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36-600

Straight Track 168mm



36-602

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36-883

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36-607

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36-628

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36-643

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36-872

Left-Hand
Digital Point



36-873

Right-Hand
Digital Point



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Fully assembled and painted

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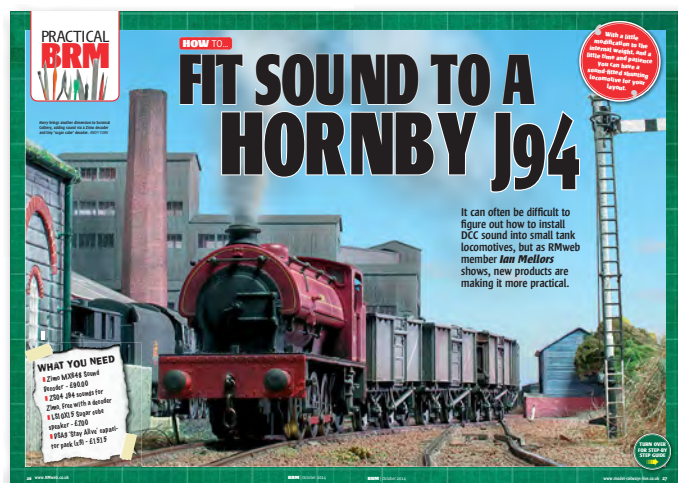
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Jason Thomas' depiction of urban Lancashire in the twilight years of steam is a fine model indeed. Hardly surprising that it topped the RMweb Issue layout poll then!



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Before this layout moves onto pastures new and away from the public gaze, we take a final look at what made it such a successful layout in the first place.



26

We featured Ian Mellors' Summat Colliery layout in the November 2013 issue of BRM. In this issue, he shares with us his method for fitting sound into the small Hornby J94.



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Nigel Burkin models one of Network Rail's test train driving trailers using a conversion kit from PH Designs.

14

14 LAYOUT: BACUP

Voted top layout in the RMweb poll, Bacup is a look back at a more industrial 1960s Lancashire.

70

26 PRACTICAL BRM: FITTING SOUND TO A HORNBLY J94

Fitting sound to locomotives can be a squeeze at the best of times. Ian Mellors shows us how he did it.

30 BRM PROJECT LAYOUT: STOKESAY PART TWO

Gorden Roden updates us on the club's progress on the new BRM project layout 'Stokesay'.

50

32 LAYOUT: WARREN LANE

Due for retirement, we couldn't resist having one last look at this popular modern image layout.

42 PROTOTYPE INSPIRATION: WERE THEY REALLY THAT COLOUR?

Are the shades of colour we paint our models correct? Tanya Jackson is here to offer some thoughts.

46 PROTOTYPE INSPIRATION: SHORT AND SWEET PART 2

Photographer Michael Rhodes looks back on the by-gone era of Class 47-hauled Speedlink traffic.

50 INTERVIEW: STEVE LAMACQ

BBC Radio 6 presenter and journalist Steve Lamacq tells us how he got back into the hobby.

54 LAYOUT: LITTLE BYTHAM

An update on the latest developments for Tony Wright's impressive ECLM layout.

64 PRACTICAL BRM: BUILD A NETWORK RAIL DBSO

Nigel Burkin undertakes a straightforward RTR model conversion to produce a Network Rail driving trailer.

70 PRACTICAL BRM: MODELLING THE NETWORK RAIL FLEET

Mick Bryan continues the 'yellow peril' theme with a look at some of the vehicles used by Network Rail.

74 PRACTICAL BRM: HOW TO... FIT HAND THROWN POINTS

Graeme Elgar explains how he installed simple hand-worked point throws on his 4mm scale layout.

78 LAYOUT: APA PARK

Great layouts don't have to be big. RMweb member Steve Purves took the boxfile concept to a new level with this budget N layout housed in a converted IKEA toy box.



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One of the most popular topics on RMweb and in BRM over the past few years has been Tony Wright's 'Little Bytham'. In this issue, he updates us with progress made on the layout.



In this new series, Ben Jones looks at a common second-hand RTR model and finds out what is available and what you can expect to pay.

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NEW SERIES BUYER'S GUIDE TO...

HORNBY REBUILT 'MERCHANT NAVY'

In this new series, Ben Jones looks at a widely available second-hand model and finds out what they're worth, where to find them and what the prospective buyer should be looking out for.

MINX CHECKLIST

- Check if the boiler is made of brass or steel. Brass is more expensive but more durable.
- Check if the boiler is made of brass or steel. Brass is more expensive but more durable.
- Check if the boiler is made of brass or steel. Brass is more expensive but more durable.

FACT FILE

ITEM	PRICE	REMARKS
Locomotive	£100	Good condition, no major damage.
Boiler	£50	Good condition, no major damage.
Wheels	£20	Good condition, no major damage.

LAYOUT FOCUS

APA PARK

Great layouts don't have to be big. RMweb member Steve Purves took the boxfile concept to a new level with this budget N layout housed in a converted toy box.

KEY DETAILS

- Boxfile concept
- Budget N layout
- Converted toy box

78

Great layouts don't have to be big. RMweb member Steve Purves took the boxfile concept to a new level with this budget N layout housed in a converted box.

PRODUCT REVIEW

GRAHAM FARISH CLASS 25

At last decorated versions of this long awaited model have now arrived. What is the verdict? Ben Jones investigates.

FACT FILE

ITEM	PRICE	REMARKS
Locomotive	£100	Good condition, no major damage.
Boiler	£50	Good condition, no major damage.
Wheels	£20	Good condition, no major damage.

Derby's versatile Sulzer Type 2 is the latest in a series of new N locomotives developed to replace outdated Farish items. Ben Jones takes a detailed look.

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HELJAN DPU
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WELCOME



Welcome to a very special edition of **BRM**, and what we think is a first for British model railway magazines. The majority of the articles were written by contributors to the **RMweb** forum and much of what you'll read over the next 100+ pages was selected by members of that forum via an online poll. As well as that, we were delighted to welcome 'RMwebbers' Simon Paley and Stuart Hilton into the office to join the editorial team as guest editors for a day. You can read about their experiences on the **BRM** blog at www.rmweb.co.uk - it's well worth a look if you want an independent view of what goes on behind the scenes.

It's been a fascinating, and at times slightly nervy, experience for us all. No editor likes to relinquish control of his publication and how it functions, but after the initial anxiety about what the results might be, we're delighted with how this issue has come together.

We've got four superb - and diverse - layouts, from Jason Thomas' outstanding 'Bacup' to the ever-popular 'Warren Lane' (pictured), a much-requested update from Tony Wright on 'Little Bytham' and 'Apa Park' - an N scale layout in a converted IKEA toybox.

The supporting cast of practical and prototype articles should be just as enticing, whether you want to fit DCC sound to a Hornby Hunslet Austerity saddle tank or create a bang up-to-date Network Rail test train. My recommendation for this month though is Tanya Jackson's thought-provoking piece on railway liveries and what influences our views on the 'right' colours. It will certainly prompt some debate on the forums, banish a few myths and, I hope, help us

to overcome the tyranny of those who believe that colour is a 'black and white' issue. Also look out for our interview with BBC Radio 6Music DJ and model railway fan Steve Lamacq, who will be master of ceremonies at the inaugural 'RMweb Live' event on 13/14th September.

If you're one of the 22,000 registered **RMweb** members, you may already be aware of the superb list of guest layouts, exhibits and demonstrations in prospect, but if not go to www.model-railways-live.co.uk for all the details. It's too late to book advance tickets, but we look forward to meeting as many of you as possible over the weekend (you can pay on the door), and at Barrow Hill Live a couple of weeks later. Turn to page 107 for more information.

Last, but by no means least, next month will see the launch of an exciting and unique new extension to **BRM**. From November issue, every copy of the magazine will come with a FREE high-quality 'BRM TV' DVD worth £7.99. Featuring layouts, practical projects, behind-the-scenes visits to real railway locations, live reviews and more, each programme will complement the content of that month's magazine, bridging the gap between our print and digital editions. Occasionally we'll drop in a free gift of similar value instead of the DVD, but there will always be something to make **BRM** even more enticing than it already is. Turn to page 88 to find out what you can expect from next month!

Ben

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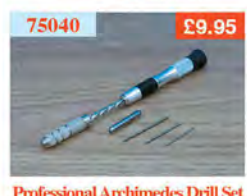
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DIGITAL CONTROL SYSTEMS  DCC01 Prodigy Express System £149.95	 GMC-DO Twin Track O Scale £159.95 GMC-DF Twin Track Feedback £99.95  GMC-DS Twin Track Simulation Z Scale £164.95 GMC-TS Three Track Simulation £174.95 GMC-TSZ Three Track Simulation Z Scale £184.95	 POINT CONTROL STARTER SET GMC-PCSET Point Control Starter Set £49.95 Contains Mains Powered CDU, 3 x Point Motors, 3 Reels of 10m Wire & 3 x Toggle Switches 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 POINT MOTORS  GMC-PM1 Motor with Built-In Switch £5.25 GMC-PM2 Motor No Switch £4.95 GMC-PM4 Motor Latching Mechanism £6.25	OO SCALE FLEXIBLE TRACK  GMC60 600mm Flexible Track (24) £59.95 GMC90 900mm N/Silver Flexible Track (100) £299 GMC91 900mm Steel Flexible Steel (100) £175 GMC93 900mm N/Silver Blk Flexi Track (24) £79.95 GMC94 900mm N/Silver Brn Flexi Track (24) £79.95 GMC95 900mm Steel Flexible Track (24) £47.95 GMC97 900mm N/Silver Brn Flexi Track (100) £299 GMC19 Code 100 (OO) Rail Joiners (24) £2.45 OO SCALE TRACK ACCESSORIES GMC45 OO/HO Re-Railer £5.35 GMC54 OO Buffer Stop £1.75 BPGM54 OO Buffer Stop (5 Pack) £8.25  GMC55 OO Lit Buffer Stop £6.95 GMC56 OO Buffer Stop Lights (Pack of 2) £9.95 GMC13 Pair of Leads (Joiners/Bare Wire) £4.45 GMC66 Homby Type Track Pins 10mm £2.50 GMC67 Extra Long Track Pins 15mm £2.50 N SCALE FLEXIBLE TRACK GMC92 730mm N/Silver Flexible Track (100) £199 GMC96 730mm N/Silver Flexible Track (24) £54.95 GMC18 Code 80 (N) Rail Joiners (24) £2.35 N SCALE TRACK ACCESSORIES GMC46 N Re-Railer £2.95 GMC53 N Scale Buffer Stop £2.95 BPGM53 N Scale Buffer Stop (Pack of 5) TBA  GMC57 N Lit Buffer Stop on Track £8.95 GMC58 N Buffer Stop Lights (Pack of 2) £9.95 GMC17 Pair of Leads (N Joiner/Bare Wire) £3.25 OO GREY BALLASTED UNDERLAY SYSTEM GMC114 OO/HO Granite Ballast (500g) £3.45  GMC117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 OO BROWN BALLASTED UNDERLAY SYSTEM  GMC111 OO/HO Brown Ballast (500g) £3.45 GM210 Flexible Ballasted Underlay (5m) £22.95 GM214 Point & Crossing Ballasting Kit £7.95  GMC112 OO/HO Track Cleaning Pads (3) £5.50 GM39 N Track Cleaning Pads (3) £5.50 TRACK TESTER  GMC52 Multi Scale Track Tester £4.95 N GREY BALLASTED UNDERLAY SYSTEM GMC115 N Granite Ballast (500g) £3.45 GMC118 N Granite Ballast (200g) £2.25 GM201 N Flexible Ballasted Underlay (5m) £22.95 GM205 N Point & Crossing Ballasting Kit £7.95 N BROWN BALLASTED UNDERLAY SYSTEM GMC113 N Brown Ballast (500g) £3.45 GM211 N Flexible Ballasted Underlay (5m) £22.95 GM215 Point & Crossing Ballasting Kit £7.95	STARTER PACK  GMC194 Scenic Starter Pack £26.95 GENERAL SCENIC MODELLING PRODUCTS GM100 Mod Roc (2.75m) £4.45 GM119 Fine Plaster of Paris (1kg) £5.75  GMC130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.25 GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £10.25 GM167 Balsa Bundle 50 x 76 x 229mm £1.75 GM168 Balsa Bundle 75 x 150 x 450mm £8.95 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 £32.95 GM135X Mini Mat 45 x 30m (SINGLE) £1.65 MEADOW MATS GM140 Meadow Mat - Spring 6mm Grass £8.75  GM141 Meadow Mat - Meadow 6mm Grass £8.75 GM142 Meadow Mat - Spring 12mm Grass £11.75 GM143 Meadow Mat-Meadow 12mm Grass £11.75 GM147 Meadow Mat - Belge 6mm Grass £8.75 GM148 Meadow Mat - Belge 12mm Grass £11.75 STATIC GRASS SYSTEM  GM196 Static Grass Starter Set £9.95 GM193 Puffer Bottle £4.65 GM169 Static Grass Glue (250ml) £6.95 GM170 Spring Grass Flock (30g) £3.05 GM171 Summer Grass Flock (30g) £3.05 GM172 Moorland Grass Flock (30g) £3.05 GM173 Meadow Grass Flock (30g) £3.05 GM174 Woodland Floor Grass Flock (30g) £3.25 BUDGET SCATTERS GM101 Meadow Scatter (50g) £1.80 GM102 Mid Green Scatter (50g) £1.80 GM103 Dark Green Scatter (50g) £1.80 GM105 Spring Green Scatter (50g) £1.80 GM108 Earth Brown Scatter (50g) £1.80 GM109 Black Scatter (50g) £1.80 GM110 Red/Brown Scatter (50g) £1.80 GM112 Imitation Coal (50g) £2.25 GM116 Grey Tarmac Scatter (50g) £1.80 LICHENS & HEDGES  GM160 Light Green Hedgerow (1m) £6.75 GM161 Dark Green Hedgerow (1m) £6.75	SCENICS  GM164 Light Green Lichen (80g) £4.75 GM165 Dark Green Lichen (80g) £4.75 GM166 Assorted Lichen (80g) £4.75 FOLIAGE GM150 Fine Light Green Foliage (30g) £3.05 GM151 Fine Dark Green Foliage (30g) £3.05 GM152 Fine Mid Green Foliage (30g) £3.05 GM153 Fine Light Brown Foliage (30g) £3.05 GM154 Fine Brown Foliage (30g) £3.05 STANDARD TREES GM180 Plum Trees (3) £6.95 GM181 Plum Trees in Blossom (3) £6.95 GM182 Fruit Trees (3) £6.95 GM183 Apple Trees (3) £6.95 GM184 Birch Trees (3) £6.95  GM185 Weeping Willow Trees (3) £6.95 GM186 Poplar Trees (3) £6.95 GM187 Pine Trees (3) £8.50 GM188 Beech Trees (2) £7.50 VALUE TREES GM128 Spring Tree Assortment (10) £9.95  GM129 Summer Tree Assortment (10) £9.95 BULK TREES GM120 Deciduous Trees (25) £19.95 GM121 Mixed Trees (25) £19.95 GM122 Fir Trees (25) £19.95 GM123 Small Fir Trees (50) £29.95 GM124 Deciduous Trees (25) £19.95 GM125 Spruce Trees (25) £19.95 MAKE YOUR OWN TREES GM195 Seafoam for Tree Making £20.50 GM156 Light Green Scenic Leaves (50g) £3.55 GM157 Mid Green Scenic Leaves (50g) £3.55 GM158 Dark Green Scenic Leaves (50g) £3.55 FLOWERS  GM139 Flowerbeds £11.95  GM175 OO/HO Garden Flowers £9.25 GM176 OO/HO Water Plants £9.25 GM177 OO/HO Garden Plants £9.25 GM178 OO/HO Wild Flowers £9.25 GRASS TUFTS GM136 Spring Grass Tufts £10.95 GM137 Summer Grass Tufts £10.95 GM138 Flowering Grass Tufts £11.95 BRICKWORK GM30 Plain Stone Wall Grey £9.25 GM31 Grey Stone Wall & Buttresses £9.25 GM32 Grey Stone Wall & Arches £9.25 GM197 Stone Tunnel Wall £7.75 GM198 Single Tunnel Mouth & Walls £14.95 GM199 Double Tunnel Mouth & Walls £19.95 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

THOUSANDS OF ITEMS ARE IN STOCK NOW. E & OE.
WE CAN DELIVER POST FREE TO MOST UK ADDRESSES



HIGHWAYS



OO SCALE WIDE ROAD SYSTEM

GM370 80mm Wide Tarmac Road (1m) £6.95

GM371 80mm Wide Universal Curves (2) £6.95

OO SCALE NARROW ROAD SYSTEM

GM375 68mm Wide Tarmac Road (1m) £6.95

GM376 68mm Wide Universal Curves (2) £6.95

N SCALE ROAD SYSTEM

GM390 40mm Wide Tarmac Road (1m) £6.95

GM391 40mm Wide Universal Curves (2) £6.95



OO SCALE VEHICLE LIGHTING KITS

GM385 Vehicle Lighting Kit £9.95

GM386 Emergency Vehicle Kit (Blue) £12.95

GM387 Orange Vehicle Kit (Orange) £12.95



TINY SIGNS

OO SCALE REPLICA SIGNS

TS0096 BR (Eastern) Station Signs £1.95

TS0097 BR (Midland) Station Signs £1.95

TS0098 BR (N Eastern) Station Signs £1.95

TS0099 BR (Southern) Station Signs £1.95

TS0100 BR (Scottish) Station Signs £1.95

TS0101 BR (Western) Station Signs £1.95

TS0102 BR (Midland) Station Signs £1.95

TS0103 BR (Eastern) Station Signs £1.95

TS0104 BR (Western) Station Signs £1.95

TS0105 BR (Midland) Station Signs £1.95

TS0106 BR (Southern) Station Signs £1.95

TS0107 BR (Scottish) Station Signs £1.95

TS0108 BR (Western) Station Signs £1.95

TS0109 BR (Midland) Station Signs £1.95

TS0110 BR (Eastern) Station Signs £1.95

TS0111 BR (Western) Station Signs £1.95

TS0112 BR (Midland) Station Signs £1.95

TS0113 BR (Southern) Station Signs £1.95

TS0114 BR (Scottish) Station Signs £1.95

TS0115 BR (Western) Station Signs £1.95

TS0116 BR (Midland) Station Signs £1.95

TS0117 BR (Eastern) Station Signs £1.95

TS0118 BR (Western) Station Signs £1.95

TS0119 BR (Midland) Station Signs £1.95

TS0120 BR (Southern) Station Signs £1.95

TS0121 BR (Scottish) Station Signs £1.95

TS0122 BR (Western) Station Signs £1.95

TS0123 BR (Midland) Station Signs £1.95

TS0124 BR (Eastern) Station Signs £1.95

TS0125 BR (Western) Station Signs £1.95

TS0126 BR (Midland) Station Signs £1.95

TS0127 BR (Southern) Station Signs £1.95

TS0128 BR (Scottish) Station Signs £1.95

TS0129 BR (Western) Station Signs £1.95

TS0130 BR (Midland) Station Signs £1.95

TS0131 BR (Eastern) Station Signs £1.95

TS0132 BR (Western) Station Signs £1.95

TS0133 BR (Midland) Station Signs £1.95

TS0134 BR (Southern) Station Signs £1.95

TS0135 BR (Scottish) Station Signs £1.95

TS0136 BR (Western) Station Signs £1.95

TS0137 BR (Midland) Station Signs £1.95

TS0138 BR (Eastern) Station Signs £1.95

TS0139 BR (Western) Station Signs £1.95

TS0140 BR (Midland) Station Signs £1.95

TS0141 BR (Southern) Station Signs £1.95

TS0142 BR (Scottish) Station Signs £1.95

TS0143 BR (Western) Station Signs £1.95

TS0144 BR (Midland) Station Signs £1.95

TS0145 BR (Eastern) Station Signs £1.95

TS0146 BR (Western) Station Signs £1.95

TS0147 BR (Midland) Station Signs £1.95

TS0148 BR (Southern) Station Signs £1.95

TS0149 BR (Scottish) Station Signs £1.95

TS0150 BR (Western) Station Signs £1.95

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GMKD29 Modern Station
GMKD30 Modern Station Waiting Room
GMKD31 Station Masters House
GMKD32 Pair Pre War Semi Det. Houses
GMKD33 Boilerhouse & Chimney
GMKD34 Stable Block
GMKD35 Cow Shed
GMKD36 Barn
GMKD37 Farm House
GMKD38 Steel Footbridge
GMKD39 Modern Industrial Unit
GMKD40 Modern Fire Station
GMKD41 Platforms Wide (2)
GMKD42 Platform Ramps Wide (2)
GMKD43 Goods Shed
GMKD1000 Town Station
GMKD1001 Old Factory with Chimney

N SCALE REPLICA SIGNS
TSN96 BR (Eastern) Station Signs
TSN97 BR (Midland) Station Signs
TSN98 BR (N Eastern) Station Signs
TSN99 BR (Southern) Station Signs
TSN99SCOT BR (Scottish) Station Signs
TSN9W BR (Western) Station Signs
TSN21 Street Signs
TSN22 BR Modern Image Station Signs
TSN23 Cornish Riviera Boards 1
TSN24 Cornish Riviera Boards 2
TSN25 Early Station Signs
TSN67 Pub Signs
TSN71 Road Signs
TSN79 Trackside Notices
TSN81 Enamel Advert Signs 1
TSN82 Enamel Advert Signs 2
TSN83 Enamel Advert Signs 3
TSN84 Enamel Advert Signs 4
TSN91 GWR Travel Posters
TSN92 LMS Travel Posters
TSN93 LNER Travel Posters
TSN94 SR Travel Posters
TSN95 BR Travel Posters
TSN96 Modern Travel Posters

N GAUGE VALUE KIT SETS
GMKD2000 Station Set
GMKD2001 Town Set
GMKD2002 Suburban Set
GMKD2003 Farm Set



TOOLS

MODEL RAILWAY MAINTENANCE



GM50 OO/HO Locomotive Wheel Cleaner £34.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95



GM619 Precision Lubricator £4.75
GM607 Superfine Oil Pen w/Teflon Particles £5.75
GM668 Electrical Control Oil Pen £9.75

GENERAL MODELLING TOOLS
GM60 Modelling (115mm) £6.95
GM26 Trunk Rubber £2.95
GM27 Trunk Rubber £2.95
GM600 A2 Cutting Mat £5.50
GM602 A4 Cutting Mat £4.95
GM603 A5 Cutting Mat £4.95
GM604 Round Nose Pliers £6.75
GM605 Flat Nose Pliers £6.75
GM606 Side Cutters £6.75
GM607 Half Round Pliers £6.75
GM608 Bent Nose Pliers £6.75
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £7.95
GM611 Sawset 1 w/ Scalpel Handle £8.45
GM613 Trim-away Knife £5.15
GM614 S/S Scalpel & Blades £7.95
GM615 Plastic Scalpel & Blades £6.15
GM616 Cutting Knife & 5 Blades £6.15
GM617 Pick-Up Tool £2.85
GM618 Magnifier Tweezers £2.85
GM621 Locking Forceps Curved £4.05
GM624 Swivel Top Pin Vice £2.55
GM625 Curved Tweezer R/Action £2.25
GM626 Straight Tweezer R/Action £3.05
GM627 Blunt End Tweezer R/Action £4.25
GM629 Screw Top Mandrels (3) £3.05
GM630 Slicing Discs (10) & Mandrel £5.65
GM632 Budget Needle File Set £2.85
GM633 Glass Fibre Pencil 4mm £3.55
GM634 4mm G/Fibre Refills (10) £3.55
GM635 2mm Glass Fibre Pencil £4.35
GM636 2mm G/Fibre Refills (5) £4.35
GM638 Cutting Brushes 0.6-2.0 £5.65
GM640 Archimedian Drill Stock £5.65

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GM633 Glass Fibre Pencil 4mm £3.55
GM634 4mm G/Fibre Refills (10) £3.55
GM635 2mm Glass Fibre Pencil £4.35
GM636 2mm G/Fibre Refills (5) £4.35
GM638 Cutting Brushes 0.6-2.0 £5.65
GM640 Archimedian Drill Stock £5.65

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GM633 Glass Fibre Pencil 4mm £3.55
GM634 4mm G/Fibre Refills (10) £3.55
GM635 2mm Glass Fibre Pencil £4.35
GM636 2mm G/Fibre Refills (5) £4.35
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GM633 Glass Fibre Pencil 4mm £3.55
GM634 4mm G/Fibre Refills (10) £3.55
GM635 2mm Glass Fibre Pencil £4.35
GM636 2mm G/Fibre Refills (5) £4.35
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GM634 4mm G/Fibre Refills (10) £3.55
GM635 2mm Glass Fibre Pencil £4.35
GM636 2mm G/Fibre Refills (5) £4.35
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GM634 4mm G/Fibre Refills (10) £3.55
GM635 2mm Glass Fibre Pencil £4.35
GM636 2mm G/Fibre Refills (5) £4.35
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Cinema and two shops. Ideal for high street backdrop scene.
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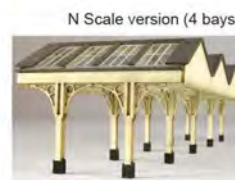
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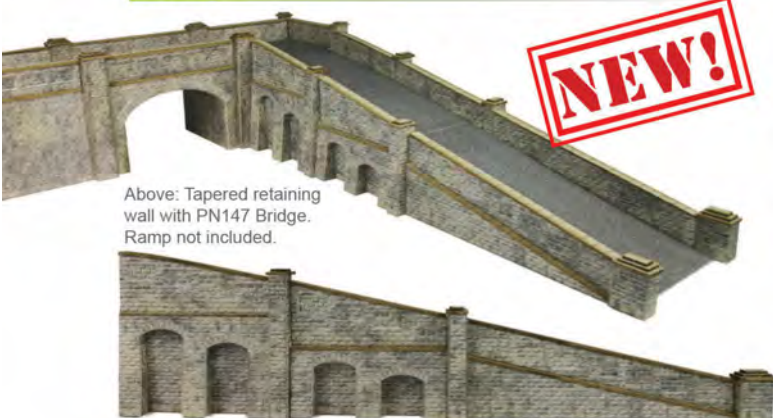
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Above: Tapered retaining wall with PN147 Bridge. Ramp not included.

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RAILWAY

Pictured above



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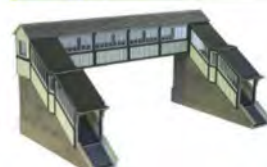


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Pack contains three table with umbrellas. Note: Umbrella poles not included. Made from paper clips. Only in 00.

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RAILWAY



Footbridge

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

00 / PO236 / £10.35
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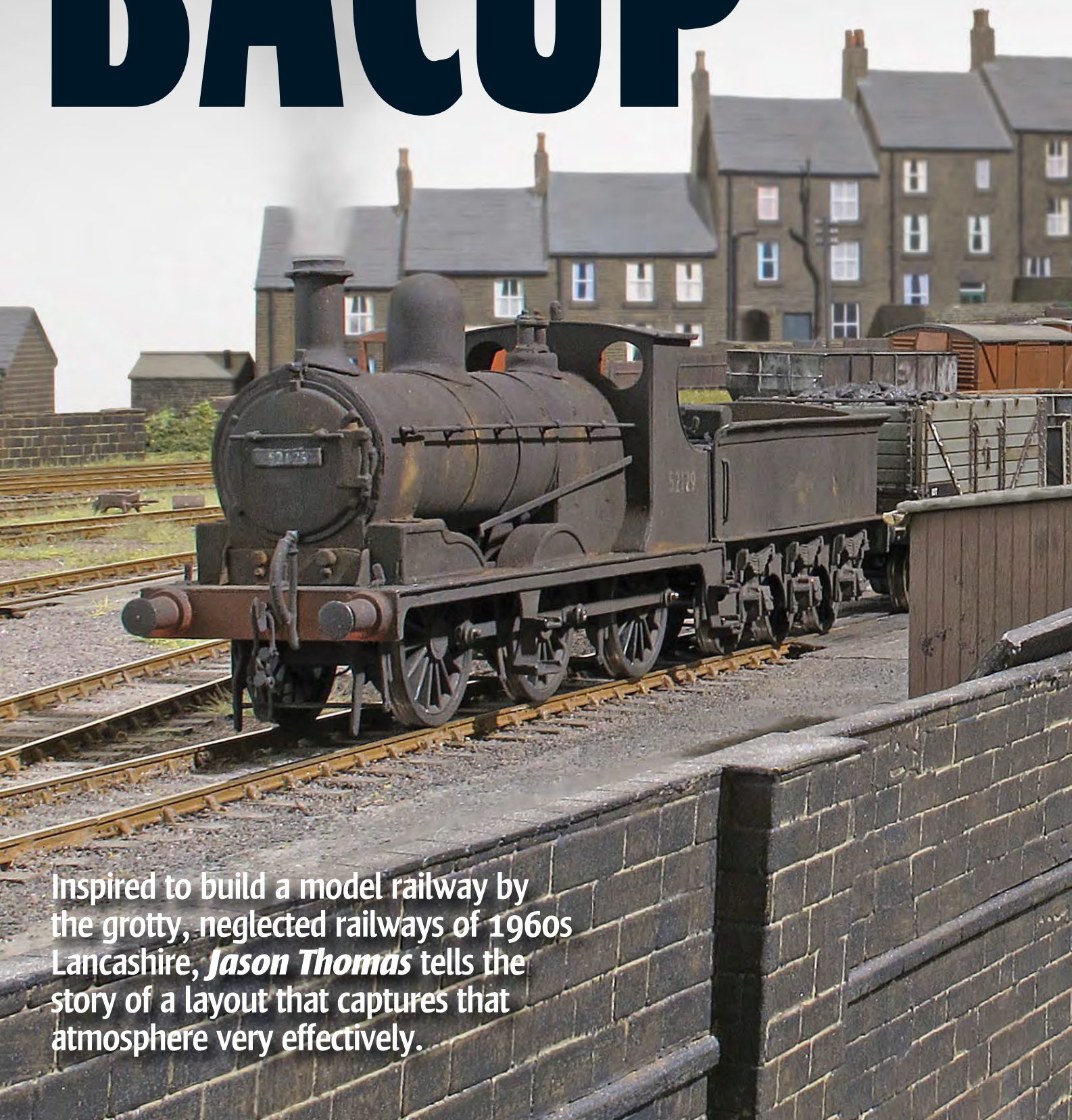
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LAYOUT FOCUS

RMweb ISSUE POLL WINNER

BACUP



Inspired to build a model railway by the grotty, neglected railways of 1960s Lancashire, **Jason Thomas** tells the story of a layout that captures that atmosphere very effectively.

00
GAUGE

FACT FILE

- **LAYOUT NAME** Bacup
- **SCALE/GAUGE** 4mm:1ft scale, 16.5mm gauge 00
- **SIZE** 13' 6" x 3' (scenic), 11' x 2' (fiddleyard)
- **TYPE OF LAYOUT** End-to-end
- **POWER/CONTROL** 12V DC two-rail



There's more than a hint of Manchester MRS' Dewsbury Midland about this view of Bury shed's ex-LYR 'A Class' 0-6-0 No. 52129 shunting the goods yard.





It wasn't just the railways of Lancashire that were in decline in the 1960s - the region's cotton and textile industries were shrinking, leaving scores of mills redundant and derelict. Viewed from the upper floors of one of Jason's mills, 'Black Five' 4-6-0 No. 45026 simmers in the station before collecting a goods train.



KEY DETAILS TRACK



I had always been a Peco user, happy with its looks, robustness and the way it functioned. But, at an exhibition a few years ago curiosity got the better of me and I purchased a few yards of SMP flexitrack, took it home and compared it to what was on Rubbishtown. Big mistake, as no sooner had I done so than a voice in my head started telling me to rip it up and replace it. Even at that stage,

I was thinking of using Peco turnouts in conjunction with SMP track but when it came to this layout, there was no choice but to learn how to build my own turnouts. To do this, I chose the easier route of bullhead rail and PCB sleepers, the first efforts being acceptable (as in, they worked but looked, well, wrong) and later ones looking better. Once you practice, it's actually pretty easy to turn out (pun

intended) turnouts to the dimensions you require.

The track was painted first with an aerosol can of Railmatch Sleeper Grime, followed by the rail sides and chairs being given a coat of Precision Track Colour. It is laid on C&L foam underlay and the ballast, all from C&L, is a mixture of 2mm Light Grey for the main lines and Ash Ballast for sidings and the cess.

