk2E FO first open 3234 in BR Intercity livery £17.00 (RRP £29.99)

R4618 Mk2E BSO brake second open 9504 in BR intercity livery £17.00 (RRP £29.99)

### BR Mark 3 Coaches



R4655 DVT driving van trailer 82146 in DB Schenker livery (Pictured) £26.00 (RRP £42.99)

R4593 TGS trailer guard second 40011 in Intercity Executive livery £14.00 (RRP £28.49)

R4595 TGS trailer guard second E44037 in BR blue & grey - with lights £20.00 (RRP £35.49)

R4603 TRUB restaurant buffet W40008 in BR blue & grey £16.00 (RRP £28.49)

R4635 TSO Tourist second open 12177 in Arriva Trains Wales livery £20.00 (RRP £29.49)

### Steam era wagons



R6782 Pack of 3 21 ton hoppers in BR grey (Pictured) £26.00 (RRP £39.99)

R6725 21T hopper E253564 in BR grey £9.00 (RRP £14.99)

R6728 BR (ex-LMS) horse box M42367M in BR crimson (RRP £19.99)

R6759 BR Blue Spot Fish Van £8.50 (RRP £12.99)

R6682D Extra Long CCT wagon 1724 in LNER teal £11.00 (RRP £19.99)

### Modern era wagons



R6763 ZBA 'Rudd' DB972328 in Departmental grey and yellow with Mainline branding (Pictured) £9.00 (RRP £14.99)

R6760 PGA hopper wagon VTG14234 in CALB/Procor livery - weathered £7.00 (RRP £16.99)

R6708 CDA hopper wagon 353224 in Railfreight red livery £11.00 (RRP £24.99)

### Brake Vans



R6711 ZUV Shark brake van DB993748 in Mainline blue (Pictured) £8.00 (RRP £16.75)

R6710 20 ton brake van DB950619 in dutch livery £9.50 (RRP £14.99)

R6766 ex-GWR Toad brake van W68724 in BR grey £11.00 (RRP £14.99)



## OO Gauge (1:76 Scale)

### Steam locos



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99) **BARGAIN**...£17  
31-931 Class 1000 Midland Compound 4-4-0 1186 in LMS black (Bac) (list £139.95) **BARGAIN**...£89



31-933 Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC Fitted (Bac) (list £159.95) **BARGAIN**...£89  
31-933 Class 1000 Midland Compound 4-4-0 41157 in LMS black late crest (Bac) (list £139.95) **BARGAIN**...£89



31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56



R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) (list £99.99) **BARGAIN**...£61



R3316 Class 2P 4-4-0 44 in Somerset & Dorset Joint Railway prussian blue (Hor) (list £99.99) **BARGAIN**...£61



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £139.99) **BARGAIN** £105



31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96



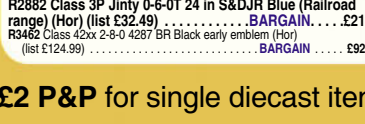
31-627B Class 3F 0-6-0 3520 in LMS black Deeley tender (Bac) **NEW** £97.71



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) £80.71



R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49) **BARGAIN**...£21  
R3462 Class 42xx 2-8-0 4287 BR Black early emblem (Hor) (list £124.99) **BARGAIN**...£92



R3421 Class 700 0-6-0 30698 in BR Black early emblem (Hor) **NEW** £100



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96



R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor) £67



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) **BARGAIN**...£58



R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (Hor) £114



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) **BARGAIN**...£58



31-883 Class 4F Midland 0-6-0 3848 in Midland Railway black crest (Bac) **NEW** £97.71



31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac) **NEW** £106.21



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £124.99) **BARGAIN**...£92  
32-084 Class 56XX 0-6-2 6677 in GWR green (Bac) £76.46



R3323 Class 5MT Black 5 4-6-0 44694 in BR Black late crest (Hor) £124.99



31-188 Class 5XP Jubilee 4-6-0 45665 'Victoria' in BR lined green late crest - weathered (Bac) £127.46



31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' LMS crimson (Bac) £140.21



R3420 Class 700 0-6-0 30346 in BR Black late crest (Hor) **NEW** £100



R3419 Class 700 0-6-0 693 in Southern Railway black (Hor) **NEW** £100



R3464 Class 72xx 2-8-2 7224 in BR Black late crest (Hor) (list £134.99) **BARGAIN**...£101



R3444 Class 7P Britannia 4-6-2 70034 'Thomas Hardy' in BR green early emblem (Hor) £140



R3339 Class 8P 4-6-2 Streamlined Coronation 6229 'Duchess of Hamilton' in LMS crimson lake (Gloss Finish) - as preserved (Hor) £130



R3288 Class 9F 2-10-0 92220 'Evening Star' in BR Green late crest (Hor) £83.40



R3356 Class 9F Crosti Boiler 92021 2-10-0 in BR Black early crest (heavily weathered) (Hor) £105



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (list £84.99) **BARGAIN** £55



32-5508^ Class A1 4-6-2 60163 'Tornado' in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN**...£95



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) **BARGAIN**...£56



R3132 Class A3 4-6-2 2599 'Book Law' in LNER apple green (Hor) (list £152.99) **BARGAIN**...£99



R3250 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green - 1984 condition - Ltd Ed of 500 (Hor) (list £135) **BARGAIN**...£115



R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) (list £109.99) **BARGAIN**...£75



R3336 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Green - NRM Special Edition (Hor) (list £169.99) **BARGAIN** £124



R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (list £154.99) **BARGAIN**...£94



R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £119.99) **BARGAIN**...£89



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (list £155.99) **BARGAIN**...£87



R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem - weathered (Hor) (list £131.99) **BARGAIN**...£79



R3318 Class B17/6 4-6-0 61646 'Gilwell Park' in BR Green early emblem (Hor) (list £131.99) **BARGAIN**...£74



R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (list £109.99) **BARGAIN**...£73



R3303 Class D16/3 4-4-0 62581 in BR Black early emblem (weathered) (Hor) (list £109.99) **BARGAIN**...£74  
35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) **BARGAIN**...£80



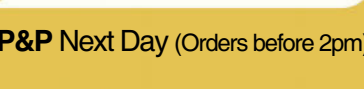
35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95) **BARGAIN**...£80



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) **BARGAIN**...£80



31-481 Class G2A Super D 0-8-0 49106 in BR black early emblem - weathered (Bac) £111.45



31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac) £93.46





R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (list £109.99) ..... **BARGAIN** ..... £76  
R3326 Class J50/4 0-6-0T 68971 in BR Black late crest (Hor) ..... £74.06  
R3325 Class J50/4 0-6-0T 68987 in BR Black early emblem (Hor) ..... £74.06



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (list £129.99) ..... **BARGAIN** ..... £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (list £129.99) ..... **BARGAIN** ..... £82



32-279A Class K3 2-6-0 1304 in LNER black (Bac) ..... £118.96



32-281 Class K3 2-6-0 61862 in BR black early emblem (Bac) ..... £118.96



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) **NEW** ..... £122



R3465 Class N2 0-6-2T 4765 in LNER Lined Black (Hor) ..... £83



3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) ..... £148



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (list £84.99) **BARGAIN** ..... £67



R3171U Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) - Split from R1183 set (Hor) ..... £58



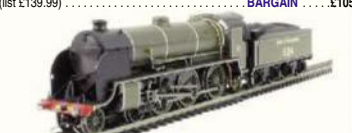
R3242 Class Q6 Raven 0-8-0 3418 in LNER Black (Hor) **NEW** ..... £118.99



R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) **NEW** ..... £118.99



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (list £139.99) ..... **BARGAIN** ..... £105



R3412 Class S15 4-6-0 30842 BR Black early emblem (Hor) (list £139.99) ..... **BARGAIN** ..... £105



R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) ..... £124.99



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) **NEW** ..... £122



R3457 Class T9 4-4-0 116 in Southern Green (Hor) ..... £118



R3311 Class V Schools 4-4-0 30908 'Westminster' in BR Green early crest (Hor) **NEW** ..... £124.99



R3194 Class V Schools 4-4-0 30937 'Epsom' in BR Black early emblem (Hor) (list £133.99) ..... **BARGAIN** ..... £98



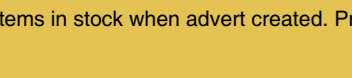
R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) ..... £69.50



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) ..... **BARGAIN** ..... £74



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) **BARGAIN** ..... £82



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** ..... £89



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) ..... £509.96  
R3488 Diesel Freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) (list £49.99) ..... **BARGAIN** ..... £39  
30-525 The Shakespeare Express Train Pack Hall Class 4965 'Hood Ashton Hall' in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) ..... £195.45



R3220 Tyseley Connection train pack Class 49xx 4953 'Pitchford Hall' in GWR green & 3 Mk1 coaches (Hor) (list £199.99) ..... **BARGAIN** ..... £114



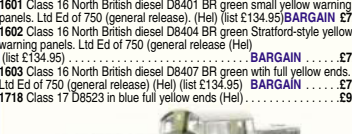
R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) ..... £222.21



R3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) **BARGAIN** ..... £18



R3343 Class 08 0-6-0 shunter 08822 'John' in First Great Western (Hor) (list £119.99) ..... **BARGAIN** ..... £96



R3342 Class 08 Shunter 08489 in BR blue (Hor) (list £119.99) ..... **BARGAIN** ..... £93



32-115B Class 08 Shunter 08818 BR Blue Wasp Stripes (weathered) (Bac) ..... £93.46



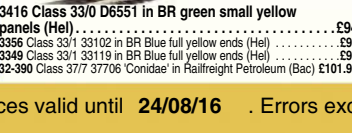
1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** ..... £72



1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** ..... £72



1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** ..... £72



1718 Class 17 D8523 in blue full yellow ends (Hel) ..... £94



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £89.99) **BARGAIN** ..... £69  
32-067 Class 43 North British (NBL) Warship 842 'Royal Oak' BR Blue (Bac) ..... £118.96  
32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR Green Small Yellow Panel (Bac) ..... £118.96  
32-065 Class 43 North British (NBL) Warship D865 'Zealous' in BR Maroon Small Yellow Panel (Bac) ..... £118.96  
32-660 Class 45 45036 in BR blue Split Centre Headcode (Bac) ..... £101.96



R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) (list £89.99) **BARGAIN** ..... £69



31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) ..... £127.46



31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) ..... £114.71



31-654 Class 47/4 47576 'Kings Lynn' in original Network SouthEast (Bac) ..... £114.71



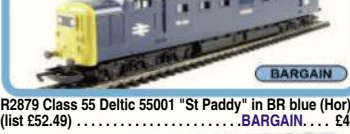
32-817 Class 47/7 47745 'Royal London Society For The Blind' in Rail Express Systems (Bac) (list £114.95) **BARGAIN** ..... £72



32-815 Class 47/8 47834 'Fire Fly' in BR Intercity Swallow Livery (Bac) (list £114.95) ..... **BARGAIN** ..... £78



4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) ..... £119



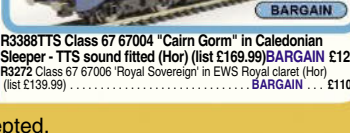
4D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap) ..... £109



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) ..... £113



R2879 Class 55 Deltic 55001 'St Paddy' in BR blue (Hor) (list £52.49) ..... **BARGAIN** ..... £43



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) ..... £127.46

32-982 Class 66 66434 in DRS blue Compass Logos (Bac) ..... £127.46

R3268 Class 67 67003 Arriva Trains Wales (Hor) (list £139.99) **BARGAIN** ..... £112

R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (list £169.99) **BARGAIN** ..... £128

R3272 Class 67 67006 Royal Sovereign in EWS Royal claret (Hor) (list £139.99) ..... **BARGAIN** ..... £110



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R3481 Class 67 67025 "Western Star" in EWS (Hor) (list £144.99) ..... **BARGAIN** ..... £110  
31-588 Class 70 70005 Powerhaul in Freightliner (weathered) (Bac) ..... £127.46



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** ..... £75



4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** ..... £70  
MM7071 Irish Class 071/111 diesel loco 071 in IE grey yellow end panels. Ltd production of 250 pieces (Mur) ..... £135  
MM7078 Irish Class 071/111 diesel loco 078 in IE grey yellow end panels. Ltd production of 250 pieces (Mur) ..... £135

### Electric locos



R3374 Class 71 71012 in BR Blue (Hor) **NEW** ..... £127.50



R3373 Class 71 50001 in BR Green (Hor) **NEW** ..... £127.50



R3376 Class 71 50022 in BR Green no yellow ends (Hor) **NEW** ..... £127.50  
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) ..... **BARGAIN** ..... £79  
31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) ..... £118.96  
R3350 Class 90 90029 in DB Schenker (Hor) (list £69.99) **BARGAIN** ..... £49



R3480 Class 92 92016 "Brahm's" in Railfreight grey EWS 'Beastie' vinyls (Hor) (list £89.99) ..... **BARGAIN** ..... £79



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) ..... £107

### HSTs



R3403 Intercity 125 Anniversary Train Pack Class 43 HST W43002 & W43003 in BR blue & grey - Ltd Ed (Hor) **NEW** ..... £192

### DMUs



32-287 Class 101 2 Car DMU BR blue & grey "Cambridge/Norwich" (Bac) £135.96



32-905\* Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) ..... **BARGAIN** ..... £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) ..... **BARGAIN** ..... £86



920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (list £119.95) ..... **BARGAIN** ..... £59



923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95) ..... **BARGAIN** ..... £59  
921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (list £119.95) ..... **BARGAIN** ..... £59  
8993 Class 128 DPU in BR blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) ..... **BARGAIN** ..... £52



892 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) **BARGAIN** £52  
8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) ..... **BARGAIN** ..... £69  
8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95) ..... **BARGAIN** ..... £69