There was no glamour in the station, no pretence of a past glory at this railhead. It was always a small terminus with no famous trains, no exotic locomotives and that's exactly why it appealed to me.

Bacup is a layout that owes a certain debt to **RMweb**. That might seem a strange statement but if it weren't for the inspiration gained from seeing other layouts there, from the plethora of information available, the encouragement and advice of its members, then I would not have moved on from the standard of my previous layout, which I now like to refer to as 'Rubbishtown'.

Now 'Rubbishtown' was perfectly acceptable but when the baseboards warped due to a misinformed decision to use Sundeala, I had little choice but to tear it up and start again. There were a number of elements of the layout that I felt needed improvement and I was itching to move forward and try new areas of modelling.

WHY BACUP?

So why a grotty mill town in East Lancashire which lost its rail connection in December 1966?

When I was 15, I bought a book called *British Railways Past & Present, No. 3: The North West*. On page 77 is a photograph of a run-down Bacup station, and a Cravens DMU departing as 'Black Five' No. 44728 idles in the headshunt with a brake van. There was no glamour in the station or surrounding



The impressive starter signals controlling departures from the double-sided platform.

area, no pretence of a past glory at this railhead.

It was always a small terminus with no famous named passenger services, no exotic locomotives or anything else that is supposed to appeal to railway enthusiasts or modellers. And in a strange way, that's exactly why it appealed to me.

Bacup was at the head of two branches; one from Bury via Rawtenstall (part of which is now the East Lancashire Railway) and one from Rochdale via Facit. The station was a terminus comprising a double-sided platform, a goods yard which used the platform run-round as a headshunt, a couple of carriage sidings, and a junction just off the end of the platforms. A mile down the Rochdale branch was a locomotive shed which closed in 1954. The station itself had a canopy of 12 pitches that covered about half of the full platform length.

I should point out at this stage that the layout is based on Bacup but is not true to prototype, as I did not have the room to do it justice. The trackplan is hopefully recognisable to those who knew the location but beyond the railway boundary nothing is in its correct place. However, all the elements are from Bacup and the surrounding area. Think of it as 'Abstract Bacup', a catchy name I am sure you'll agree.



ABOVE: Jason calls the layout an 'abstract' interpretation of Bacup, using buildings and structures from the area but managed to fit it in the space available. INSET: This greenhouse is one of the few buildings on the layout that didn't have to be designed and built from scratch!



GETTING STARTED

To me, the planning of a layout is as enjoyable as the actual construction. Researching the location you wish to model, drawing trackplans, imagining how it might look, even constructing mock-ups of various structures can be a real pleasure.

It was during this stage that I realised that I was going to have to take a huge step up and build my own turnouts. When the plan was drawn using Anyrail software and Peco templates, there was just no flow to the station throat area. This was compounded by limits of available space and the baseboard joins. It would have meant having to use Peco turnouts of different sizes and radii and would have ended up looking scruffy, causing derailments and leading to no end of frustration. As such, I downloaded a copy of Templot (track planning software), swore at it a lot, deleted plenty of early attempts and then finally twigged out how to use it and quickly saved then printed off the plans before I forgot how to use it again.

The next step was key to progressing the whole layout. As the station buildings and canopy play a large part of defining the layout as Bacup, I built this first with the reasoning that if I couldn't make a decent representation of it, then there was no point in continuing. After three months of cutting, gluing and painting a large amount of plastic card and more lengths of Microstrip than I care to remember, I was satisfied that I could pull the layout off and made a start with the track.

PROGRESSION

I wanted to avoid creating a flat landscape as Bacup is up in the Pennines where even the pool tables have hills and valleys. So, the decision was taken



A once-common task at thousands of small yards across the country makes a great cameo scene and adds authentic atmosphere to the layout.



Although Bacup's regular passenger services were dieselised from the mid-1950s, an ex-LVR 'Radial' 2-4-2T occasionally makes a comeback standing in for a failed DMU.

To me, the planning of a layout is as enjoyable as the actual construction. Researching the location, drawing trackplans, imagining how it might look and making mock-ups is a real pleasure.

early to raise the trackbed above the baseboard frames and fill in the scenery above and below it. As such, other than the trackbed, there aren't many level areas on the layout with even the road past the station entrance being on a gentle slope. As far as scenery goes, there is not a great deal of greenery, the majority of space being filled with mucky stone-built terraced houses and mills, stone setts and filthy retaining walls.

The vast majority of the buildings on the layout are scratch-built; the exceptions being a greenhouse and a handful of lineside huts. Having decided to model a town in the Pennines, there was no option but to scratch-build the sandstone houses, mills and other buildings; lots of them too.


All the non-railway buildings are based on real examples in or around Bacup. Google Earth is a

highly useful tool in providing inspiration, details and dimensions. The railway buildings are taken from a number of other locations, chosen as their dimensions fitted better with the reduced scale of the layout when compared to the real location. The signalbox is a model of one at Hebden Bridge, the goods shed is based on one down the Facit line in Whitworth; Bacup had a rather large goods warehouse and there just wasn't the room for it on the layout.

The buildings are mainly constructed using a shell of mounting board, clad with embossed plastic from a number of sources and painted/weathered using enamels. Slates are made from 150gsm paper. The majority have windows and doors made from plastic card and Microstrip, with a few exceptions, for example the signalbox, using

etched windows. I was far too worried about making a mess of them and gluing on and cutting the Microstrip for such intricate windows would have driven me potty!

Chimney pots on the houses have been a point of contention, as anyone who has followed my thread on **RMweb** will know. Initially, I used tapered pots and was happy with how they looked but it was pointed out to me by a number of members that castellated pots were used in the Bacup area. It has been a running joke for some time but finally, I managed to source a vast amount of the correct pots from Freestone Models and attach them.

Other areas of discussion (which have inevitably led to changes) have related to the colour of gutters and drainpipes, stench pipes, diagonals on gates and most recently, the colour scheme of mangles! 

 8

A filthy WD 2-8-0 typifies the grime and neglect of the final years of BR steam in the north-west of England. Note the use of static grass to create weed strewn tracks in the goods yard.

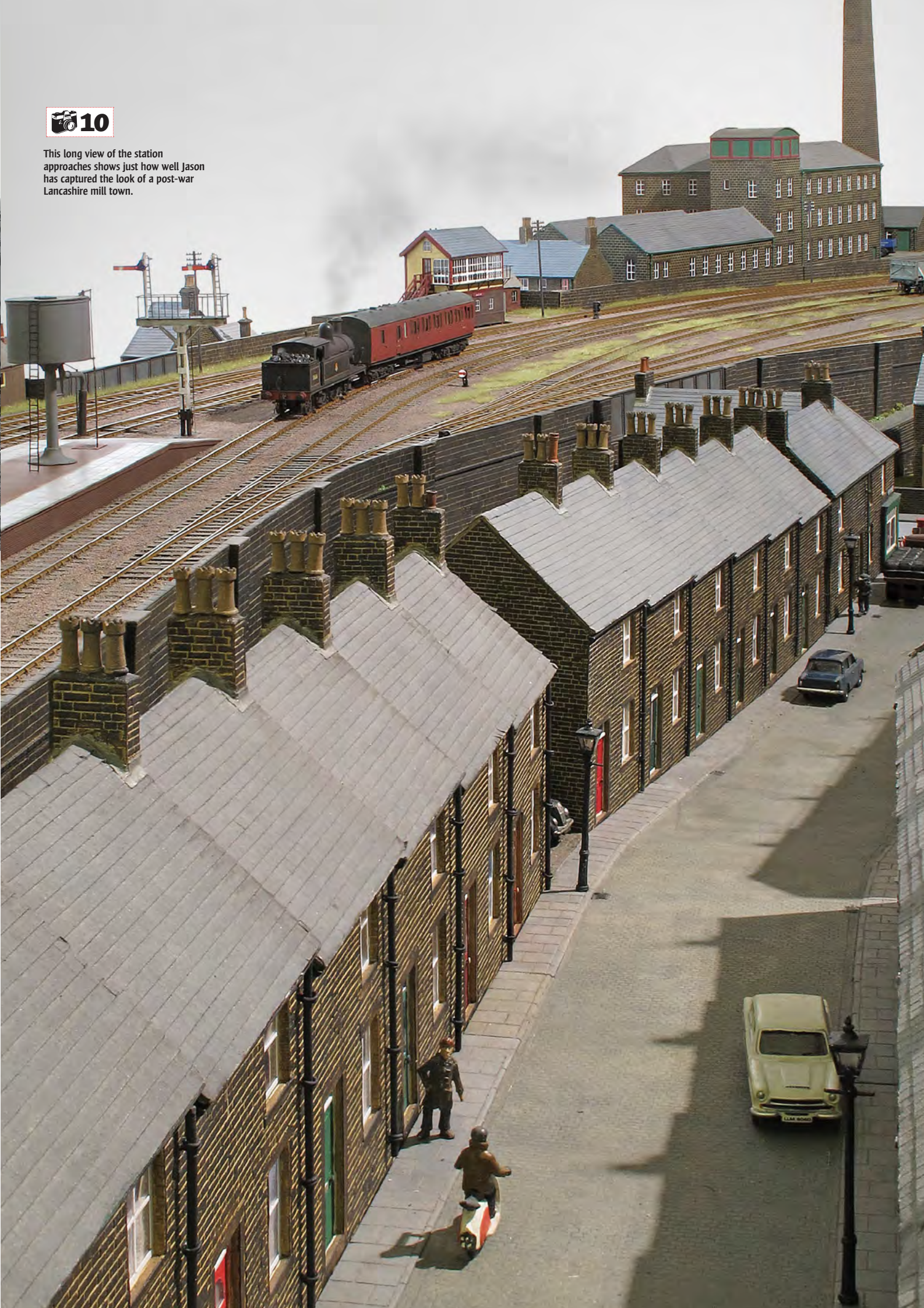


Railways in and around Pennine towns are characterised by the heavy civil engineering required to cross the many valleys and hills.

 9



This long view of the station approaches shows just how well Jason has captured the look of a post-war Lancashire mill town.





11

East Lancashire was one of the first areas to benefit from the introduction of diesel railcars in the late-1950s, although their popularity with passengers wasn't enough to save some lines, such as those to Bacup.

KEY DETAILS WEATHERING BUILDINGS

Weathering of the buildings is achieved by first painting the embossed plastic with stone coloured enamel paint and then once dry, dabbing on first brown and then matt black enamel paint with an old rag wrapped tightly around the index finger. Doing so leaves the paint on the raised section but not in the mortar courses. I have tried this method with brick too; it was not as successful.



12

WHAT MAKES BACUP A GREAT LAYOUT?

Although Bacup is Jason's first 'serious' layout he's very effectively captured the atmosphere of a Lancashire mill town in the 1960s, towards the end of steam in the area. The modelling of mundane terraces and functional mill buildings is to an exceptionally high standard. The locomotive and stock weathering is superb and the layout runs very smoothly. The only drawback is that it isn't an exhibition layout as it deserves a much wider audience.

Andy York
RMweb Editor



TAKING STOCK

Bacup's passenger services went over to diesel railcars from the mid-1950s and from then on, the only locomotive-hauled passenger services were occasional railtours and Wakes Weeks excursions to exotic locations such as Morecambe, Blackpool and Southport. With that in mind, I duly purchased a couple of DMUs but then temptation got the better of me and I purchased an ex-L&YR Aspinall Radial 2-4-2T. Of course, a 'Lanky' layout should have a 'Lanky' locomotive. In fact, it should have a few, so it was followed by an A Class 0-6-0, a Class 23 0-6-0ST and in the pipeline, a London Road Models Belpaire-boilered Aspinall Radial 2-4-2T.

As I already had a few locomotives more common to the line in its twilight years (for example Stanier Black Five 4-6-0s), the layout now flits between a couple of periods in time; namely the late-1950s and early-1960s, with best efforts not to use locomotives that wouldn't have been seen together. After all, the 'Lanky' machines were something of a rarity by the early-1960s.

The majority have been renumbered to examples that are known to have run in the area, if not up the branch itself. A few have been chopped about a bit (the amateur's way of saying modified), all have real coal added and I am in the process of weathering them. Coaching stock comprises mainly RTR items, with goods stock being a mixture of RTR and kit-built, the latter gradually out-numbering the former.



Dozens of terraced houses, complete with stone sett backyards and outside toilets had to be built to complete the scene.

LESSONS LEARNED

Building the layout has been a rollercoaster ride. One of the aims was to teach myself various new modelling skills and constructing a layout based on a prototype location has driven me forward in doing so. Since starting the layout three years ago, I have improved my scratch-building and weathering methods, taught myself how to build turnouts, constructed my first etched brass locomotive kits, built signals from MSE components, plucked up the courage to take a scalpel to RTR locomotives costing a fair chunk of cash and glued my fingers together countless times (the last wasn't really an aim, more of a side-effect).

Without the advice and guidance of countless people on **RMweb**, I fear I wouldn't have achieved much more than 'Rubbishtown II' so may I thank each and every one of you, from those who I have chatted to on the forum and in person, through to those who posted up how they tackled tasks in their threads. Even those who wouldn't shut up about chimney pots!

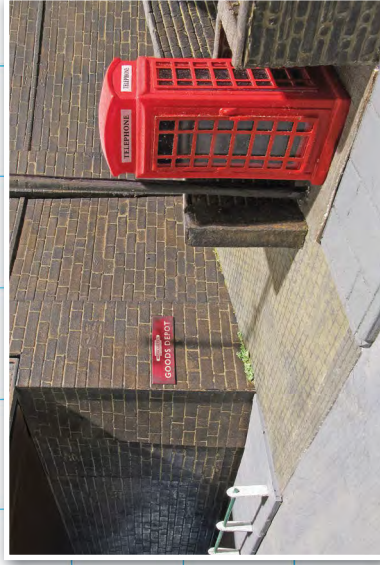
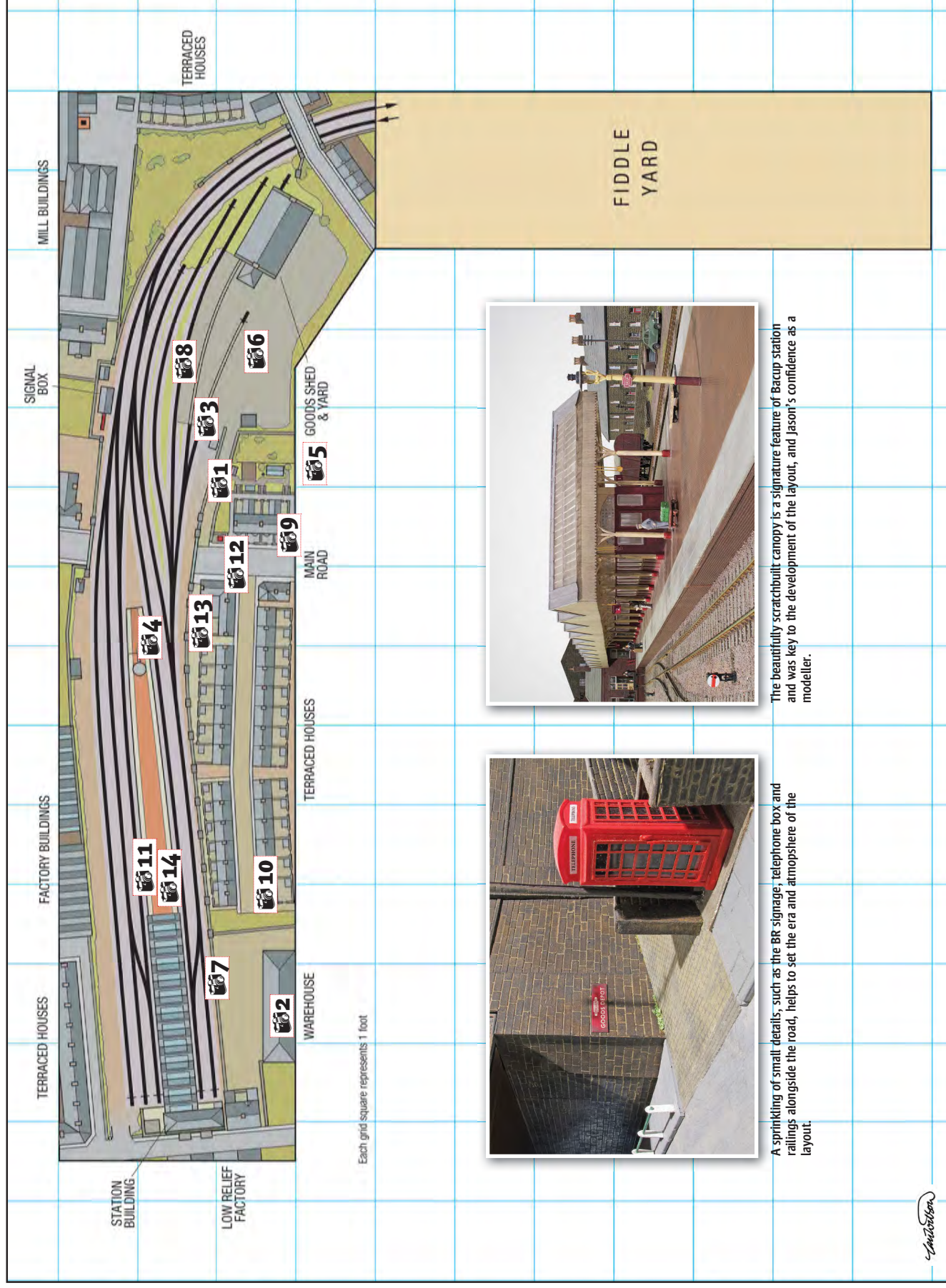
And to finish the article in the traditional way, what does the future hold? Sitting back and playing trains, mainly.



14

Something has caught the attention of the guard peering over the verandah of his brake van. Perhaps it's Jason's superb trackwork?

LAYOUT OF THE MONTH BACUP



A sprinkling of small details, such as the BR signage, telephone box and railings alongside the road, helps to set the era and atmosphere of the layout.



The beautifully scratchbuilt canopy is a signature feature of Bacup station and was key to the development of the layout, and Jason's confidence as a modeller.

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BRM

PRACTICAL **BRM**



Harry brings another dimension to Summat Colliery, adding sound via a Zimo decoder and tiny 'sugar cube' decoder. **ANDY YORK**

WHAT YOU NEED

- Zimo MX648 Sound Decoder - £90.00
- ZS04 J94 sounds for Zimo, Free with a decoder
- LS10X15 Sugar cube speaker - £7.00
- DSA3 'Stay Alive' capacitor pack (x3) - £15.15

HOW TO...

FIT SOUND TO A HORNBY J94

It can often be difficult to figure out how to install DCC sound into small tank locomotives, but as RMweb member *Ian Mellors* shows, new products are making it more practical.

With a little modification to the internal weight, and a little time and patience you can have a sound-fitted shunting locomotive for your layout.

TURN OVER
FOR STEP-BY
STEP GUIDE





STEP-BY-STEP GUIDE

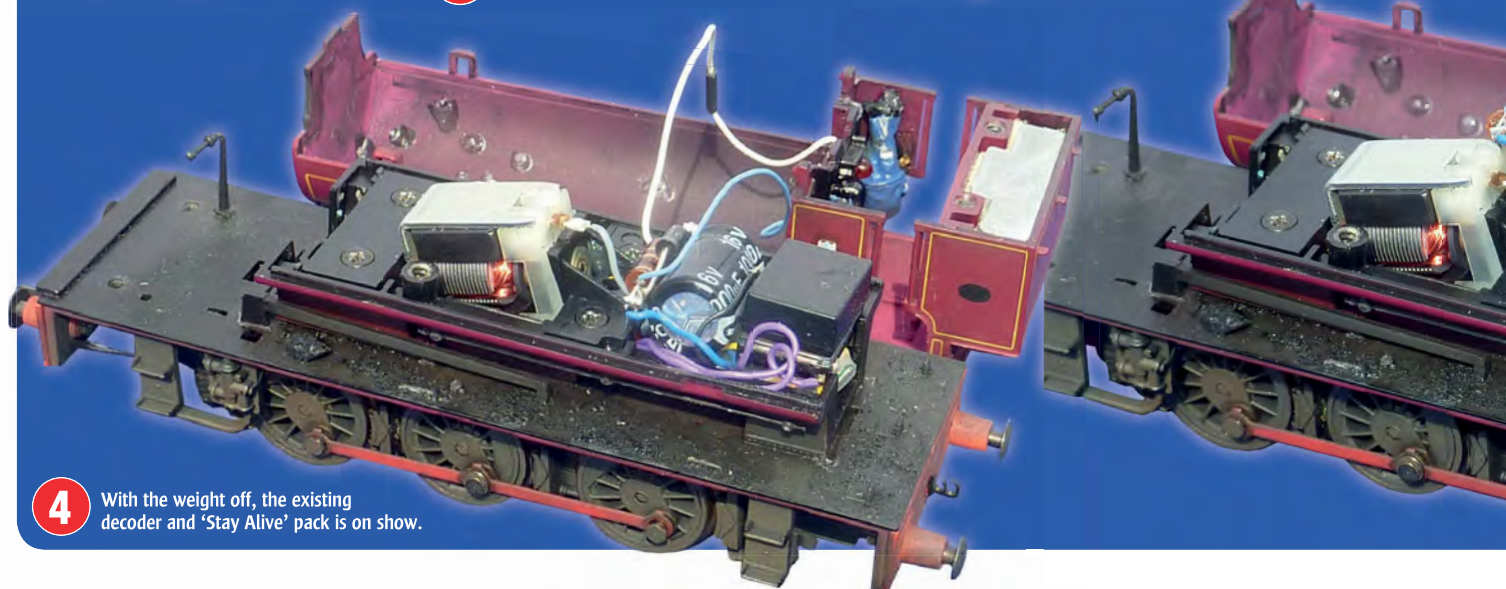


1 The Hornby Hunslet Austerity 0-6-0ST before works starts.



2

Remove the screw from the chimney and two screws from underneath to loosen the cab and tank moulding.



4

With the weight off, the existing decoder and 'Stay Alive' pack is on show.

Installing DCC sound into such a small tank locomotive might seem to be a step too far. However since the Zimo MX648 decoder and 'Sugar Cube' speakers came onto the market it has become a possibility.

I had previously fitted a Lenz decoder and a 'Stay Alive' capacitor pack into *Harry* - the main shunting locomotive on my Summat Colliery layout (November 2013 **BRM**), and so did not want to lose this extra functionality once sound was fitted. Thankfully the MX648 also allows for the fitment of an external capacitor, although it needs extra external components to control the in-rush current caused when the capacitor charges up.

The sound scheme was produced for Digitrains by Paul Chetter and features his 'Multi-drive' system whereby two distinct sets of exhaust notes are present on the decoder, one for a light engine and the other for one working a heavily loaded train. You can switch between the two sets by pressing the F5 key.

Dismantling the model is straightforward (see above). At this stage it is best to remove the front motor fixing plate by removing two more screws - now the motor terminals are exposed.

Unsolder the two bundles of wires leading from the pick-ups from the motor terminals. Make a note of which bundle leads to which motor terminal as you will need to make sure that you connect the orange wire from the

decoder to the bundle you connect to the red decoder wire, they are not colour coded for you!

Next, space needs to be made for the decoder and speaker. For a simple sound installation all that is needed is the removal of the 'U' shaped part of the cast weight that sits in the lower half of the boiler space.

Fit the decoder by connecting the red and black wires to the two bundles of pick-up wires, using heatshrink material to insulate the joints. Then connect the orange and grey wires to the motor. Don't worry if you end up getting the orange and black wires round the wrong way, you can always reverse the connections or use CV29 to make sure the locomotive runs forward!

Connect the speaker to the purple wires. Use a very small screwdriver to open up the small spring contacts on the speaker before inserting the wires - no soldering is needed. With its basic set-up the decoder fits in the bottom of the boiler space and the speaker sits above it under the cast weight.

Select a suitable capacitor that will fit under the weight; there is room between the speaker and the motor. A DCCconcepts capacitor pack will do the trick. If you want to fit the largest possible capacitor, use a file to make a shallow slot in the underside of the weight to accommodate the larger diameter.

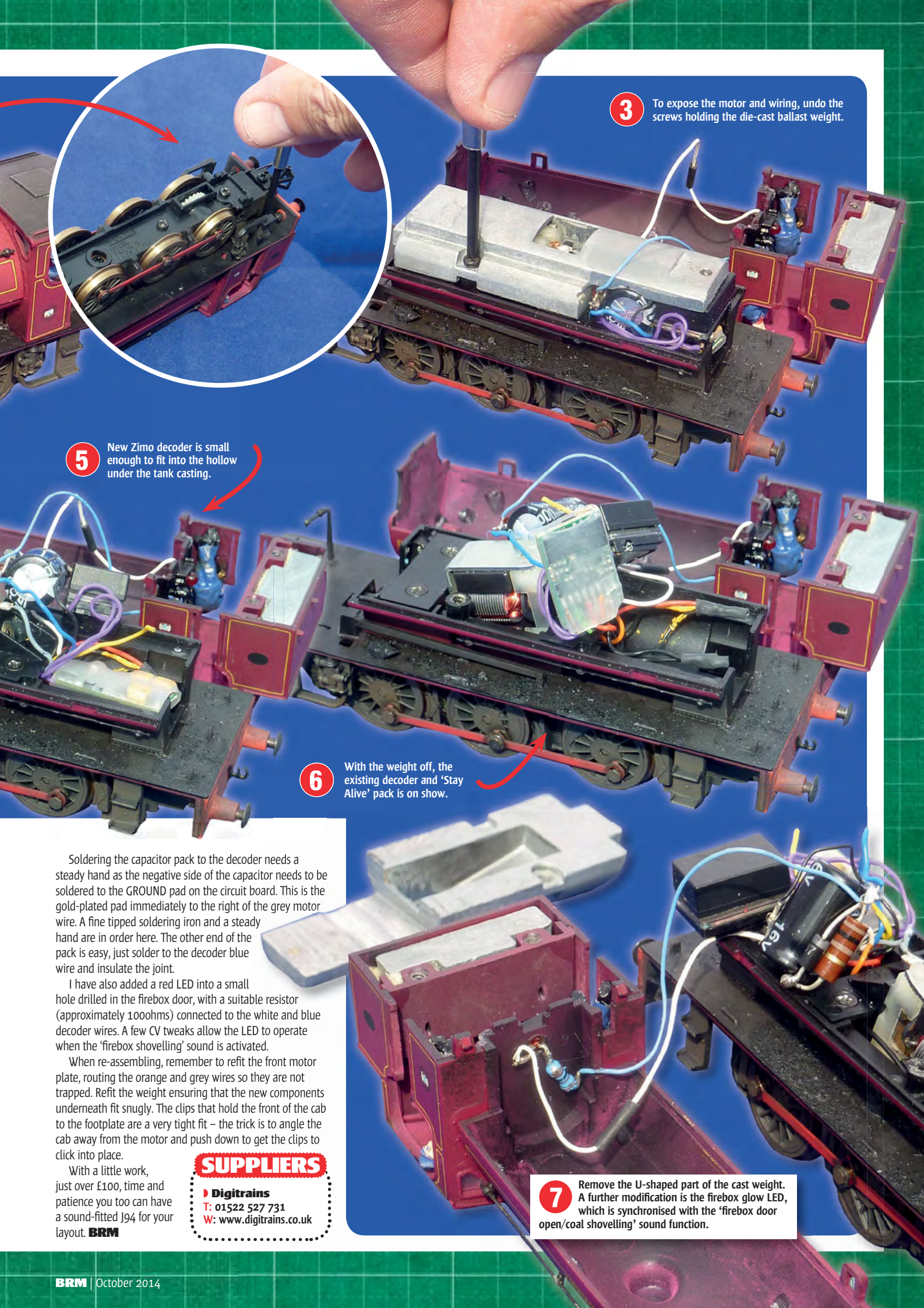
SEE MORE OF IAN'S MODELS

Ian Mellors' *Summat Colliery* was Layout Of the Month in November 2013 edition of **BRM**.

DOWNLOAD IT NOW FROM

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3 To expose the motor and wiring, undo the screws holding the die-cast ballast weight.

5 New Zimo decoder is small enough to fit into the hollow under the tank casting.

6 With the weight off, the existing decoder and 'Stay Alive' pack is on show.

Soldering the capacitor pack to the decoder needs a steady hand as the negative side of the capacitor needs to be soldered to the GROUND pad on the circuit board. This is the gold-plated pad immediately to the right of the grey motor wire. A fine tipped soldering iron and a steady hand are in order here. The other end of the pack is easy, just solder to the decoder blue wire and insulate the joint.

I have also added a red LED into a small hole drilled in the firebox door, with a suitable resistor (approximately 100ohms) connected to the white and blue decoder wires. A few CV tweaks allow the LED to operate when the 'firebox shovelling' sound is activated.

When re-assembling, remember to refit the front motor plate, routing the orange and grey wires so they are not trapped. Refit the weight ensuring that the new components underneath fit snugly. The clips that hold the front of the cab to the footplate are a very tight fit – the trick is to angle the cab away from the motor and push down to get the clips to click into place.

With a little work, just over £100, time and patience you too can have a sound-fitted J94 for your layout. **BRM**

SUPPLIERS

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7 Remove the U-shaped part of the cast weight. A further modification is the firebox glow LED, which is synchronised with the 'firebox door open/coal shovelling' sound function.

STOKESAY JUNCTION

PART 2

Part of TRMG's agreement with **BRM** is to exhibit Stokesay Junction, as it develops, at four major exhibitions. It is essential for guaranteed running quality to ensure that the baseboards fit accurately together. It may not be obvious but the tolerances required for N gauge are even more demanding than for larger scales. We set out to guarantee the flatness of the eight baseboards and therefore the trackwork – irrespective of venue.

The baseboards of the original layout were held together by hinges with removable pins. We found there was too much movement when

re-assembling the boards and so used bolts screwed into captive nuts. Although this improved the accuracy we felt that it was still not the definitive answer.

We turned to our preferred option of pattern makers dowels with most boards held together by over-centre catches. We also added adjustable feet to each of the legs (see right). We now have a firm basis, but still with flexibility, to transport the layout and know it will reassemble with the same degree of accuracy every time.

An adjustable foot: a key factor in ensuring baseboards can be made level in any venue.



The other major variables in this quest for perfection are track joints at the baseboard interfaces. Track joints on baseboard ends must be accurate and in gauge. Track soldered to copper-clad sleepers has been used in the fiddle yards. On the visible sections track is soldered to brass track pins. All of the baseboard joins are protected by end plates when the layout is in transit.

We have retained the original concept for transporting the layout; each front board is mated with the corresponding back board and the two side boards are similarly held together. As mentioned previously each pair of boards is held by end plates. This ensures that the most vulnerable parts, the undersides of the fiddle yards, with their protruding point

Before any trains can run, it's essential to make sure the baseboards can always be made level and the joints between boards and tracks are square and in gauge.



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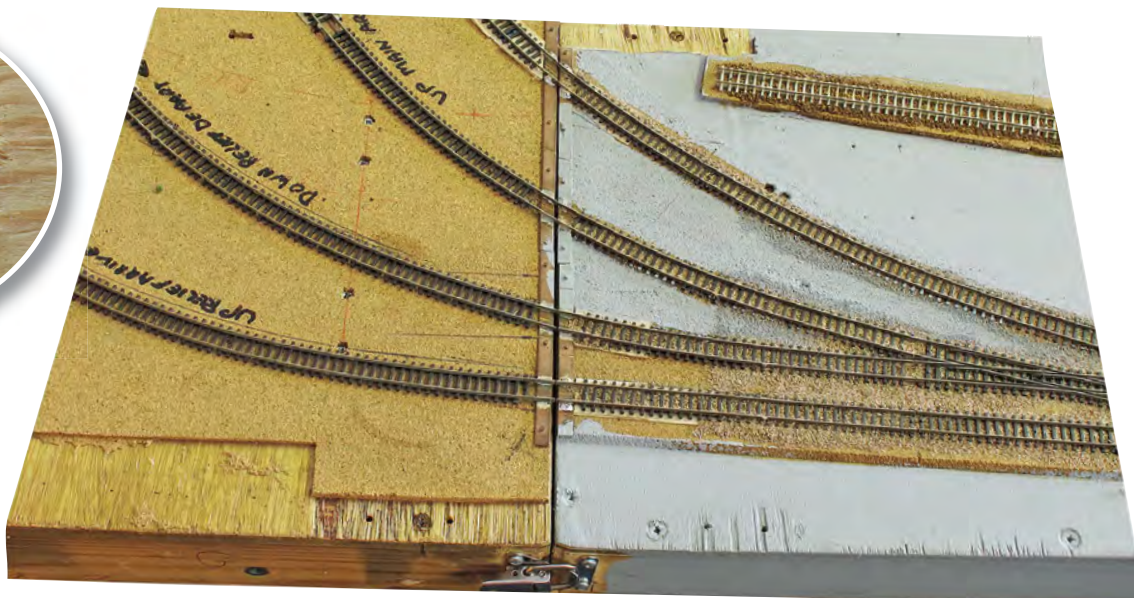
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Above Cabinet makers' dowel and captive bolt.