892 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) ..... **BARGAIN** ..... £59



R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99) ..... **BARGAIN** ..... £56

### EMUs



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25) ..... **BARGAIN** ..... £62



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (list £130.25) ..... **BARGAIN** ..... £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £134.99) ..... **BARGAIN** ..... £62



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) ..... **BARGAIN** ..... £116  
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) ..... **BARGAIN** ..... £118



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) ..... **BARGAIN** ..... £94  
R3258 Class 401 2-BIL 2 car EMU in BR blue (Hor) (list £130.25) **BARGAIN** £62



R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) **BARGAIN** ..... £74



31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) **NEW** ..... £254.96



31-426B Class 411 4-CEP EMU 7122 in BR Green yellow warning panels - weathered (Bac) **NEW** ..... £254.96



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) ..... **BARGAIN** ..... £72  
31-379 Class 416 2-EPB 2 Car EMU 5771 BR green no yellow panel (Bac) £186.96  
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) ..... **BARGAIN** ..... £64



31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) **BARGAIN** £64

### DEMUS



31-238Z Class 205 2-H Thumper 1122 in BR blue - Exclusive to Kenwood MRC (Bac) ..... £204

### Track Maintenance vehicles



B900 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) ..... £56

### Train sets - analogue

R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99) ..... **BARGAIN** ..... £35

### Train sets - DCC



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) ..... **BARGAIN** ..... £99  
R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) **BARGAIN** ..... £230



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list £229.99) ..... **BARGAIN** ..... £135



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £179.99) **BARGAIN** ..... £115

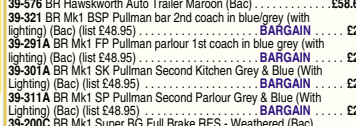
### Coaches



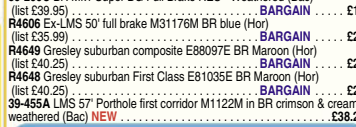
R4677 57' non-corridor brake third 20724 in LMS crimson (Hor) (list £40.25) ..... **BARGAIN** ..... £27  
R4677A 57' non-corridor brake third 20725 in LMS crimson (Hor) (list £40.25) ..... **BARGAIN** ..... £27



R4658 57' non-corridor composite M16623M in BR crimson (Hor) (list £40.25) ..... **BARGAIN** ..... £27



39-376 BR Haworth Auto Trailer Maroon (Bac) ..... £58.61  
39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) ..... **BARGAIN** ..... £24  
39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) ..... **BARGAIN** ..... £24  
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) ..... **BARGAIN** ..... £24  
39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) ..... **BARGAIN** ..... £26  
39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £35.99) ..... **BARGAIN** ..... £18



R4649 Gresley suburban composite E88097E BR Maroon (Hor) (list £40.25) ..... **BARGAIN** ..... £26  
R4648 Gresley suburban First Class E81035E BR Maroon (Hor) (list £40.25) ..... **BARGAIN** ..... £26  
39-455A LMS 57' Porchole first corridor M1122M in BR crimson & cream weathered (Bac) **NEW** ..... £38.21



R4698 Mk1 BG full brake E80534 in BR crimson & cream (Hor) (list £29.99) ..... **BARGAIN** ..... £16



R4699 Mk1 BG full brake S80926 in BR green (Hor) (list £29.99) ..... **BARGAIN** ..... £16



R4707 Mk1 BSK brake second corridor E34010 in BR crimson & cream (Hor) (list £29.99) ..... **BARGAIN** ..... £16



R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (list £29.99) ..... **BARGAIN** ..... £16



R4713 Mk1 BSK brake second corridor S34613 in BR green (Hor) (list £29.99) ..... **BARGAIN** ..... £16



R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (list £29.99) ..... **BARGAIN** ..... £16



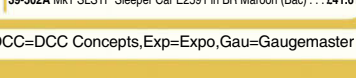
R4712 Mk1 CK composite corridor S15913 in BR green (Hor) (list £29.99) ..... **BARGAIN** ..... £16



R4709 Mk1 CK composite corridor W15061 in BR chocolate & cream (Hor) (list £29.99) ..... **BARGAIN** ..... £16  
39-264A Mk1 RMB Miniature Buffet M1869 in BR blue & grey (Bac) ..... £33.96  
39-262B Mk1 RMB Miniature Buffet S1851 in BR green (Bac) ..... £33.96



R4705 Mk1 SK second corridor E24162 in BR crimson & cream (Hor) (list £29.99) ..... **BARGAIN** ..... £16



R4711 Mk1 SK second corridor S24316 in BR green (Hor) (list £29.99) ..... **BARGAIN** ..... £16  
R4708 Mk1 SK second corridor W24540 in BR chocolate & cream (Hor) (list £29.99) ..... **BARGAIN** ..... £16  
39-502A Mk1 SLSTP Sleeper Car E2591 in BR Maroon (Bac) ..... £41.61





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R4620A Mk1 SO second open M4368 in BR crimson & cream (Hor) (list £24.99).....**BARGAIN**.....£16



R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £29.99).....**BARGAIN**.....£16



R4700 Mk1 TSO second open M4487 in BR maroon (Hor) (list £29.99).....**BARGAIN**.....£16



R4704 Mk2E BSO brake second open 9507 in Virgin Trains red/black - lights (Hor) **NEW**.....£31



R4612A Mk2E BSO brake second open M9495 in BR blue & grey - lights (Hor) (list £29.99).....**BARGAIN**.....£19



R4612 Mk2E BSO brake second open M9499 in BR blue & grey - lights (Hor) (list £29.99).....**BARGAIN**.....£19



R4611A Mk2E FO first open W3245 in BR blue & grey - lights (Hor) (list £29.99).....**BARGAIN**.....£19



R4611 Mk2E FO first open W3247 in BR blue & grey - lights (Hor) (list £29.99).....**BARGAIN**.....£19



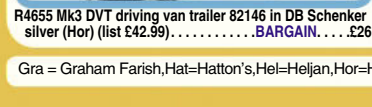
R4613A Mk2E TSO second open W5874 in BR blue & grey (Hor) (list £29.99).....**BARGAIN**.....£17



R4702A Mk2E TSO standard open 5787 Virgin Trains red/black - lights (Hor) **NEW**.....£31



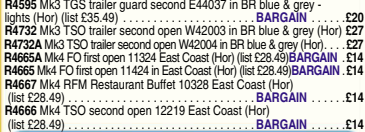
R4702 Mk2E TSO standard open 5801 in Virgin Trains red/black - lights (Hor) **NEW**.....£31



R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (list £42.99).....**BARGAIN**.....£26



R4597 Mk3 SLEP Sleeper 10601 in First Great Western Night Riviera (Hor) (list £28.49).....**BARGAIN**.....£17



R4730 Mk3 TSO trailer first open W41003 in BR blue & grey (Hor).....£27



R4676 Pack of 3 Mk3 coaches in BR blue & grey (Hor) (list £99.99).....**BARGAIN**.....£54



R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99).....**BARGAIN**.....£33



R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99).....**BARGAIN**.....£33



R4660 Pullman Third Class Brake Parlour Car - K-Type Pullman Car (Hor) (list £49.99).....**BARGAIN**.....£33



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99).....**BARGAIN**.....£33



R4652 Thompson suburban third E82690E BR Maroon (Hor) (list £40.25).....**BARGAIN**.....£26



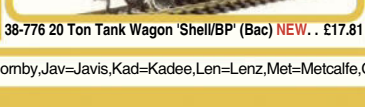
38-115 100 ton TEA bogie tank wagon in Fina - weathered (Bac).....£36.51



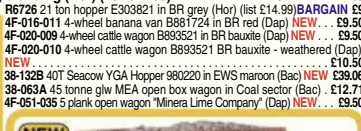
38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80).....**BARGAIN**.....£33.96



38-775 14 Ton Tank Wagon 'Benzene' (Bac) **NEW**.....£17.81



38-776 20 Ton Tank Wagon 'Shell/BP' (Bac) **NEW**.....£17.81



R6725 21 ton hopper E253564 in BR grey 'Iron Ore' branding (Hor) (list £14.99).....**BARGAIN**.....£9



R6726 21 ton hopper E303821 in BR grey (Hor) (list £14.99).....**BARGAIN**.....£9



4F-016-011 4-wheel banana van B881724 in BR red (Dap) **NEW**.....£9.50



4F-020-009 4-wheel cattle wagon B893521 in BR bauxite (Dap) **NEW**.....£9.50



4F-020-010 4-wheel cattle wagon B893521 BR bauxite - weathered (Dap) **NEW**.....£9.50



4F-051-036 5 plank open wagon 'Minera Lime Company' - weathered (Dap) **NEW**.....£10.50



4F-031-033 6 Wheel Milk Tank IMS 39 (Dap) **NEW**.....£12.50



4F-031-034 6 Wheel Milk Tank IMS 39 Weathered (Dap) **NEW**.....£13.50



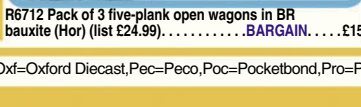
4F-071-108 7 plank open wagon 'Blue Circle Cement' - weathered (Dap) **NEW**.....£10.50



R6755 7 Plank Wagon 'Gregory' (Hor) **NEW**.....£11



R6757 7 Plank Wagon 'Richard White & Sons' (Hor) **NEW**.....£11



38-150A 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £23.95).....**BARGAIN**.....£15



R6712A Pack of 3 five-plank open wagons BR bauxite (Hor) (list £24.99).....**BARGAIN**.....£15



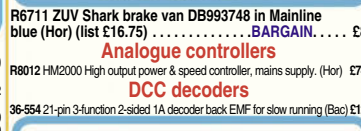
4F-028-051 Pack of two 20ft containers 'Maersk & Triton' (Dap) **NEW**.....£10.50



4F-028-052 Pack of two 20ft containers 'Maersk & Triton' - weathered (Dap) **NEW**.....£11.50



4F-027-007 Silver Bullet NACCO/ECC 3387-7898119-5 Weathered (Dap).....£25.25



33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac).....£31.41



37-716 Triple Pack of 8 Ton Cattle Wagons in BR Bauxite - Weathered (Bac).....£50.96



38-130B YGH 'Seacow' ballast hopper departmental olive green (Bac) **NEW**.....£39.06



R6763 ZBA 'Rudd' wagon DB972328 in Departmental grey and yellow Mainline branding (Hor) (list £14.99).....**BARGAIN**.....£9



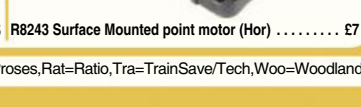
R6711 ZUV Shark brake van DB993748 in Mainline blue (Hor) (list £16.75).....**BARGAIN**.....£8



R8012 HM2000 High output power & speed controller, mains supply (Hor).....£74



36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50).....**BARGAIN**.....£70



36-557 Single (Bac).....£14.50

DCC27 B & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau).....£16

BPDC27 B & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10d mm) x 5 (Gau).....£71

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor).....£76

R8249 Single (Hor).....£14

**DCC controllers**

36-500 EZ Command DCC controller - boxed (Bac) £76.46

**DCC accessories**

R8238 DCC reverse loop control module (Hor) (list £39.99).....**BARGAIN**.....£12

R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) (list £99.99).....**BARGAIN**.....£25

**Point motors**

TT300 Slow motion DCC point motor (Tra).....£20

R8243 Surface Mounted point motor (Hor).....£7



## Looking for past products?

[www.ehattons.com/latestpreowned](http://www.ehattons.com/latestpreowned)

### Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) ..... £9

### Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) ..... £48

### Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tra) ..... £17

### Accessories

36-070 Pack of 10 traction tyres for London Transport S-Stock (Bac) NEW £2.51

### Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) ..... £5.50

### Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) ..... £2

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) ..... £2

### Metal Conductive RAIL JOINERS

HO/PO, TT 200/10-16.5

SL-10 Metal rail joiners/fishplates (for code 100 rails inc. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) ..... £2.50