Right Rails are soldered to paxolin (copper clad) strips at the edge of each board to minimise the gaps between rails and keep them in gauge.

Below right Layout boards fastened together for transit, showing how the fragile scenic boards are protected and the all-important wiring diagram on top. We can't forget that!



motors, and the top sides of the front boards with buildings and scenery, are protected in transit. As multiple aspect signalling is to be one of the features of the layout we are working on developing a system of removing all signals for transit (we'll cover this in a later article).

Fixing strips are fastened to the edge of each board to facilitate location in the transport van. We try to hire the same van type each time so that this feature can be standardised. A location plan in the van is then drawn up, and adhered to so that everyone knows where every board is placed in the van.

AT THE SHOW

Erection and breakdown are to be carried out in a set sequence which is agreed by the exhibition team. We always have a list prepared for all of the items that must be taken to exhibition – not

forgetting the coffee mugs and chairs!

Two weeks prior to a show all tracks are checked and cleaned. In particular it is vital to check all points, particularly slip points, for pieces of stray ballast and other detritus. Good lighting, good eyesight, a small paintbrush and a very fine pair of tweezers are the main tools in this operation!

Following this the tracks are thoroughly cleaned, ideally not using abrasives. The layout is not

fitted with electronic track cleaners as locomotive manufacturers disclaim any responsibility for problems they might cause! We were lucky in that we were shown an excellent method of 'de-snagging' the track by a visiting member of the EM Gauge Society, who joined as a temporary member of TRMG.

A similar rigorous examination is also carried out on the locomotives and rolling stock. All wheels must be cleaned and checked for gauging. Similarly couplings must be checked as they can have a disconcerting habit of dropping with disastrous consequences. It is important to check lubrication of locomotives – eight hours of continuous operation at a two-day exhibition can take their toll. Any stock not coming up to scratch, has to be 'withdrawn' pending repair, hopefully returning at a later date.

It is prudent to ensure there is 100% back-up of controllers, as these too, have to endure quite a bit of hard use over two days in an exhibition hall stuck in someone's sweaty hand!

Layout presentation should also be thoroughly checked and anything which might detract from a good visual impression for the general public, must be rectified both prior and at the exhibition. A spare tin of paint, paintbrushes and tools should be included, along with a quantity of 'tacky blue stuff' and drawing pins, which can be used to effect a temporary repairs. **BRM**

Coming Next Time: Train Formations.

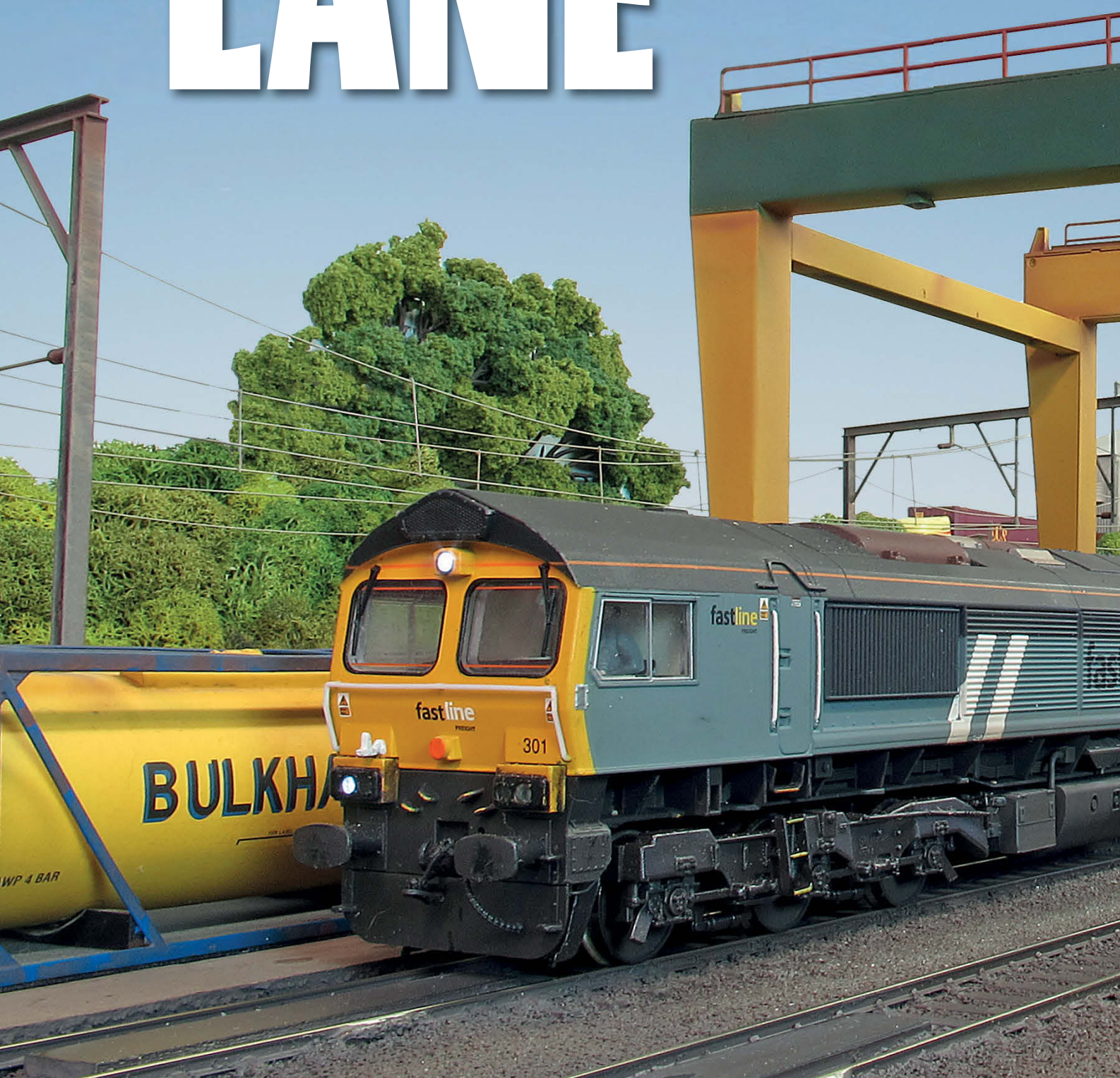


Over-centre catches provide a secure way to lock the boards together.



LAYOUT FOCUS

WARREN LANE



00
GAUGE

Alan Bevan and *Maggie Clark's* modern image masterpiece has long been a favourite on the exhibition circuit and with forum members. Join us for a last visit before the layout goes into a well-earned retirement.

FACT FILE

- ▶ **LAYOUT NAME** Warren Lane
- ▶ **SCALE/GAUGE** 4mm:1ft scale, 16.5mm gauge 00
- ▶ **SIZE** 18' x 2'6" scenic + fiddle yard
- ▶ **PERIOD** 2005/10
- ▶ **TYPE OF LAYOUT** Continuous loop
- ▶ **POWER/CONTROL** DCC



Already consigned to history, 66301 of the short-lived Fastline Freight draws under the cranes with an intermodal train.

I first become interested in model railways when my Mum brought me a Hornby train set one Christmas, I think I was about eight. Unfortunately the track was steel and soon rusted in our damp shed so it didn't last long.

A few years later, I started buying model railway magazines with my pocket money, I used to spend hours and hours studying every page until they fell apart. I daydreamed about what it would be like to own [Peter Denny's] Buckingham Great Central, my favourite, and plan my own layout. Of course I never had the money or the skills so the model railway dreams died.

Then, 35 years later on a whim Maggie and I visited our local model railway exhibition. As we walked into the school gym, right in front of us was the most amazing model railway I had ever seen!

It was Twin Falls, an On30 Logging Layout by Mick and Dan Lawrence. We spent all day Saturday in front of the layout talking to Mick and Dan and loved it so much we went back on the Sunday and did it all over again. We became good friends with them and over the next year we helped operate Twin Falls on many occasions. The seed was sown, we would build our own layout.

We made plans to build another logging layout, but soon gave that idea up as nothing we devised came close to matching Twin Falls.

My work at that time took me into Tilbury Docks and Ripple Lane in east London, where I would watch containers being loaded onto trains and lorries. A plan was formed for a container terminal layout. It helped that Maggie has a passion for road haulage, so it was a done deal!

Work started on Warren Lane in February 2010 and thanks to Ken Wilkinson we were invited to the Mid-Essex Model Railway Exhibition which was only seven months away that September!

I don't remember much about that summer. If we weren't busy building baseboards or laying

A plan was formed for a container terminal layout. It helped that Maggie has a passion for road haulage, so it was a done deal!



KEY DETAILS CONTAINER CRANES

2



The main focus of the layout is the gantry cranes. These are Heljan models repainted into Freightliner colours. They're fully operational models and can move and pick up containers using electromagnets. I replaced the original Heljan plastic track bases with code 75 flat bottom rail soldered to printed circuit board (PCB) material. This gives the cranes a run of about 8' - not quite prototypical length but not too bad. We have converted about 95% of our containers with metal strips so that the cranes can move, load or unload boxes from anywhere in the yard.



A scene from the early-2000s as a GNER HST and Class 373 set on loan from Eurostar pass the busy terminal.

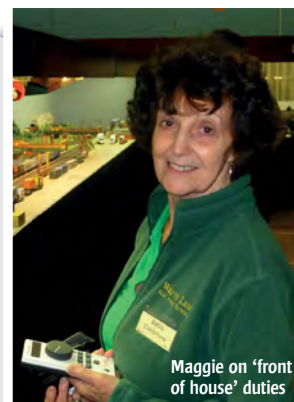
MEET THE WARREN LANE TEAM



Mick and Alan

Alan Bevan and Maggie Clarke are probably the two best-known people behind (or in front of) Warren Lane, and currently co-own the layout along with Matt Richardson. Alan built the layout and is one of the regular operators at shows, whilst Maggie takes charge of shunting operations and talking to exhibition visitors at the front of the layout. Matt is the expert 'crane wrangler', electrical guru and webmaster for the Warren Lane site.

Other regular operators include Michael Lawrence, whose superb scratch-built models can be seen around the layout, weathering and DCC sound specialist Daniel Lawrence, Philip Dean and Andrea Richardson. If you want to know more about the layout and its development, go to www.rmweb.co.uk and search for 'Warren Lane'.



Maggie on 'front of house' duties



Warren Lane can run in East Coast or Great Eastern Main Line guise for the late-1990s/early-2000s.

The layout is set in East Anglia, the bridges and catenary are scratch-built based on local prototypes on the Great Eastern Main Line, but to be honest it could be anywhere on the 25kV AC system.

track we would be out on field trips taking pictures at Felixstowe, Tilbury or Southampton.

It was that summer that we discovered **RMweb**. Having never built a model railway before, I found it a great source of information. The concrete in the yard and the use of hanging basket liner for grass, all came from people's input into the forum. And of course Mick helped so much. I remember coming back from Southampton and showing Mick photographs of straddle carriers at work. Within days he had scratch-built one for us!

It's the constant movement of the boxes that

makes Warren Lane popular at exhibitions. There's always something going on, with arrivals shunting into the yard, loading or unloading, train departures, sometimes all at the same time!

The layout is set in East Anglia, the bridges and catenary are scratch-built based on local prototypes on the Great Eastern Main Line, but to be honest it could be anywhere on the 25kV AC system.

At shows we tend to change things around; for example we had a GNER/East Coast Main Line theme going on for the National Festival of Model Railways at

Peterborough (where the photographs for this article were taken) - we don't know how the Eurostar got there!


We finished the layout with only days to spare, the show was great, Warren Lane was well received and we had a great time, and more importantly we made many new friends!

We love model railway exhibitions. It's great to get away for a weekend with our friends and enjoy the atmosphere and social side of the hobby. Maggie does all the shunting from the front of the layout so she can interact with the public. I'm sure if you watch



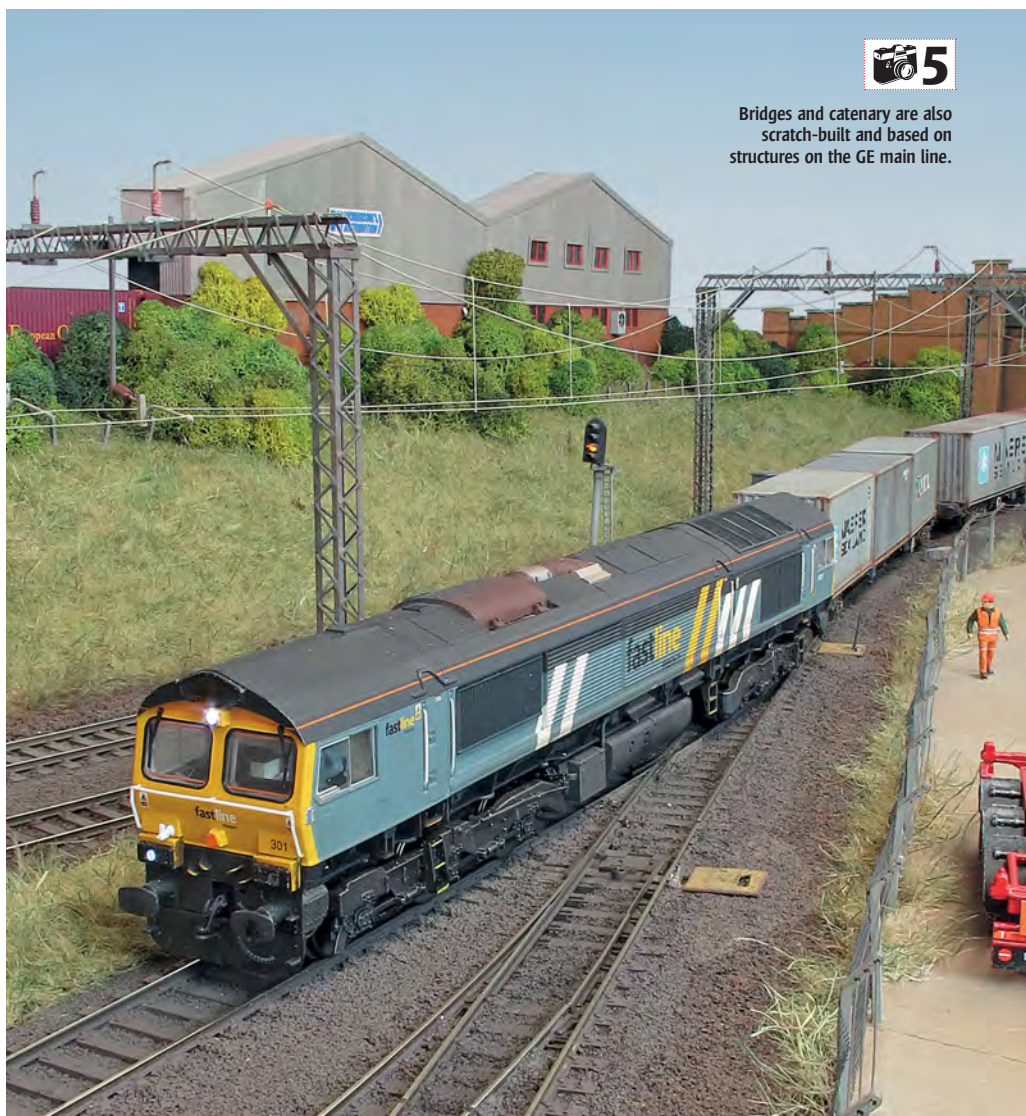
KEY DETAILS ROAD VEHICLES



Our road vehicles are from a variety of sources. Many of the container lorries have Oxford Diecast tractor units (in a variety of authentic company liveries) paired with scratch-built trailers. Many of the containers they carry are either scratch-built or modified, repainted and weathered models from a variety of sources. Straddle carrier 03 was scratch-built from plastic section and spare parts by Mick Lawrence and is based on a machine seen at Southampton Freightliner Terminal. See www.warrenlane.co.uk for more information. 



Bridges and catenary are also scratch-built and based on structures on the GE main line.



Warren Lane long enough you will see some mishap occur because Maggie is chatting to someone while shunting - who said women could multi-task?!

Since that first Exhibition in 2010, Warren Lane has been to nearly 30 exhibitions all over the country and abroad. Our team has grown with input from our electrical guru Matt Richardson and the sheer enthusiasm of Philip Dean who went to his local show, met us and operated Warren Lane for the next two days (that sounds familiar...). It continues to have a lively thread on **RMweb** too.

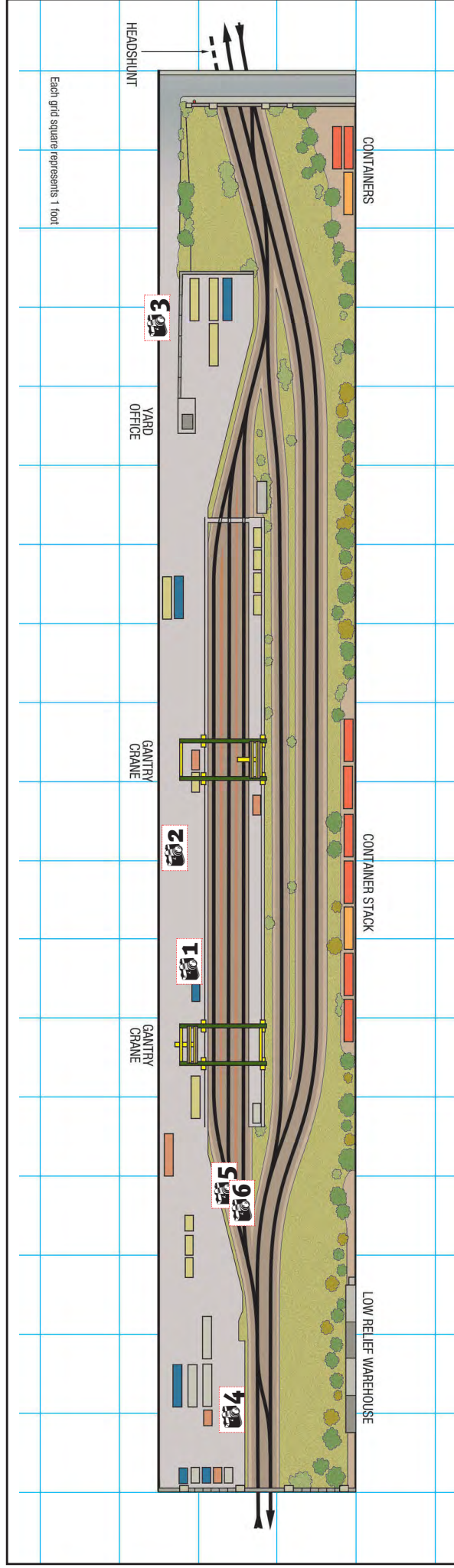
THE FUTURE

The current Warren Lane will be retired after next year's DEMU Showcase, which is a special 21st Anniversary Show. Plans are in place for an EM gauge replacement which will keep the Warren Lane name going, but we will take our time with that one. Thanks for all the kind comments and input from everybody on **RMweb** and at the shows and a special Thank You to Mick and Dan for making it happen! **BRM**

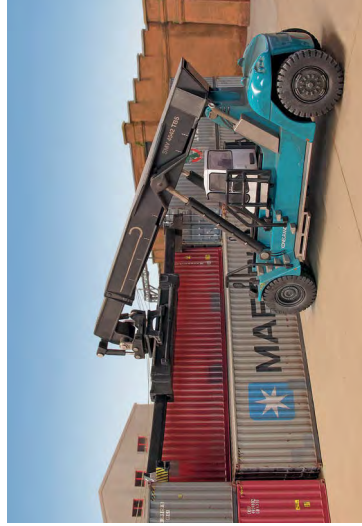


It's remarkable how quickly the railway changes - a Loadhaul Class 37, Railtrack wagons and a Freightliner Class 57 place this view firmly in the early years of privatisation.





Amisdon



A reach stacker is an essential machine for any container depot. Oxford Diecast now offers one in 1:76 scale for OO gauge layouts.



The unique 87101 *Stephenson* passes at the head of an empty intermodal train. It was the only Class 87 to receive RfD sector colours.



Containers are available from a wide range of suppliers including C-Rail Intermodal and Dapol and they can make a great first weathering project.

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WERE THEY REALLY THAT COLOUR?

Colour is a hugely subjective and often emotive subject for modellers. HMRS Transfer Development Manager **Tanya Jackson** looks at the factors that influence our views on railway liveries.



Inset: An Ivatt 2MT 2-6-2T preserved at Ropley. Look how many different colours are visible in this small area of an ostensibly black locomotive. The logo transfer has undergone a strange fade to a golden hue.

As the BR coaching stock steward of the Historical Model Railway Society (HMRS) I often have to address questions about livery - particularly those 'right shade' questions. In my other role as Transfer Development Manager such questions also occupy a considerable part of my time. I am often confronted with one of the most intractable of livery questions; what was Midland red, LMS crimson lake, BR maroon - or whatever?!

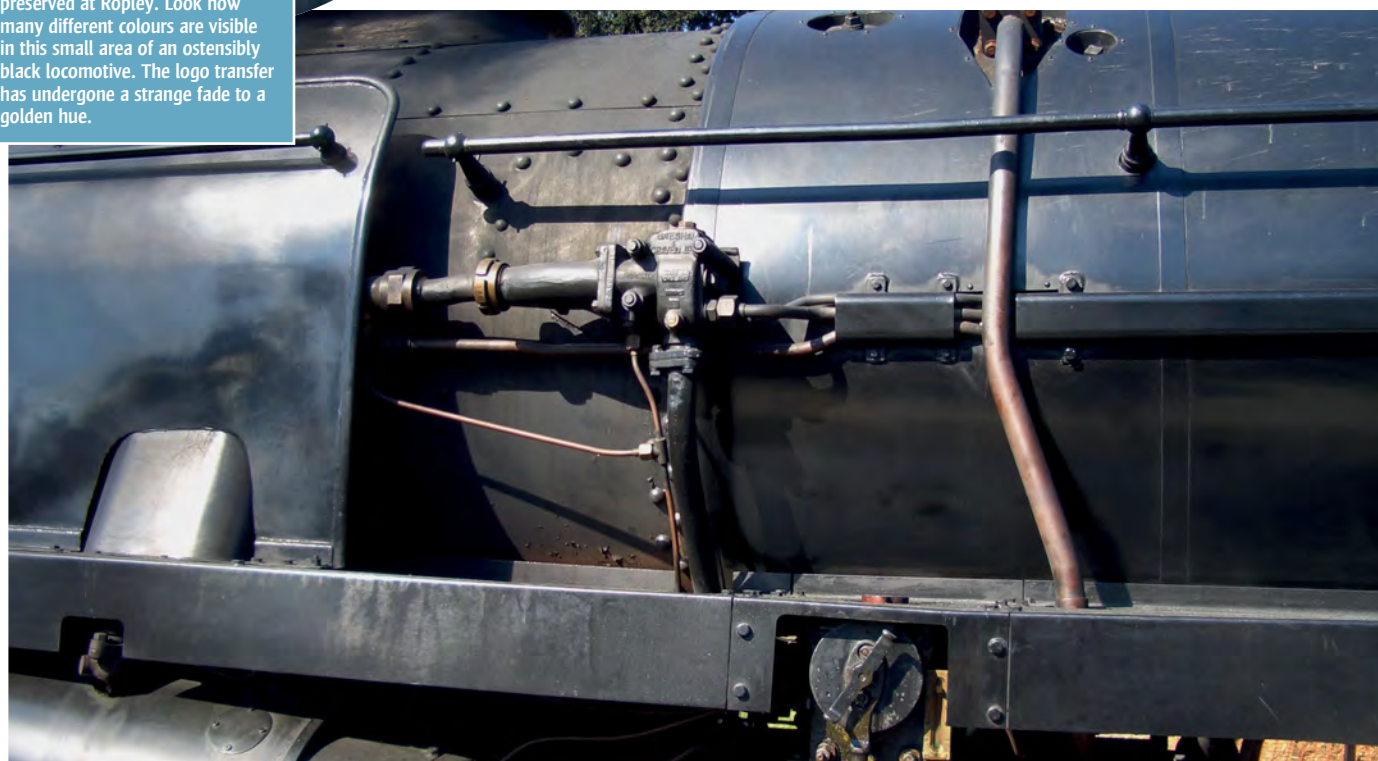
THERE'S NO ESCAPE!

The more I have researched liveries - over more years than I care to disclose - the more I have reached the conclusion that there is no single right answer to any of the livery questions that crop up. Yes, railway

companies did strive for consistency, but how far that was achieved depended, like so much else in life, on varying and disruptive circumstances. Issues such as application, cleanliness, maintenance, poor quality materials and cleaning that did more harm than good frequently intervened to thwart the best laid out livery schemes and render locomotives and stock a variety of different shades of the same colours - or, even worse, one different from that intended.

So, what are the facts behind livery colours, and what evidence should you rely on as to the 'right' colour for your model - bearing in mind that 'right colour' might be a subjective matter! Let's take the last of those first - the evidence.

Memory is by far the most fallible of all forms of evidence and said to be worst in males. Very few



Above: An interesting picture of BR 9F No. 92212 at Ropley showing how the smokebox has weathered completely differently from the surrounding parts. This may be due to the fact that it is subject to direct heat from the firebox rather than radiated heat via the steam.

people have perfect colour memory, and certainly this may largely be discounted as a guide to historical accuracy.

Some years ago, at an HMRS meeting in Skipton, Tony East took volunteers from the audience and, having eliminated the possibility that they were comprehensively colourblind, tested them to see if they could hold a colour in their memory for 15 seconds and then match it. None of them managed it. As he says; given that, how could they manage to accurately memorise a colour for 40 years? I am sure Tony would concede that this small test was not wholly scientific, but it accords with much other evidence about the fallibility of colour memory.

PHOTOGRAPHIC EVIDENCE

All published images have been through several transitional processes before they arrive on the printed page. Each stage adds its own distortions and compromises.

Colour negatives are made up of discreet layers, each responding to a primary colour. To compensate for limitations in the chemistry of these layers the transparent film base has a balancing orange tint. In very early colour negatives this tint was almost red, but, due to gradual improvements in the technology, these days it is pale orange. At the printing stage, further adjustments are made so the print looks natural. A realistic appearance is imposed on the printed image by informed guesswork; it is not an accurate colour reproduction of the object.

When images are scanned from transparencies there are fewer steps, hence fewer compromises, but the dynamic range which can be recorded in a transparency is more limited. This is all to miss the main point, really. Normal photographs just don't contain enough colour data to accurately represent the object. For this reason some technical photographers include a colour reference card in the image. Measurements can be taken from this to correct for errors and reproduce elements more accurately.

In the Victorian era colour prints of locomotives were often created using a process known as chromolithography. This is a process where individual colours are printed on top of a black and white image one at a time. As Tony East points out, these pictures are made with ink, not the paints actually used on the objects portrayed, and also lack the varnishes and other finishes that may have made the actual vehicles look quite different.

This method, and others where an artist has selected colours, can have the advantage that a trained eye was involved in capturing and reproducing the particular colours and may be the most authentic records we have of some pre-Grouping colours - but don't bank on it without other evidence. Alongside his article in *Railway Archive Volume 5* Tony East exhibits a spectacular howler - a magic lantern slide supposedly of London Liverpool Street in GER days which is actually a picture of the LB&SCR side of Victoria station. The image sports a 'Terrier' 0-6-0T retouched into GER blue! Beware of artistic licence.

PAINT SCRAPINGS AND DOCUMENTARY EVIDENCE

Paint scrapings are probably the best and most reliable source of information, however, we do

Right: A good example of red fade at Ropley, gone so far it looks like rust. But note that the white has also been hit rather selectively. The letters down the middle have been stained by the rust running from the nut and bolt at the top.



I make no extraordinary claims for my colour memory but this is BR blue as I remember it, on 33053 at Ropley in 2010. It was always prone to whitening in streaks, presumably the result of detergents. Note also that the underframe equipment proves that black is not always black. A combination of oils and greases, dirt and rust particulates have rendered it a variety of different colours, tones and shades.

need to be guarded here as one or two samples are only a snapshot. Moreover, historic paintwork has all too often been painted over and may have been affected by the paint on top of it, although I am told that a skilled paint matcher can match a paint colour even from a faded or contaminated sample.

In respect of documentary evidence, records do exist as to how paint was mixed but these can be unhelpful to say the least. For example, the recipe for LMS crimson lake specifies the use of 12lb of standard LMS lake (paste form). This paste was provided by an outside contractor which doubtless mixed up each batch according to judgement, the mix needing to vary as the ingredients in themselves would tend to vary in strength. Whilst one does not like to cast aspersions, providers of raw materials have long been known to vary the quality of their products - 'quality fade' is not a new issue! The paste would be mixed with varnish, turpentine and drier, doubtless in some pretty poor light conditions (as far as modern, professional paints matchers and artists are concerned).

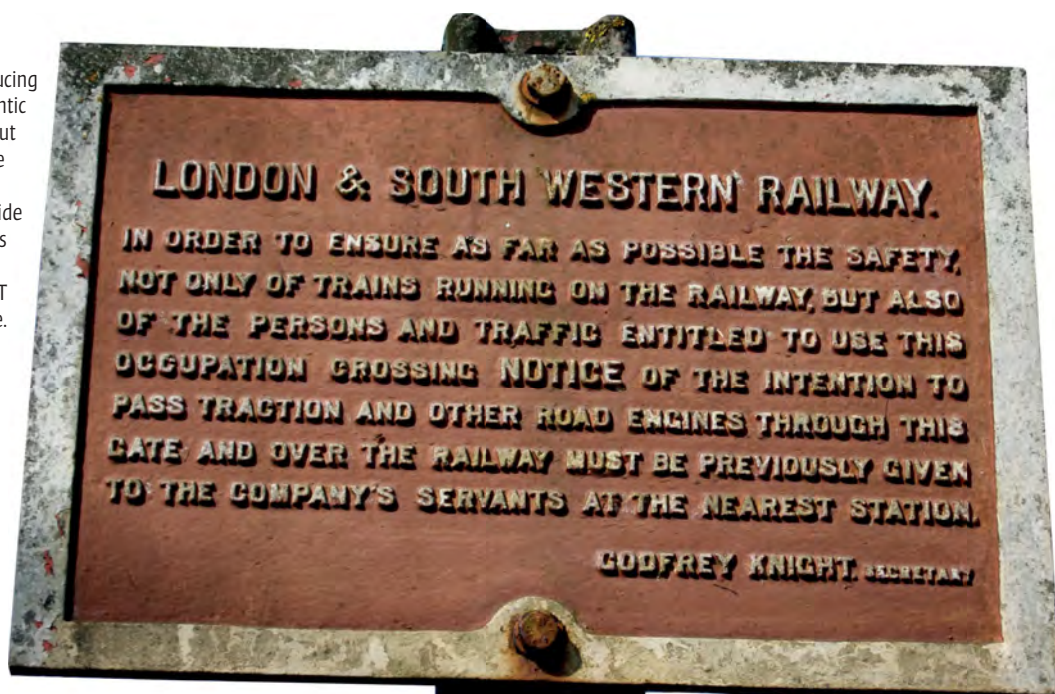
For the most part good documentary evidence on railway company liveries is rare. Ivor Lewis' article

in the *HMRS Journal* Volume 20, No. 3 describes just how excited the HMRS' GWR stewards got when they discovered a fragment of paper, from 1902, in the British Railways Board's Residuary Archive that contains lining instructions for GWR locomotives. This shows that Churchward initially approved the continuation of the Dean style lining. It is quite a find that backs up the existing research, but such finds are rare.