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

### Buildings - railways

44-0034 Depot Crew Room (Bac) ..... £38.21

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

R9836 Granite Station Building (Hor) NEW ..... £53

R9840 Granite Station Engine Shed (Hor) NEW ..... £53

R9841 Granite Station Goods Shed (Hor) NEW ..... £48

R9838 Granite Station Signal Box (Hor) NEW ..... £31

R9837 Granite Station Waiting Room (Hor) NEW ..... £18

R9839 Granite Station Water Tower (Hor) NEW ..... £27

LK-56 Loco inspection pit for normal code 100 track (Pec) ..... £5.50

44-126 Modern Single Road Servicing Shed (Bac) ..... £46.71

P0216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) ..... £9

### Man-made scenic structure - railway-related

LK-55 76ft Well type turntable (Pec) ..... £38

R083 Box of 6 Buffer Stop (Hor) ..... £8

R083 Single (Hor) ..... £1.40

LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) ..... £69

R070 Electrically Operated Turntable (Hor) ..... £59

R514 Platform Canopy x 2 (Hor) ..... £12

### Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) ..... £22

4L-003-004 Signal - motorised, SR ladder distant (Dap) NEW ..... £22

### Buildings - general

R9833 Corner Pub (Hor) NEW ..... £27

44-040 Diesel fuelling point - Sceneraft range (162 x 37 x 56mm) (Bac) ..... £13

44-202 Low Relief Front Terraced Houses (Bac) ..... £20.36

R9828 The Bakers Shop (Hor) NEW ..... £22

R9832 The Restaurant (Hor) NEW ..... £22

R9830 The Shoe Shop (Hor) NEW ..... £22

R9834 Village Tea Rooms (Hor) NEW ..... £25

### Man-made scenic structure - non-railway

5008Peco Traffic Cones (Large & small) (Pec) NEW ..... £3.10

### Bridges, Tunnels & Walls

44-568 Quayside walls (Bac) ..... £33.96

P0244 Retaining Wall in Red Brick - 4 sections per kit (Met) ..... £11

### People - civil

36-408 12 x Seated Coach Passengers (Bac) ..... £10.16

36-047 Locomotive staff x 6 (Bac) ..... £6.21

### Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14

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

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

ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) ..... £2

ST-204 Setrack Quad Straight (670mm) (Pec) ..... £3.50

ST-204 Box of 4 (Pec) ..... £76

### Track - Code 100 Streamline

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

SL-100 Single (Pec) ..... £3

SL-99 3 way medium radius point electrofrog (Pec) ..... £25

SL-99 3 way medium radius point insulfrog (Pec) ..... £25

SL-90 Double slip insulfrog (Pec) ..... £31

SL-97 Left hand curved point (Pec) ..... £12.50

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

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

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

SL-96 Left hand medium point (Pec) ..... £10

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

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

SL-95 Right hand medium point (Pec) ..... £10

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

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

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

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

SL-E95 Right hand medium point electrofrog (Pec) ..... £10

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

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

SL-80 Single slip insulfrog (Pec) ..... £28

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

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

SL-95 Right hand medium point (Pec) ..... £10

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

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

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

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

SL-E95 Right hand medium point electrofrog (Pec) ..... £10

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

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

SL-80 Single slip insulfrog (Pec) ..... £28

### Track - Code 75 Finescale

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

SL-100F Single (Pec) ..... £3

SL-E199 3 way finescale medium radius point electrofrog (Pec) ..... £27

SL-E199 3 way finescale medium radius point insulfrog (Pec) ..... £27

SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) ..... £35

SL-E187 Finescale left hand curved point electrofrog (Pec) ..... £12.50

SL-E189 Finescale left hand large point electrofrog (Pec) ..... £12

SL-E196 Finescale left hand medium point electrofrog (Pec) ..... £12

SL-E196 Finescale left hand medium point insulfrog (Pec) ..... £12

SL-E186 Finescale right hand curved point electrofrog (Pec) ..... £12.50

SL-E186 Finescale right hand curved point insulfrog (Pec) ..... £12.50

SL-E188 Finescale right hand large point electrofrog (Pec) ..... £12

SL-E188 Finescale right hand large point insulfrog (Pec) ..... £12

SL-E191 Finescale right hand small point electrofrog (Pec) ..... £10

SL-E191 Finescale right hand small point insulfrog (Pec) ..... £10

### Track & Points

R607 2nd radius double curve track (8 make a circle) (Hor) ..... £2.25

R607 Circle of 8 (Hor) ..... £18

R609 3rd radius double curve track (8 make a circle) (Hor) ..... £22

R609 Circle of 8 (Hor) ..... £22

R8262 Double 4th radius curve (8 make a circle) (Hor) ..... £3



R601 Box of 24 Double Straight (Hor) ..... £49

R601 Single (Hor) ..... £2.25

R6074 Left hand curved point (Hor) ..... £14.40

R6072 Left Hand Standard Point (Hor) ..... £2.76

36-603 Long straight track nickel silver (same as R603) (Bac) ..... £2.76

36-603 Box of 10 (Bac) (list £34) ..... BARGAIN ..... £24.80

R6073 Right Hand Standard Point (Hor) ..... £9

ST-101 Setrack Starter Track Set - Third Radius (Pec) NEW ..... £57

36-610 Short Straight Track 36mm (same as Hornby R610) (Bac) NEW £1

R621 Single 90mm length of flexible track (Hor) ..... £3

R621 Pack of 24 (Hor) ..... £66

R600 Standard Straight (Hor) ..... £1.40

R600 Box of 24 (Hor) ..... £33

### Track underlay

ST1474 24" Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24" (Wool) ..... £7.40

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) ..... £19

### Buses

38126 Bristol VRT 'Ribble' (EFE) NEW ..... £28

28013 Daimler DMS 1 door 'Chassender / Midland Red North' (EFE) NEW ..... £27.95

26330 Guy Arab II utility 'Plymouth City' (EFE) NEW ..... £27.95

12124 Harrington Cavalier 'Greenslades' (EFE) NEW ..... £27.95

76PD2003 Leyland Titan PD2 12 Southdown (Oxf) ..... £16.20

76PD2002 Leyland Titan PD2/12 Midland Red (Oxf) ..... £16

31808 RMA Routemaster "BEA" (EFE) NEW ..... £28

31911 RML Routemaster "London Country NBC" (EFE) NEW ..... £27.95

R9006 Scania Conny City London United RATP Group(Nor) ..... £48

76WFA004 Weymann Fanfare AEC Bartons (Oxf) ..... £14

### Cars

76ASS002 Austin Seven RN Saloon Light Royal Blue (Oxf) ..... £4.75

76P4002 Rover P4 Steel Blue - Light Navy (Oxf) NEW ..... £4.95

76SFT004 Standard Flying Twelve Grey (Oxf) NEW ..... £4.75

76TP004 Triumph 2500 Tahiti Blue (Oxf) NEW ..... £4.95

76VX001 Vauxhall Astra MkII White (Oxf) NEW ..... £4.50

76BD020 Bedford OX Flatbed Trailer British Rail (Oxf) NEW ..... £9

76P108 Ford Cargo Box Van Swansea Festival of Transport 2016 (Oxf) NEW ..... £10.80

76FT021 Ford Transit LWB High Stobart Fleet Maintenance (Oxf) NEW £4

76FT3004 Ford Transit Mk3 AA (Oxf) NEW ..... £4.95

76FX4006 FX4 Taxi Union Jack (Oxf) NEW ..... £4

### Commercial vehicles

76MB002 Mercedes MP4 GSC Actros Curtainside Pollock (Oxf) NEW ..... £20

76MH019 Scammell Mechanical Horse Van Trailer (Oxf) NEW ..... £8

76S143003 Scania 113 40ft Curtainside Gallacher Bros (Oxf) NEW ..... £18

76S94003 Scania 6 Wheel Curtainside Lorry White (Oxf) NEW ..... £12.10

76SDF001 Shelvoke & Drewry Freightlifter British Rail (Western) (Oxf) NEW ..... £10

76TRF001 Thompson Refueller BP Aviation Service (Oxf) NEW ..... £8

### Farming & Construction

76KOM001 Komatsu PC340 standard (fully poseable) boom (Oxf) ..... £17

76MFO03 Massey Ferguson Open Red (Oxf) NEW ..... £4.75

76KOM002 Stobart Rail Excavator (Oxf) ..... £20

### Military ground vehicles

76QLD004 Bedford QLD RASC, 30 Corps, 8th Army 1942/3 (Oxf) NEW ..... £11

### N Gauge

### Steam locos



372-626 Class 2MT Ivatt 2-6-0 46440 in BR lined black early emblem (Gra) ..... £93.46

372-627 Class 2MT Ivatt 2-6-0 6404 LMS black (Gra) (list £119.95) ..... BARGAIN ..... £78

2S-010-003D Class 49xx Hall steam loco 4958 'Priory Hall' in GWR lined green, DCC fitted (Dap) ..... £111

2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) ..... £82

372-727 Class 5MT Standard 4-6-0 73082 "Camelot" in BR lined black early emblem & BR1B tender (Gra) (list £129.95) BARGAIN ..... £89

372-578 Class 6P Rebuilt Royal Scot 4-6-0 6100 'Royal Scot' in LMS Crimson (as preserved) (Gra) ..... £118.96

372-181 Class 8P Duchess 4-6-2 46229 'Duchess of Hamilton' BR green early emblem (Gra) ..... £127.46

2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) ..... £94

2S-012-004 Class A1X Terrier 0-6-0T 'Thames' in LB&SCR improved engine green (Dap) ..... £63.66

2S-012-008 Class A1X Terrier 0-6-0T 3 'Bodiam' Kent & East Sussex blue (Dap) ..... £63.66

2S-020-002 Class B17 4-6-0 61664 'Liverpool' BR green early emblem (Dap) £94

372-930 Class N 2-6-0 868 in SR Olive green (Gra) ..... £106.21

2S-002-002 Class V Schools 4-4-0 30921 "Shrewsbury" in BR Black early emblem (Dap) NEW ..... £120.76

2S-002-000 Class V Schools 4-4-0 30926 "Repton" in BR green late crest (Dap) NEW ..... £120.76

2S-002-004 Class V Schools 4-4-0 910 "Merchant Taylors" in Southern Railway olive green (Dap) NEW ..... £120.76

2S-002-003 Class V Schools 4-4-0 929 "Malvern" in Southern Railway malachite green (Dap) NEW ..... £120.76

372-185 Princess Coronation Class 4-6-2 46236 'City of Bradford' in BR black early emblem (Gra) ..... £127.46

### Train packs

370-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Gra) ..... £339.96

370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) ..... £89

370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) ..... £118.96



## Want it DCC fitted?

www.ehattons.com/dccfitting

for more details

## Diesel locos

371-015C Class 08 Shunter 08672 in BR Blue Wasp Stripes (Gra) . . £79



371-035 Class 20 Twin Pack 20904 "Nancy" &amp; 20906 in Hunslet-Barclay Livery (Gra) . . £178.08



2D-012-008 Class 22 diesel loco D6311 in BR green small yellow panels &amp; disc headcodes (Dap) (list £136.89) . . . BARGAIN . . . £76

2D-012-010 Class 22 diesel loco D6326 in BR green no yellow panels &amp; disc headcodes (Dap) (list £136.89) . . . BARGAIN . . . £76

371-088 Class 25/2 25231 in BR Blue (weathered) (Gra) . . . £93.46

371-454 Class 37 D6827 BR Green Centre Headcode (weathered) (Gra) £106.21

2D-003-008 Class 52 diesel loco D1000 "Western Enterprise" in BR maroon - weathered (Dap) (list £128.03) . . . BARGAIN . . . £79

2D-003-011 Class 52 diesel loco D1009 "Western Invader" in BR blue full yellow ends - weathered (Dap) (list £128.03) . . . BARGAIN . . . £79

2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) (list £128.03) . . . BARGAIN . . . £79

2D-003-009 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap) (list £128.03) BARGAIN . . . £79



2D-003-003 Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel (Dap) (list £128.03) BARGAIN . . . £79

2D-003-004 Class 52 diesel loco D1058 "Western Nobleman" in BR blue full yellow ends (Dap) (list £128.03) . . . BARGAIN . . . £79

2D-003-010 Class 52 diesel loco D1062 "Western Courier" in BR blue full yellow ends - weathered (Dap) (list £128.03) . . . BARGAIN . . . £79

2D-003-006 Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels (Dap) (list £128.03) . . . BARGAIN . . . £79

2D-003-005 Class 52 diesel loco D1072 "Western Glory" in BR blue full yellow ends (Dap) (list £128.03) . . . BARGAIN . . . £79

## HSTs



2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 &amp; two Mk 3 coaches (Dap) . . . £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 &amp; two Mk 3 coaches (Dap) . . . £135

## DMUs

2D-009-000 Class 121 single car DMU "Bubble car" W55022 in BR green small yellow warning panel (Dap) . . . £90

371-741\* Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends (Gra) (list £269.95) . . . BARGAIN . . . £171

## Coaches

374-012D BR Mk1 SO Second Open Maroon (Gra) . . . £25.46



374-991 Bulleid 3-Coach Set BR (SR) Green (Gra) . £76.46

2P-000-231 Collett brake composite W6546 BR crimson and cream (Dap) NEW . . . £20

2P-000-232 Collett brake composite W6553 BR crimson and cream (Dap) NEW . . . £20

2P-000-033 Collett composite W7014 in BR crimson and cream (Dap) NEW £20

2P-000-034 Collett composite W7026 in BR crimson and cream (Dap) NEW £20

2P-000-133 Collett second class W1083 BR crimson and cream (Dap) NEW . . . £20

2P-000-134 Collett second class W1117 BR crimson and cream (Dap) NEW . . . £20

2P-012-353 Maunsell Coach BR Brake 3rd Class SR Green 4050 (Dap) £22.87

2P-012-354 Maunsell Coach BR Brake 3rd Class SR Green 4482 (Dap) £22.87



2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) £111



374-416 Southern PL Passenger Luggage Van BR (SR) Green (Gra) NEW . . . £20.36



374-415 Southern PL Passenger Luggage Van BR Crimson (Gra) NEW . . . £20.36

## NEW



374-417 Southern PLV Passenger Luggage Van BR Blue (Gra) NEW . . . £20.36

## Wagons

2F-034-033 20T Steel hopper wagon "Simpson" (Dap) NEW . . . £9

2F-034-034 20T Steel hopper wagon "Simpson" - weathered (Dap) NEW . . . £10

373-927B 30 Ton Bogie Bolster Wagon GWR Grey (Gra) NEW . . . £21.21

373-900C 48T VCA Siding Wagon in EWS - weathered (Gra) NEW . . . £14.41

2F-060-011W Grampus BR Black D890412 Weathered (Dap) NEW . . . £13.70

2F-060-012W Grampus BR Black D890653 weathered (Dap) NEW . . . £13.70

2F-060-013W Grampus Taunton Concrete Olive Green D8986708 Weathered (Dap) NEW . . . £13.70

2F-045-005 IOA Ballast Wagon Network Rail Yellow 3170 5992 028-4 (Dap) NEW . . . £19.50

2F-045-006 IOA Ballast Wagon Network Rail Yellow 3170 5992 041-7 (Dap) NEW . . . £19.50

2F-045-007 IOA Ballast Wagon Network Rail Yellow 3170 5992 065-6 (Dap) NEW . . . £19.50

2F-045-008 IOA Ballast Wagon Network Rail Yellow 3170 5992 081-3 (Dap) NEW . . . £19.50

2F-010-005 JNA Falcon Network Rail NLU29047 (Dap) NEW . . . £18.40

2F-010-006 JNA Falcon Network Rail NLU29064 (Dap) NEW . . . £18.40

2F-010-007 JNA Falcon Network Rail NLU29076 (Dap) NEW . . . £18.40

## NEW



2F-010-009 JNA Falcon Network Rail NLU29299 Weathered (Dap) NEW . . . £19.50

2F-010-010 JNA Falcon Network Rail NLU29348 Weathered (Dap) NEW £19.50

2F-010-008 JNA Falcon Network Rail NLU29391 (Dap) NEW . . . £18.40

377-650A MBA Megabox High-Sided Bogie Box Wagon (Buffers) in EWS - weathered (Gra) NEW . . . £33.11

377-651A MBA Megabox High-Sided Bogie Box Wagon (no Buffers) in EWS - weathered (Gra) NEW . . . £33.11

2F-053-001 Megafret Wagon (3988 4943 076) + 2 Less Cr2 Containers (Dap) £25

373-665 Triple pack 14 Ton tank wagons - weathered (Gra) (list £47.95) . . . BARGAIN . . . £26

## DCC decoders

36-558A 6-pin 2-function decoder (suitable for OO &amp; N gauge locos and use on analogue track) (Bac) . . . £15.26

379-428 6PIN decoder blanking plug x 5 (Straight) (Gra) NEW . . . £5.91

## Lighting equipment

NC040B Light Bar coach lighting unit for older coaches (Collett coaches "Plug&amp;Play") (Dap) . . . £8

## Accessories

379-427 N Class 2-6-0 traction tyres x 10 (Gra) NEW . . . £5.91

## Cables &amp; Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) . . . £5.50

## Spare

379-405 Farish N Gauge couplings and springs - Pack of 10 (Gra) . . . £5.06

SL-311 Insulated Rail Joiners/Fishplates for N &amp; 009 gauge (12 per pack) (Pec) . . . £1.50

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) . . . £18

## dapol

## RAIL JOINERS for N/009

## 2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) . . . £17

## Track - Code 80 Setrack

ST-11 Double straight track (Pec) . . . £1.50

## Track - Code 80 Streamline

ST-6 Setrack left hand point insulfrog (Pec) . . . £8.50

ST-5 Setrack right hand point insulfrog (Pec) . . . £8.50

## Track - Code 55 Finescale

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) . . . £64

SL-300 Single (Pec) . . . £3

SL-E396 Left hand medium point electrofrog (Pec) . . . £9

SL-E397 Left hand medium point insulfrog (Pec) . . . £9

SL-E395 Right hand medium point electrofrog (Pec) . . . £9

SL-395 Right hand medium point insulfrog (Pec) . . . £9

## Track - Code 80 Streamline

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) . . . £84

SL-300F Single (Pec) . . . £3  
 SL-300F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) . . . £3.50  
 SL-302F Pack of 30 (Pec) . . . £91  
 SL-E399F 3-way finescale turnout (Pec) . . . £26  
 SL-E387F Finescale curved double radius left hand point electrofrog (Pec) . . . £11  
 SL-E386F Finescale curved double radius right hand point electrofrog (Pec) . . . £11  
 SL-E390F Finescale double slip electrofrog (Pec) . . . £35  
 SL-E389F Finescale left hand large point electrofrog (Pec) . . . £11  
 SL-E396F Finescale left hand medium point electrofrog (Pec) . . . £10  
 SL-E392F Finescale left hand small point electrofrog (Pec) . . . £9  
 SL-E388F Finescale right hand large point electrofrog (Pec) . . . £11  
 SL-E395F Finescale right hand medium point electrofrog (Pec) . . . £10

SL-E391F Finescale right hand small point electrofrog (Pec) . . . £9  
 SL-E383F Finescale scissors crossover electrofrog (Pec) . . . £58

## Buses

NUT005 Guy Arab Utility Wolverhampton (Oxf) NEW . . . £6

## Cars

NCV003 Caravan Cream and Brown (Oxf) NEW . . . £3

## Commercial vehicles

NAEC010 AEC Matador Royal Navy (Oxf) NEW . . . £6

NAT004 Austin Low Loader Taxi Burgundy (Oxf) NEW . . . £3

NF1020 Ford Transit LWB West Sussex F &amp; R (Oxf) NEW . . . £3.95

NDEF009 Land Rover Defender LWB Hard Top AA (Oxf) NEW . . . £4

NWM002 Whitby Ice Cream Dimasios (Oxf) NEW . . . £4

## O Gauge (1:43 Scale)

## Diesel locos

4201 Class 42 Warship D627 "Kelly" in BR green small yellow panels (Hel) £550



5351 Class 53 D0280 'Falcon' in BR two tone green small yellow panels. (Hel) . . . £550

## DMUs

8892 AC Cars Railbus W79978 in BR dark green speed whiskers (Hel) . . . £400

## Coaches



4912 BR Mk1 SO 2nd open in blue &amp; grey (Hel) . . . £250

4910 BR Mk1 SO 2nd open in camille &amp; cream (Hel) (list £325) BARGAIN £250

## Wagons

7F-051-024 5 plank open wagon "Minera Lime Company" (Dap) NEW £38

7F-051-024W 5 plank open wagon "Minera Lime Company" - weathered (Dap) NEW . . . £38

## Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) . . . £73

SL-700BH Single (Pec) . . . £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) . . . £39

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) . . . £39

## Cars

VA04514 Austin Allegro Series 2 1500 Special, Reynard Metallic (Cor) NEW . . . £22

VA08805 Daimler Sovereign Series 1 4.2, Willow Green (Cor) NEW . . . £22

VA00131 Ford Anglia 1200 Super, Platinum Grey and Ermine White (Cor) NEW . . . £22

VA11911 Ford Corina Mk4 3.0S, Ford South Africa, Grass Green (Cor) NEW . . . £22

VA12509 Ford Fiesta Mk1 'Festival', Prarie Yellow (Cor) NEW . . . £22



VA12410 Ford Granada MkII, 2.8i Ghia, Imperial Red (Cor) NEW . . . £22



43VA002 Volvo Amazon Cherry Red (Oxf) NEW . . . £19

## Commercial vehicles

43MP011 Mini Batman Ice Cream Van Huskys Ices (Oxf) NEW . . . £10

## Any or Multiple Scales

## Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) . . . £30

DS Double power controller brake simulator (Gau) . . . £119



D Double/Twin track power controller (Gau) . . . £69

Q Quadruple 4 circuit power controller (Gau) . . . £130

## Analogue point control

CDU Capacitor Discharge Unit (Gau) . . . £11

PLS-100 SmartSwitch Set for 4 servo control &amp; operation, switches, control board &amp; digital readout for Analogue operation (Pec) . . . £54

## DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) . . . £110

DCR-21PIN-Direct Single (Hat) . . . £12

DCR-21PIN-Direct Box of 5 (Hat) . . . £57



DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small &amp; thin decoder back EMF (Hat) . . . £99

DCR-8PIN-HarnessMini Single (Hat) . . . £11

DCR-8PIN-HarnessMini Box of 5 (Hat) . . . £50

DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) . . . £105

DCR-8PIN-Direct Single (Hat) . . . £13

DCR-8PIN-Direct Box of 5 (Hat) . . . £59

## DCC accessory decoders

DCD-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) . . . £17

## DCC controllers

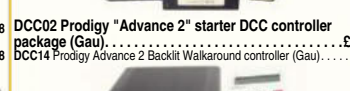


50200 ECoS Command Station DCC controller full colour LCD touch screen &amp; dual controllers motorised rails &amp; easy CV (ESU) . . . £509



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) . . . £215

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) . . . £99



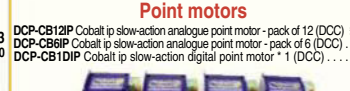
60100 SET100 DCC amplifier and controller (Len) . . . £260

## Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £146

DCP-CB61P Cobalt ip slow-action analogue point motor - pack of 6 (DCC) . . . £82

DCP-CB1DIP Cobalt ip slow-action digital point motor \* 1 (DCC) . . . £17



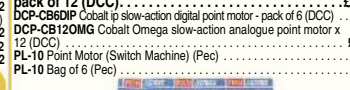
DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) . . . £177

DCP-CB61DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) . . . £94

DCP-CB12OMG Cobalt Omega slow-action analogue point motor x 12 (DCC) . . . £135

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

PL-10 Bag of 6 (Pec) . . . £4



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

PL-10E Single (Pec) . . . £6

PM-2 Seep point motor (Gau) . . . £3.50

PM-1 Seep point motor accessory switch (Gau) . . . £4

PL-11 Side/surface mounted point motor (Pec) . . . £7.50



HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) . . . £35

HAT-PM-01 Single (Hat) . . . £5.50

## Switches &amp; Levers

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



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) . . . £165

## Railway publications

R8144 RailMaster PC Model Railway Control System on DVD (Hor) (list £69.99) . . . BARGAIN . . . £5





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### DCC CONTROL

DIGITAL CONTROL SYSTEMS



**DCC01 Prodigy Express System** £149.95



**DCC02 Prodigy Advance2 System** £279.95  
**DCC03 Prodigy Advance2 Wireless System** £479.95

**DECODERS**  
**DCC22 CLASSIC 2 Function Micro** £24.95  
**DCC23 CLASSIC 6 Pin Plug-In Decoder** £24.95



**DCC26 Compact 8 Pin Decoder w/Harness** £14.95  
**DCC27 OMNI 21 & 8 Pin Decoder** £18.95  
**DCC28 OMNI 6 Pin Decoder with Harness** £20.95  
**DCC29 OMNI Direct Plug Decoder** £19.95  
**BPDC27 OMNI 21 & 8 Pin Decoder (5)** £89.95  
**BPDC28 OMNI 6 Pin with Harness (5)** £99.95  
**BPDC29 OMNI Direct Plug Decoder (5)** £94.95  
**DCC30 Accessory Decoder 4 Accessories** £59.95

**DCC ACCESSORIES**  
**DCC11 Prodigy Extension Plate** £37.95  
**DCC13 Prodigy Adv2 Wireless Walkaround** £179.95  
**DCC14 Prodigy Adv2 Backlit Walkaround** £129.95



**DCC15 "Decoder Doctor" Decoder Tester** £79.95  
**DCC40 Auto Reverse Module** £39.95  
**DCC49 Prodigy DCC Booster Unit 8 Amp** £179.95  
**DCC51 Prodigy Wireless Conversion Set** £259.95  
**DCC55 Prodigy Wired Computer Interface** £54.95  
**DCC60 Spare plug for Prodigy** £3.45  
**DCC61 Medium NEM 652 Socket (5)** £7.95  
**DCC62 Prodigy Universal Lead (2m)** £5.50  
**DCC63 Prodigy Adv Power Supply Unit** £25.95  
**DCC64 Prodigy Power Pack Lead** £6.95  
**DCC65 Prodigy Express Power Supply Unit** £25.95  
**DCC71 Prodigy Decoder Tester** £9.95  
**DCC72 8 to 21 Pin Adaptor** £4.65  
**DCC77 Prodigy Walkaround Adapter** £9.95

**ANALOGUE CONTROL**

**MAINS POWERED CONTROLLERS**



**GMC-COMBI Single Track Controller** £39.95  
**GMC-100M Single Track** £84.95  
**GMC-100MO Single Track O Scale** £84.95  
**GMC-10LGB Single Track G Scale** £99.95  
**GMC-10LGBSF Single Track G Scale Fan** £169.95  
**GMC-P Single Track Simulation** £99.95  
**GMC-PO Single Track Simulation O Scale** £104.95

**MAINS POWERED POINT CONTROL SYSTEM**  
**GMC-PCU1 Point Control Unit** £114.95  
**GMC-PCU2 Slave Unit for PCU1** £52.95

**CAPACITOR DISCHARGE UNITS**



**GMC-CDU Capacitor Discharge Unit** £13.95  
**GMC-MCDU Mains Powered CDU** £24.95

**UNCOUPLED**  
**GMC-EMI N Electro Magnetic Uncoupler** £8.95  
**GMC-EM2 Coupling Adaptor Fret (20)** £4.95  
**GMC-TLU OO Tension Lock Uncoupler** £10.95

### POINT CONTROL

**POINT CONTROL STARTER SET**



**GMC-PCSET Point Control Starter Set** £49.95  
Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.

**MAINS POWERED POINT CONTROL SYSTEM**  
**GMC-PCU1 Point Control Unit** £114.95  
**GMC-PCU2 Slave Unit for PCU1** £52.95

**CAPACITOR DISCHARGE UNITS**



**GMC-CDU Capacitor Discharge Unit** £13.95  
**GMC-MCDU Mains Powered CDU** £24.95

**UNCOUPLED**  
**GMC-EMI N Electro Magnetic Uncoupler** £8.95  
**GMC-EM2 Coupling Adaptor Fret (20)** £4.95  
**GMC-TLU OO Tension Lock Uncoupler** £10.95

### TRACK

**ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY**  
**GMC-HF1 Single Track Unit** £39.95  
**GMC-HF2 Double Track Unit** £49.95

**AXLE-HUNG TRACK CLEANING PADS**  
**GM37 OO/HO Track Cleaning Pads (3)** £5.75  
**GM39 N Track Cleaning Pads (3)** £5.75

**TRACK TESTER**



**GM52 Multi Scale Track Tester** £4.95

**OO SCALE FLEXIBLE TRACK**  
**GM90 900mm N/Silver Flexible Track (100)** £295  
**GM93 900mm N/Silver Blk Flexi Track (24)** £79.95  
**GM94 900mm N/Silver Bm Flexi Track (24)** £79.95  
**GM97 900mm N/Silver Bm Flexi Track (100)** £295  
**GM19 Code 100 (OO) Rail Joiners (24)** £2.95