CONSISTENCY

My fellow HMRS stewards of the GW persuasion, as mentioned above, state that the colour panels which Swindon used as their guide for locomotive green were consistent from the years 1875 to 1939 (*Great Western Way*, HMRS Publications, Chapter 3: Locomotives, p14-15). Varnish, mixing instructions and other factors led to observed shade differences - such as that in 1928 when the mixing instructions were changed. I have been told, by someone who was there, that the BR post-1956 era maroon applied at Derby was a good match to old LMS coach panels found at the works.

On the other hand, a correspondent has told me of riding from Perth to Edinburgh in the summer of 1959



PROTOTYPE INSPIRATION

The patina of scratches on this transfer, on a preserved coach side at Didcot, makes it look like a Roman mosaic. You would not notice it except up close. I suspect this is mostly the result of cleaning, possibly tearing at areas already damaged by corrosives deposited from the atmosphere. It appears to have affected the white area more than the others but a view even closer up shows that to be an illusion.

or 1960 in a BR standard coach that had been turned out unvarnished by St Rollox, presumably in a hurry to fill a rolling stock shortage. He describes it as having "a matt, dull deep pinkish hue."

There is evidence of consistency - or attempts at consistency, but changes in method or materials - or the need to get stock out as a rush job - could cause changes or lead to aberrations. Someone with long experience of working in a railway workshop has told me: "Colours varied according to who was doing the painting and when... and that was just the black!"

DID PAINT REMAIN THE SAME?

Reactions in paint don't stop once it has dried. The elements of the pigment may redistribute and lead to a gradual change in colour. It is well known that lead paint can darken due to the oxidation of the lead. This may explain why some colours, such as Midland red, reportedly darkened as they aged. Another change that occurs is called 'float out', where the yellow pigment slowly sinks to the bottom and the blue rises.

These changes would happen in a normal atmosphere, and normal light conditions, without exposure to the more serious challenges railway rolling stock must endure; moisture, heat (especially where steam locomotives are concerned), soot, oil, acid, alkalis, salt spray and many more nasties will all take their different tolls on a paint surface.

A coach or locomotive exposed to the sea air of the West Country would doubtless weather in a different way from one suffocating in the smog of London.



Until the demise of steam - in fact, until the general cleaning up of the atmospheric environment in the 1970s - a great deal of airborne filth was deposited on objects and this is reflected in BR documents that record some truly woeful examples of damage to liveries. These include an example of a coach, newly painted, that was put outside and ruined in just one weekend. The main source of such dirt was identified as the roofs from which it was brought down by wind and rain. It makes you wonder why they didn't wash the roofs before painting!

Cleaning is, of course, the answer to removing damaging deposits, but that can inflict its own ravages. BR locomotive green was one colour known to darken due to the patina of scratches that hand cleaning caused. This is probably one of the 'other factors' behind the change in shade on GWR locomotives, as well as MR red.

A varnish coat is meant to protect paint but from the mid-1960s British Rail stopped applying it. Instead the new rail blue was to be its own protective layer and was originally applied via an airless brush method with a semi-matt finish. BR internal documents relate that early experiences

with the results were not at all happy. Automatic washers damaged the surface and detergents were often left on too long, resulting in a characteristic bleaching of the paint. Vigorous attempts were made to remedy the situation, with some success, but those who recall BR in the 1970s will most likely remember it as the fade-shade decade. BR returned to brush painting at many locations and the result was a glossier finish than had originally been intended.

Carriages running together could be in different stages of fading and weathering. Even on the Southern, with its fixed rake system this could occur, and even within multiple units. This could be due to vehicles being outshopped on different dates, or being exchanged between sets.

Light colours were/are much more susceptible to staining than dark ones; a BR document dated 1952 concluded that the cream used in the contemporary livery scheme, as well as that on Pullman cars, was "totally unsuitable" for railway service. The paint lasted as little as ten months before a complete repaint was necessary to restore a proper finish.

In contrast, Tyneside electric multiple units, painted in the contemporary multiple unit green, only needed touching up after a period of three years. The document also notes that photographs (it includes some) cannot not fully convey the deterioration.

It was reported in a BR document from the early Sixties that 2,800 tons of brake dust built up on the bogies and underframes of Southern Region vehicles alone in a single year. These encrustations caused damage to paintwork as well as being unsightly.

The British Transport Films production *Power to Stop* of 1979 shows the research work that was done on brake blocks to reduce the amount of wear and the corresponding detritus. It also reports that BR was replacing 3.5 million brake blocks annually at the time, costing an incredible £10 million a year.

Most weathered models - particularly the RTR ones - is that they are often pristine paint finishes with 'dirt' sprayed on top and no attempt to replicate the deterioration of the paint surface beneath.

PAINT TECHNOLOGY

One correspondent advising me on this article commented that he found a 'fairground appearance' on preserved lines, a brightness of colour that he doesn't recall on the railways they intend to represent. Whilst



Above: This view shows the fading of the logo on BR 4MT No. 76017 awaiting overhaul at Ropley. It underlines what happens, slowly, to all insignia over the course of time. Reds, golds, blues and silvers have all been reduced to off-white.

Right: The BR crest on preserved A4 No. 60019 Bittern, for comparison.





The SWT livery of Desiro EMU 450101 should last around ten years - a vast improvement on its predecessors. Modern cleaning regimes have been much improved by research and so has the design and behaviour of brakes, traditionally a major cause of pollution as well as soot, oil and fumes.

I have cast doubt on the validity of memory earlier, that was on the ability to recognise precise shades. In this matter I believe my correspondent's memory has served him well and that what he correctly observes is due in part to the improvements in paint technology, where preserved railways are using modern paints to try to reproduce the effect of older paint types. Tony East's article, referred to earlier, outlines the problems that beset earlier paint technologies and how things were gradually improved.

In the modern era the use of two-pack spray paints has resulted in a much more glossy, vibrant and hard-wearing appearance of stock on the 'real' railways that can last ten years or more. This is often coupled with vinyl transfers of equally bright appearance - although, again, colour matching can be problem and there are some classic examples where the transfers and paints are combined and just don't match!

AMBIENT CONDITIONS

The filth that contaminated rolling stock was very often airborne and likely dulled the light quality as well. This is suggested as another reason for the apparent brightness of preserved stock mentioned above.

Ambient light conditions play a large part in how we perceive colour, as well as the qualities of reflected light from varnished surfaces. One of the reasons that BR chose a part-matt paint for its new corporate image was to avoid the effect whereby distortions and other defects are shown up and exaggerated by reflections. In the diesel age, with more metal panelling, this was of greater concern.

Whilst researching this article I was contacted by a modeller who has painted his models to fit in to the specific light conditions of the winter's day - complete with snow - that his layout portrays. Whilst this may be a little extreme for some, it is worth considering the kind of light quality that will be available when and where you display your models and possibly choosing the colours accordingly, rather than being tied to a general prescription of 'the right colour'.

A related issue is of course that of scale colour - perhaps one of the most contentious subjects when it comes to painting models. Anyone who has experience of choosing paint from a swatch, only to be disappointed, or maybe even aghast, as to what

it looks like on a whole wall knows something about this affect. When you reduce the size of an object its colour appears darker. There are plenty of anecdotes about modellers getting the right shade of paint - even a pot of the real paint from the works - only to be surprised that it looks nothing like the prototype. This is, again, something that needs artistic judgement and modellers should feel free to experiment.

CONCLUSION

I hope I have produced some good reasons to liberate modellers from the tyrannical strait jacket

of 'exact shade' orthodoxy, whilst showing that you can be historically accurate whilst being rather more creative with your colour. If nothing else, when the colour of your new coach doesn't quite match the colours of the rest - relax, it's prototypical!

For help with this article I have to thank too many people, but particularly Ivor Lewis for making available to me his copies of material from the HMRS archive. Thanks also to the Watercress Line and to Didcot Railway Centre for allowing their exhibits to be photographed - they also deserve to have it pointed out that they turn out vehicles in very fine condition! **BRM**



This BR 20t brake van is newly painted, and to prove it has had the paint pot left on the end whilst it is pressed into service. The red of the paint is very bright and I do wonder if the pigments of 50 years ago could have matched it.

WANT TO KNOW MORE?

- **Painting Victorian Trains** Dr Anthony J East, Railway Archive No. 5
- **Keeping up appearances - the problem of rolling stock cleanliness** Brian Haresnape, Modern Railways, October 1966.
- **Great Western Way (2009 edition)** The GWR company stewards of the HMRS

PROTOTYPE INSPIRATION

Teesside: After a naming ceremony at the nearby ICI Wilton plant, 47 361 *Wilton Endeavour* returns to Thornaby depot with a demonstration freight of Speedlink wagons. TEA bogie tanks are made by Hornby, Bachmann and Graham Farish whilst the VTG ferry vans are produced by Dapol in N.



SHORT & SWEET

PART 2: SPEEDLINK TRAINS

Continuing his quest to find freight trains suitable for even the smallest layouts, **Michael Rhodes** recalls a selection of 1980s wagonload services hauled by Class 47s.



Cornwall: BR blue 47 105 rolls into Truro in 1985 with a Chacewater to St. Blazey Speedlink trip. The train has just four PCA cement tanks in tow but will pick up further air-braked wagons from Truro Yard. Hornby and Graham Farish have produced this version of the PCA. For much more on post-1960s cement tanks, see David Larkin's article in the June 2014 issue of **BRM**.



Teesside: Back in 1986, 47 293 winds out of the yard at ICI Haverton Hill with 6049, the daily Speedlink to Eastleigh via Tees Yard. Behind the locomotive are six 4w tank wagons. Three convey carbon dioxide and can only be reproduced by building kits, whilst the three TTAs at the rear carry ethanol and are in the 2014 Bachmann range.

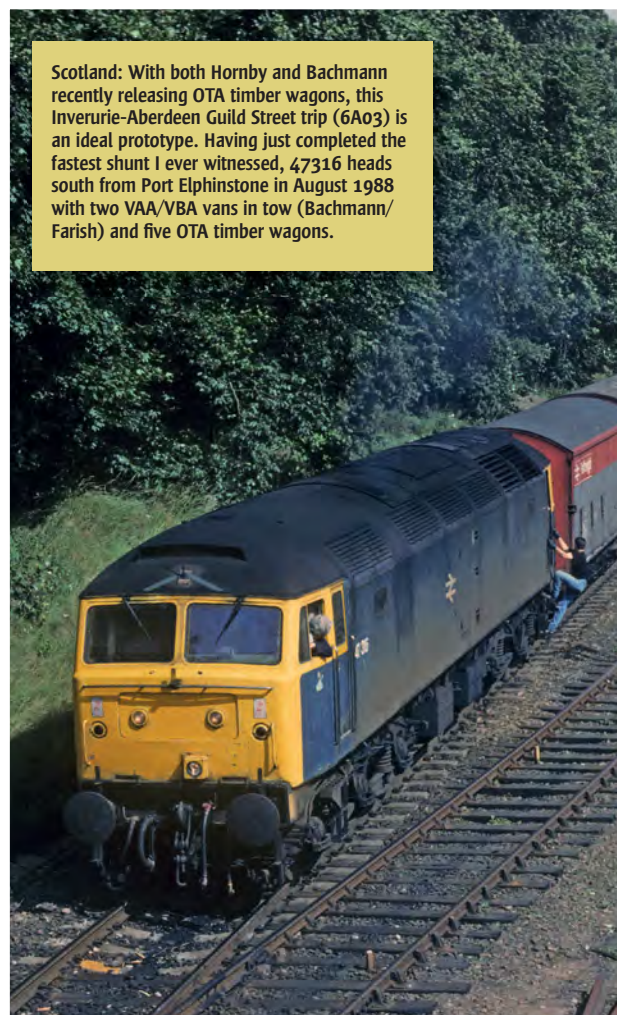


Yorkshire: A perfect train for layouts of any size; the Tees Yard-Eastleigh (6049) comes off the York avoiding line at Holgate Bridge in 1986. Behind 47 380 are a TTA fuel oil tank (Farish/Bachmann/Hornby), two VDA vans (Farish/Bachmann) and a BDA bogie bolster (Farish/Bachmann).



Teesside: Railfreight 'red stripe' 47 301 passes Thornaby with a Speedlink trip to Stockton in 1990. Behind are four empty HSAs (modified HEA coal hoppers) which will be loaded with scrap at Stockton. Bachmann/Graham Farish have produced models of the HEA/HSA in several liveries.

Scotland: With both Hornby and Bachmann recently releasing OTA timber wagons, this Inverurie-Aberdeen Guild Street trip (6A03) is an ideal prototype. Having just completed the fastest shunt I ever witnessed, 47316 heads south from Port Elphinstone in August 1988 with two VAA/VBA vans in tow (Bachmann/Farish) and five OTA timber wagons.





Oxfordshire: With both VGA and VDA vans having been produced by Bachmann/Farish, this 1982 view of a Bicester-Oxford Speedlink trip makes an excellent prototype for the modeller. At the rear of the train, hauled by 47 294, are a single VEA explosives van (Parkside Dundas kit) and an OBA 31t open (Bachmann/Farish). This feeder service carried Ministry of Defence traffic from the large depot at Bicester.



SUPPLIERS

Bachmann/Graham Farish

W www.bachmann.co.uk

Cambrian Kits

W cambrianmodels.co.uk

Dapol

W www.dapol.co.uk

Heljan

W www.heljan.dk

Hornby

W www.hornby.com

Parkside Dundas

W www.parksidedundas.co.uk

T 01592 640 896



Yorkshire: In 1985, a Scunthorpe-Aberdeen Speedlink (6563) passes York North Yard behind 47 473. The train consists of four BDA bogie bolster wagons (Bachmann/Farish) carrying steel bar from British Steel Scunthorpe and, at the rear, a single 'Boplate' wagon, which could be constructed from a Cambrian Kit in 4mm scale.

BRM MEETS... STEVE LAMACQ

Ben Jones talks to BBC Radio 6 Music DJ Steve Lamacq and finds out how and why he came back to his childhood hobby.



What do you do when your lifelong hobby is also your job? And what if that job is in a stressful, ever-changing, highly political world like the music industry?

At first glance, BBC Radio 6 Music DJ and former *NME* journalist Steve Lamacq doesn't fit the usual mould for a railway modeller. Witness to some of the most famous, and infamous, events in recent British music history, he has a seven-days-a-week job that still sees him attending three or four gigs every week, on top of his regular late-afternoon radio show and having to listen to, and absorb, an avalanche of new record releases every week. It's a wonder he has time to eat, never mind build a model railway.

When we meet at his London home, the evidence of two of his major passions can be found wherever you look; floor-to-ceiling racks of CDs and vinyl records, band posters around the walls and, piles of model railway magazines. In the converted loft, there are even more CDs, more magazines and a model railway being built to a good standard. So what made him take up the hobby?

"I was given a box of my old models by my parents a few years ago" says Steve, recounting a story that will be familiar to many. "It was really easy to fall back into. It really took over for about three weeks before I realised I had better go and do some work," he laughs.

"When I was a kid, one of my earliest memories is just sitting transfixed by a train going round an oval of track. I built it up so it was a double track with a couple of sidings. I think I was quite fascinated by the detail of it all."

"I remember having the set with the coach that collected the postbags and remember being fascinated by how it worked, thinking 'this is brilliant'."

"And then the modelling came. I started to build tunnels and kits of buildings and stuff, signals that changed."

As yet another Heathrow-bound airliner drones overhead, he continues; "I was quite into it until I was about 13, but then I guess I became obsessed with music. I'd been into music since about the age of ten; 1973/74 was the classic era of British glam rock, but then pop music went a bit rubbish for a while and I suppose I went back to my hobbies. Come 1977/78, it came back with something of a vengeance.

"I think this, coupled with moving up to big school, your life changes very quickly." Again, this will

resonate with many of us whose interest lapsed, only to return strongly later in life. He says; "I lost touch with it until I opened up this box containing my old set. It's quite evocative of the time, with its Bird's Eye fish finger vans and old Esso oil tanks. I got it out just for fun, it still worked and then I thought, 'I need to find some space for this.'"

How did the experience compare with those fond memories?

"When you were a kid it was just something to play with, but when you're a grown-up there are a lot of possibilities. It tests a lot of skills. I'm hopeless at electronics, but I've learnt a bit about wiring and carpentry doing this" he adds.

"Back in the old days, if you wanted to make scenery you had little packets of not very realistically coloured scatter, and lichen. That was all we had. And if you wanted to make a tunnel, you used chicken wire. When I saw some of the magazines, I couldn't believe how far things had developed in the time I'd been away."

Was there an element of regression or nostalgia about it?

"It does make you think of a time when you had fewer responsibilities, but now there's just so much to learn. You feel like you've just gone back to school after missing an entire year. I've got 30 years of catching up to do. There are so many possibilities now, with the advances in scenery."

With that mention of scenery, I ask if there's a particular aspect of the hobby he enjoys more than others.

"I love doing the scenery. Scenery's easy!" he claims, although maybe not everyone would agree...

"All these things open up to you when you get back into the hobby. You work out which bits you like, and which bits you don't. Repetitive jobs like wiring up the track; it's satisfying when you've done it, but it can be quite tedious."

"What I really like is how you start looking at things in a completely different way. We followed a band around on tour earlier in the year. You turn up in somewhere like Bristol and as I'm walking around, I'm no longer looking at it as just another town, I'm looking at the buildings that are slightly different and thinking 'how on earth would you model that?' Or 'are those windows available or would I have to make them?'"

He continues; "Recently I was down visiting my folks in Essex and spent ages staring at the hedges around Chappel [& Wakes Colne] station and thinking that they weren't at all how I remembered them. So they'll have to come off the layout and be re-made. Looking at something and trying to re-create it, that's what I enjoy. There's something very satisfying about watching a train run through a setting that you've made."

HOME TURF

Steve's native Essex clearly has an influence on his railway interests. I wonder if there are any locations or lines that have inspired his modelling?

"I've been to Chappel two or three times now to just sit there and take it all in. I think it's something to do with the pace of life. When you're busying yourself around the rock 'n' roll industry everything's moving so fast, even musical movements. Doing something else can give you back a bit of that quality of life."

"It's brought me more into contact with the area where I grew up and the history of where my mum and dad grew up, but reading newspaper reports and a couple of good websites about the run up to the closure of the Sudbury-Haverhill line in the 1960s – it's a fascinating insight into the times. How they



When I was a kid, one of my earliest memories is just sitting transfixed by a train going round an oval of track. I think I was quite fascinated by the detail of it all.

were trying to fight the closure and how things have changed."

Moving back to his modelling he says; "The current layout is various little bits of stations and buildings that were on the lines from Mark's Tey to Sudbury, Haverhill and Halstead, which is where I went to school. I'm trying to take little elements of what you can see and try to put them all together in quite a confined space."

"My first layout wasn't really a brilliant model, it was just stuff I'd bought on a board. Aesthetically it was

Steve will be Master of Ceremonies at RMweb Live on 13/14th September, where he will be hosting a series of seminars and the inaugural RMweb awards ceremony.

RMwebLIVE

See www.model-railways-live.co.uk for event information.

quite pleasing, but historically, massively inaccurate!" he admits.

"So now, I'm trying my hardest to model something that actually bears a resemblance to something that was there in the past."

So it's about pressing the right buttons, creating something that has resonance?

"That's it. Chappel was not far from where I went fruit-picking to earn money to buy records, Blur's first gig and reunion gig were there, so I have happy memories of it in other contexts too. I was very lucky to get a ticket for the reunion. It was very laid back and they were terrific that night. Just being in this old goods shed was brilliant. It has that feeling of history, and you can get the train home!"

During our chat, Steve points out some of the buildings that he has made from scratch, including one based on Chappel goods shed. Do such events and memories spark off his modelling projects?

"Yeah. I started off doing little things and teaching myself. I made the end of a goods shed, but the windows weren't very good, so I had to learn how to do that. 'I thought when I started making buildings that if I got something wrong I could cure it later. Never go through the building process thinking, oh, I'll sort it out later. It just creates more problems down the line. But, I always try and get to the end of a project and look at it, rather than giving up halfway through. Then you've got a list of things you can do better next time.'"

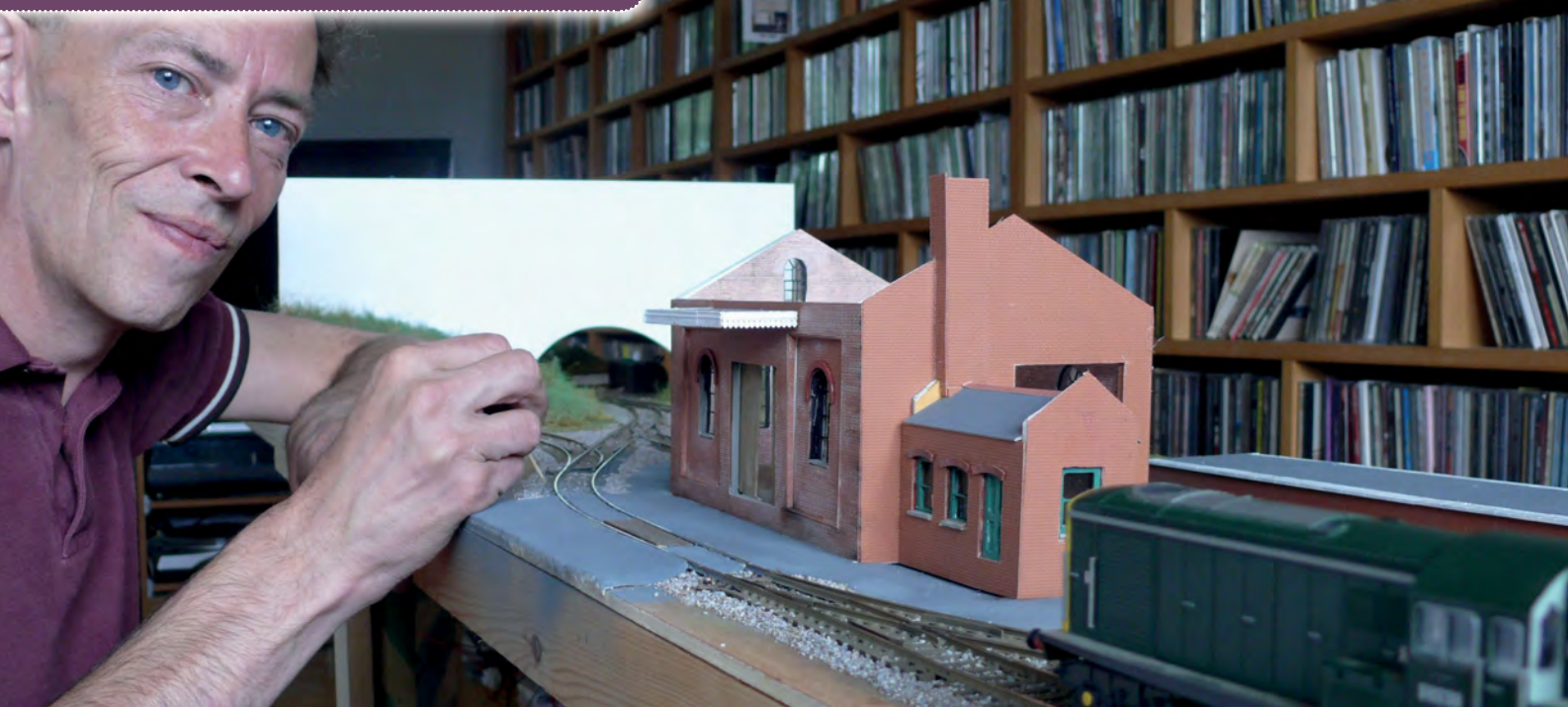
What about the trains? Were there favourite classes from his early years?

"In terms of the trains themselves, they're mainly just shapes in my head, but some of my earliest memories of travelling by train would have been travelling up from Colchester to Liverpool Street behind some of those big old bullsh diesel."

"In the old days Liverpool Street was so dark, not like it is now. If I could model anywhere urban, I'd love to have a crack at Liverpool Street as it was then. Soot and dust everywhere, it felt like the difference between dingy record shops in the 1970s and the bright clean shops of the 1990s. It just feels darker and naughtier and felt like you were a part of something."



Steve's layout is an on-going project. This signal box is one of his earlier attempts at scratchbuilding.



FINDING TIME

Bearing in mind all his other commitments, I ask how much time he can actually devote to building his layout.

"Usually a bit on Sundays, sometimes on Saturdays but less so in the football season." Here we diverge for a moment from railways onto one of his other lifelong passions – Colchester United FC.

"I split my Sunday up into doing four or five hours of work in the morning, trying to catch up, and then four or five hours upstairs in the railway room trying to calm down."

Do any of his colleagues or friends share his interests?

"It's interesting. I can't even remember how it came up in conversation but as soon as somebody knows that you're keen on model railways, the word goes around. I'm not sure that there are any other presenters, at 6Music, Radio 1 or even Radio 2 but there are a lot of engineers and live music producers into it; it's like a secret society."

"I was having a conversation with one of them about the Ally Pally show and my producer interrupted; 'No, the Florence & the Machine gig isn't until the end of the month'. And I said, we're not talking about Florence &

the Machine, we're talking about the Festival of Model Railways!"

Is it the common need for electrics and electronics that draws the engineers in I wonder and Steve replies "I think it helps that they get a lot of free wire!"

"We did a gig, a joint production between ourselves and Radio 3 last year and managed to get The Stranglers to play The BBC Proms. I turned up and got ushered into one of the outside broadcast (OB) trucks, expecting to be instructed on which microphone to use, but no, someone had a new railway magazine and wanted to show me something."

"It's nice that there are other people around you can have a chat with, even when you're standing in a field at Glastonbury. I was there this year talking to one of the heads of OB about how far he'd got with his layout!"

For someone deeply involved in an industry that revolves around creating a cool, marketable image, as well as a great sound, what's the reaction from friends and family when they find out about his model railway?

"First of all, virtually everyone I know who's close to me has said, at some point, that I should get a hobby. Obviously, my hobby is music but it's also my job. I do tend to get quite absorbed and can be a perfectionist."

"I think I was getting so strung out by extreme music industry politics and the way the industry was evolving that certain things were making me angry about the whole thing. And then you forget why you liked music in the first place."

"So what I needed was something to let the pressure and when I did, they could hardly take the mickey because I did exactly what they said. Most of the people I know are quite interested in it, although they were quite taken aback at first."

"If you hear that Steve Lamacq, A&R man to the stars, 'Mr King of Indie' makes buildings for his model railway on the weekends, I suppose it is a bit of a surprise. Some of the people at work are quite into it themselves, and a lot of others know someone who does it. You don't realise how big the hobby is until you go to one of the big model railway festivals and you see the scale of it."

TIME AND PATIENCE

As our time draws to a close, I ask what advice Steve would give to other busy people in similar situations, and those who have recently taken up the hobby.

"Just get on and have a go. I haven't got 30 years of experience, but I want to do something which looks pretty good so I'll give it a crack."

"But definitely do something for yourself, even if it looks like it's going to be an uphill struggle and have patience. What would be the point of having it done in three weeks? You'd have to start again then! There's something about putting each little piece together that's very satisfying, even if it feels tedious at the time."

Clearly speaking from personal experience, he adds; "Plan it – really plan it, otherwise you might end up with something you're not satisfied with later."

"Like all good ideas, let it ricochet around your head for at least a month, draw it out and then have another think. If it's still a good idea, it will come back as a more detailed and better idea in the long run. Sometimes I get a little bit impatient and just want to get on with it and end up making an error!"

"You've got to have some time, and you've got to have a little bit of room, but I think the main thing is patience – you've got to take everything at a slower pace, which is quite enjoyable in a way. It's the stress-busting aspect that really appeals." **BRM**



This scratchbuilt single road brick goods shed is based on the one at Chappel & Wakes Colne in Essex.

8 REASONS WHY YOU SHOULD BOOK YOUR TICKETS!

PETERBOROUGH
NATIONAL FESTIVAL
OF RAILWAY MODELLING

Booking is now open for The National Festival of Railway Modelling in Peterborough on October 18th and 19th. Here are just some of the reasons why you need to get your tickets booked now!

3.24 08-08-63 (The Great Train Robbery)

1 QUEUES? WHAT QUEUES?!

Those who book their tickets are granted early entry. So, while the hordes are queuing in anticipation for a 10.00am entry, you can get through the doors at 9.30am! Perfect if you want to grab those 'too good to be true' bargains or get the prime spot in front of your favourite layout.

2 THE GREAT TRAIN ROBBERY

You will have seen the stunning Great Train Robbery layout (3.24 08-08-63) in the February issue of *BRM*, but it really needs to be viewed in real life to be fully appreciated. This layout appeared at our shows in Doncaster and London and was constantly busy, so get into the exhibition early and head straight to The Great Train Robbery!

3 ...PLUS OTHER GREAT LAYOUTS

But this show features 30 quality layouts which draw in the crowds all weekend. By gaining early access you have 30 minutes to take in the best without fighting the crowds for prime position. Layouts attending include Dyna Hyfryd, Fisherton Sarum and Rumbling Bridge to name just a few.

4 GO BARGAIN HUNTING

We all like a bargain, but you need to be quick to really take advantage of the very best offers. Book your tickets, get into the show at 9.30am and trawl the trade stands before the masses descend upon the exhibition. Your ticket saving may be rewarded many times over by the money saved on the show offers.

5 BRM SUBSCRIBERS SAVE EVEN MORE!

If you're a subscriber to *BRM* you'll save £2.00 on the price of an on-the-door ticket. You pay just £8 if you book, as opposed to £10.00 if you pay on-the-door. That's on top of receiving *BRM* each month! Bargain.

6 FREE SHOWGUIDE WORTH £1.00

As if we haven't saved you enough money already, all advance ticket holders will receive a free Showguide worth £1.00. Inside you'll be treated to a mass of must-read layout information, together with a comprehensive list of exhibitors, demonstrators and a Theatre timetable.

7 FREE GIFTS ON THE BRM STAND

If you subscribe to *BRM* at the show, you can be sure that you'll walk away with some great free gifts. But we only take a limited amount of stock so to be sure of avoiding disappointment make sure you pop by the *BRM* stand early. We'll also be selling a new publication, plus the *Ramsay's Guide to Model Trains Catalogue (8th Edition)*.

8 RMWEB THEATRE

The RMweb Theatre is home to a number of presentations throughout the two-day show. Expect the likes of RMweb Editor Andy York, *BRM*'s Phil Parker plus some of the owners of key layouts in attendance during the show. The Theatre gets busy so make sure you get your seat early.

ESSENTIAL INFORMATION

When: October 18/19, 2014

Where: Peterborough Arena, East of England Showground, Peterborough. PE2 6XE

Website: www.model-railways-live.co.uk

Pre-booking: Open from now until 9.00am, October 10, 2014

Prices:

- ▶ **Adults** (pre-booked): £9.00 (online only) or £8.00 (pre-booked *BRM* subscribers)
- ▶ **Adults** ('phone order/on-the-door): £10.00
- ▶ **Children** (5-16): £4.50
- ▶ **Family** (2+3): £29


PETERBOROUGH
NATIONAL FESTIVAL
OF RAILWAY MODELLING

LINESIDE AT LITTLE BYTHAM

One of the most popular topics on RMweb and in **BRM** over the past few years has been ***Tony Wright's*** superb re-creation of the East Coast Main Line south of Grantham. Here, he brings us up to date with current developments.