### SCENICS

**STARTER PACK**



**GM194 Scenic Starter Pack** £24.95

**GENERAL SCENIC MODELLING PRODUCTS**  
**GM100 Mod Roc (2.75m)** £4.65  
**GM119 Fine Plaster of Paris (1kg)** £4.25  
**GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm)** £6.75  
**GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm)** £10.75  
**GM167 Balsa Bundle 50 x 76 x 22mm** £2.25  
**GM168 Balsa Bundle 75 x 150 x 450mm** £9.95

**BULK TREES**  
**GM120 Deciduous Trees (25)** £20.95  
**GM121 Mixed Trees (25)** £20.95  
**GM122 Fir Trees (25)** £20.95  
**GM124 Deciduous Trees (25)** £20.95  
**GM125 Spruce Trees (25)** £20.95

### SCENIC ACCESSORIES

**OO SCALE TRACK ACCESSORIES**  
**GM45 OO/HO Re-Railer** £3.95  
**GM54 OO Buffer Stop** £1.95  
**BPGM54 OO Buffer Stop (5 Pack)** £8.50



**GM55 OO Lit Buffer Stop** £7.25  
**GM56 OO Buffer Stop Lights (Pack of 2)** £9.95  
**GM13 Pair of Leads (Joiners/Bare Wire)** £4.95  
**GM66 Hobby Type Track Pins 10mm** £2.65  
**GM67 Extra Long Track Pins 15mm** £2.65

**N SCALE FLEXIBLE TRACK**  
**GM96 900mm N/Silver Blk Flexi Track (24)** £54.95  
**GM18 Code 80 (N) Rail Joiners (24)** £2.95

**N SCALE TRACK ACCESSORIES**  
**GM46 N Re-Railer** £2.95  
**GM53 N Scale Buffer Stop** £4.75  
**BPGM53 N Scale Buffer Stop (Pack of 5)** £21.50  
**GM57 N Lit Buffer Stop on Track** £9.25  
**GM58 N Buffer Stop Lights (Pack of 2)** £9.95  
**GM17 Pair of Leads (N Joiner/Bare Wire)** £4.95

**OO GREY BALLASTED UNDERLAY SYSTEM**



**GM114 OO/HO Granite Ballast (500g)** £3.75  
**GM117 OO/HO Granite Ballast (200g)** £2.55  
**GM200 Flexible Ballasted Underlay (5m)** £22.95  
**GM204 Point & Crossing Ballasting Kit** £7.95

**OO BROWN BALLASTED UNDERLAY SYSTEM**  
**GM111 OO/HO Brown Ballast (500g)** £3.75  
**GM210 Flexible Ballasted Underlay (5m)** £22.95  
**GM214 Point & Crossing Ballasting Kit** £7.95

**N GREY BALLASTED UNDERLAY SYSTEM**  
**GM115 N Granite Ballast (500g)** £3.75  
**GM118 N Granite Ballast (200g)** £2.55  
**GM201 N Flexible Ballasted Underlay (5m)** £22.95  
**GM205 N Point & Crossing Ballasting Kit** £7.95

**N BROWN BALLASTED UNDERLAY SYSTEM**  
**GM113 N Brown Ballast (500g)** £3.75  
**GM211 N Flexible Ballasted Underlay (5m)** £22.95  
**GM212 Point & Crossing Ballasting Kit** £7.95

**OO SCALE CORK TRACKBED SYSTEM**



**GM251 3mm Cork Trackbed 4.5 x 50cm (6)** £8.95  
**GM252 3mm Cork Plates 15 x 50cm (2)** £4.25  
**GM240 For RH Sectional Points (2)** £4.25  
**GM241 For LH Sectional Points (2)** £4.25  
**GM244 For RH Sectional Curved Points (2)** £4.25  
**GM245 For LH Sectional Curved Points (2)** £4.25  
**GM247 For Y Sectional Points (2)** £4.25

**N SCALE CORK TRACKBED SYSTEM**  
**GM231 2mm Cork Trackbed 2.8 x 50cm (6)** £8.95  
**GM232 2mm Cork Plates 15 x 50cm (2)** £4.25  
**GM225 For RH Sectional Points (2)** £3.95  
**GM226 For LH Sectional Points (2)** £3.95

**SCENICS**



**GM160 Light Green Hedgerow (1m)** £7.50  
**GM161 Dark Green Hedgerow (1m)** £7.50  
**GM164 Light Green Lichen (80g)** £4.95  
**GM165 Dark Green Lichen (80g)** £4.95  
**GM166 Assorted Lichen (80g)** £4.95

**FOLIAGE**  
**GM150 Fine Light Green Foliage (30g)** £3.45  
**GM151 Fine Dark Green Foliage (30g)** £3.45  
**GM152 Fine Mid Green Foliage (30g)** £3.45  
**GM153 Fine Light Brown Foliage (30g)** £3.45  
**GM154 Fine Brown Foliage (30g)** £3.45

**STANDARD TREES**  
**GM180 Plum Trees (3)** £7.25  
**GM181 Plum Trees in Blossom (3)** £7.25  
**GM182 Fruit Trees (3)** £7.25  
**GM183 Apple Trees (3)** £7.25  
**GM184 Birch Trees (3)** £7.25  
**GM185 Weeping Willow Trees (3)** £7.25  
**GM186 Poplar Trees (3)** £7.25  
**GM187 Pine Trees (3)** £7.25  
**GM188 Beech Trees (2)** £7.25

**VALUE TREE ASSORTMENTS**



**GM127 N Scale Tree Assortment (10)** £8.95  
**GM128 OO Scale Spring Trees (10)** £10.95  
**GM129 OO Scale Summer Trees (10)** £10.95

### GRASS & GRAVEL MATS



**GM20 Spring Grass Mat 100cm x 75cm** £7.95  
**GM21 Summer Grass Mat 100cm x 75cm** £7.95  
**GM22 Autumn Grass Mat 100cm x 75cm** £7.95  
**GM23 Gravel Mat 100cm x 75cm** £5.95  
**GM38 Spring Grass Mat 240cm x 120cm** £29.95

**MEADOW MATS**  
**GM140 Meadow Mat - Spring 6mm Grass** £9.25  
**GM141 Meadow Mat - Meadow 6mm Grass** £9.25  
**GM142 Meadow Mat - Spring 12mm Grass** £12.25  
**GM143 Meadow Mat-Meadow 12mm Grass** £12.25  
**GM147 Meadow Mat - Beige 6mm Grass** £9.25  
**GM148 Meadow Mat - Beige 12mm Grass** £12.25

**STATIC GRASS SYSTEM**



**GM196 Static Grass Starter Set** £9.95  
**GM193 Puffer Bottle** £4.95  
**GM169 Static Grass Glue (250ml)** £6.95  
**GM170 Spring Grass Flock (30g)** £3.35  
**GM171 Summer Grass Flock (30g)** £3.35  
**GM172 Moorland Grass Flock (30g)** £3.35  
**GM173 Meadow Grass Flock (30g)** £3.35  
**GM174 Woodland Floor Grass Flock (30g)** £3.35

**BUDGET SCATTERS**  
**GM101 Meadow Scatter (50g)** £1.95  
**GM102 Mid Green Scatter (50g)** £1.95  
**GM103 Dark Green Scatter (50g)** £1.95  
**GM105 Spring Green Scatter (50g)** £1.95  
**GM106 Spring Brown Scatter (50g)** £1.95  
**GM109 Black Scatter (50g)** £1.95  
**GM110 Red/Brown Scatter (50g)** £1.95  
**GM112 Imitation Coal (50g)** £2.45  
**GM116 Grey Tarmac Scatter (50g)** £1.95

**LICHENS & HEDGES**



**GM160 Light Green Hedgerow (1m)** £7.50  
**GM161 Dark Green Hedgerow (1m)** £7.50  
**GM164 Light Green Lichen (80g)** £4.95  
**GM165 Dark Green Lichen (80g)** £4.95  
**GM166 Assorted Lichen (80g)** £4.95

**OO SCALE WIDE ROAD SYSTEM**  
**GM370 80mm Wide Tarmac Road (1m)** £6.95  
**GM371 80mm Wide Universal Curves (2)** £6.95  
**GM375 68mm Wide Tarmac Road (1m)** £6.95  
**GM376 68mm Wide Universal Curves (2)** £6.95

**OO/HO SCALE VEHICLE LIGHTING KITS**  
**GM385 Standard Vehicle Kit** £13.95  
**GM386 Emergency Vehicles Kit (Blues)** £15.95  
**GM387 Service Vehicles Kit (Orange)** £15.95

**N SCALE ROAD SYSTEM**  
**GM390 40mm Wide Tarmac Road (1m)** £6.95  
**GM391 40mm Wide Universal Curves (2)** £6.95

**ROADSIDE CRASH BARRIERS**  
**GM381 OO Scale** £6.50  
**GM396 N Scale** £6.50

**STRUCTURES**



**GM451 Wooden Fencing 300mm Length** £5.50

**OO SCALE PLASTIC FENCING**  
**GM145 Country Fencing 290mm Length** £6.95  
**GM146 Garden Fencing 290mm Length** £6.95

**OO SCALE LASER CUT KITS**



**GM452 Lattice Fencing 300mm Length** £5.50

### MAKE YOUR OWN TREES

**GM195 Sealant for Tree Making** £19.95  
**GM156 Light Green Scenic Leaves (50g)** £3.95  
**GM157 Mid Green Scenic Leaves (50g)** £3.95  
**GM158 Dark Green Scenic Leaves (50g)** £3.95

**FLOWERS**



**GM139 Flowerbeds** £11.95  
**GM175 OO/HO Garden Flowers** £9.95  
**GM176 OO/HO Water Plants** £9.95  
**GM177 OO/HO Garden Plants** £9.95  
**GM178 OO/HO Wild Flowers** £9.95

**BRICKWORK**  
**GM30 Plain Stone Wall Grey** £9.50  
**GM31 Grey Stone Wall & Buttresses** £9.50  
**GM32 Grey Stone Wall & Arches** £9.50  
**GM197 Stone Tunnel Wall** £8.25  
**GM198 Single Tunnel Mouth & Walls** £15.25  
**GM199 Double Tunnel Mouth & Walls** £20.25

**BACKSCENES**  
**GM701 Large Valley Backscene** £7.95  
**GM702 Large Countryside Backscene** £7.95  
**GM703 Large Open Field Backscene** £7.95

**GM704 Large Village Backscene** £7.95  
**GM705 Large Cloudy Sky Backscene** £7.95  
**GM706 Large Industrial Backscene** £7.95  
**GM707 Large Housebacks Backscene** £7.95  
**GM708 Large Pretty UK Town Backscene** £7.95  
**GM751 Small Valley Backscene** £4.95  
**GM752 Small Countryside Backscene** £4.95  
**GM753 Small Open Field Backscene** £4.95  
**GM754 Small Village Backscene** £4.95

**GM755 Small Cloudy Sky Backscene** £4.95  
**GM756 Small Industrial Backscene** £4.95  
**GM757 Small Housebacks Backscene** £4.95  
**GM758 Small Pretty UK Town Backscene** £4.95

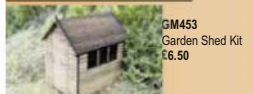
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WE CAN DELIVER POST FREE TO MOST UK ADDRESSES





## STRUCTURES

### OO SCALE LASER CUT BUILDINGS



GM453  
Garden Shed Kit  
£6.50

### OO SCALE "FORDHAMPTON" PLASTIC KITS

Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



GM401 Fordhampton Station £25.95



GM402 Fordhampton Signal Box £10.95



GM403 Fordhampton Footbridge £17.95



GM404 Fordhampton Level Crossing £11.95



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



GM407 Fordhampton Carriage Platforms £9.95



GM408 Fordhampton Village Store or Pub £17.95

COMING SOON...