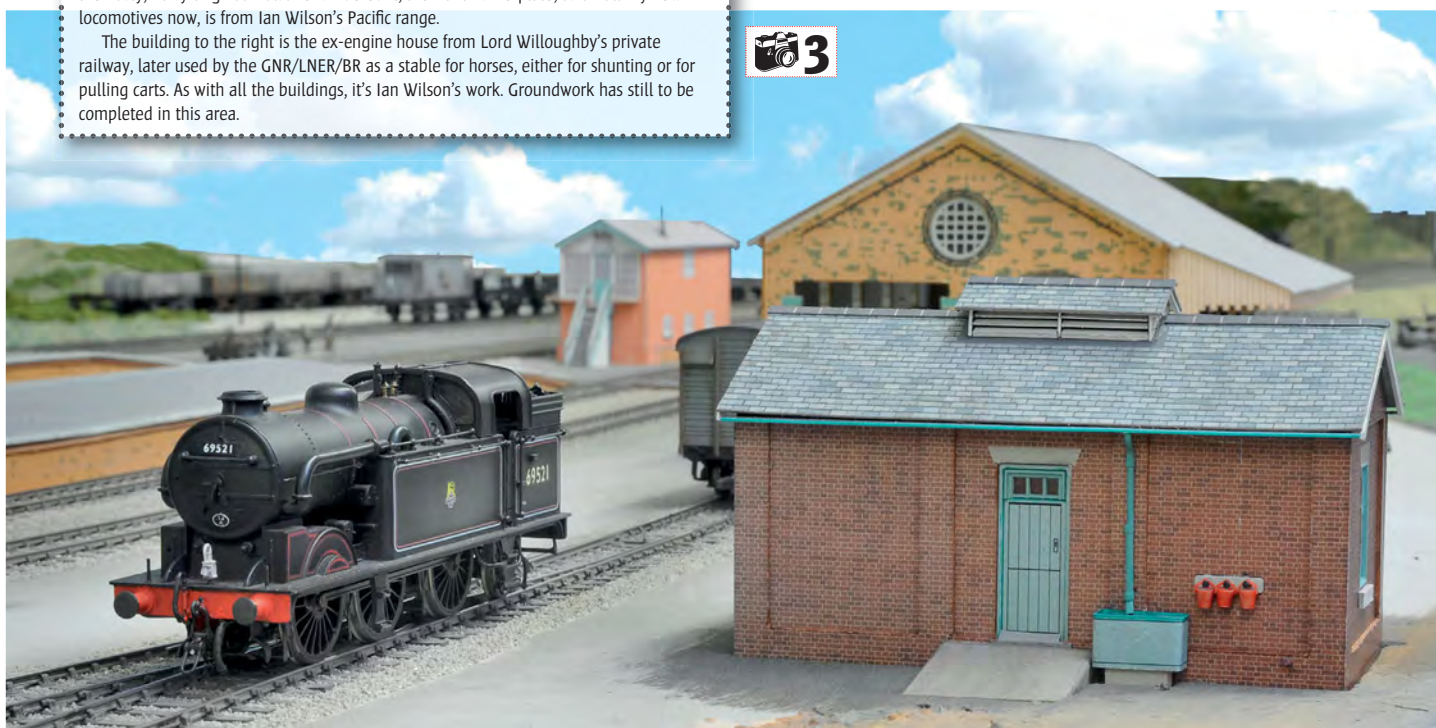


Taken from the corner of the Witham Road, a summer holiday express from the East Midlands to the Norfolk coast crosses Station Road overbridge and leaves Midland metals to use the Midland & Great Northern road at Little Bytham Junction. The junction was end-on and marked the end of the single-track section from Saxby Junction and the start of the double track to Bourne. The prototype for this wonderful bridge still stands, but the top and embankments are severely overgrown. Once more, it's Ian Wilson's work. The 2-6-0 is a weathered Bachmann 'Flying Pig' (Tim Shackleton's creativity) and the first two carriages are Bachmann's latest 'Porthole' stock. How I 'completed' these (weathering, close-coupling, corridor connections) will be featured soon in BRM. 



An N2 0-6-2T, fresh from Doncaster Works, has stopped en route in Little Bytham goods yard for minor attention. Note the headlamp - no trains run on my layout without these essential items. It's an old Airfix model for which I built a Comet chassis to replace the nasty, noisy original. I also renumbered it, the front numberplate, as on all my new locomotives now, is from Ian Wilson's Pacific range.

The building to the right is the ex-engine house from Lord Willoughby's private railway, later used by the GNR/LNER/BR as a stable for horses, either for shunting or for pulling carts. As with all the buildings, it's Ian Wilson's work. Groundwork has still to be completed in this area.



I'm delighted that 'Little Bytham' has been placed high up on the voters' list on **RMweb** for inclusion in this issue of **BRM**, despite the fact that it isn't actually a layout thread in its own right. I must offer my thanks to all who've expressed an interest. May I also offer grateful thanks to all those who've wished me well over the last three years?

Regular readers of the magazine will remember a frequent series of updates on the layout's progress, beginning in 2008, but rather tailing off from 2011. Chronic illness is totally indiscriminate, and almost nothing was done on the railway for three years. And, apart from an appearance in *Modelling Inspiration* and a few snippets in the main magazine, readers who were following the

project must have been puzzled as to where it was going, especially after it featured in a DVD in early 2011. I'm now pleased to report that further progress is taking place and a further DVD appearance is being prepared.

So, what progress has taken place since Little Bytham's last appearance? The construction of the platforms and goods dock were the last 'major'



 **2**

Seen from Station Road, under a real Little Bytham sky, A3 No. 60054 *Prince of Wales* races southwards on an Up express. This is a detailed and renumbered/renamed Hornby model, with ex-works finish by courtesy of Tom Foster. He and I horse-trade; my helping him with his locomotive-building projects and he weathering models for me – symbiotic I believe it's called.

I think it's essential to encourage younger modellers, and his skills at finishing locomotives are simply outstanding, which few can equal. The train is a mixture of kit-built/modified proprietary stock, typical of my sets. In the foreground, the 'gardening' is the work of Gilbert Barnatt (more horse-trading). There is still much to be done with regard to the scenic aspects of the layout.



Seen from the field, below and to the west of the railway, a J11 0-6-0 has just set back its goods train into the Down siding. This is a Bachmann product which I've renumbered and weathered, though it's presence at Bytham is a trifle unlikely. Ex-GC 2-8-0s of all variants were reasonably common, but 0-6-0s were less so. Still, it's so pretty that I'm happy to run it. A further telegraph pole has risen, but there are still miles of post and wire fencing to install.



 **4**





Looking south from the west side of the railway adjacent to the station, A4 No. 4466 *Herring Gull* heads a northbound express. One of the great pleasures of operating is to have guest locomotives and stock provided by dear friends. This is one, from 20 years before my period (though the scene is still accurate) is a modified Hornby A4, weathered to perfection by its owner, Tom Foster. He weathered the Hornby Gresley teaks as well. Since the layout last featured, more scenic work is in evidence in the form of the barrow crossing (made from Wills boarding), lineside fencing (modified Ratio) and the limestone outcrops. The last-mentioned are made from actual limestone chips from the site and decorator's deep filler. This is great stuff, can be applied in any thickness without cracking and can be easily carved when dry. It takes acrylic paint beautifully as well.



What the East Coast Main Line was all about in steam days, or at least how I'm trying to represent it, as a V2 powers northwards on a fully-fitted freight, passing an O4/8 on a mixed goods. I made the V2 using one of Graeme King's resin bodies on a Comet chassis (an article is being prepared). The O4/8 is a product from my modelling dawn of time, part scratch-built, part K's kit.

The wide open space element has been captured well I hope, set off beautifully by Norman Solomon's peerless trackwork. The signalbox is a mock-up but the goods shed (Ian Wilson's Prototype Models prototype) is almost complete; just the lintels and doors to do. To the left, one of my Hornby/Trice coach conversions awaits collection. An article on how I did these will be appearing in the 2015 BRM Annual, due out in November. The first telegraph pole has sprouted (joined-together Ratio) and there is one more signal to complete and install, to the right of the track adjacent to the O4/8.



Though my period for the layout is 1958, one of the great pleasures of operating it is to have guest locomotives and stock provided by dear friends.

development; since then any further scenic work has been very limited, but worthy of some small mention. This has included the making of the barrow crossings, part-representation of the hard standing in the goods yard, forming the limestone outcrops in both sides of the cutting at the south end, the making of the old engine house/stable in the goods yard, the construction of the Station Road overbridge, the beginnings of the footbridge, making some of the signals operational (more on this at a later date), the fixing of fencing and telegraph poles, and the representing of the rough grass area below the embankment at the north end.

The last mentioned has been already featured in **BRM** (February 2014), though more has been done since then. As usual, several good friends are helping with the project and the responsibility for

the engine house, overbridge and footbridge is Ian Wilson's, the signals' operation Graham Nicholas (the builder of Grantham), the fencing Rob Davey and the rough grassing by Gilbert Barnatt.

It is the intention to write small articles on how the various developments have been achieved, but for now the photographs illustrating this piece should, I hope, give a good indication of what's been happening.

Obviously, because my principal interest in the railway is the making of locomotives and stock, there are several new additions, and some of these are shown and mentioned in the relevant captions. Some are modifications to the latest generation of RTR models, others complete kit-builds. Several will form the basis of future articles in their own right.

As progress continues, I'm conscious as to how

representing an actual prototype is so much more rewarding (at least to me) than just making things up. Consulting actual photographs of the real thing and pondering how best to represent what's in them is really fascinating. Where you have first-hand anecdotal evidence with regard to, say, how the railway (at a local level) was worked, it's also fascinating to try and incorporate such practices into the operation, though fly-shunting and horse-shunting are beyond me.

Whether I replicate smashed doors in the goods shed is a moot point, but we'll see. Sadly, the last surviving member of the Bytham gang died earlier this year. He was pre-deceased by his colleague a couple of years ago. Both were source of many delightful tales and had several most useful photographs. Many thanks Pete and Wilf. **BRM**



7

Under a rather leaden sky, an O1, No. 63786, heads towards New England yards with coal from the Notts or Yorks pits. It's a Hornby 2-8-0 which I've renumbered, weathered and altered the handrail at the front to make it represent this unique appearance in the whole class. Most of the locomotives shown in this article are modified RTR, something I wouldn't have countenanced just a few years ago. The majority of my locomotives are kit-built, but it's significant that for this update I've chosen to take pictures of RTR stuff, admittedly all modified.

This view shows well the state of progress at the south end of the station. The signals at this end all work, courtesy of Graham Nicholas (an article is pending). Ian Wilson's mock-ups of the footbridge, stationmaster's house and booking hall give a real sense of 'place'. I'm told that when the next article appears, permanent structures will be in place. I'm experimenting at the moment with the platform surfaces, though I'm happy with the retaining wall and limestone outcrops.

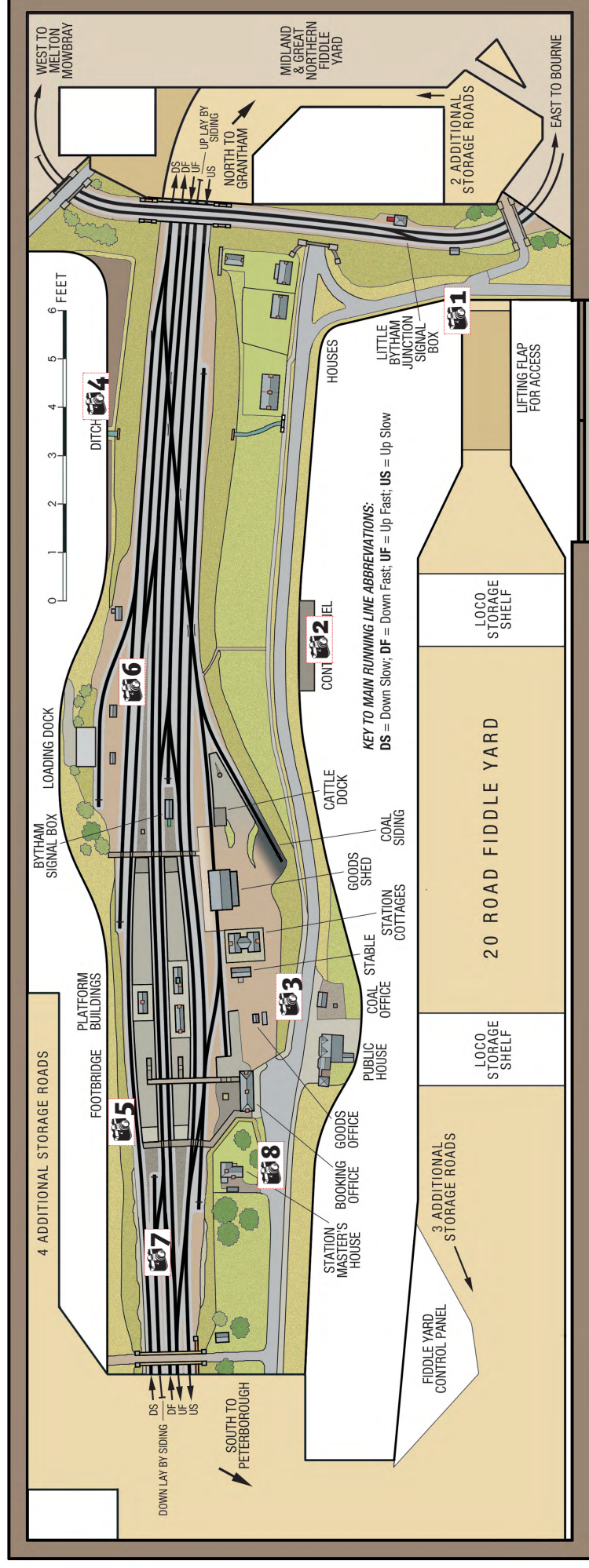


8

Now looking from the stationmaster's garden, 20 years after the LNER blue A4 dashed past the same spot, we see a King's Cross Yard-Dringhouses (York) fully fitted freight headed by B16/3, No. 61454. Ex-NE locomotives were not uncommon south of Grantham, so it's nice to play host to a 'visitor'. It was built by John Houlden from a PDK kit and weathered by Tom Foster. Scenic work continues, with the areas between the tracks having been treated since the last time the layout appeared in the magazine.

00
GAUGE

LAYOUT FOCUS LITTLE BYTHAM



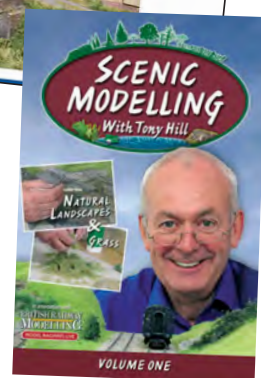
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Nigel Burkin models one of Network Rail's test train driving trailers using a conversion kit from PH Designs.

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- PH Designs NR DBSO/RTOV conversion kit
- Replica Railways B4 bogie kit
- Hurst Models/MJT/A1 Models wheel brake discs
- Black Beetle/DCCconcepts/Markits 12mm diameter coach wheels
- Nairnshire Modelling Supplies or Alan Gibson 2mm diameter pin point bearing cups
- Shawplan EELG4003 Mk 2 BSO Laserglaze
- Shawplan EECV4003 BSO etched window frames
- Comet Models/ABS extended oval coach buffers
- Hurst Models VK2000 Mk 2f underframe fan unit
- No Nonsense Kits windscreen wipers



DONOR MODEL

An ever-popular base model for a variety of conversions is the old Airfix Mk 2d BSO. This representation of vehicles 9479-95 is a pretty good model, even by today's standards. Only now is a replacement in sight, in the form of Hornby's new Mk 2e vehicles. For conversion work, I would avoid the relative expense of a new Hornby model and find a cheap second hand Airfix one. Should the project go wrong, the loss won't be too great.

Fortunately, the Mk 2d BSO shares the same bodyshell as the Mk 2e and Mk 2f; minor underframe detail differences are simple to alter

on the base model. The DBSOs were converted from Mk 2f BSOs in the 9513-39 series. Bodyshell modifications are limited to those made by BR to create the DBSO, namely the creation of a driving cab at the van end. The later addition of a generator and its grilles adds to the conversion project, making it all the more interesting.

The model could be reassembled using the glazing and bogies of the base model if desired, thus keeping project cost to a minimum. I chose to refine the model with Shawplan 'Lasergraze'. Bogies were upgraded at minimal cost by using Replica Railways B4 bogies. It is likely that the supplied wheels on an old second hand model would need replacing. 12mm disc wheels are

Many diesel and electric era modellers will be aware of the relatively simple conversion enabling a Mk 2d BSO to be transformed into Mk 2f Driving Brake Second Open (DBSO). A handful of these vehicles remain in use after a long career which started in Scotland in the late-1970s. They formed one end of push-pull train formations used on ScotRail's Edinburgh-Glasgow/Aberdeen routes, powered by dedicated Class 47/75.

Displaced by Class 158s in Scotland, the DBSOs were transferred to Anglia services and saw further modifications prior to being superseded again by Mk 3b DVTs in 2004-06. Five of the 14-strong fleet were obtained by Network Rail (NR) and two others are now with DRS.

OTHER MATERIALS REQUIRED...

■ Slater's/Evergreen 100 by 30 thou styrene strip ■ Slater's/Evergreen 30 thou sheet styrene ■ Slater's clear acetate for glazing ■ Squadron putty filler ■ PlastiZap CA glue for difficult plastics ■ Plastic weld ■ Grey general-purpose primer ■ Phoenix Precision P310 NR yellow paint ■ Phoenix Precision P311 NR roof grey paint ■ Weathering colour and black paint ■ 0.45mm brass wire for handrails ■ Matt varnish



The PH Designs Mk.2f DBSO kit is available in several versions enabling the modelling of ScotRail, Anglia and Network Rail versions of the DBSO. The generator grille fitted to Network Rail RTOVs is included in the kit.

The DBSO remains a popular conversion and now has a new twist thanks to the various modifications made to NR DBSOs, now known as Remote Train Operating Vehicles (RTOVs), to accommodate a generator and other equipment. Peter Harvey, via his PH Designs range, has produced a conversion kit incorporating the features of the Network Rail operated RTOVs. Add Shawplan 'Extreme Etchings' window frames together with 'Laserglaze' and you have the ingredients for an upmarket conversion.

I chose to have a go at the Network Rail version with the idea of making up a short test train to use it with Track Inspection Coach DB999508. Even though Bachmann has announced a ScotRail DBSO model for release in 2015, a Network Rail version is likely to remain a remote possibility due to the various modifications made to the full size vehicles which might preclude a dedicated tooling – who knows? As conversions go, DBSOs are great for newcomers to rolling stock conversions because the base model is inexpensive. Whilst it requires some work including repainting and significant changes to the body shell to incorporate a generator together with modifications to the underframe, the actual modelling is not difficult to do. **BRM**

This time honoured conversion starts with the readily available Airfix or Dapol Mk 2d BSO coach which may be bought for a few pounds at exhibitions. It's a popular one for Mk 2d BFK conversions too!



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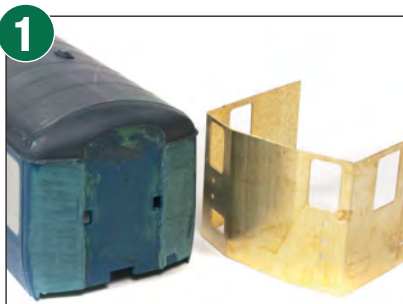
PRACTICAL BRM



WORKING ON THE BODY

There are a couple of things to bear in mind during the conversion. Firstly, do not remove the windowframes from the main passenger compartment windows unless you're intending to use the Shawplan etched frames. The frames were retained on the five NR RTOVs where one window on both sides was plated over. Secondly, the underframe is secured to the body with clips integral to the glazing. When fitting

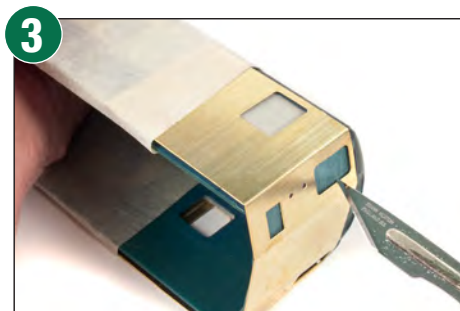
Laserglaze, two lengths of 100 by 30 thou styrene strip should be fitted on the inside of the bodyshell to prevent the underframe moulding from pushing into the body. This can be secured to the chassis with a spot of glue or double-sided adhesive tape once complete. The following sequence of pictures shows how the conversion was undertaken using an etched overlay for locating and cutting out the cab windows and doors.



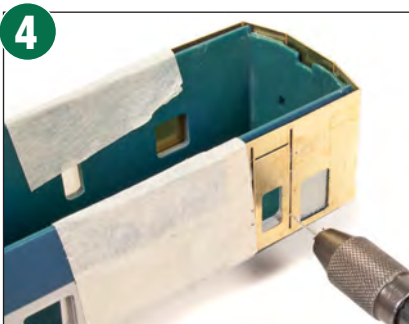
A brass overlay for marking out the cab window positions is supplied with the conversion kit. Shape and firmly attach it to the brake end of the donor coach after the detail and gangway moulding has been removed.



Carefully position the overlay over the end of the body and secure with masking tape.



Use a sharp scalpel to mark the window positions, taking care not to move the overlay mask during this process. Keep the blade at right angles to the coach side so not to over emphasise the window openings.



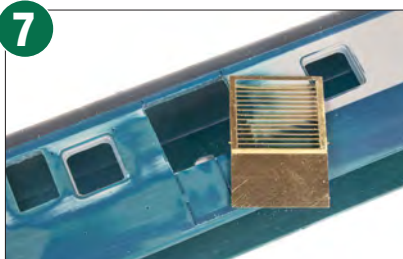
Handrail positions are easy to locate on the body using the etched mask. Mark each one in place with a 0.45mm drill.



Remove the overlay mask and cut out the new windows together with the air horn grille opening by drilling a close network of holes within the scored lines.



Check the position and size of each window as they are filed to shape. Network Rail RTOVs do not have front gangways. The model is fitted with a blanking plate where the gangway used to be.



The generator grille is assembled by fitting the slats to an etched frame. Mark in the position of the grille in the coach side using the assembly. Cut an opening in the side, located in the position of the luggage van doors, to accommodate it.



Use the part window blanks supplied in the kit to reduce the size of the small window. This becomes a cab door window which also needs the door lines scoring in place using the etched mask as a guide.

9 Work is well under way with the cab door lines scored in place (A), cab window created from an original window by reducing its size (B) and a hole cut for the generator compartment grille (C).





It is inevitable that some remedial filling work will be required. Squadron putty is ideal for this task. Note that the cab fittings have been added to the cab front.



To enhance the appearance of the large passenger compartment windows, I used Shawplan window frames, even on the pair of plated over windows, one on each side.



An initial coat of light grey primer reveals any faults in the fitting of components such as the gangway plate and in the bodyshell. A little more filler and a final smoothing down with wet and dry paper tidies things up. I was unhappy with the cabside windows and re-profiled them with the help of a couple of pieces of styrene strip. It is easier to make these changes before painting starts.

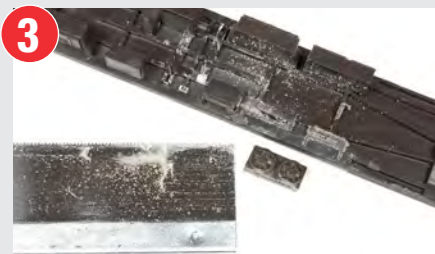
UNDERFRAME MODIFICATIONS



The headstocks of the Mk 2d coach model are the wrong shape. Correct them by removing with a razor saw and rebuilding with styrene strip.



Xuron snips make quick work of chopping away the pressure ventilation ducting – Mk 2f stock does not have this feature. Finish off with a sharp scalpel.

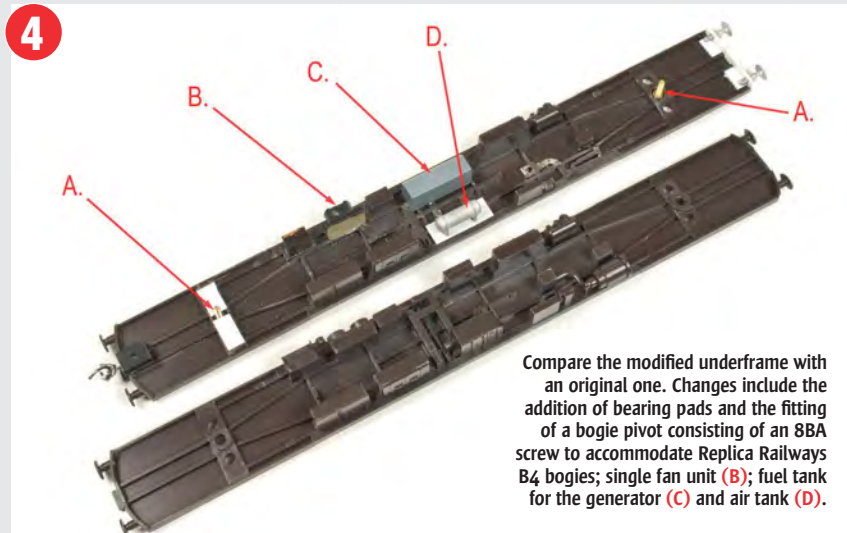


With razor saw in hand, remove the twin fan unit and replace with a single Hurst Models fan unit.

Some of the moulded detail on the underframe is not required and should be cut away. I used photographs to determine what was left on NR RTOVs. A fuel tank was added for the generator compartment too. Fortunately, a 4-CIG underframe equipment box from a Southern Pride kit suited. I happened to have a spare, but a tank could be made up from pieces of 20thou styrene if required.

The conversion can be simplified by reusing the original coach bogies. I chose to use a Replica Railways B4 bogie kit, modifying it by replacing the linkages with a representation of dampers. Whichever bogie is used, the clasp brake shoes are not needed and may be trimmed away because DBSOs/RTOVs have disc brakes. Etched discs by Hurst Models or MJT Components will enhance the appearance of the model.

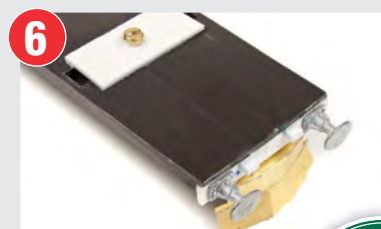
The key task is to rebuild the cab end headstocks to allow the fitting of the obstruction guard and extended oval buffers. The following sequence shows how the work was undertaken.



Compare the modified underframe with an original one. Changes include the addition of bearing pads and the fitting of a bogie pivot consisting of an 8BA screw to accommodate Replica Railways B4 bogies; single fan unit (B); fuel tank for the generator (C) and air tank (D).



The headstocks can be rebuilt from styrene strip and fitted with extended oval coach buffers. Fold the obstruction guard supplied with the PH Designs kit to shape and glue it behind the headstocks.



The completed headstock detail with frame ends showing. They will be detailed with an ETH socket and air brake hoses.

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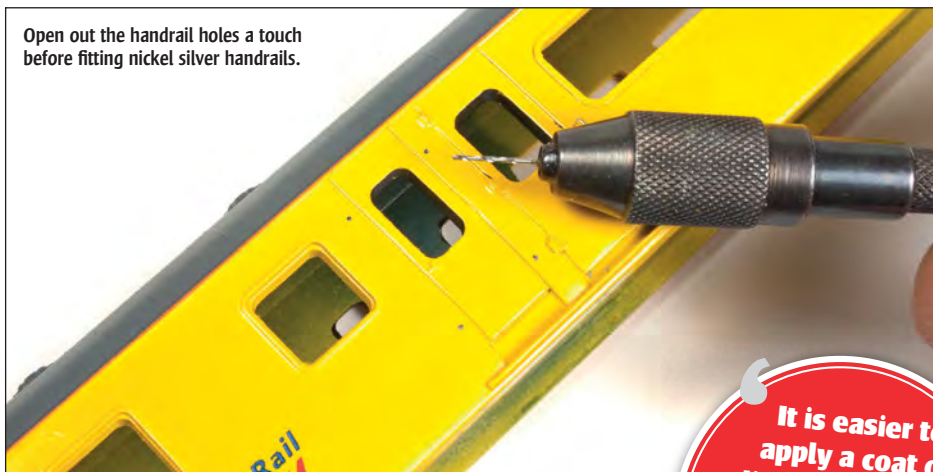
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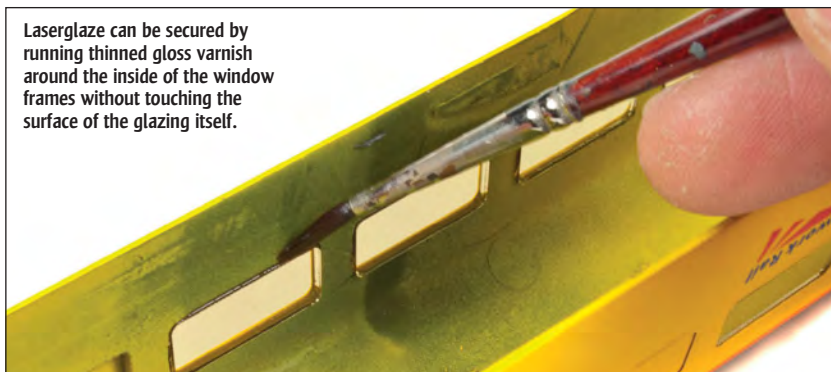
PAINTING AND FINISHING

Open out the handrail holes a touch before fitting nickel silver handrails.



It is easier to apply a coat of light grey primer to the model rather than touch in metal parts with a brush.

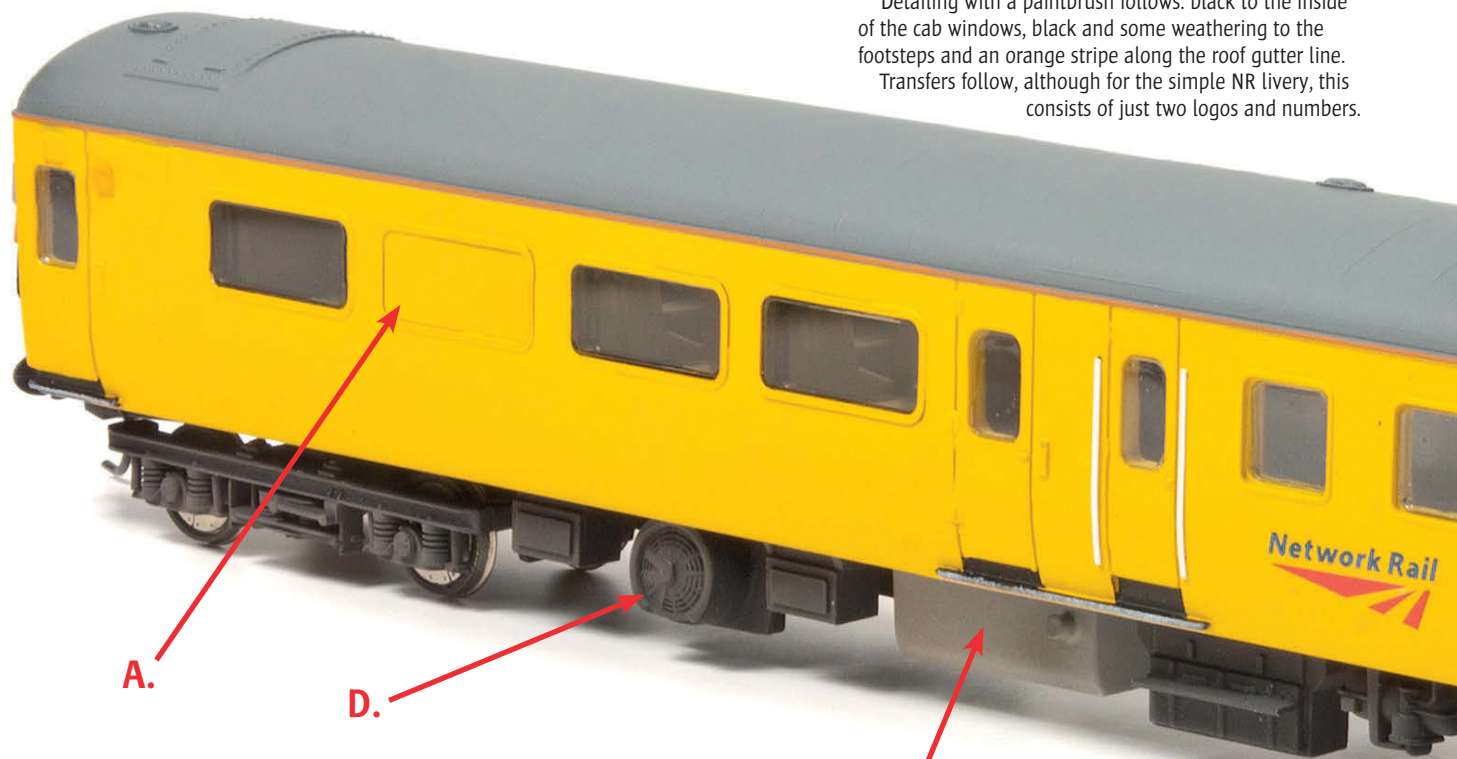
Laserglaze can be secured by running thinned gloss varnish around the inside of the window frames without touching the surface of the glazing itself.



When a conversion involves a mixture of different materials, it is easier to apply a coat of light grey primer to the model rather than touch in metal parts with a brush. This has the benefit of showing up any faults in the body prior to painting. Faults are tidied up together with a further coat of primer before applying a base coat of Network Rail yellow paint. I follow up with 'warning panel' yellow to the cab front, the colour being different to NR yellow. NR grey to the roof and black on the inner end completes the primary paint job.

Detailing with a paintbrush follows: black to the inside of the cab windows, black and some weathering to the footsteps and an orange stripe along the roof gutter line.

Transfers follow, although for the simple NR livery, this consists of just two logos and numbers.



A view of the right-hand side of a lightly-weathered 9701 ready for service with track inspection vehicle DB999508, or that is the intention. Note the following details:

A: Blanked passenger compartment window with etched frame. **B:** Exhaust port for generator. **C:** Etched windscreen wipers. **D:** Single underframe fan unit. **E:** Fuel tank. **F:** Brake discs fitted to the wheel faces. **G:** Replica Railways B4 bogies with brake shoes removed. **H:** New windows for the cab fitted with 10thou acetate glazing material.

PROTOTYPE INSPIRATION



Headstock detail and the obstruction guard as fitted to Anglia DBSO 9709.



Whilst superficially clean, a coat of grime and rain streaking is clearly visible on 9701 photographed passing through Nairn in March 2012 with track inspection coach DB999508.

DETAILING AND GLAZING

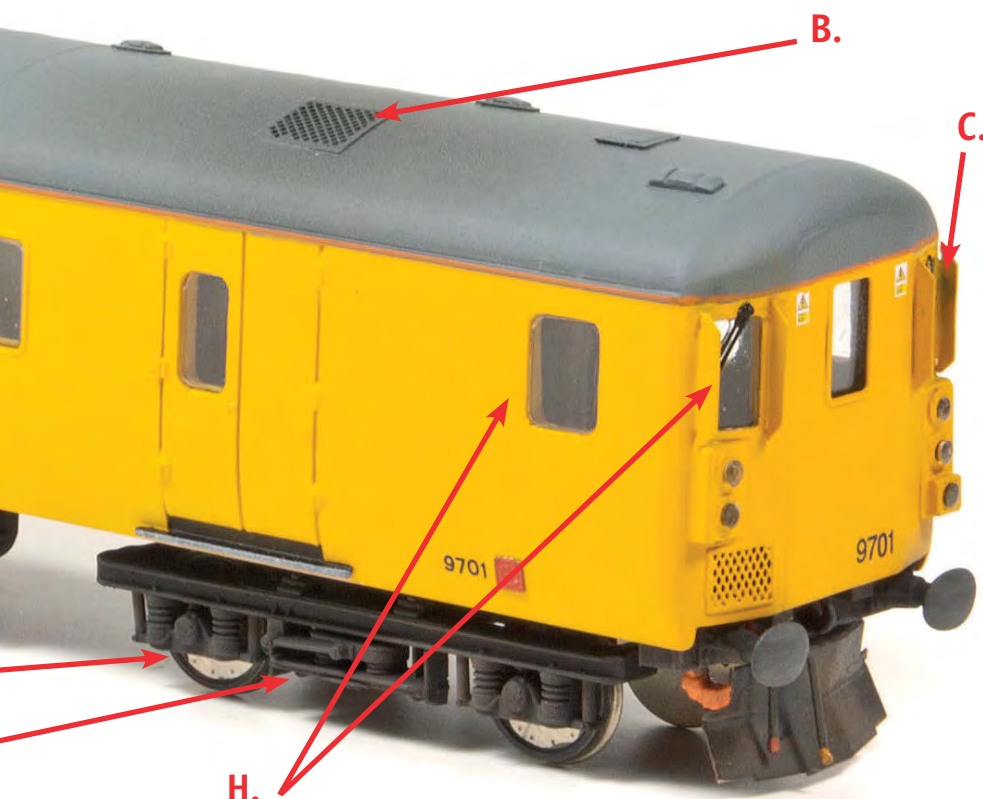
Whilst the original glazing can be refitted, the new windows for the cab will need glazing. Cut some acetate sheet to size and fit it to each window, secured with clear gloss varnish. Also use the latter to secure the windscreen wipers and the small lenses of the light clusters made from lengths of optic fibre. Shawplan Laserglaze windows are easy to fit, requiring a stroke of a file or two to the smaller clear windows to fit the door and guards compartment window openings. A spot of clear varnish is all that is required to secure the glazing in place by allowing it to run around the inside of the window opening by capillary action.

Small details to add after painting and varnishing

include handrails for the new cab door; the holes having been drilled out during the conversion stage. Orange door lock warning lights can be added to the panel between the inner end passenger doors and toilet window using a square of clear orange film. Air pipes and a coupling hook finish off the underframe. The final job is a very thin wash of roof dirt grey, diluted to 25:1, to the coach sides and end to represent grime that is omnipresent on all rolling stock, even after a short time in service. Grime is particularly noticeable on light coloured stock and Network Rail yellow is no exception. Apply this sparingly with a flat paintbrush and without over-brushing so as not to rework the varnish finish.

This model was prepared for the fitting of running lights and a decoder – a future project. When I fitted the head and tail light etchings to the cab front, they were drilled through to the interior so optic fibre light guides could be installed once all painting and finishing work was completed. Lighting is a project in its own right, including the choice of decoder, wiring, fitting wheels that will enable current collection and wiper pick-ups to both bogies.

Such a conversion creates a convincing model with the satisfaction of knowing that it is unique and completely personal. Whilst the ever-growing coverage of ready-to-run models is beginning to impact on some popular conversion projects, not to mention kit-building, many opportunities remain for kit and conversion projects. It does not hurt to have a go for the experience and to say, "I built this!" **BRM**



SUPPLIERS

- ▶ **PH Designs:**
W www.phd-design-etchings.co.uk
- ▶ **Shawplan:**
W www.shawplan.com
- ▶ **Hurst Models:**
W www.hurstmodels.com
- ▶ **DCCconcepts:**
W www.dcccconcepts.com
- ▶ **Replica Railways:**
W www.replicarailways.co.uk,
T 01793 642594
- ▶ **Alan Gibson wheels**
W www.alangibsonworkshop.com
T 0161 6781607
- ▶ **No Nonsense Kits**
W www.phoenix-paints.co.uk/no-nonsense-kits.html
- ▶ **Black Beetle wheels**
W www.dckits-devideos.co.uk,
T 0113 2563415
- ▶ **Comet Models**
W www.cometmodels.co.uk

**TURN OVER FOR MORE ON
MODELLING NETWORK
RAIL TEST TRAINS!**

DOCTOR YELLOW & FRIENDS

Having created various NR trains for his 'New Bryford' layout, **Mick Bryan** discusses hows, whys and wherefores of modelling contemporary test trains.



Let's get one thing straight; it isn't simply a case of painting it yellow! Much of the current fleet of Network Rail test trains is modified from revenue earning vehicles as part of the locomotive-hauled or electric multiple unit fleet. These vary from a complete rebuild where the origin of the vehicle can be difficult to determine, to simple modifications, such as a plated-over window. There are a few coaches that are simply painted yellow, but they are usually just included in a formation to give extra braking capability.

I am often asked where I obtain information and photographs regarding the modelling of these trains. In particular, where do I find out the numbers of the coaches?



RVEL is completely rebuilding and modernising two Class 73 electro-diesels for Network Rail and trial running will start later this year. The old English Electric 600hp power unit has been replaced by two 750hp Cummins engines, making these 'Ultra 73s' much more versatile and useful away from the third-rail. BEN JONES, COURTESY RVEL



Left Network Rail's locomotive fleet includes the oldest main line locomotive still in regular service, 1957-built 31105. NR plans to replace its small fleet of Class 31s with modernised Class 73s soon. BEN JONES

Above Most of the vehicles in NR's test fleet are ex-revenue earning coaches. Some have been heavily rebuilt and fitted with test equipment, while others, such as ex-Gatwick Express Mk 2f 72612, are included in test trains to ensure there is sufficient braking power and have minimal modifications. BEN JONES

Periodicals such as *Rail Express* and *RAIL* often have useful photographs and reports of train workings, the various recognition and spotting books can also be used, but in this age of the internet, there is a huge amount of information on the web. Start by typing 'Network Rail' into photographic resources such as *flickr.com* or *smugmug.com* and be ready to burn the midnight oil!

A simple search will reveal a list of vehicle numbers such as 72612, 999605, 9481 and train reporting numbers, 3Q01, 1Q64 for example. These vehicle and train reporting numbers can then be used for further searching via the photographic sites and Google.

One of your best resources will be *www.departmentals.com*. This site has a very useful 'sightings' database where any of the test vehicle numbers can be entered to view a list of dates and locations. These can easily be cross-referenced with picture websites to confirm the exact formation and even orientation of the vehicles within the train.

There is also a departmental vehicle discussion group at *finance.groups.yahoo.com/group/departmentals* for further perusal. Fellow yellow junkies are also useful for providing information!

Numbers of the locomotives that are used to power the trains can also be used as search terms. These are covered later in the article. As with any research, you will be distracted and led down odd alleyways, but that's half the fun.

Your searches will also lead to other avenues to widen the research, using the descriptions of the test coaches – Structure Gauging Train, Ultrasonic Test Unit, Track Recording Unit, TIC, EMV, for example.

GOING FURTHER

Most photographs tend to be trackside and three-quarter views, which are very useful for body and underframe detail, so when I have the chance to take my own photographs, you will usually find me on an overbridge taking roof shots.

There are some test train formations that changed little over long periods of time, such as the now-disbanded Structure Gauging Train, but many of the track monitoring train consists can vary, almost on a weekly basis. For example, there's a regular train running on the Southern Region usually consisting of High Speed Track Recording Coach (HSTRC) 999550 and Electrification Measurement Vehicle (EMV) 977983. Electrical power is provided by one of Network Rail's Mk 1 generator vans and a brake force runner

NR TEST VEHICLES

Below is a list of recently used (post-2010) NR vehicles, but as with all things contemporary, there may be the odd error and/or omission as coaches are modified, added to and removed from the list.

In no particular order:

- ▶ 975091 – Mobile Electric Network test and record (MENTOR)
- ▶ 977868 – Radio Survey Coach 1 (RSC1)
- ▶ 977869 – Snow train support vehicle (formerly RSC2)
- ▶ 977969 – Staff support coach
- ▶ 977974 – Track Inspection Coach 2 (TIC2)
- ▶ 977983 – Electrification Measurement Vehicle (EMV)
- ▶ 977985 – Structure Gauging Train 2 (SGT2)
- ▶ 977986/99666 – Brake force runner/coupling spacer for use with 977985 or 72630 – currently paired 72630/977986 and 977985/99666
- ▶ 977997 – Radio Survey Coach 2 (formerly RSC3)
- ▶ 999508 – Track Inspection Coach (TIC)
- ▶ 999550 – High Speed Track Recording Coach (HSTRC)
- ▶ 999600/601 – Track Recording Unit (TRU) 950001 – based on a Class 150/1 DMU
- ▶ 999602 – Ultrasonic Test Unit 3 (UTU3)
- ▶ 999605 – Ultrasonic Test Unit 2 (UTU2) – recently retired and replaced by 62287
- ▶ 999606 – Ultrasonic Test Unit 4 (UTU4)
- ▶ 9481/9516/9523 – Mk 2d/f BSO brake force runner
- ▶ 72612/72616 – Brake force runner
- ▶ 72630 – Structure Gauging Train – bar-coupled to 977986
- ▶ 460000 – Structure Gauging Train Optical Car (now withdrawn)
- ▶ 975280/975081 – Structure Gauging train data/support coaches
- ▶ 62384 – Ultrasonic Test Unit 1 (UTU1)
- ▶ 62287 – Ultrasonic Test Unit 2 (UTU2) – replacing 999605
- ▶ 9701/9702/9703/9708/9714 – Remote Train Operating Vehicle (RTOV). Formerly Mk 2f DBSOs. 9708 was specially modified for use with the SGT, but has now been converted to 'standard'. 9701/08/14 are fitted with generators.
- ▶ 6261-64 – Ex-Mk 1 BG Generator vans
- ▶ 72631 – Plain Line Pattern Recognition Vehicle 1 (PLPRV1)
- ▶ 5981 – Plain Line Pattern Recognition Vehicle 2 (PLPRV2)
- ▶ 1256 – Plain Line Pattern Recognition Vehicle 3 (PLPRV3)
- ▶ 72639 – Plain Line Pattern Recognition vehicle 4 (PLPRV4)
- ▶ 82111/124/1292145 – Mk 3b Driving Van Trailer for use with PLPRV
- ▶ 977984/975814/977984/993-995 – New Measurement Train – Mk 3s with HST power cars 43013/014/062.



Modellers of the NR fleet need to keep abreast of the frequent changes that occur in the use, deployment and look of the various yellow vehicles. For example, the well-known Structure Gauging Train (SGT) has now been disbanded and replaced by new technology. On February 13, 2013, RTOV 9708 shows off its unique livery. NIGEL BURKIN



Remote Train Operating Vehicles (RTOVs) have become an important part of the NR fleet in recent years, eliminating the need for top-and-tailing sets with locomotives and reducing costs. Now in a more conventional NR livery, former Mk 2f DBSO 9708 sits in the RVEL yard at Derby on July 28. BEN JONES

Some train formations have changed little over the years, but many of the track monitoring train formations can vary, almost on a weekly basis.

makes up the formation. Mk 2s 6261 and 9523 have recently fulfilled this role. However, the generator and brake force runner can be swapped with others in the fleet and one of the Mk 2 Radio Survey Coaches (RSC) could be included instead of a brake runner.

Using the information gathered, I can search for photographs and details of specific vehicles and ask the following questions:

- ▶ **What is the origin of the coach?**
- ▶ **Is there an RTR model of the original coach?**
- ▶ **How much work is involved – what modifications are there to windows, doors, underframe and roof?**

GLOSSARY

- ▶ **DBSO:** Driving Brake Second Open. A Mk 2f Brake Second coach converted with a driving cab, known as a Remote Train Operating Vehicle (RTOV) by Network Rail.
- ▶ **DVT:** Driving Van Trailer.
- ▶ **High Speed Track Recording Coach:** Checks the alignment of track and rails to ensure that they are fit for high speed running, and identifies problems so that they can be addressed by maintenance teams.
- ▶ **PLPRV:** Plain Line Pattern Recognition Vehicle. Fitted with high-speed cameras and optical measuring systems to check plain lines, particularly rail/sleeper fixings, negating the need for manual trackside inspection.
- ▶ **Radio Survey Train:** Checks the integrity of the railway's own radio network, based on its own GSM-R telephone/radio network.
- ▶ **Structure Gauging Train:** A train that checks tunnels, platforms, bridges and other structures surrounding the railway to ensure that the 'envelope' through which trains run is to the agreed standard.
- ▶ **Ultrasonic Test Unit:** Ultrasound equipment on specialist vehicles checks the integrity of rails and spots any cracks that may be forming due to fatigue.

- ▶ **If there isn't a suitable RTR model, is there a kit?**
- ▶ **How difficult would it be to scratchbuild?**
- ▶ **What other vehicles are required to make up a test train and can they be modelled?**

Then I apply the same criteria to the other vehicles. If I've determined that it can be modelled, then it goes on the 'to-do' list!

Over the short period that I have been compiling this article, some of the formations and uses of the trains have changed, as well as some of the bodysheet details. The recently introduced PLPR vehicles have had a couple of window blanks fitted or removed. For example, former Mk 2f Restaurant First Open (RFO) 1256 that had been running as a brake force runner with RSC3 – 977997, has had one of the previously plated windows from its RFO days altered to a 'half' window and two windows on the opposite side plated over.

SGT2 has recently been formed with 977985, which used to be bar-coupled to the Optical Car 460000, until it was replaced by RTOV 9708 in 2009.

TIC 999508 and the original Structure Gauging Train comprising 975081/975280/460000/9708 have been retired from active duty, although 9708 has since been

refurbished (see photograph) and is now part of the active RTOV fleet. It still retains the various boxes and brackets on the cab end from its days with the SGT.

Another SGT vehicle, 72630 has been converted from a brake force runner and semi-permanently coupled to 977986. 977985 is now paired with 99666, while 62287 has replaced 999605 and is designated UTU2.

The PLPRV and Mk 3b DVTs have still to enter full service but recent trials have seen a Class 67 sandwiched between 82111 and 82129. The DVTs are also sporting new banks of monitoring equipment above the bufferbeams, as well as nose mounted cameras.

TRACTION

Motive power is drawn from various sources including Network Rail's own and hired in fleet of Class 31s – 31105/106/233/285/465. 31190/452/454/601/602 have also been used over recent years.

NR's ex-Class 37s 97301-304 are regularly used, especially for duties in Mid-Wales, where a trial of the European Rail Traffic Management System (ERTMS) is in progress on the Shrewsbury-Pwllheli/Aberystwyth line.

Direct Rail Services Class 37s are also hired, and used either in push-pull mode with an RTOV, or top-and-tail,





sometimes with Network Rail Class 315 and 97/35. DRS Class 47s were once common on test trains, but haven't been used recently. RTOVs can only operate with locomotives fitted with Blue Star multiple working equipment, currently limiting them to Class 31/37 power.

Network Rail's own Class 57/3's have been used on stock transfer duties, but now that these have been transferred to DRS, that duty will cease. Class 73s from various sources are often provided for test trains on the Southern Region. A pair has made forays north to power a test train on the Merseyrail network for the past three years. NR is in the process of having two Class 73s completely rebuilt with two 750hp diesel engines to make them into 'Ultra Class 73s' capable of operating anywhere on the network (see p70). GBRf is also re-engining some Class 73s and it's likely these will appear on test trains in the future.

DB Schenker Class 67s are also used, with the current plan being that they will power PLPRV trains using a Mk 3b DVT at the other end. Class 67s are also used if testing duties require speeds of 100mph or more, such as overhead line testing with 975091 *Mentor*. Class 67s are often used top-and-tail.

Over the summer of 2014, some of the New Measurement Train vehicles were undergoing maintenance and the NMT has been formed of a mix of Mk 1/2/3 vehicles with Mk 1 975091 *Mentor*, sandwiched between Mk 2s 72616 and 9516, with Mk 3s 975984 and 977984 making up the set.

Hopefully, this will spur a few more on to enter the brightly coloured world of test trains.

▶ Don't miss next month's free **BRM** DVD, which features a visit to RVEL in Derby, where the NR fleet is maintained. **BRM**

Mick Bryan's OO gauge fleet for New Bryford includes numerous Network Rail vehicles that have undergone various degrees of rebuilding. Radio Survey Coach 977997 is a former Mk 2f TSO now fitted with test equipment. MICK BRYAN

RECENT SAMPLE FORMATIONS

Those without RTOVs usually have a single Class 31/37 and non-RTOV formations are top 'n' tailed;

- ▶ 9701/977868/9523 (28/6/14) – Radio Survey Train
- ▶ 977997/72630/99666 (29/4/14) – SGT
- ▶ 9516/72616/977997/977986/72630 (28/2/14) – SGT
- ▶ 977983/72631/5981/6264/975091 (15/10/13) – Multiple functions
- ▶ 9708/62384/977985/977986 (12/9/13) – SGT
- ▶ 9708/977997/9481 (7/7/13) – Radio Survey Train
- ▶ 977974/5981 (10/6/13) – TIC2
- ▶ 6261/977868 (30/4/13) – Radio Survey Train
- ▶ 9702/6264/62384/977985/977986 (19/4/13) – SGT2
- ▶ 9701/62384/977985/977986 (14/9/13) – SGT2
- ▶ 9481/977868/6264 (28/5/13) – Radio Survey Train
- ▶ 9714/62384/977985/977986 (10/4/13) – SGT2
- ▶ 9708/460000/975081/975280/99666 (8/3/13) – SGT1
- ▶ 9701/999602/72612 (15/3/13) – UTU3
- ▶ 977974 (6/3/13) – TIC2
- ▶ 6261/999550/977997/977983 (16/2/13) – Track Inspection/Recording
- ▶ 9523/977983/999550/6261 (8/1/13) – Track Inspection/Recording
- ▶ 9481/977983/977997/999508 (20/12/12) – Track Inspection/Recording

Below One of the most recent additions to the NR fleet is a small number of ex-Virgin West Coast Mk 3b DVTs, now being modified for use on the Plain Line Pattern Recognition trains. This is a basic repaint from a Hornby model, but recent modifications will require further work to add cameras and lights at the nose end. MICK BRYAN





HAND-TH

Former BR shunter **Graeme Elgar** explains how he installed simple hand-worked point throws on his 4mm scale layout.

Having been a shunter on the full-size railway, I preferred to set the points for each movement as if I was 'on the ground'.

WHAT YOU NEED

- Caboose Industries Ground Throws: 117R: HO & N scale ground throw with 0.165" travel with rigid stand and selectable end fittings
- 224S: HO & N scale ground throw with SPDT contact, 0.165" travel with a sprung stand and selectable end fittings
- Nairnshire Modelling Supplies: Microswitches, 8BA cheesehead bolts and nuts
- Shrink wrap
- Dingwall Sports & Model Shop: 0.9mm or 1.0mm piano wire
- Albion Alloys CT2 Round copper tube 3/32" x 0.14" x 12"

It had been my intention to motorise all the points on my layout Halstead & Orpinghurst. At Halstead, the terminus, this was achieved using Tortoise switch machines operated from a Modratec fully-interlocked lever frame using double-pole, double-throw (DPDT) slide switches and in the yard a combination of Peco/Seep solenoid motors controlled from a 'stud and probe' panel.

At Orpinghurst, however, I used Tortoise switch machines on the main line controlled from DPDT switches on a panel. To control the yard I needed a different method of operation due to four factors:

- ▶ The 'town' or London end of the yard is obscured by an overbridge
- ▶ The length of the yard means it will be inconvenient to have a central control point
- ▶ Beneath Orpinghurst Yard are four hidden storage sidings which would make placing the Tortoise switch machines either beneath or in close proximity to their points awkward, if not impossible!

▶ **Cost!** Even if it were physically possible, Tortoise switch machines cost almost £15 each, which when I need eight of them, plus the DPDT switches and lengths of wire, the price comes to well over £100.

Having been a shunter on the full-size railway, I would prefer to set the points for each movement as if I was 'on the ground'. This may seem strange after saying the yard at Halstead is controlled by a 'stud and probe' panel, however at Halstead the layout is relatively complex and most of the pointwork is near the panel so I can see when the movement has cleared the points and its safe to change them.

At Orpinghurst, the yard is lengthy and with an overbridge remote point control would be difficult. I didn't want to touch the point blades to change the route as this would introduce oil and dirt (or whatever else is on fingers!) to the rails and so on to the wheels, nor did I want to use a short length of dowel as that might damage the points, so some form of switch or lever would be needed.

Browsing the advert section of *Model Railroader* magazine I saw that a company called Caboose

ROWN POINTS

SPDT GROUND THROW

This ground throw (Ref. No. 224S) differs from the simple version before as it has single-throw, double-pole switch built in to change frog polarity (Photo 8, p76). As with the simple version, part assemble the ground throw by adding the base and inserting your end fitting of choice, then add the small brass contact. Fit the throw to the point and 'finger' test its position. When happy with its position, mark where a hole is to be made for the contact strips (Photo 9), remove the assembly and drill the hole (using a 9mm bit) (Photo 10).

Complete the assembly and solder the wires to the contact strips as per the instructions (Photo 11). For added protection when all the wires were soldered on I covered the contact strips with shrinkwrap.

Once all the wiring was complete, I carefully opened out the securing holes as with the 'simple' ground throw to accept 8BA bolts, following the same procedure to avoid overtightening.

Looking at the size and close proximity of the throw to the point I did wonder if there would be sufficient clearance for longer vehicles, however, a quick test with a Class 60 soon proved all was well (Photo 12)!

You may find that during testing the frog is dead, however, a small amount of adjustment to the contact strips in relation to how they meet the small brass SPDT contact will rectify the problem.

Industries make two types of 'ground throws' (US terminology for points levers). Shortly after, I saw them in action on a friend's US layout and was suitably impressed. They are simple to install and operate too.

I decided to try both types, more down to availability issues than trial and error! One is a 'simple' ground throw which just moves the point blades, the other has a built-in single-throw, double pole (STDP) contact to change the polarity of the point frog.

All the Peco Electrofrog points were given a 'reliability modification' (Photo 1) whereby the small wires that connect the point blade to the frog rail/crossing vee were removed and a permanent connection made between the stock rail and the blade rail (this ensures power to the point blades rather than relying on the tab on the blade making contact with the stock rail). Having done this, if left unconnected the frog will remain dead, however when wired up correctly its polarity will be determined by the lie of the points, normally via an accessory switch attached to the point motor or built-in as with Tortoise switch machines.

Obviously having a microswitch on view next to each point isn't going to look good on a finished layout so for those three points with a 'simple' ground throws there is a piece of piano wire to activate the microswitch.

Whilst gathering all the parts for this article, I had difficulty obtaining piano wire, and eventually sourced it from a general model shop in Dingwall,

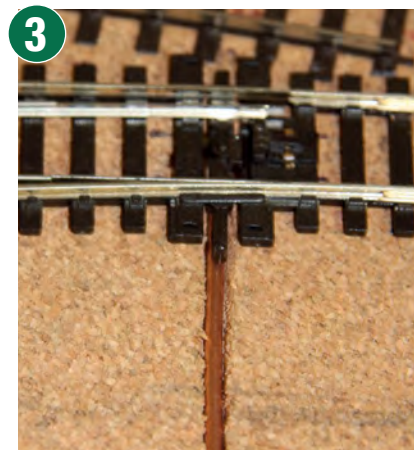
STEP-BY-STEP GUIDE



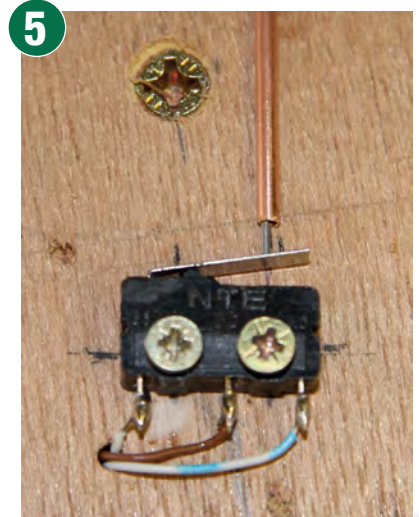
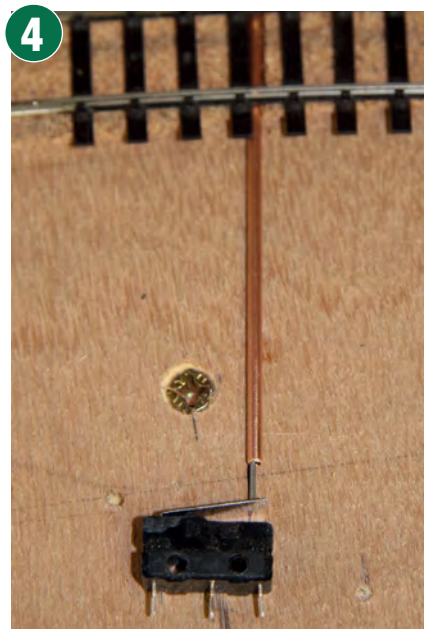
The underside of a Peco Electrofrog point with reliability modifications. The stock rail and switch rail are bonded on each side, with the wires leading to the accessory switch, and the two small factory fitted wires removed between the switch rails and the frog vee. The white wire from the frog will also lead to the accessory switch.



Mark a line along the cork in line with the tie bar.



The copper tube was laid in the 3mm wide channel and when the adjacent line was relaid there was no misalignment.



Left Locating the microswitch.

Above The microswitch is secured and wired up!

MORE
OVERLEAF

PRACTICAL BRM



Ross-shire along with the copper tube. Whilst the copper tube was easily sourced, a common cry from shops when asked for piano wire was “we’re fed up of telling people there’s no call for it!”

‘SIMPLE’ GROUND THROWS

Both types of Caboose Industries ground throws are made of strong self lubricating Delrin and are ‘self latching’ – which means they hold the point in the chosen position until they are ‘thrown’ again.

The first step is to assemble the ground throw. All that is needed is to choose the end fitting that suits your make of points and insert it into the main assembly and it’s ready.

All track on the layout is laid on 3/32” cork. I drew a straight line on the cork in line with the tie bar and cut a 3mm wide channel along the line. I measured the distance between the tie bar and the location of the microswitch and cut a length of copper tube approximately 15mm less than that measurement (Photo 3).

Next, I measured the distance from the hole in the centre of the tie-bar to where the microswitch will be, added 4mm and cut a piece of piano wire. At one end of the wire, 4mm was bent through 90 degrees, inserted in the tube with the short end bent up into the hole in the tie bar (if the wire protrudes from the tie bar, trim it to size). This was then laid into the 3mm channel.

Having already selected the approximate location for the microswitch and cut the piano wire accordingly, I then ‘finger’ tested for the precise location. This involved placing a finger on the microswitch, moving the points to and fro, observing the arm of the microswitch and listening for its activating ‘click’ (Photo 4). When I was happy with its position, I secured it to the baseboard and wired it to the point (Photo 5) before testing the polarity with a locomotive.

You may find that the copper tube deflects when the points are thrown and the microswitch doesn’t activate. If this happens, secure the tube near the end with a small cable clip or a couple of screws either side of it. **BRM**

SUPPLIERS

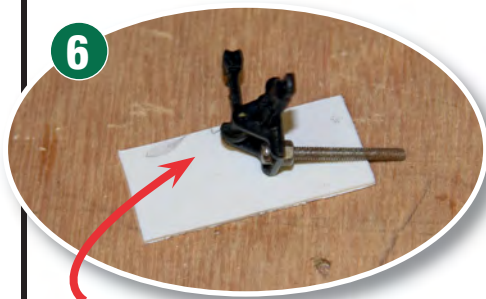
Caboose Industries:
W www.cabooseind.com

American Railroad Centre:
T 01208 72025
W www.americanrailroadcentre.com

Nairnshire Modelling Supplies
W www.nairnshire-modellingsupplies.co.uk

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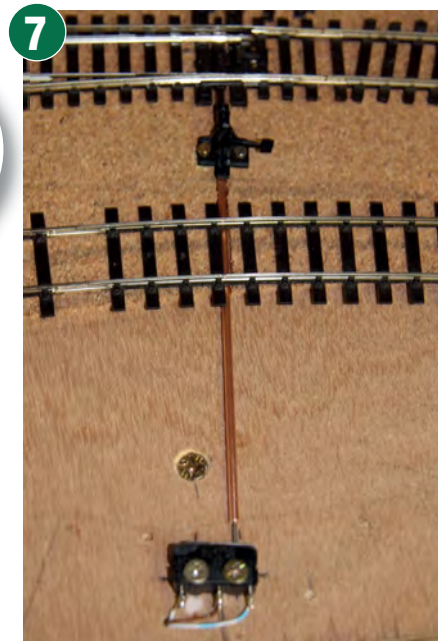
STEP-BY-STEP GUIDE



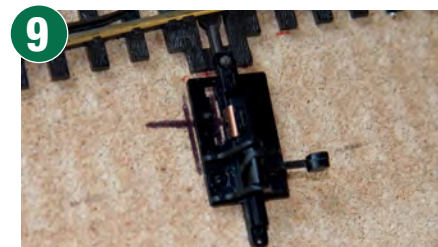
A nut is tightened against the underside of the ground throw prior to it being secured.



The Caboose Industries 224S, showing all the component parts



The ground throw is secured to the baseboard, tested and working



Locating ‘finger test’ completed and the marks made on the cork, ready for the hole to be drilled.



The 6mm hole has been drilled!



Soldering the polarity wires to the contact strips.



The clearance test, making sure one of the longest vehicles on the layout, with the greatest overhang will clear the ground throw.

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APA PARK

FACT FILE

- **LAYOUT NAME** APA Park
- **Gauge/scale** N gauge / 2mm:ft
- **Size** 2' x 1'
- **Layout Type** Micro-layout
- **Control** DCC
- **Photography** Andy York



Great layouts don't have to be big. RMweb member **Steve Purves** took the boxfile concept to a new level with this budget N layout housed in a converted toy box.

KEY DETAILS IKEA TOY BOX

The IKEA box, known as APA, is intended as a toy box for a child's bedroom. There are a number of dioramas and layouts being built using them as a base. This could be seen as a natural progression from a 'boxfile' type layout, and the APA has the potential to offer interchangeable modules

or scenes within a fixed layout base. The lighting is also from IKEA (Ledberg). This is fixed to the inside of the top frame. A micro-layout can offer anything from a photographic diorama to a fully operational exhibition layout, as seen here, and can offer real results in a short period of time at very little relative cost.