GM409 Fordhampton Pub/Bistro TBA

GM410 Fordhampton Rest Home/Doctors TBA

GM411 Fordhampton Farmhouse/Cottage TBA



## KESTREL DESIGNS

### N GAUGE PLASTIC KITS

|                                         |       |
|-----------------------------------------|-------|
| GMKD01 House                            | £4.35 |
| GMKD02 Shop                             | £4.35 |
| GMKD03 Bungalow                         | £3.60 |
| GMKD04 Church with Porch                | £5.95 |
| GMKD05 House/Shop Unit with Glazing     | £6.75 |
| GMKD06 Two Shop Unit with Glazing       | £6.75 |
| GMKD07 Four House Unit                  | £6.75 |
| GMKD08 Country Station                  | £5.35 |
| GMKD09 Station Buildings                | £8.25 |
| GMKD10 Island Platform with Flat Canopy | £5.95 |
| GMKD11 Flat Canopy                      | £6.45 |
| GMKD12 Small Signal Box                 | £3.10 |
| GMKD13B Farm Rail Fencing Brown         | £3.10 |
| GMKD13W Farm Rail Fencing White         | £3.10 |
| GMKD14 Telegraph Poles                  | £4.35 |
| GMKD15 Windows Doors & Guttering        | £2.85 |
| GMKD16 Platforms (2)                    | £2.35 |
| GMKD17 Platform Rams (2)                | £3.35 |
| GMKD18 Station Yard Huts                | £4.35 |
| GMKD19 Weighbridge & Office             | £3.35 |
| GMKD20 Coal Office                      | £5.95 |
| GMKD21 Level Crossing/Keepers Cottage   | £3.10 |
| GMKD22 Four Greenhouses                 | £3.10 |
| GMKD23 Two Domestic Garages             | £3.85 |
| GMKD24 Water Tower                      | £4.65 |
| GMKD25 Corner Shop                      | £4.65 |
| GMKD26 Corner Pub                       | £5.95 |
| GMKD27 Three Storey Townhouse           | £5.95 |
| GMKD28 Three Storey Town Shop           | £7.95 |
| GMKD29 Modern Station                   | £5.75 |
| GMKD30 Modern Station Waiting Room      | £6.45 |
| GMKD31 Station Masters House            | £7.25 |
| GMKD32 Pair Pre War Semi Det. Houses    | £6.45 |
| GMKD33 Boilerhouse & Chimney            | £3.85 |
| GMKD34 Stable Block                     | £3.60 |
| GMKD35 Cow Shed                         | £5.95 |
| GMKD36 Barn                             | £7.50 |
| GMKD37 Farm House                       |       |



|                                   |        |
|-----------------------------------|--------|
| GMKD38 Steel Footbridge           | £7.50  |
| GMKD39 Modern Industrial Unit     | £5.95  |
| GMKD40 Modern Fire Station        | £7.25  |
| GMKD41 Platforms Wide (2)         | £3.35  |
| GMKD42 Platform Ramps Wide (2)    | £2.85  |
| GMKD43 Goods Shed                 | £7.75  |
| GMKD1000 Town Station             | £16.95 |
| GMKD1001 Old Factory with Chimney | £19.95 |

### N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

|                         |       |
|-------------------------|-------|
| GMKD51 Modern Fencing   | £5.25 |
| GMKD52 Lattice Fencing  | £5.25 |
| GMKD53 Garden Sheds (2) | £5.50 |

### N GAUGE VALUE KIT SETS

|                       |        |
|-----------------------|--------|
| GMKD2000 Station Set  | £14.95 |
| GMKD2001 Town Set     | £12.95 |
| GMKD2002 Suburban Set | £14.95 |
| GMKD2003 Farm Set     | £16.95 |



## TOOLS

### MODEL RAILWAY MAINTENANCE

|                                     |        |
|-------------------------------------|--------|
| GM50 OO/HO Locomotive Wheel Cleaner | £39.95 |
| GM47 N Gauge Wheel Cleaner          | £34.95 |
| GM51 Spare Pads for GM50            | £17.95 |
| GM49 Spare Pads for GM47            | £17.95 |
| GM59 N Scale Wheel Cleaner          | £15.95 |



|                                            |        |
|--------------------------------------------|--------|
| GM60 OO Scale Wheel Cleaner                | £19.95 |
| GM619 Precision Lubricator                 | £4.75  |
| GM667 Superfine Oil Pen w/Teflon Particles | £5.95  |
| GM668 Electrical Contact Oil Pen           | £9.95  |

### GENERAL MODELLING TOOLS

|                                                |        |
|------------------------------------------------|--------|
| GM08 Modelstrip (115ml)                        | £6.95  |
| GM26 Track Rubber                              | £3.15  |
| GM27 Jumbo Track Rubber                        | £3.15  |
| GM600 A2 Cutting Mat                           | £14.95 |
| GM601 A3 Cutting Mat                           | £9.95  |
| GM602 A4 Cutting Mat                           | £4.95  |
| GM603 A5 Cutting Mat                           | £2.95  |
| GM604 Round Nose Pliers                        | £6.95  |
| GM605 Flat Nose Pliers                         | £6.95  |
| GM606 Side Cutters                             | £6.95  |
| GM607 Half Round Pliers                        | £6.95  |
| GM608 Bent Nose Pliers                         | £6.95  |
| GM609 S/Steel Tweezers (4)                     | £7.95  |
| GM610 Double Ended Pin Vice                    | £5.95  |
| GM611 Sawset 1 w/ Scalpel Handle               | £9.95  |
| GM612 Hole Saw & Arbor for Point Motor Fitting | £3.50  |
| GM613 Trim-away Knife                          | £3.75  |
| GM614 S/S Scalpel & Blades                     | £5.50  |
| GM615 Plastic Scalpel & Blades                 | £5.95  |
| GM617 Pick-Up Tool                             | £5.50  |
| GM618 Magnifier Tweezers                       | £3.95  |
| GM621 Locking forceps Curved                   | £6.95  |
| GM622 Hot Wire Cutter for Scenic Modelling     | £19.95 |
| GM624 Swivel Top Pin Vice                      | £6.75  |
| GM625 Curved Tweezer Reverse Action            | £4.50  |
| GM626 Straight Tweezer Reverse Action          | £4.50  |
| GM627 Blunt End Tweezer Reverse Action         | £4.50  |
| GM629 Cutting Discs (10)                       | £4.95  |
| GM630 Screw Top Mandrels (3)                   | £4.50  |
| GM631 Slitting Discs (10) & Mandrel            | £5.25  |
| GM632 Budget Needle File Set                   | £6.95  |
| GM633 Glass Fibre Pencil 4mm                   | £4.75  |
| GM634 4mm G/Fibre Refills (10)                 | £7.50  |
| GM635 2mm Glass Fibre Pencil                   | £9.95  |
| GM636 2mm G/Fibre Refills (5)                  | £6.75  |
| GM638 Cutting Brushes 0.6-2.0                  | £15.95 |
| GM640 Archimedian Drill Stock                  | £5.95  |
| GM641 HSS Jbbs Drills 0.5 (5)                  | £3.95  |
| GM642 HSS Jbbs Drills 0.8 (5)                  | £3.95  |
| GM643 HSS Jbbs Drills 1.0 (5)                  | £3.95  |
| GM644 HSS Jbbs Drills 1.2 (5)                  | £3.95  |
| GM645 HSS Jbbs Drills 1.5 (5)                  | £3.95  |
| GM646 HSS Jbbs Drills 1.8 (5)                  | £3.95  |
| GM647 HSS Jbbs Drills 2.0 (5)                  | £3.95  |
| GM648 Microbox Drills 0.3-1.6                  | £10.95 |
| GM649 Microbox HSS Twist Drill Bits 61-80      | £10.95 |
| GM650 HSS Jbbs Drills 0.3 (5)                  | £3.95  |
| GM651 HSS Jbbs Drills 0.4 (5)                  | £3.95  |
| GM652 HSS Jbbs Drills 0.6 (5)                  | £3.95  |
| GM653 HSS Jbbs Drills 0.7 (5)                  | £3.95  |
| GM654 HSS Jbbs Drills 0.9 (5)                  | £3.95  |
| GM655 Spare Blades for GM614                   | £2.75  |
| GM660 Pick n Place Twin Pack                   | £8.95  |
| GM664 Economy Sprue/Plastic Cutter             | £4.75  |
| GM666 Clip On Magnifying Eye Glass             | £6.75  |
| GM669 Pin Pusher with Depth Stop               | £10.95 |
| GM670 Deluxe Paintbrush Set                    | £12.95 |



|                                       |        |
|---------------------------------------|--------|
| GM683 Soft Grip Knife Set with Blades | £6.95  |
| GM684 Spare Blades for GM683          | £1.50  |
| GM693 Value Model Railway Drill       | £9.95  |
| GM694 Mains Powered Value Drill       | £16.95 |
| GM695 Model Railway Screwdriver Set   | £4.95  |
| GM696 Masking Tape 6mm x 18m (2)      | £1.95  |
| GM697 Masking Tape 10mm x 18m (2)     | £2.75  |
| GM698 Masking Tape 18mm x 18m (1)     | £2.65  |

### RAZOR SAWS

|                           |        |
|---------------------------|--------|
| GM672 Razor Saw Superfine | £11.75 |
| GM673 3 in 1 Saw Set      | £14.95 |
| GM674 Razor Saw Fine      | £11.75 |
| GM675 Razor Saw Medium    | £11.95 |
| GM676 Aluminium Mitre Box | £16.50 |
| GM677 Fine Woodcraft Saw  | £11.95 |
| GM678 Flush Cutting Saw   | £15.75 |
| GM679 Universal Razor Saw | £12.75 |

### SOLDERING IRONS & BITS

|                               |        |
|-------------------------------|--------|
| GM680 15W 230V Soldering Iron | £16.95 |
| GM681 25W 230V Soldering Iron | £17.95 |
| GM682 40W 230V Soldering Iron | £19.95 |
| GM685 15W No.6 Tip            | £3.95  |
| GM686 15W No.8 Tip            | £3.95  |
| GM687 25W No.6 Tip            | £3.95  |
| GM688 25W No.7 Tip            | £3.95  |
| GM689 25W No.8 Tip            | £3.95  |
| GM690 40W No.6 Tip            | £3.95  |
| GM691 40W No.7 Tip            | £3.95  |
| GM692 40W No.8 Tip            | £3.95  |

### SOLDERING ACCESSORIES

|                                       |       |
|---------------------------------------|-------|
| GM01 Low Melt Solder 70 degrees (20g) | £4.25 |
| GM02 Solder 180 degrees (20g)         | £3.95 |
| GM03 White Metal Flux                 | £5.95 |
| GM04 Brass Flux                       | £5.95 |
| GM05 Non Acid Safety Flux             | £6.25 |
| GM06 Solder Wire 145 Degrees          | £4.85 |



## ELECTRICS

|                                 |       |
|---------------------------------|-------|
| GM501 Slide Switch DPDT         | £1.70 |
| GM502 Slide Switch DPDT (C/off) | £1.70 |
| GM503 Toggle Switch SPST        | £2.35 |
| GM504 Toggle Switch DPDT        | £2.65 |
| GM505 Mini-Toggle DPDT (C/off)  | £3.15 |

|                                           |        |
|-------------------------------------------|--------|
| GM506 Mini-Toggle DPDT                    | £2.75  |
| GM507 Mini-Toggle SPST                    | £2.45  |
| GM508 Mini-Toggle DPDT                    | £2.45  |
| GM509 Mini-Toggle SPDT (C/off)            | £2.45  |
| GM510 Mini-Toggle for Point Motors        | £2.70  |
| GM511 Mini-Toggle for G Point Motors      | £3.65  |
| GM512 Push to Break Black (5)             | £5.95  |
| GM513 Push to Make Black (5)              | £2.85  |
| GM514 Push to Make Blue (5)               | £2.85  |
| GM515 Push to Make Green (5)              | £2.85  |
| GM516 Push to Make Red (5)                | £2.85  |
| GM517 Push to Make White (5)              | £2.85  |
| GM518 Push to Make Yellow (5)             | £2.85  |
| GM519 Rotary Switch 1 Pole 12 Way         | £3.75  |
| GM520 Rotary Switch 2 Pole 6 Way          | £3.75  |
| GM521 Rotary Switch 3 Pole 4 Way          | £3.75  |
| GM522 Rotary Switch 4 Pole 3 Way          | £3.75  |
| BPGM501 Slide Switch DPDT (25)            | £12.95 |
| BPGM502 Slide Switch DPDT (C/off) (25)    | £12.95 |
| BPGM503 Toggle Switch SPST (25)           | £34.95 |
| BPGM504 Toggle Switch DPDT (25)           | £42.95 |
| BPGM505 Mini-Toggle DPDT (C/off) (25)     | £44.95 |
| BPGM506 Mini-Toggle DPDT (25)             | £42.95 |
| BPGM507 Mini-Toggle SPST (25)             | £34.95 |
| BPGM508 Mini-Toggle SPDT (25)             | £34.95 |
| BPGM509 Mini-Toggle SPDT (C/off) (25)     | £39.95 |
| BPGM510 Mini-Toggle for Point Motors (25) | £44.95 |
| BPGM511 Push to Make Black (25)           | £9.95  |
| BPGM512 Push to Make Blue (25)            | £9.95  |
| BPGM513 Push to Make Green (25)           | £9.95  |
| BPGM514 Push to Make Red (25)             | £9.95  |
| BPGM515 Push to Make White (25)           | £9.95  |
| BPGM516 Push to Make Yellow (25)          | £9.95  |

|                                          |       |
|------------------------------------------|-------|
| WIRE                                     |       |
| GM098B Twinned Wire Red/Black (10m)      | £4.95 |
| GM100 Wire Red/Black/Green (10m of each) | £5.95 |
| GM108B Wire Black 7 x 0.2mm (10m)        | £2.15 |
| GM109B Wire Blue 7 x 0.2mm (10m)         | £2.15 |
| GM110B Wire Brown 7 x 0.2mm (10m)        | £2.15 |
| GM111B Wire Grey 7 x 0.2mm (10m)         | £2.15 |
| GM112B Wire Orange 7 x 0.2mm (10m)       | £2.15 |
| GM113B Wire Pink 7 x 0.2mm (10m)         | £2.15 |
| GM114B Wire Purple 7 x 0.2mm (10m)       | £2.15 |
| GM115B Wire Red 7 x 0.2mm (10m)          | £2.15 |
| GM116B Wire White 7 x 0.2mm (10m)        | £2.15 |
| GM117B Wire Yellow 7 x 0.2mm (10m)       | £2.15 |
| BPGM118B Black Wire 7 x 0.2mm (100m)     | £7.95 |
| BPGM119B Blue Wire 7 x 0.2mm (100m)      | £7.95 |
| BPGM120B Brown Wire 7 x 0.2mm (100m)     | £7.95 |
| BPGM121B Green Wire 7 x 0.2mm (100m)     | £7.95 |
| BPGM122B Grey Wire 7 x 0.2mm (100m)      | £7.95 |
| BPGM123B Orange Wire 7 x 0.2mm (100m)    | £7.95 |
| BPGM124B Pink Wire 7 x 0.2mm (100m)      | £7.95 |
| BPGM125B Red Wire 7 x 0.2mm (100m)       | £7.95 |
| BPGM126B White Wire 7 x 0.2mm (100m)     | £7.95 |
| BPGM127B Yellow Wire 7 x 0.2mm (100m)    | £7.95 |