Apa Park, a new retail park, has been built on a former railway yard just outside town. The yard was built in the early-1900s by the Great Central Railway (GCR) to handle a variety of traffic. Apa Yard was mostly lifted in the late-1970s but a dozen or so tracks remain to one side of the former GCR main line which ran on arches across most of the site. The remaining sidings are used for stabling and reversal of freight traffic including engineering and coal trains.

The local council, keen to promote an integrated transport policy, part-financed the opening of a new station to service the retail park built on the disused half of the site. The logical place for this was on top of the disused arches of the former main line which now connects with the junction to the former Midland Railway station just over two miles away. A simple single line spur was laid for multiple units to serve the new complex.

The former locomotive shed, now just a stabling point, is at the other end of the yard and locomotives can often be seen stabled at the extremities of the yard. Occasionally, main line steam charters are serviced here whilst passengers take a stroll around the town.

LIVING IN A BOX

Apa Park, the layout, started life as an IKEA storage box called 'APA' which is just over 2' by 1' in size. I had been browsing internet forums for inspiration on a possible micro-project and was heading towards a box file layout, but then happened upon a couple of users of **RMweb** using the APA as a starting point.

As luck would have it we were heading to IKEA that weekend and I managed to pick one up quite quickly. The box retails for a very respectable £11 and modellers have used them in a variety of configurations. I tried sketching some plans on paper, although I feel that with any small layout it's best to try some stock on the table and get a feel for the space and potential operations in the space available.

The box was built almost as per the instructions but I left one panel out of the long side to create an open side for viewing. I decided to fit the cross piece for the open side as this would come in handy to install some kind of lighting.

With an idea of what I wanted to achieve and by shuffling some stock around in the empty box



A Class 58 hauls a rake of laden HAA coal hoppers past the resident 'o8' shunter, still in its grubby coat of corporate blue.

GATHERING INFORMATION

2

A short rake of PCA wagons prepares to depart the yard behind a Parcels Sector Class 47.



I spent the early-2000s travelling around the country by train and have based my modelling on this period. I like to replicate locomotives I saw in the condition in which they were seen. Stock for the layout is biased towards British-built older generation locomotives and multiple units that I saw all over the Midland Region in that era. The operation of the layout is a simple shuttle service for multiple units on the high level station but the low level represents the end of a larger yard complex enabling long modern block trains to be modeled realistically. The scenic break hides the fact that the train isn't 40 wagons long and only the first half dozen wagons are visible 'on stage'. Inspiration has also been drawn throughout from **RMweb**, the N Gauge forum and facebook. I have drawn ideas from all sorts of sources to put them in my box.



4

Preserved 'Black Five' no. 45110 rests at the stops after bringing in a charter. It and the 'Dutch' Class 37/0 will retire to the depot for servicing.

I devised a plan; two tracks on a bridge at the back and three on the base at the front, exiting to the right on to a separate fiddleyard board. For the fiddleyard I used the box lid, which when upturned is the same height as the base of the main box. In turn, this makes putting a baseboard in the box easier.

For the baseboard I cut two pieces of 9mm ply to shape. I made the one for the main box an inch or so smaller in both directions so I could remove it from the box whilst building the layout. Once complete this would be fixed to the base permanently and access holes cut in the box to tend to wiring and point motors.

The boards have 1" square blocks glued to them which raise the boards to clear point motors and also locate the board within the box. Because the ends of the box are slightly inset I had to cut the hole in the end of the box before I could assemble the boards to get the alignment correct for the baseboard join. I planned on using simple dowels and toggle catches for lining up the lid to the box, but this brought its own challenge, the height of the lid. To get around this I used two more 1" blocks glued to the end of the lid and butted against the box in the correct position - this gave me the height required to fit the catches.

TAKING SHAPE

With the baseboards in I could see it taking shape. I always like to build 'placeholders' (quick, disposable mock-ups) for buildings so that I can get an idea of how they will look before starting on the final version. I make them from cheap 1mm mounting card from the stationers (you can also recycle used cereal boxes - Ed.).

Using this method there were various developments on the bridge (level deck or angled deck) and arches (red or blue brick) and the size and shape of the retail



3

A Graham Farish Class 150/2 waits for custom at the new Apa Park station.

park. Track was loosely placed in the box and trimmed to size, I bought some new but heavily tarnished points cheap. A quick whizz in the ultrasonic cleaner brought them up like new!

It was at this stage that the lure of a Dapol Loadhaul Class 56 got the better of me and I succumbed to a DCC trainset which included a Gaugemaster Prodigy Express controller and some wagons. The whole project was originally planned to be a budget exercise so this was my one extravagance!

Sticking with the budget theme, I bought a variable temperature soldering iron set from Lidl (£6.99) and completed the very simple DCC wiring. This was my first experience of DCC and I am suitably impressed. Once I had figured out that you have to isolate the point frogs I was away!

I used Seep point motors controlled by a pair of toggle switches on the fiddleyard board. At this stage I fitted a fascia to the front of the box using 3mm hardboard and sprayed the whole box matt black. An LED lighting strip also from IKEA, called Ledberg, was fitted on the top support which at £11 for three 9" lengths is quite a bargain!

SCENIC SETBACK

With test trains running well my thoughts turned to scenery; and how things had moved on in the ten years since I last did any scenic modelling!

One new type of product that appealed was downloadable print-at-home building kits - the Scalescenes range met a lot of my needs for Apa Park. The concrete overbridge was first, made of two kits joined end on. This replaced my placeholder with minimal fettling but it looked more like a take-off ramp on an aircraft carrier! It was just too steep. Looking at the arches I planned to use, I realised they were only 45mm high; my upper level board was



I was only able to devote one or two hours a week to modelling, but the results show what can be achieved in a small space.

60mm above the lower - oops.

This meant it was time to strip it all back down! With the track off I ran a saw through the supports for the top deck and took 17mm out of the height before replacing and fixing at the new height. The modified bridge now looked more believable.

I went for red brick arches on the placeholder retaining wall but this didn't reflect my back story so I opted instead for blue brick arches from Scalescenes - six kits worth in total. The beauty of these kits is the

ability to print as many as you need after purchasing the initial download. Peco platform edging was then fitted on the station level which enabled me to get the ballasting completed.

I lined the inside of the box with 3mm hardboard for the backscene, I was originally going to have curved joins in the corners but with space at a premium I decided against it. Onto the board I painted a typical British summer sky, heavy with rain, something not often modelled.

A new lid for the box was cut from 9mm plywood and screwed down with brass screws, I decided to fit a lid as I wanted the box to draw the viewer in, like a three-dimensional picture.

STORAGE YARD

The fiddleyard board was originally just going to be plain track but I saw on an online forum a member had used 25mm electrical conduit for fiddleyard cassettes, so I thought I would give it a try. The product

MY FAVOURITE LAYOUTS

In earlier modelling times I looked up to layouts such as Dyserth Road as a pioneer of the DCC depot type layout and New Bryford (see August **BRM**) for the selection of rolling stock. Layouts that made an impression on me for one reason or another include Acton Main Line as it showed what could be achieved in N in a reasonable space, Holiday Haunts and Stoke Summit were excellent 'trainspotting' layouts and Hedges Hill Cutting just has that feeling of an urban network feeding its way through the city.



STEVE PURVES

I have been interested in railways all of my life, graduating to N gauge by the age of 13. By 16 I had taken ownership of Griffin Road (an N gauge exhibition layout) which I exhibited a few times. At 16 I started work for EWS at Toton and went on to model other gauges including OO, O, SM32, 3.5" and 5" gauge live steam before coming full circle back to N gauge in late-2013. I had planned a large exhibition model of Melton Mowbray, set in the 2000s, but this was postponed due to losing the storage space. In search of something smaller I discovered the joys of micro-layouts and then DCC.





A colourful mix of vacuum and air-braked engineers' wagons are gathered together for work over the coming weekend. The 08, now under EWS ownership is due for a repaint.

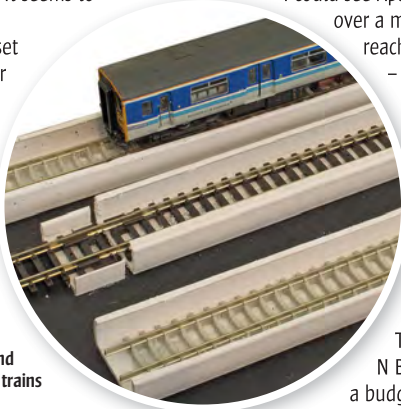


I got from B&Q was unfortunately too narrow at the top so I had to use a mini-drill with a disc attachment to take the top lip off (a very messy job!).

I also managed to get the self-adhesive version so had to take the foam strip off the back with a knife and sandpaper. A length of track was simply glued into the channel and standard rail joiners used to connect it to the layout. If they get damaged I can just chuck them away and slide on new ones. It seems to have worked well so far...

With the ballast laid and set I couldn't proceed any further until I had funds to purchase an airbrush for weathering the track. I pressed on with constructing and modifying the Scalescenes car park kit and scratchbuilding a station building and

Steve's cassette system avoids handling items of rolling stock and is a quick way to assemble short trains and rakes of wagons.



modern retail park out of plastic card.

I weathered the track with layers of brake dust, rust and oil, before giving it a blow over with a mix of all three. I use this mixture as a base for weathering my stock and buildings as it helps to blend everything in together.

At this stage I read about the N Gauge Society Annual Modelmaking competition for small layouts.

I could see Apa developing well and, with little over a month to the deadline, it was within reach of being finished. I decided to enter – there's nothing like a bit of pressure modelling!

With a young family, time and money are at a premium and just as the entry form was sent the budget ran out. I had to sell a locomotive to raise the required capital to buy the finishing touches. This included details such as point levers, the yard light from TPM and the palisade fencing from N Brass Locos. Apa was designed to be a budget project and I believe I managed

WHAT MAKES IT A GREAT LAYOUT?



Steve shows that anyone can find space to make a model. He's kept tight hold of the purse strings with careful acquisition of second-hand items at the right price and thrifty use of materials to model the ephemera of the modern railway.

Andy York, RMweb Editor

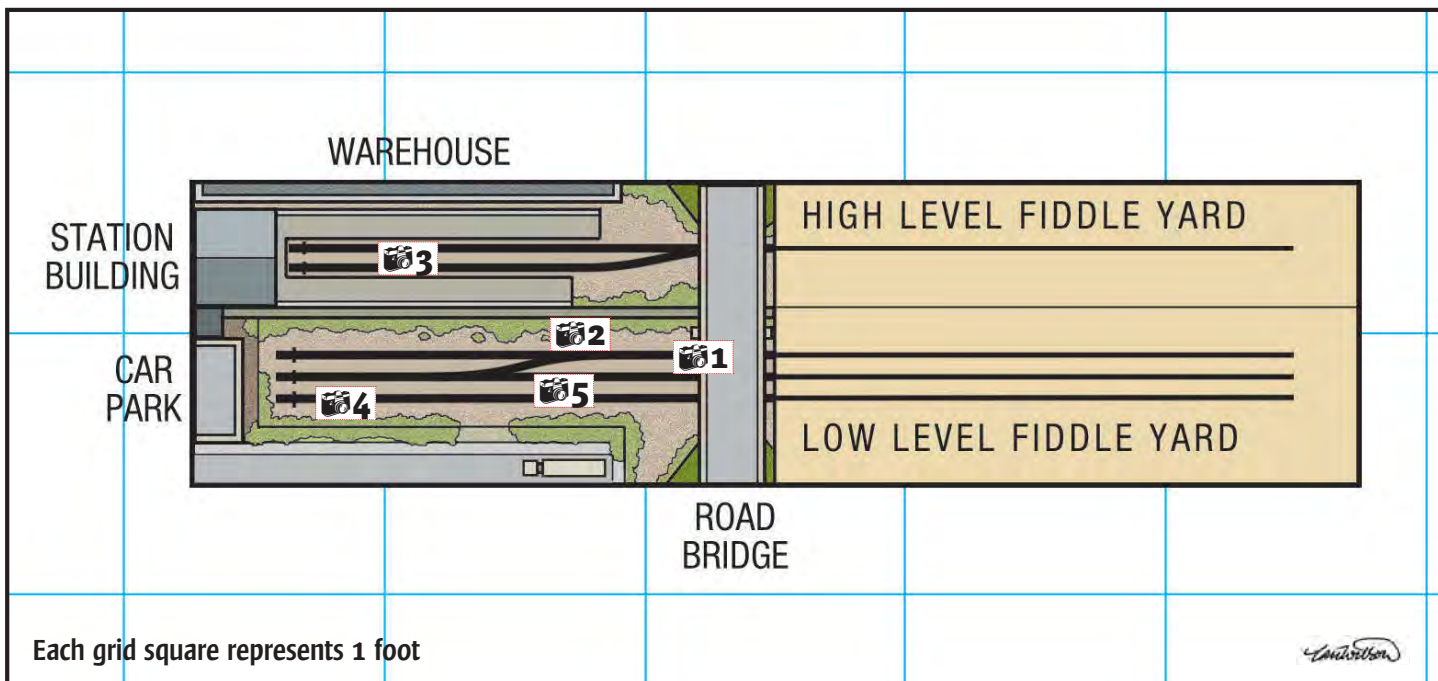
to stay under the £100 barrier, excluding locomotives and rolling stock.

At shows the layout has been a success and was awarded the Graham Farish Trophy at the International N Gauge Show. This now sits proudly atop of the box, somewhat dwarfing it!

Modelling on a tight budget has been very rewarding as has seeing the project evolve. I was only able to devote maybe an hour or two, once or twice a week to modelling once the kids were in bed but the results shown here demonstrate what can be achieved in a small space. **BRM**



LAYOUT FOCUS APA PARK



THE GENTLEMEN'S RESTROOM

Stuart Hilton's diorama depicts a hidden side of the 1980s railway.

Sometimes it's a building you pass every day, but don't notice until it's gone, sometimes it's an idea sparked by a chance remark. The Gentleman's Restroom was the result of two, completely independent suggestions. Firstly, the announcement of the 2011 **RMweb** Diorama Competition and secondly, someone had started a forum thread which asked 'which was the grottiest toilet building seen on a layout?' The thread showed various examples of excellent models of toilet buildings, some were of the platform-based Victorian wrought iron outdoor type, and others were of buildings found in loco yards. But no-one had modelled just the interior.

The competition rules stated the dimensions of the diorama could not be bigger than 20" x 11" x 11". Putting the two concepts together has proved to be one of the most self-perpetuating things I've ever done.

THE MODEL

Wanting to use the dimensions to their best effect, I decided on a base of just under 11" square, using the 20" for the height. A quick sketch made me realise the two key elements would be the sink and the toilet itself.

A trawl through the internet resulted in both items being ordered in 1:12 scale. When they arrived, I realised the wooden toilet pan had a solid base to the height of about where the water level should be. There was no possibility of representing a clear liquid - it would have to be 'blocked', so was painted gloss dark green. And so started the process of making the whole model as



Prompted by a thread on **RMweb**, Stuart's aim was to make the diorama as grotty as possible!



disgusting as possible!

From the scrap box a length of 4mm metal siding was used to make the lower wall panelling, topped with strips of coffee stirrer. Over the sink is a section of 4mm setts, to represent glazed tiles. The rest of the fittings are more items from the scrapbox - real copper tube for the pipework, a thin sliver of T section strip for the light switch toggle, more plasticard strip and tube for the empty roll holder.

The painting was done in a deliberately patchy fashion - the floorboards were given various washes of dark green, brown, grey and black, then rubbed with sandpaper and kitchen role to blend and wear away the paint. Similar treatment was given to the walls, where the lower panels were coloured to represent damp & mold. The tiles were given a coat of thin gloss white, over which a small mirror was glued.

Final touches included an empty paper towel dispenser, a cardboard box in place of a bin and a piece of wire instead of a door handle. An RMT poster and a BR

logo were the 'railway' connections required in the rules.

I wanted a copy of a newspaper as reading material and emergency supplies, and found an image of the Sun's 'Gotcha' headline. I didn't realise what the headline referred to and was mortified when I found out it was from the Falklands conflict, in case it would cause upset. I was assured it wouldn't.

It was fun to make, the build thread was enhanced greatly by the collective wit of the members who posted their support and encouragement and the result in the competition still gives me goosebumps. So, if ever you feel like a break from modelling your normal subject, have a go at something a little different - you too might be flushed at the outcome! **BRM**

Stuart's layout was voted 2nd in the category for originality. Read his build topic on [RMweb bit.ly/1vpWRI7](http://RMweb.bit.ly/1vpWRI7)

HORNBY REBUILT



'MN' CHECKLIST

- ▶ Check if DCC Ready – models produced before 2004 were not.
- ▶ Ensure brass contacts on tender connection are not damaged.
- ▶ Watch for an overly-prominent join along the boiler top.
- ▶ Check that loco/tender lead wires are intact on later models with plug/socket arrangement.
- ▶ Does it run smoothly? If not, check wheels/pick-ups for dirt.
- ▶ Is it DCC? Check that the decoder is operational. Models with the 'XS' suffix to catalogue numbers should be sound-fitted.
- ▶ Check for loose or missing parts. Items such as handrails, lamp brackets and tender ladders can become detached.

It's widely regarded as the model that re-launched Hornby as a serious contender in the OO locomotive business. Quite simply in a different league to the often toy-like models that preceded it, the rebuilt 'Merchant Navy' sold by the shedload in its first few years and continues to be a regular in the Hornby catalogue.

More than 15 years on, it has been updated with DCC compatibility, a better tender pick-up arrangement and there's even a DCC Sound-fitted option. Externally though, the 'MN' looks much as it did when it first wowed Hornby customers in the late-1990s. Constant improvement on subsequent models means that the big Bulleid 'Pacific' isn't quite up to the exquisite standards achieved since, but it's still an impressive model with lots of good features.

Subsequent production runs have been shorter and certain models attract

a premium, as the table opposite highlights. Although it has been produced in large numbers over a long period, releases have been somewhat lacking in recent years and so the secondhand value of some models has increased.

The 'MN' was the first Hornby steam locomotive incorporating the numerous authentic detail variations to which we've become accustomed. On this model, the differences are largely restricted to tender types, two of which have been produced; cut-down, long wheelbase 6,000gal on the early editions and a 5,100gal type introduced later.

Originally, the models had a sprung rear driving axle, but this was changed to a standard axle type by the start of 2003. According to our 'MN' expert, the sprung axle could cause models to run with a waddle and the later arrangement is preferable.

As with any secondhand purchase,

you should ideally take a good look before handing your money over and, if possible, ask for a test run to ensure it behaves as it should. The boiler moulding seams can be fairly prominent on some models and it's worth checking several models before choosing the best.

One final point; if it's possible, check the current draw before buying a second-hand model. If it is 0.3Amp or greater, check that the two gear wheels on the intermediate shaft have a gap of about 20thou between them. This will keep the gear meshing sweet.

With thanks to Robert Cherry for his expert advice on Hornby Bulleid 'Pacifics'. **BRM**

FOR

- ✓ Good looks ✓ Strong performance ✓ DCC Ready (2004 onwards) and NEM couplings ✓ Wide choice of names and numbers ✓ Sound-fitted options in recent years.

AGAINST

- ✗ Starting to look dated at front end, prominent boiler seam
- ✗ BR green decoration can be disappointing
- ✗ Not DCC Ready before 2004.



'MERCHANT NAVY'

In this new series, **Ben Jones** looks at a widely available second-hand model and finds out what they're worth, where to find them and what the prospective buyer should be looking out for.



FACT FILE HORNBY 'MNS' SINCE 1998

CAT. NO.	NO.	NAME	YEAR	EXCELLENT UNBOXED	MINT & BOXED
R2169	35028	Clan Line	2000	£60.00	£75.00
R2169	35028	Clan Line	2001-02	£60.00	£75.00 (flatter smokebox door)
R2170	35023	Holland-Afrika Line	2000	£65.00	£80.00
R2171	35005	Canadian Pacific	2000-03	£65.00	£80.00
R2204	35020	Bibby Line	2001-05	£70.00	£85.00
R2267	35025	Brocklebank Line	2002-05	£70.00	£85.00
R2268	35027	Port Line	2002-03	£70.00	£85.00
R2294	35029	Ellerman Lines	2002	£85.00	£100.00
R2310	35016	Elders-Fyffes	2003-04	£75.00	£95.00*
R2466	35011	General Steam Navigation	2005	£75.00	£95.00*
R2528	35019	French Line CGT	2006	£85.00	£105.00
R2710	35010	Blue Star	2008-10	£90.00	£119.00
R2967	35026	Lampart & Holt Line	2011	£100.00	£120.00
R3130XS	35023	Holland-Afrika Line	2013	£220.00	£270.00

* Paired with 5,100gal tender

TRAIN SETS/PACKS

R1038	35012	United States Lines	2003-06	£75.00	N/A* Part of R1038 Train set
(R1073)	35028	Clan Line	2007-11	£80.00	N/A Ex-VSOE train set
(R1162)	35028	Clan Line	2012-13	£100.00	N/A Ex-VSOE train set
R2194	35022	Holland-America Line	2000-01	£70.00	£140.00 in Atlantic Coast Express train pack with 3x BR Mk 1s
green					
R2300	35021	New Zealand Line	2002	£70.00	£130.00 Bournemouth Belle train pack with 3x Pullman
R2599	35026	Lampart & Holt Line	2006	£80.00	£149.00 Train pack with 3x BR Mk 1 coaches
R?	35028	Clan Line	2006	N/A	£250.00 With 'Express for Children' headboard & 3x Pullman Cars – produced for Save the Children Fund



SOURCE: RAMSAYS GUIDE TO BRITISH MODEL TRAINS 8th EDITION, AVAILABLE NOW FROM www.model-railways-live.co.uk

YOUR
BRM

READERS' L

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



Here are some photographs of one of my layouts. I use railway modelling as a way of relaxing. I'm not a purist who gets everything right and accurate, but do it to what I can remember or read and what I enjoy doing and running. I just love building them and doing the scenery.

My OO gauge Mill Edge is a small Peak District terminus (although I am negotiating with my partner to extend the line which is harder than getting an Act of Parliament).

It all started when my boss at Doncaster Rovers Football Club, John Ryan, showed me his large O gauge layout which has been featured in magazines and videos (see September issue of **BRM**). I now am starting to build a narrow gauge line when I get time!

Steve Uttley, via email

SUMMERS LANE TMD

Here is Summers Lane, a DCC OO Gauge small fictional Duchy traction maintenance depot. The era is based around the Class 50 era in the Cornwall area, giving two main periods of operation - BR blue and NSE. It was inspired by childhood holidays and a Class 50 cab ride, leaving behind fond memories of these locomotives.

The baseboard is 6'2" x 2'0" with Peco trackwork and buildings from the excellent Bachmann range. Construction has taken about six months to date with work still in progress.

Most locomotives have been weathered and half the fleet is sound fitted.

M. Crane, Cornwall



AYOUTS

READING BETWEEN THE LINES



The Forest of Dean Model Railway Club decided to run an internal competition within its membership to build a diorama scene of any railway associated activity for judging at the Coleford Carnival of Transport. My entry was based on the watercolour rail whimsy by Vic Millington from his 'Reading between the lines' collection of sketches. I cut up an old Dapol LMS 'suburban' for the cross-over and added a new mounting card roof. The track was some old Hornby cast-offs. I scratch-built the tunnel mouths from mounting card and printed my own self-adhesive textures. The ballasting material is new to me. A member of the club brought it in from his business - granulated walnut shells!

Trevor Powell, Lydney

CHESTERFIELD

Ibought a floating shelf kit (25cm x 100cm) from a DIY store to display some stock on last year. I came up with the idea of making it into a diorama, based on a large diesel depot and somewhere I could display locomotives that were not being used on my main layout.

The first thing I did was box in the shelf, then glue three lengths of SMP track across it, painted with Railmatch Track dirt. I scratch-built from styrene sheet brick and corrugated iron a basic loco depot, copied from photos in low-relief.

The furthest track enters the depot front but only by 2 inches. I have always admired winter layouts with snow but have never dared try it, but here was an opportunity to do it. The snow is actually volcanic reptile sand you can buy very cheaply from good pet shops or garden centres in various colours (black version is very useful). The final touch was a fine mist of matt white from an aerosol.

James Harrison, via email



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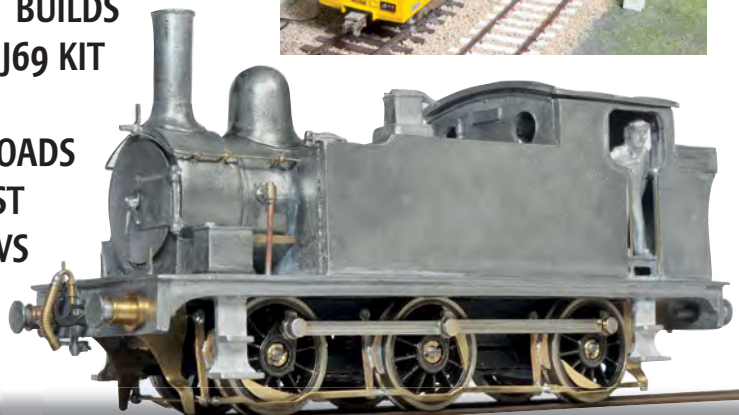
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A NEW ERA FOR MODEL

BRM NEXT MONTH

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- ▶ BUILD YOUR FREE GOODS SHED
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The whole **BRM** team is really excited about this new development and we can't wait to share it with you.

BEN JONES,
MANAGING EDITOR



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STAR LETTER

ROOM IN THE HOBBY FOR ALL

I have just read Colin Tanner's letter in the July issue of **BRM**. Like Mr Tanner, I have subscribed to **BRM** through a free offer but only recently, so it's too early for me to comment on the balance of articles. However, I would like to respond to Mr Tanner's potentially divisive statement that "we should not lose sight of the fact that we are modelling the prototype." I believe this highlights what must be a dilemma for every editor of mainstream model railway journals. It emphasises two entirely different approaches to our hobby; on the one hand are those whose enjoyment is satisfied by model railways; on the other, those who seek to create models of railways.

For the latter, the focus is on replicating a real railway; the former simply enjoy playing with model trains. There are many shades in between these two basic approaches. Tension can arise from statements like Mr Tanner's.

His view seems to be less: "I would like more prototype articles please" and more: "the reason we are all here is to model prototypes." Wrong.

I have been a model railway enthusiast since 1975. Now in retirement, I am building a large loft layout. I have never had any desire to model a prototype. I enjoy RTR models in their own right. I have never built a wagon kit, scratchbuilt a building, fitted couplings; I have no interest in engineering data or other specifications of prototypes. I skate over many such articles and focus on the layouts and product reviews.

I am not a model engineer; I do not aspire to replicate a real railway; I have no desire to become an expert in constructional techniques. I enjoy the models as they come out of the box and happily play trains without knowing or caring whether the hinges on the smokebox door are accurate.

For anyone horrified by this approach, I am afraid to confess that I don't have real passengers opening the carriage doors either. I think it is sad

how often we come across layout articles where someone says they justify running a locomotive as a 'heritage train' (or some such excuse for permitting something unprototypical to appear). Far more encouraging is the liberated statement "my layout is fictional, has no particular era and I run what I like."

The great thing about the latter is that it embraces, loves and admires prototypical layouts just as much as any other! The reverse, sadly, is often not true.

So, please do make room for some prototype articles, they may interest us too. But in doing so, please do not lose sight of the fact that we are all here to enjoy our hobby through a diverse range of approaches!

Roy Harris, Crane Moor, Sheffield

STAR
LETTER



LAYOUTS TO INSPIRE

While I agree in some respects with Barry Tabor's comments in July issue of **BRM**, I can't help but feel he has missed something. Exhibition layouts are created for show; they are there to inspire, to show visitors what they could be doing at home or at their local club. I only now go to a

few exhibitions to see how other modellers have created a piece of model engineering. I also go to see the actual layout plans in 3-D. Every time I come away enthused with fresh ideas and inspiration. Isn't that what a show is all about?

I especially love the condensed layouts that have so much to show in such small spaces.

You can see the enjoyment on the operators' faces when things are happening, and the consternation when they don't. A show with a dozen small layouts has more interesting things going on than one with just a few crowd pleasers in my view.

Anthony Butler, by e-mail

LETTERS



TIME FOR AN APT-P REVIVAL?

I wonder if Hornby will now regret that it didn't resurrect its impressive OO gauge model of the electric APT-P after production stopped in 1984?

It is odd that Hornby did not put the APT Intermediate 1st, catalogue number R705, into production. Owners of this train appreciate it would look more impressive and complete with the two missing coaches. At 6' 6", a seven-car train would be too long for many layouts, but if you had the room, the extra coaches would have been welcome additions. With the power car in the middle of the train, running it around model curves shouldn't have been a problem.

Tony Olsson, Ilfracombe



SPARE A THOUGHT FOR THE WEST COUNTRY!

I was drawn to the comments made by Peter Spence in the June issue of **BRM** concerning the siting of the Ashford International Model Railway Exhibition Centre (AIMREC). The old argument always comes up about who has the best place for attractions between the north and the south. He suggests York as a sensible option, which at only 54 miles from Redcar is quite an easy trip for him. However, I live in Cornwall, 390 miles away, which means I would be unlikely to visit - even Ashford would be a 320 mile journey. Remember that there is not only north and south but east and west too, and we in the West Country do not have any of the big attractions. Unless we are prepared to travel large distances and stay overnight, visiting such places is difficult.

Joss Murray, Camborne, Cornwall

IS EXTRA DETAIL ESSENTIAL IN N?

Being an N scale enthusiast has been difficult for many years for many reasons, but the one thing that has frustrated me most is the constant improvement in detail that I don't need becoming incorporated as 'standard' and the price going up as a result.

That's not to say that the additions don't have value or that the price rises aren't comparably fair but to me it makes more sense to start with something simple and let people add detail rather than insist everyone takes everything at the highest standard.

Even before the Bachmann price increases many people have been priced out of N scale. While this is harsh on adults, if N is not available to children (who also don't generally focus on the detail - they want trains to 'play' with), the future of N remains stifled and relies on converts from OO. Hornby has the right idea with its Railroad brand; three open wagons for £15.49, as opposed to a single, smaller scale wagon for £20!

Why not try a small simple locomotive and a couple of small trucks at a lower level of detail (maybe using existing older tooling) at a cheaper price and see what happens? I wonder what readers think?

Guy Wilkerson, Portsmouth

Developing and tooling N scale models costs just as much, if not more, than in larger scales and over the last decade there has been widespread demand for higher standards. Also worth considering is that in most walks of life, most obviously consumer electronics, miniaturisation usually results in higher, rather than lower prices. - Ed.



facebook

Question of the Month

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

We've recently seen models of some locomotives produced by more than one manufacturer. What's your opinion on duplication and is it a good or a bad thing for the hobby?

Alan Emanuel I do not mind duplication, it is interesting to compare detail and pricing, but what annoys me is when they keep repeating the same loco numbers and names over and over again.

Brendan Jackson I believe manufacturers should only duplicate if the existing model/product is completely out-dated (i.e. the introduction of Bachmann's Mk.1s when all that was previously available were Hornby's old Tri-ang era versions).

Paul Clifton In this age of ever increasing production costs I believe the manufacturers do not have the luxury of competing over the same products. Much better for manufacturers to gauge the needs of the consumer and produce some unique offerings that their rivals are not producing.

Kevin Knight In N it's silly point scoring which does nothing to grow the hobby. In the end economics wins, the mob with the deepest pockets will survive and the consumer will be worse off.

Andrew Carter When Hornby and Bachmann have gone head to head it has done no harm, the B1s and Standard 4MTs were a good illustration of this. Both models from each manufacturer had their strengths and weaknesses, and I don't think sales suffered. Generally one manufacturer will make a model and the other will try and do a better job. It took several manufacturers quite a few attempts before we got the definitive 'Western', or 37 or 40, it does no harm for manufacturers to be kept on their toes by the others.

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WHAT'S NEW?

News and Events from the model railway trade

'COAL TANK' TO JOIN BACHMANN RANGE

A London & North Western Railway Webb 'Coal Tank' 0-6-2T was the surprise addition to Bachmann's OO gauge range on August 30th. Although it's only a few weeks since Bachmann unveiled its 2014/15 catalogue, the company chose its annual Collectors Club members day at the Keighley & Worth Valley Railway to reveal its latest model.