### GENERAL ELECTRICAL ACCESSORIES

|                                            |       |
|--------------------------------------------|-------|
| GM12 Pair Connecting Leads (Pin/Bare Wire) | £4.65 |
| GM14 Crimped Pin Terminals (6)             | £2.95 |
| GM15 Ring Terminals (6)                    | £1.95 |
| GM16 Pair Connecting Leads (Pin/Pin)       | £4.95 |
| GM28 Crocodile Clips Red/Black Pair        | £1.75 |
| GM29 Knob for Rotary Switches & Pots       | £2.85 |
| GM40 1.5a Rectifier                        | £4.95 |
| GM41 Thermal Cut-Out 1 Amp                 | £3.95 |
| GM42 Thermal Cut-Out 2.5 Amp               | £3.95 |
| GM75 PS6 6-Way Din Plug/Socket             | £3.15 |
| GM77 12-Way Poly Terminal Block            | £1.95 |
| GM98 Pack of 5 Amp Fuses (5)               | £2.75 |

### LIGHTING

|                                         |        |
|-----------------------------------------|--------|
| GM61 Micro LED White (4)                | £7.95  |
| GM62 Micro LED Red (4)                  | £7.95  |
| GM63 Micro LED Blue (4)                 | £7.95  |
| GM64 Micro LED Orange (4)               | £7.95  |
| GM69 Grain of Wheat Bulb 12v Yellow (5) | £3.95  |
| GM70 Grain of Wheat Bulb 12v Red (5)    | £3.95  |
| GM71 Grain of Wheat Bulb 12v Clear (5)  | £3.95  |
| GM72 Grain of Wheat Bulb 12v Green (5)  | £3.95  |
| GM73 Grain of Wheat Bulb 12v Orange (5) | £3.95  |
| BPGM69 GOW 12v Yellow (100)             | £49.95 |
| BPGM70 GOW Bulb 12v Red (100)           | £49.95 |
| BPGM71 GOW Bulb 12v Clear (100)         | £39.95 |
| BPGM72 GOW Bulb 12v Green (100)         | £49.95 |
| BPGM73 GOW Bulb 12v Orange (100)        | £49.95 |
| GM80 LED Green 3mm 12v (5)              | £2.25  |
| GM81 LED Red 3mm 12v (5)                | £2.25  |
| GM82 LED Yellow 3mm 12v (5)             | £2.25  |
| GM83 LED Green 5mm 12v (5)              | £1.95  |
| GM84 LED Red 5mm 12v (5)                | £1.95  |
| GM85 LED Yellow 5mm 12v (5)             | £1.95  |
| GM76 Resistor 1K Ohm for LEDs (10)      | £1.65  |

### MAGNETS

|                                     |        |
|-------------------------------------|--------|
| GM86 Small Magnets (10)             | £5.50  |
| GM87 Medium Magnets (10)            | £5.75  |
| GM88 Large Magnets (10)             | £6.00  |
| GM98 3v Bulbs (10) & Capacitors (5) | £5.95  |
| GM99 Pack of Reeds & 5 Magnets      | £13.95 |

### UNIVERSAL RELAY SWITCH

|                                              |        |
|----------------------------------------------|--------|
| GM500 Universal Relay Switch                 | £5.50  |
| BPGM500 Universal Relay Switch (3)           | £14.50 |
| GM500D Universal Relay Switch (DCC Friendly) | £5.75  |



### GM353 CATALOGUE

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## GAUGEMASTER Limited Edition News

### dapol N SCALE



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### DAGM235 The Royal Alex

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### DAGM231 IC Executive Pristine £69.95

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ETA: 09/2016

### DAGM233 South West Trains - £69.95

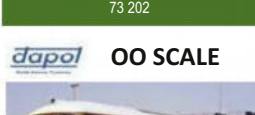
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### DAGM234 Southern Livey - £69.95

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IN STOCK

### Pullman Class 73 101 - £129.95

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|----------|------------------------------------------------------------------------------------------------------------|---------|
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| R3233    | LNER Black 4-4-0 D16/3 Class - Pre 1948 Locomotive 8825                                                    | £79.50  |
| R3261    | Network Rail 0-6-0 Class 08 417 Diesel Shunter                                                             | £79.50  |
| R3266    | BR Sub-Sector Co-Co Diesel Electric 'Quinga' Class 60090                                                   | £139.50 |
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| R3300    | Sir Winston Churchill's Funeral Train Pack - Limited Edition                                               | £239.50 |
| R3302    | 1940: Return from Dunkirk Train Pack - Limited Edition                                                     | £179.50 |
| R3310    | BR 4-6-2 'Bude' West Country Class - Late BR                                                               | £124.50 |
| R3311    | BR 4-4-0 'Westminster' Schools Class - Early BR                                                            | £119.50 |
| R3323    | BR Black 4-6-0 'Black 5' Class 5MT - Late BR Locomotive 44694                                              | £119.50 |
| R3324    | LNER 0-6-0T J50 Class Locomotive                                                                           | £79.50  |
| R3325    | BR 0-6-0T J50 Class Locomotive - Early BR                                                                  | £69.50  |
| R3326    | BR Black 0-6-0T J50 Class Locomotive - Late BR                                                             | £69.50  |
| R3332    | BR 4-6-0 'King Edward VIII' 6000 Late BR                                                                   | £139.50 |
| R3333    | BR 4-2T Adams Radial 415 Class - Early BR                                                                  | £105.50 |
| R3334    | BR 4-2T Adams Radial 415 Class - Late BR                                                                   | £105.50 |
| R3335    | LSWR 4-4-2T Adams Radial 415 Class - LSWR Preserved                                                        | £105.50 |
| R3337    | The Silver Jubilee Collection - 80th Anniversary Ltd Edition Set                                           | £450.00 |
| R3339    | LMS 4-6-2 'Duchess of Hamilton' Princess Coronation Class Locomotive 6229                                  | £119.50 |
| R3342    | BR Blue Class 08 489 Diesel Shunter                                                                        | £89.50  |
| R3343    | First Great Western Class 08 822 Diesel Shunter 'John'                                                     | £89.50  |
| R3356    | RailRoad BR 2-10-0 Crosti Boiler 9F Class (Early BR) Heavily Weathered                                     | £99.50  |
| R3370TTS | BR 4-6-0 'King Richard II' 6000 Class BR (Early) with TTS Sound                                            | £179.50 |
| R3374    | BR Class 4101/2 - BR Blue                                                                                  | £126.50 |
| R3382TTS | BR 4-4-0 'Holland-Afrika Line' 35023 Merchant Navy (Unrebuild) Early BR with TTS Sound                     | £159.50 |
| R3384TTS | BR 4-6-0 'King George I' 6000 King Class, Late BR-TTS Sound                                                | £164.50 |
| R3388TTS | Bo-Bo Class 67 'Cairn Gorm' 67004 Caledonian Sleeper - TTS Sound                                           | £119.50 |
| R3392TTS | RailRoad BR Class 40 40164 with TTS Sound                                                                  | £164.50 |
| R3393TTS | RailRoad RID Class 47 47033 with TTS Sound                                                                 | £164.50 |
| R3404    | BR 2-6-4T 42334 Fowler Class Locomotive                                                                    | £107.50 |
| R3405    | LNER 0-6-0T 585 J50 Class Locomotive                                                                       | £72.50  |
| R3409    | BR 4-6-0 'King William IV' 6000 King Class Late BR                                                         | £142.50 |
| R3410    | BR 4-6-0 'King Henry III' 6000 King Class - Early BR Locomotive                                            | £142.50 |
| R3411    | SR 4-6-0 827 'Haunsell S15' Class Locomotive                                                               | £119.50 |
| R3412    | BR 4-6-0 30842 'Haunsell S15' Class - Early BR                                                             | £99.50  |
| R3424    | LNER 0-8-0 Raven Q6 Class Locomotive                                                                       | £117.50 |
| R3425    | BR 0-8-0 Raven Q6 Class - BR Early Locomotive                                                              | £117.50 |
| R3426    | BR 0-8-0 Raven Q6 Class - BR Late Locomotive                                                               | £117.50 |
| R3427    | Peckett 0-4-0T W4, Base Livery 363 'Dodo'                                                                  | £68.50  |
| R3428    | Peckett 0-4-0T W4, Manchester Ship Canal                                                                   | £68.50  |
| R3429    | Peckett 0-4-0T W4, Huddersfield                                                                            | £68.50  |
| R3430    | LNER 4-6-0 Holden B12 Class Locomotive                                                                     | £121.50 |
| R3431    | BR 4-6-0 Holden B12 Class - BR Early Locomotive                                                            | £121.50 |
| R3433    | LNER 4-4-0 'Claud Hamilton' D16/3 Class Locomotive                                                         | £106.50 |
| R3435    | SR 4-6-2 'Channel Packet' 21C1 'Merchant Navy CI (Un-Rebuild)                                              | £139.50 |
| R3436    | SR 4-6-2 'Clan Line' 35028 'Merchant Navy Class (Un-Rebuild) - Early BR                                    | £139.50 |
| R3441    | LNER 4-6-2 'Sir Murrough Wilson' A4 Class Wartime Blk Loco                                                 | £129.50 |
| R3443    | NRM BR 4-6-2 'Flying Scotsman' 60103 A3 Class, Brunswick Grn                                               | £149.50 |
| R3444    | BR 4-6-2 'Thomas Hardy' Britannia Class - Early BR                                                         | £129.50 |
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PO233

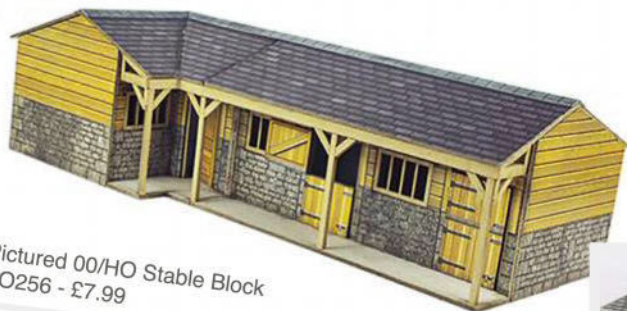
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PO517 00/HO Platform Kiosk - £5.75

PO522 00/HO Stone Fountain - £5.75

#### N Scale

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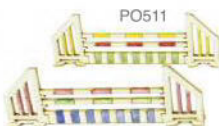


PO503



PO410

Pavilion also available in N Scale (PN821)



PO511



## NEW RELEASE N Scale Fountain set - PN823 £5.75



00/HO Stone Fountain kit comes with one hexagonal fountain and three spouts (PO522)

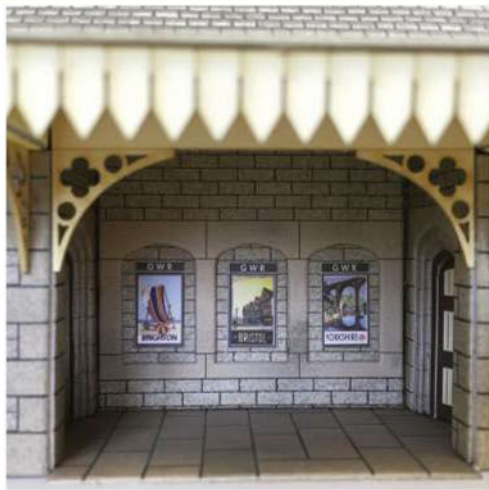


PO510



PO502

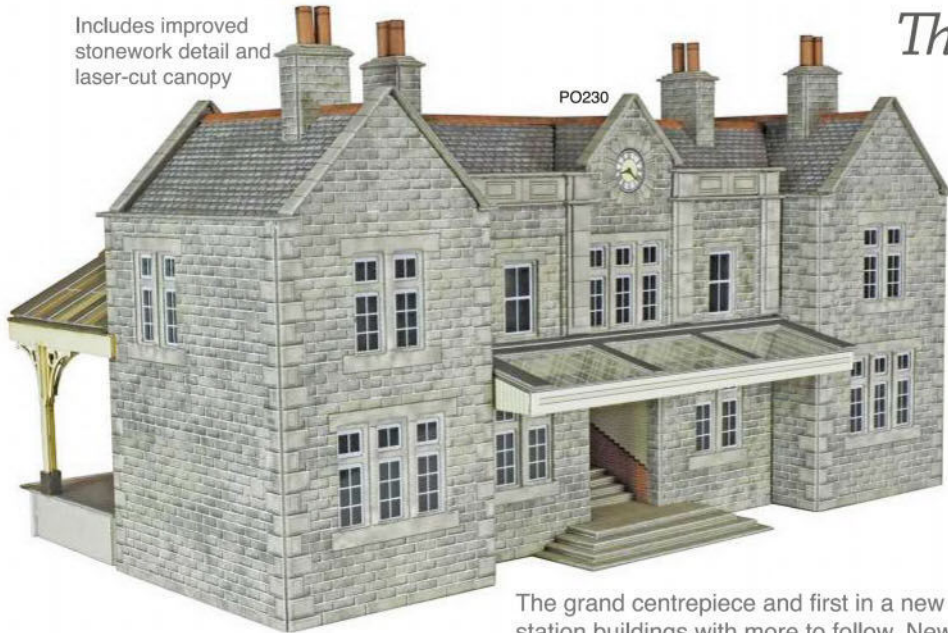




# METCALFE

## Card Construction Kits

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**NEW RELEASE**  
**00 Booking Hall**  
**PO230 - £22.99**

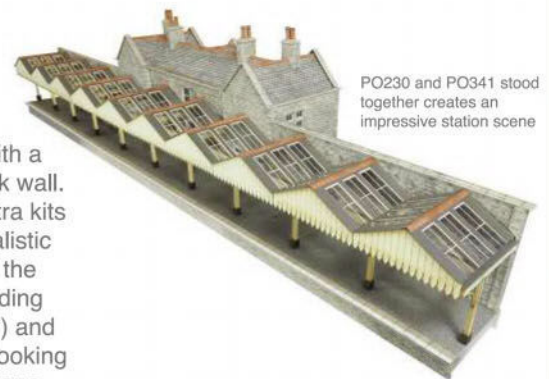
Designed to stand alongside Wall-Backed Canopy and Platform Canopy kits



The grand centrepiece and first in a new range of redesigned station buildings with more to follow. New features include finely detailed laser-cut platform canopy and fine die-cut recessed windows.

**PLEASE NOTE:** Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.

**NEW RELEASE**  
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**PO341 - £15.99**



PO230 and PO341 stood together creates an impressive station scene

A modular kit that comes with a section of platform and back wall. It is very easy to add on extra kits to make impressive and realistic structures. It is designed to the same style as our free-standing Platform Canopy Kit (below) and fits alongside the new 00 Booking Hall (right). All match the Stone Platform Kit (below)

Laser-Cut Mini Kits that finish off your Mainline Station Scene...

PO517



PO502



PO501



**00 Stone Platform**  
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**00 Platform Canopy**  
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**00 Mainline Station Buildings**  
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DCC Module £25

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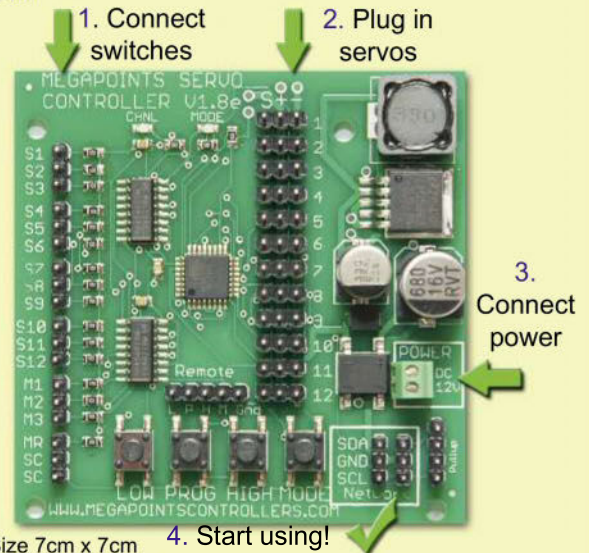
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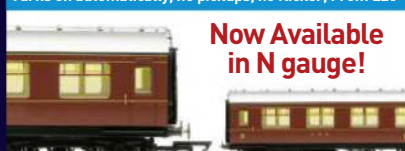
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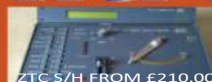
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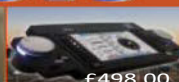
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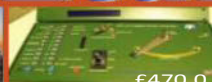
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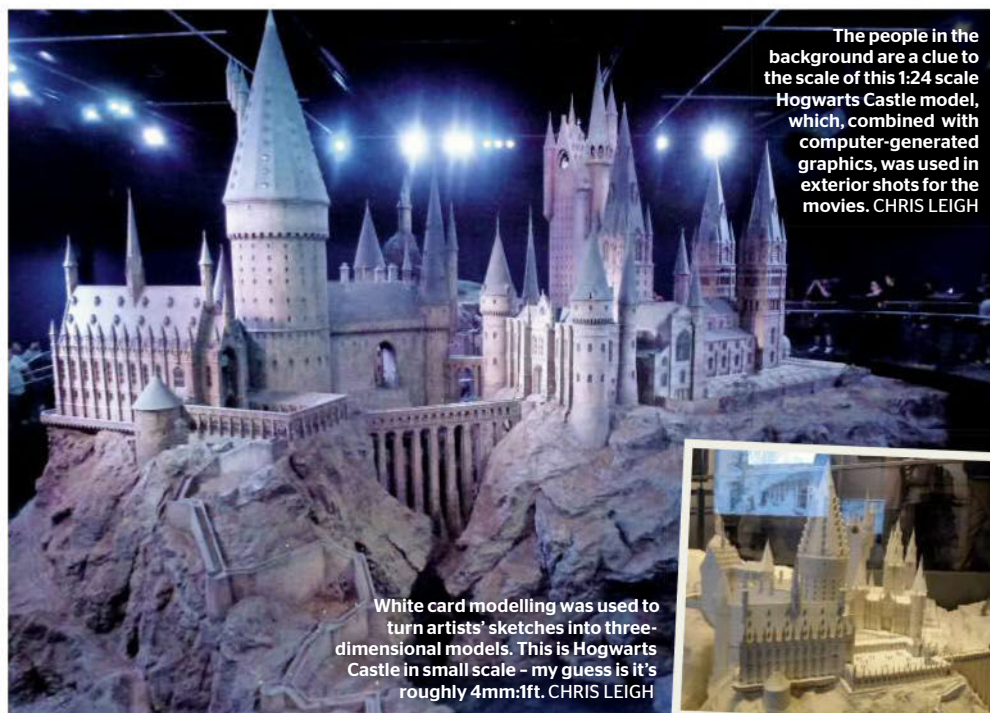
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The people in the background are a clue to the scale of this 1:24 scale Hogwarts Castle model, which, combined with computer-generated graphics, was used in exterior shots for the movies. CHRIS LEIGH

White card modelling was used to turn artists' sketches into three-dimensional models. This is Hogwarts Castle in small scale - my guess is it's roughly 4mm:1ft. CHRIS LEIGH

## BACK ON TRACK

Turn your back for a moment and your page gets hijacked! But it was good to see the debut of our renovated test track revealed last issue. It's very much a no-frills job, and unlike our old TTF (Total Test Facility) it is devoid of scenery and will remain so. It re-uses baseboards from a previous test layout, but reconfigured to a rectangular arrangement, rather than the original square. It also incorporates gradients in both 'N' and 'OO' circuits, some second-hand track, and some deliberately less-than-perfect track joints. We've already tested the Farish '64XX' and Bachmann 'V3' 2-6-2T on it - see our official YouTube channel for videos.

# On a grand scale

**R**egular readers may remember that back in the early 2000s, *Model Rail* produced some printed parts for a Hogwarts Castle, designed to be made out of card and Pringles tubes to accompany the Hornby *Harry Potter* train sets. I designed those models, and Andrew Mackintosh produced the artwork. Despite the clamour that surrounded the movies, I hadn't seen any of them until recently, when my curiosity was sparked by a visit to the Warner Brothers Studio Tour. A relative

from Canada came over for a visit, and one thing she particularly wanted to do was tour the film studios at Leavesden, near Watford.

The film-makers used lots of models, ranging from life-size animatronic snakes, birds and even people, to buildings and full-size room interior sets. However, the undoubted high spot, right at the very end of the tour, is Hogwarts Castle itself. It's a truly epic piece of modeling in 1:24 scale. On display in near darkness, it features 300 fibre-optic lights, some of which change or move to create different effects. The model was used for all the castle exterior sequences in the eight movies.



Now I'm looking for an excuse to model the Potter family's original home at Godric's Hollow - a life-size 'model' featured in *Harry Potter* and *the Deathly Hallows*. CHRIS LEIGH

## CYPRUS OPENS ITS OWN NRM

Following my appeal (in MR223) for information on the Cyprus Government Railways' 2-6-2Ts, I was contacted by Mike Radford of MARC Models. Mike produced *Model Rail*'s 'Night Ferry' etched brass kits some 15 years ago, and he's still selling them. ([www.marcmodels.co.uk/html/night\\_ferry.html](http://www.marcmodels.co.uk/html/night_ferry.html))

He's helping me with pictures and information to complete Keith Willows' little CGR 2-6-2T, and he tells me that the National Railway Museum of Cyprus opened its doors to the public on July 9. It is situated at the Southern terminus of the line at Evrychou, 72 miles from Famagusta.

## THE COLONEL'S LEGACY

I couldn't resist following our feature on one-coach trains (MR222) with another view of 153369 on the Gunnislake branch after I'd travelled through from Plymouth over this delightful branch line. The high spot of the trip has to be Calstock, where the train winds its way into the tiny station which is on the site of at least two earlier stations, a Colonel Stephens wooden building and a 1960s BR bus shelter. Immediately beyond the station is the spectacular crossing of the Tamar. At Gunnislake, the station was repositioned in order to eliminate a very low road bridge. The route is part GWR main line, part former SR main line and part Colonel Stephens light railway - perhaps the last part of his empire still on the national network.



The conductor (lower right) advises Plymouth signalling centre that the train has arrived at Gunnislake. CHRIS LEIGH



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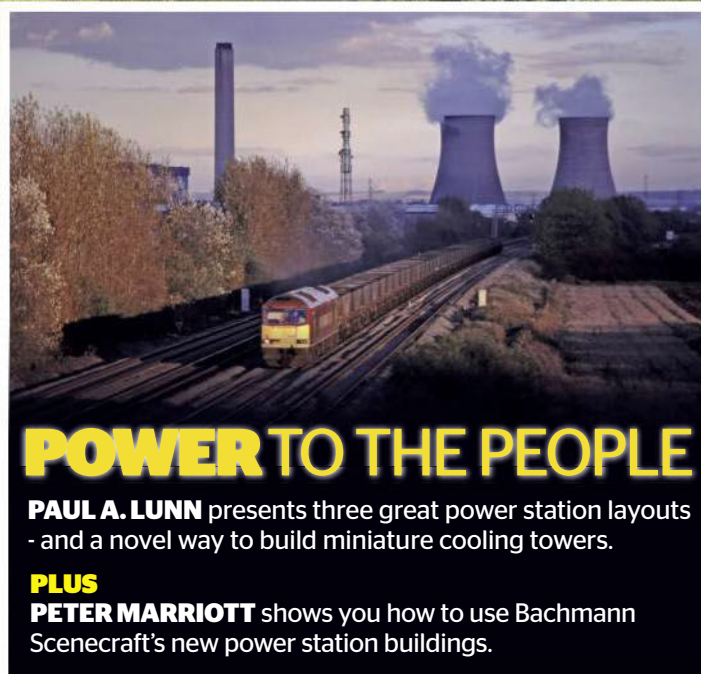
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# Selling your model railway

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



**FREE VALUATIONS** - We will provide a free, professional valuation of your collection, without obligation on your part to proceed. Either we will make you a fair, binding private treaty offer, or we will recommend inclusion of your property in our next public auction.

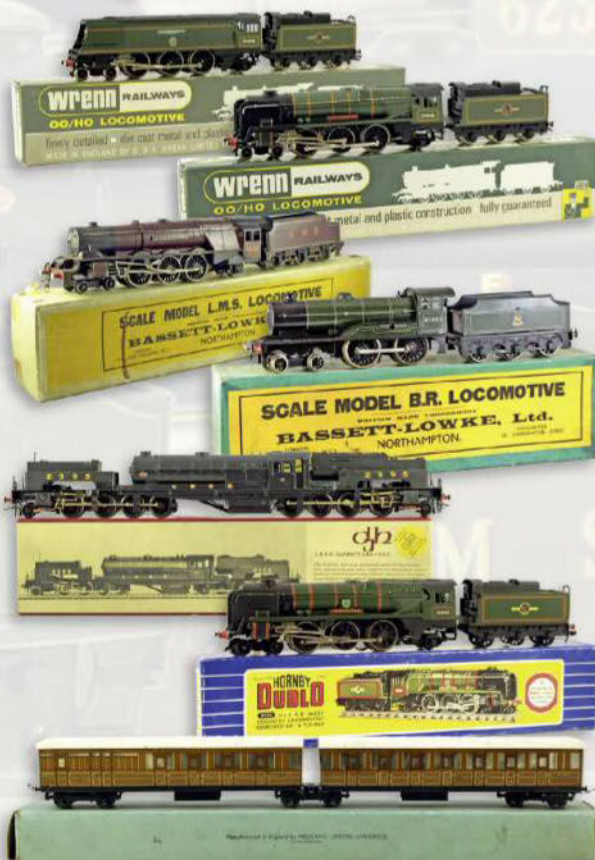
**FREE TRANSPORTATION** - We can arrange insured transportation of your collection to our Warwick offices completely free of charge. If you decline our offer, we ask you to cover the return carriage costs only.

**FREE VISITS** - Visits by our valuers are possible anywhere in the country or abroad, usually within 48 hours, in order to value larger collections. Please phone for details.

**ADVISORY DAY TOWNS** - We are staging a series of advisory days and will be visiting the following towns within the next few weeks: **Perth, Stirling, Falkirk, Daventry, Plymouth, Exeter, Liverpool, Southport, Peterborough, Gloucester, Burton on Trent, Belfast, Buckingham, Grantham, Stamford, Crewe, Kidderminster, Llanelli and Pontypridd.** Please visit our website or telephone for further details.

**EXCELLENT PRICES** - Because of the strength of our customer base we are in a position to offer prices that we feel sure will exceed your expectations.

**ACT NOW** - Telephone or email Richard Beale today with details of your property



## Get the experts on your side!



### Warwick & Warwick

AUCTIONEERS AND VALUERS

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The South of England's biggest FREE Model Railway Exhibition is back!

**GAUGEMASTER** invites you to our



# MODEL RAILWAY OPEN WEEKEND



3rd & 4th September 2016



Photo by Paul Bason, by courtesy Railway Modeller

## Bigger than ever! Three marquees of Model Railway Layouts and Displays

We currently have confirmed model railway layouts covering a range of scales and representing railways from around the world, from Britain to the USA, Japan to Germany and beyond. We will also have a range of suppliers and societies here to offer expert advice.

There will also be very special offers and show-only discounts in our shop over the weekend.

**Free parking** will also be provided, and if you don't want to drive we are right next to Ford railway station, with regular trains from London Victoria, Brighton and Portsmouth.

Refreshments will also be available as well as live steam rides provided by Chichester Model Engineers.



Supported By:



**SAT** 9:00am - 5:30pm **SUN** 10:00am - 4:00pm

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