The KWVR is home to the only surviving 'Coal Tank', No. 1054,

which is owned by the National Trust and managed by the Bahamas Locomotive Society at Ingrow West. It is one of only six surviving LNWR locomotives.

Built in 1888 to a Francis W. Webb design, No. 1054 was the 250th of 300 locomotives built over a 16-year period. Simple, cheap and effective, they were built for short distance goods work, but also proved to be useful for

local passenger trains all over the LNWR system. Withdrawn from service by the LMS in 1939, it was almost scrapped but the shortage of locomotives for the war effort saw it overhauled and put back to work. As BR No. 58926 it remained in service until 1958, the last of its type and the last Webb locomotive in traffic, before being rescued by preservationists and eventually restored to working order.

As this issue of **BRM** went to press, the exact identities of Bachmann's models had not been revealed, but LMS and BR black versions are to be expected, plus a pre-1923 LNWR edition depicting the 0-6-2T as currently running in 2014.

See www.bachmann.co.uk and www.rmweb.co.uk for updates, prices and expected delivery dates.



JOHN HILLIER

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



DAPOL LASER SCANS DRS '68' FOR ACCURACY

Dapol has laser scanned one of DRS' new Class 68 locomotives as the first step in producing its proposed model in both OO and N.

The work was carried out at DRS' Carlisle Kingmoor depot in late-July and marks the ongoing cooperation between the Chirk-based manufacturer and the freight and charter train operator. An immaculate 68005 *Defiant* was scanned outside the depot adjacent to a raised platform to ensure the best results.

DRS has ordered 25 locomotives, developed from the Vossloh

'Eurolight' diesel-electric but trimmed to fit the UK's smaller loading gauge and designated 'UK-Light'.

Once in service the fleet will be used to deliver the full range of DRS operations but six locomotives are being leased to Chiltern Railways to haul 'Main Line' services between Marylebone and Birmingham.

At least two have already been delivered in CR's silver-grey livery.

Joel Bright, Dapol's managing director remarked; "Laser scanning, although costly, is a wonderful research tool for manufacturers as

it almost guarantees DRS and our customers that the model locomotive will be the right shape."

Unlike the angular Class 70 – introduced by Freightliner and now also in service with Colas – the Class 68 has more complex curves and flowing lines, and these can cause problems for model manufacturers.

"With skilled interpretation of the data by our designers I am confident that our model of this attractive and distinctive locomotive will delight model railway enthusiasts in both OO and N gauge," said Mr Bright.

The scanning process took just

over an hour, and the data will now be sent to Dapol's CAD team in China, which will translate it into computer files for components that can be moulded and assembled.

The 3-D scanner is mounted on a tripod and rotates slowly, sending out thousands of laser pulses every second. These are reflected back and recorded to build up a 'point cloud' image accurate to 100ths of a millimetre.

Dapol hopes to have CAD files to show soon, with sample models expected in the UK around the end of this year.



TOM SMITH



Ixion orders more Hudswells in O

Having sold more than 1,300 of its award-winning O gauge Hudswell, Clarke 'Countess of Warwick' 0-6-0STs, Ixion Model Railways has commissioned a second run of the models in green, red and black liveries. They will be available from

selected retailers in the UK and Australia, and online from the Ixion website later this year.

Ixion is also collaborating with another UK company on the production of a ready-to-run 7mm scale standard gauge steam locomotive suitable for

both the UK and Australian markets.

More information about this model will be available soon – see the Ixion forum on **RMweb** for updates on all current projects.

W www.ixionmodels.com

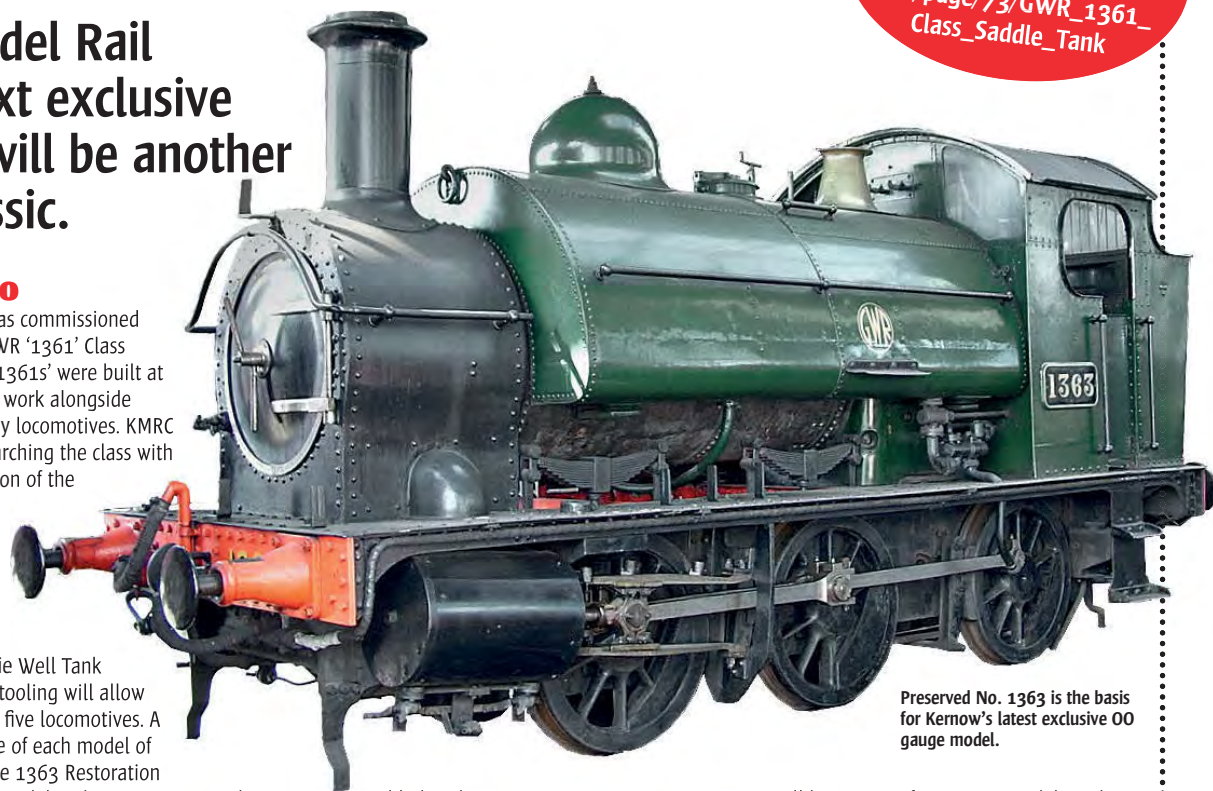
KERNOW SADDLES UP GWR STYLE

Kernow Model Rail Centre's next exclusive OO model will be another Cornish classic.

A GWR o-6-o in OO

Kernow Model Rail Centre has commissioned DJ Models to produce the GWR '1361' Class o-6-oST in OO Gauge. Five '1361s' were built at Swindon in 1910 and put to work alongside ex-Cornwall Minerals Railway locomotives. KMRC has spent the last year researching the class with the assistance and cooperation of the Great Western Society's No. 1363 restoration team and has been given full access to the only surviving locomotive as it is being restored.

As with its previous Beattie Well Tank and Adams O2 projects, the tooling will allow for every variation across all five locomotives. A £5.00 donation from the sale of each model of No. 1363 will be made to the 1363 Restoration Team. Chris Trerise, Kernow Model Rail Centre Managing Director, said; "I am really excited about working with the Great Western Society on this project as it is not often you get to see the real



Preserved No. 1363 is the basis for Kernow's latest exclusive OO gauge model.

locomotive assembled at the same time as you assemble a model of it! I look forward to working closely together in the future on this and other, as yet unannounced, projects."

Prices will be £124.99 for pristine models and £134.99 weathered, with a discount of £10.00 for pre-orders, which can be placed through Kernow's website or store now.

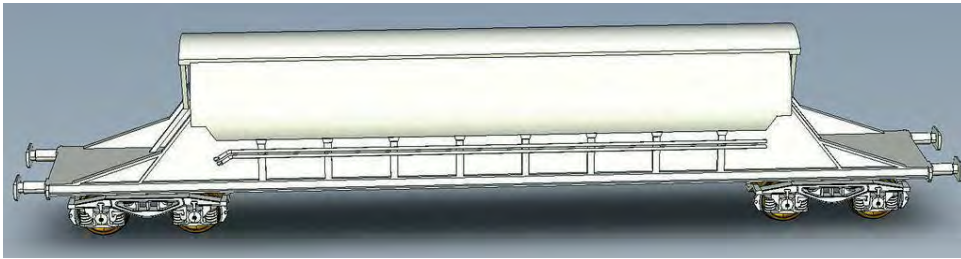
The five models planned will cover all detail variations across this small class of shunting tanks. KMRC



KERNOW '1361' PLANNED DETAIL AND LIVERY OPTIONS

- ▶ K2201 DJ Models 1361 Class number No. 1361 in BR black with late crest and pristine finish.
- ▶ K2202 DJ Models GWR 1361 Class No. 1362 in BR black with early emblem and pristine finish.
- ▶ K2203 DJ Models GWR 1361 Class No. 1363 in GWR green with Shirtbutton monogram and pristine finish.
- ▶ K2204 DJ Models GWR 1361 Class No. 1364 in GWR green with Great Western lettering and pristine finish.
- ▶ K2205 DJ Models GWR 1361 Class No. 1365 in BR Black livery with late crest and weathered finish.

PROGRESS ON THE PBA



The first CAD image received in July. This is purely to check overall shape and dimensions and has virtually no detail at all.

New tooling for Kernow Model Rail Centre's long-awaited OO gauge PBA China Clay wagon is starting to make progress.

After a lengthy hiatus, the model is now being developed by DJ Models. KMRC has re-opened the order books and also added Tiphook Rail blue wagons in pristine and weathered condition

as further options. Existing orders have been retained and although KMRC will not be able to honour the original pre-order prices, it will be contacting all customers with an existing order with details of a special offer in due course – customers do not need to contact Kernow about their existing order. Further information on all KMRC's

exclusive models and forthcoming projects, including details on how to place an order can be found on the Kernow Model Rail Centre website.

T 01209 714099

W www.kernowmodelrailcentre.com

E sales@kernowmodelrailcentre.com

INVICTA/BACHMANN CCT IMMINENT

Invicta Model Rail's exclusive OO gauge Mk 1 CCT vans should be in stock by the time this issue of **BRM** is published. Six liveries are being produced by Bachmann, including the Cardiff Canton-based re-railing crew CCT ADB977076 in striking Breakdown Train Unit yellow/black (39-554Z) and RTC red/blue stores van 024497 (39-553Z), plus BR maroon, BR blue and Red Star parcels versions.

Featuring a wealth of detail, including over 100 separately-fitted parts and superb decoration, these much



requested vans are sure to be popular. Invicta Model Rail's Vernon Smith said "We have a high number of orders and will be dealing with advance orders in strict date order, so we ask our customers to be patient!"

Retailing at £29.99 (£31.99

weathered), all six models are UK post free and orders can still be placed at the Invicta website.

E invictamodelrail@btconnect.com

A 130 Station Road, Sidcup,

Kent, DA15 7AB

T 02083 027 774

W www.invictamodelrail.com

DJ/KERNOW CLASS 71 UPDATE

DJ Models is now working with Kernow Model Rail Centre on the Class 71 electric locomotive project. Rather than DJM working alone to attract funding via the Kickstarter route (see p96), expressions of interest will now be taken by KMRC.

Customers who want to back this model will fund its development by committing to pay upfront, in return for receiving a model when the target for production is reached.

Chris Trerise of Kernow Model Rail said "By crowd sourcing the finance for this model DJ Models

is able to start work almost immediately. With the full co-operation of the National Railway Museum laser scanning will be carried out very shortly with CAD/CAM production to follow. Whereas otherwise it would take up to two years, this process should make it possible to achieve in a much shorter timescale."

Should sufficient orders be forthcoming, the model will feature a coreless motor, heavy chassis, directional lighting, etched grilles where possible, separate

wire handrails, a 21-pin DCC decoder socket with a large space for a sound speaker and sprung buffers. Only 1,200 models will be produced. The price of the model through this process will be £125.00 including postage to UK addresses. Kernow has hinted that the price for any models produced after the initial Kickstarter-funded batch is complete is likely to be around £139.95. Further information can be found on Kernow's website.

W www.kernowmodelrailcentre.com

TAKING NUMBERS

20 ft old style containers are to be produced by C=Rail Intermodal to accompany Bachmann's recently announced FFA/FGA wagons. They will depict two styles of older rib-sided containers, rather than the corrugated style used today. Tooling samples are expected to arrive before the end of this year, with a production run commencing in 2015. **W www.c-rail-intermodal.co.uk**

6723 transfers - the total number of waterslide transfers currently

in Fox Transfers' catalogue, in eight scales including full size. The most recent additions to the range are 4mm/7mm/10mm scale Caledonian Railway transfers (FRH450/750/1050). The packs include the CR crests, initials and lettering plus coach branding. **W www.fox-transfers.co.uk**

37 37s can now have a modern DRS-look nose thanks to R3sprays latest kit. Priced at £35 per pair, the new noses are designed to fit to a standard Bachmann Class 37 and incorporate LED lighting that connects to the chassis connectors. Also included is the top headlight in etched form, requiring fitting and connecting to the LED light source using the fibre optic cable supplied.

W www.r3sprays.co.uk

1,714,336

views on our popular YouTube video channel ModelRailwaysLive.

With a good selection of video content from the BRM archive both past and present, many of you have commented favourably on the layouts filmed and available to view on our channel. Last November the channel passed the one million viewer mark and its success continues.

If you'd like to take a look at the channel for yourself, simply visit the link below.

W bit.ly/1tNkRVF

99 pence is the bargain price for the digital monthly MRL TV full length videos. You don't need to have a BRM digital subscription, as each month's video can be paid for individually and viewed online. If this is your first foray into the world of tablets and would like to see what our 30-40 minute DVDs look like, simply follow the instructions on our website and enjoy!

W www.model-railways-live.co.uk/digital/

GWR 'FLYING BANANA' NEEDS YOUR SUPPORT



Photo by
Tim Walker

In an exciting 'first' for British N Gauge, modeller Matthew Pinto is asking fellow 'N-gaugers' to back a plan to produce a ready-to-run GWR streamlined diesel railcar. He has teamed up with DJ Models to promote the project.

Matthew is using the website Kickstarter (see below) to generate funds for the development of the model. The minimum number of orders to make the project viable is reportedly set at 1,000. To order a railcar and support the project, visit the Kickstarter project site, details of which can be found below.

The model will be based on Railcar No. 4 which is preserved at STEAM Museum in Swindon. It will be laser-scanned to produce an accurate detailed model of a prototype that has never before been available ready-to-run. If there is enough demand, the railcar will be available in the following liveries;

- ▶ No. 4 in GWR 'Shirtbutton' livery with white roof (as-built and worn currently in preservation).
- ▶ No. 3 in post-war GWR Hawksworth livery with grey roof and GWR crest.
- ▶ No. 2 in BR crimson and cream branded W2W.

The price will be £115.00 (includes shipping within the UK). See the story below for details of how you can get involved.

Erratum

In the Maxwell Colliery layout feature of last month's issue of BRM, Max states that the trees are from 'The Tree Company'. He did in fact mean the modeltreeshop, whose details are below.

A 4 David Hume View, Chirnside, Duns TD11 3SX
T 01890 819 021
W www.themodeltreeshop.co.uk

HOW IS THIS PROJECT FUNDED?

The subscription period for this model is open for 60 days from 1st September and customers have that amount of time to sign up to the Kickstarter page. If the minimum number of orders is not reached, then the project will not proceed and no money will be debited from customers' accounts.

In countries such as America and Australia, it has become common for manufacturers to take subscriptions for models. Kickstarter is a means for companies to raise funds for a project from the public (also known as crowd-funding).

Since the launch of Kickstarter in 2009, more than 6.9 million people

have pledged \$1 billion, funding 68,000 creative projects, of all types. Kickstarter promises that no money is taken until the subscription period for the project is complete.

Visit the kickstarter page at:
<http://kck.st/1tcidv>

DIARY DATES

4

4/5

13/14

Things to SEE & DO in October

DAVENTRY MRC ANNUAL EXHIBITION

Daventry MRC's Annual Exhibition promises 17 layouts plus traders. For the full list of both traders and layouts, take a look at the club's website. Open 1000-1700.

A Parker E-Act Academy, Ashby Road, Daventry, NN11 0QF
T 07773 275 428
E exhibition@daventrymrc.org

FAREHAM & DISTRICT MRC ANNUAL EXHIBITION

This Hampshire show will feature up to 20 layouts and full trade support. The show will open at 1000 on both days, closing on Saturday at 1730 and Sunday at 1630.

A Fareham Railex at 1000 North Harbour, Cosham, Portsmouth PO6 3EN
W www.lakesidenorthharbour.com

THE INTERNATIONAL N GAUGE SHOW

Held at the Warwickshire Exhibition Centre, some 32 N gauge layouts will be on show including modern, steam, European and North American. Open Saturday 1000-1700, Sunday 1000-1600.

A Warwickshire Exhibition Centre, The Fosse, Fosse Way, Warwickshire, CV31 1XN **T** 01926 614 101
W www.ngaugeshow.co.uk

HELJAN 0 GAUGE CLASS 40S DUE THIS MONTH



The new Heljan 0 gauge Class 40 diesel-electric locomotives will be available in late-September/early-October, with the consignment currently at sea. Images of the Tower Models exclusive Limited Edition Class 40 in



plain green without the yellow panel alongside the two standard production models; green with the yellow warning panels and blue with yellow ends have emerged.

The model incorporates standard Heljan features such as two powered bogies, working lights and fans, sprung couplings and buffers. All of the locomotives are sold un-numbered and un-named to enable the customer to complete their loco as any from the class.

The RRP for all three of the Heljan Class 40s is £649.00, Tower Models are offering all three liveries at just £500.00 each post free to mainland UK addresses. Tower Models also offer a service to number, name and even weather the Class 40 with the customers' choice of loco.

W www.tower-models.com

T 01253 623 799

A Tower Models, 44 Cookson Street, Blackpool, Lancashire FY1 3ED

19

WONDERFUL WORLD OF TRAINS & PLANES - N GAUGE EVENT

A day dedicated to N gauge layouts. Almost 30 UK and overseas-themed layouts to be on display. Organised in conjunction with the West Midlands N Gauge Club. 1000-1700.

A Wonderful World of Trains & Planes, 3 Mary Ann Street, St Paul's Square, Birmingham B3 1BG

E peter.trainsandplanes@gmail.com

W www.wonderfulworldtrainsplanes.co.uk

SPECIALIST SUPPLIERS

5 NEW PRODUCTS THIS MONTH...

AYJAY MODELS

An easy-to-build kit for a 4-COR EMU is now available in 00 gauge from Ajjay/Southern Region Models at £320. The bodies with moulded detail are in one piece as is the chassis, bogies and interiors. Motor packs can be supplied.

E aryan@southernregionmodels.co.uk

T 07974 100 816



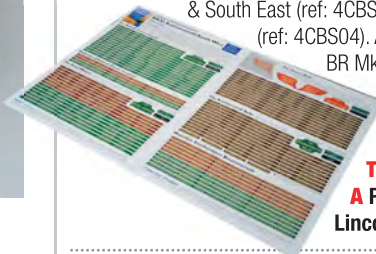
PACIFIC MODELS GOES SOUTHERN

Pacific Models now has four printed card sheets of Southern Region carriage destination boards. Available are: Bournemouth & South West (ref: 4CBS01), Portsmouth & Southampton (ref: 4CBS02), Kent & South East (ref: 4CBS03) and Brighton & Eastbourne (ref: 4CBS04). All are standard 11ft boards for BR Mk 1 stock. Available by mail order priced at £5.40 per sheet (which includes return post).

W www.pacificstudio.co.uk

T 01476 550002

A Pacific Models, 2 High Street, Corby Glen, Lincolnshire NG33 4LX



PAY AND DISPLAY

ModelRailwayScenery.com has released an improved and updated version of its 4mm scale Pay & Display car park kit. The kit comes with four ticket machines, 'Pay Here' signs, a height restriction barrier, pavement sections and two sheets of



weathered asphalt. The kit is priced from £2.29 for the downloadable version.

W www.modelrailwayscenery.com

E sales@modelrailwayscenery.com

3D PRINTED ITEMS

Simon Paley, one of our guest editors in this issue, has started a new business with some helpful lineside details for the modeller of the contemporary railway.

The 3D-printed items are available via his Shapeways shop and include a Driver Only Operation Mirror (pair – c£7.00), a platform shelter range including a full shelter based on a Paragon anti-vandal shelter (c£11.88) and signalling accessories such as Axle Counter Control Boxes as a pack of 10 (c£6.04). Prices vary according to the Pound/Euro exchange rate at time of ordering.

W www.shapeways.com/shops/sjpmodels

BREATHE EASY

Online retailer Airbrushes.com is now selling a twin respirator mask. The Force 8 Half Mask Twin respirator is sold with interchangeable filters that are recommended when spraying paints be it water or solvent-based even when outdoors. The sample mask sent through to BRM was both a comfortable fit and strong, providing a better level of filtration than a cheap

throw away mask. Price £26.10.

T 01903 767 800 **W** www.airbrushes.com

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





GRAHAM

FACT FILE

- ▶ **MANUFACTURER** Graham Farish by Bachmann
- ▶ **PRODUCT** 371-085 BR green Derby/Sulzer Type 2 Bo-Bo D5188
- ▶ **PRICE** rrp £99.95
- ▶ **REVIEW** Ben Jones
- ▶ **PHOTOGRAPHY** Tony Wright

Over the past few years, Bachmann has gradually replaced and updated much of the Graham Farish N scale range. We've seen all-new models of important locomotives such as the Stanier 'Black Five', Class 37, Class 47 and Class 55 Deltic, as well as a host of updated wagons and coaching stock such as the essential BR Mk 1 family. To that list we can now add the BR Derby/Sulzer Type 2 Bo-Bo, better known as Class 25.

Although there's been a '25' in the Graham Farish range for many years - the recipient of a mechanical upgrade a few years ago - it compared poorly with the new generation of N scale diesels and was a prime candidate for replacement. Taking the popular Class 24/0 as its starting point, Farish has developed an all-new model of the versatile and widely used Type 2.

Until now, only the later-built Class 25/3 was offered, but this new model takes the earlier Class 25/1 and Class 25/2 sub-classes as its inspiration. The development of the Derby-built Sulzer Type 2s is a long and complicated one (see www.derbysulzers.com), with the design evolving through six distinct variants across two classes eventually totaling 458 locomotives delivered between August 1958 and May 1967.

Choosing the Class 25/1 and 25/2 has allowed Bachmann to re-use the

Derby's versatile Sulzer Type 2 is the latest in a series of new N locomotives developed to replace outdated Farish items. **Ben Jones** takes a detailed look.

proven Class 24/0 chassis (albeit with a few modifications), but tool a single bodysheet covering both variants as their GEC electrical equipment was the major point of difference.

BR green D5188 is the sample supplied for review; a Class 25/1 in original condition with small yellow warning panel (applied from new on D5176 onwards), mid-grey roof, off-white bands along the top and bottom edges of the bodyside and red bufferbeams. The real D5188 was delivered to the London Midland Region at Toton on 23rd March 1963 and roamed to various depots around the East and West Midlands before moving to the Preston Division in November 1968. Renumbered 25038 on 25th February 1974, its lack of dual braking equipment made it a

relatively early casualty when the Class 25 fleet was being run down. It was withdrawn from Carlisle Kingmoor on 31st May 1981 and scrapped at Derby Works in September 1982.

Also available now are weathered BR green Class 25/1 D5222, BR blue 25245 and weathered BR blue Class 25/2 25231. Weathered models have an RRP of £109.95, £10 more than their pristine sisters.

LOOKS

Anyone familiar with the old Farish Class 25/3 should be instantly impressed by the superior looks and fine detail of its replacement. The overall appearance and shape of the Derby design has been captured effectively and the numerous bodyside grilles, access panels, doors and

footsteps have been crisply moulded. The same applies to the roof, which features neat exhaust vents for the engine and boiler. One small disappointment is the roof fan grille, which is also moulded, unlike some other recent N scale diesels which have an etched metal grille. However, there are a few separately fitted metal details, including wire handrails and blackened brass buffers.

From the catalogue images, it's obvious that the new tooling accommodates a number of detail differences. The two BR green models have nose end communication doors, as fitted when delivered, but the two BR blue Class 25/2s have them removed and plated over, a process which started in the late-1960s. D5188 has a full complement of

This is another impressive new version of an essential



FARRISH CLASS 25

bodyside air intake grilles, but the other three models have the boiler grilles plated over – a common modification.

The chassis and bogies are as previously reported, although the underframe water/fuel tanks have been changed to match those on Class 25/1s and 25/2s fitted with steam heating boilers.

The model compares well with photographs and works drawings and should please diesel era modellers in this scale. OO gauge modellers will be hoping that Bachmann scales up the models to replace its comparatively disappointing Class 25s soon.

VERSATILE

Standard features include headcode panels illuminated in the direction

of travel, with red tail lights at the trailing end, a six-pin DCC decoder socket on the chassis, detachable NEM couplers and a bag of optional detailing parts, which includes bufferbeam pipes/cables and a set of moulded three-piece miniature snowploughs.

Like the Class 24/0, the chassis drives smoothly on all four axles from a centrally mounted five-pole motor and has pick-ups on all eight wheels. Our sample performed faultlessly straight from the box and hauled trains above and beyond what would have been expected of the prototype.

A true mixed traffic design, these Class 25s will be equally at home on express or secondary passenger trains, parcels, goods or departmental



Despite lacking the bufferbeam detailing items supplied with the model, this front view captures the model's good looks.

and versatile mixed traffic BR diesel.

trains across a broad swathe of the country. From Cornish china clay traffic to the Scottish Highlands via Cardiff-Crewe trains and heavy ICI limestone traffic in the Peak District, the potential uses for this model are almost endless.

Having successfully tackled several of the other key first generation BR diesel locomotives, this is yet another impressive new version of an essential and versatile mixed traffic BR diesel. It should certainly prove popular with modellers of the steam/diesel transition era and the 1970s/80s BR blue period, with which the 'Rats' are arguably most closely associated. Highly recommended.

BRM

Hard to believe given the level of detail that this is an N gauge locomotive. From the rivets to the grilles, all have been faithfully reproduced.



HELJAN PILOT SCHEME

'26/0'

Since the first models were released in 2006, Heljan has produced several variations on the Class 26 theme. Now available is the version that takes the model back to the late-1950s.

Twenty 1,160hp Bo-Bo diesel-electrics were ordered from Birmingham Railway Carriage & Wagon Co. in Smethwick as part of BR's Pilot Scheme to find the best locomotive designs under the 1955 Modernisation Plan. The Sulzer-powered diesels were initially delivered to the Eastern Region for use on outer-suburban trains at the southern end of the East Coast Main Line. They were tested against other 'Type B' designs from North British

Fresh out of the box: BRCW Type 2 D5300 in 1958 as-delivered condition.



FACT FILE

- ▶ **MANUFACTURER** Heljan A/S
- ▶ **PRODUCT** 89231 Royal Mail Letters red/yellow Class 128 Diesel Parcels Unit 55991
- ▶ **PRICE** £119.95
- ▶ **WORDS** Ben Jones
- ▶ **PHOTOGRAPHY** Tony Wright

HELJAN ROYAL

These new DPUs retain their gangways but have lost the redundant headcode boxes.

Heljan's Gloucester RCW Diesel Parcels Unit has proved to be a surprise success for the Danish company, with both Western and London Midland Region versions proving popular with modellers over the last year. A further batch of DPUs is now available, carrying 1970s/80s BR blue and late-1980s/early-1990s Royal Mail red. These latest models feature a hybrid front end, retaining the redundant gangway connection but with headcode panels removed and plated over.

Illustrated here is 55991 in late-1980s Royal Mail Letters red/yellow, arguably one of the most striking and attractive liveries ever carried by a BR diesel railcar. The rapid sellout of the first batch of Royal Mail Class 128s would suggest that this livery remains very popular indeed. There's also a second Royal Mail DPU depicting 55992, weathered BR blue W55992 with the nickname 'Scooby Doo' scrawled into the dirt on the gangways and BR blue 55991 with

'Parcels Service' branding.

As with previous editions, the model is impressively detailed, most notably on the underframe and ends, where there are dozens of separately-fitted components including wire handrails, sprung buffers, engines, exhaust systems and all manner of other essential items.

Decoration is equally impressive, with crisply applied Royal Mail yellow bands along the bottom of the bodyside and diagonal stripes on the sliding doors. Smaller printed items, such as data panels and Royal Mail ciphers are also impressively executed.

In usual Heljan fashion, propulsion comes from a large five-pole motor within a heavy die-cast alloy chassis driving all four axles. Visually, this is not a great problem given that there are only three small windows on each side but it does give the model superbly smooth and powerful performance.

Marker lights are illuminated in the



(later Class 21) and English Electric (Class 23) and were successful enough to warrant a follow-up order for 27 machines (later Class 26/1) and a more powerful version that became Class 27. Transferred to Scotland in April/May 1960, the Class 26/0s proved to be one of BR's better investments, remaining in traffic until October 1993.

Heljan now offers its BRCW

Type 2 in as-built condition, and has made a number of modifications to the tooling to incorporate original features. Several livery options are available, all in BR green, including pristine and weathered original versions and with the post-1961 small yellow warning panels.

Starting at the top, immediately noticeable is the original style round exhaust port – the first time this option has been available. Also specific to this version are the oval buffers,

droplight cab windows, unmodified cab doors with windows and nose-end communication doors and the bogie sideframe mouldings, which have the distinctive leaf springs protruding from the centre and tapered cab footsteps. Production locomotives had round Oleo buffers, modified bogie suspension, plated-over cab door windows and footsteps with parallel sides.

The overall look is convincing, especially once the optional detail parts are fitted. As well as bufferbeam pipes and cables, the pack includes a set of three-piece miniature

snowploughs, and headcode discs.

Our samples were neatly decorated, with finely printed BR crests, a crisp white waistband and accurate colours. Performance was, as you'd expect from a Heljan model, smooth, quiet and powerful. For DCC users there's an eight-pin decoder socket on the chassis and directional marker/tail lights.

On a less positive note, the fuel tanks of both our samples were detached when we opened the boxes and all locating clips were broken, suggesting a fairly major impact during shipping. This one – easily solved – issue aside, this is a useful machine for the steam/diesel transition era, whether you model the southern end of the ECML in 1958-60 or the Scottish Region from 1960 onwards.

BRM

FACT FILE

- **MANUFACTURER** Heljan A/S
- **PRODUCT** 26601 BR green BRCW Type 2 Bo-Bo D5300, 26651 BR green (weathered) BRCW Type 2 Bo-Bo D5312
- **PRICE** £119.95 (£129.95 weathered)
- **WORDS** Ben Jones
- **PHOTOGRAPHY** Tony Wright

MAIL 128

direction of travel and the model has a 21-pin DCC decoder socket on the chassis. NEM coupling pockets are also provided should you wish to run the railcar in multiple.

Once again this is an excellent

model that combines strong performance with superb looks and fine detail. If you're modelling the late-1980s and early-1990s it will bring a splash of colour and character to almost any layout. **BRM**



Bold and striking, the Royal Mail livery applied the surviving Class 128s was a remarkable final flourish to an otherwise unsung career.



HORNBY EX-VIRGIN

FACT FILE

- ▶ **MANUFACTURER** Hornby
- ▶ **PRODUCT** R4543 Ex-Virgin Mk 3 First Open 11021, R4544 Ex-Virgin Mk 3 Tourist Second Open 12045, R4545 Ex-Virgin Mk 3 Restaurant First Modular 10245, R4546 Ex-Virgin Mk 3 Trailer Guards Second 44088
- ▶ **PRICE** £28.49 each
- ▶ **WORDS** Ben Jones
- ▶ **PHOTOGRAPHY** Tony Wright

Weathered ex-Virgin West Coast Mk 3 TSO 12045.

New Hornby releases have been few and far between over the last year, so anything that arrives from Margate is noteworthy. These new Mk 3 coaches are no exception, although probably for the wrong reasons. First announced for release in 2012, they were held over to 2013 and then to 2014 before finally making an appearance. But, like numerous other modern image items produced by Hornby over the last few years, they are something of an odd choice when much more popular and up-to-date liveries are still in demand.

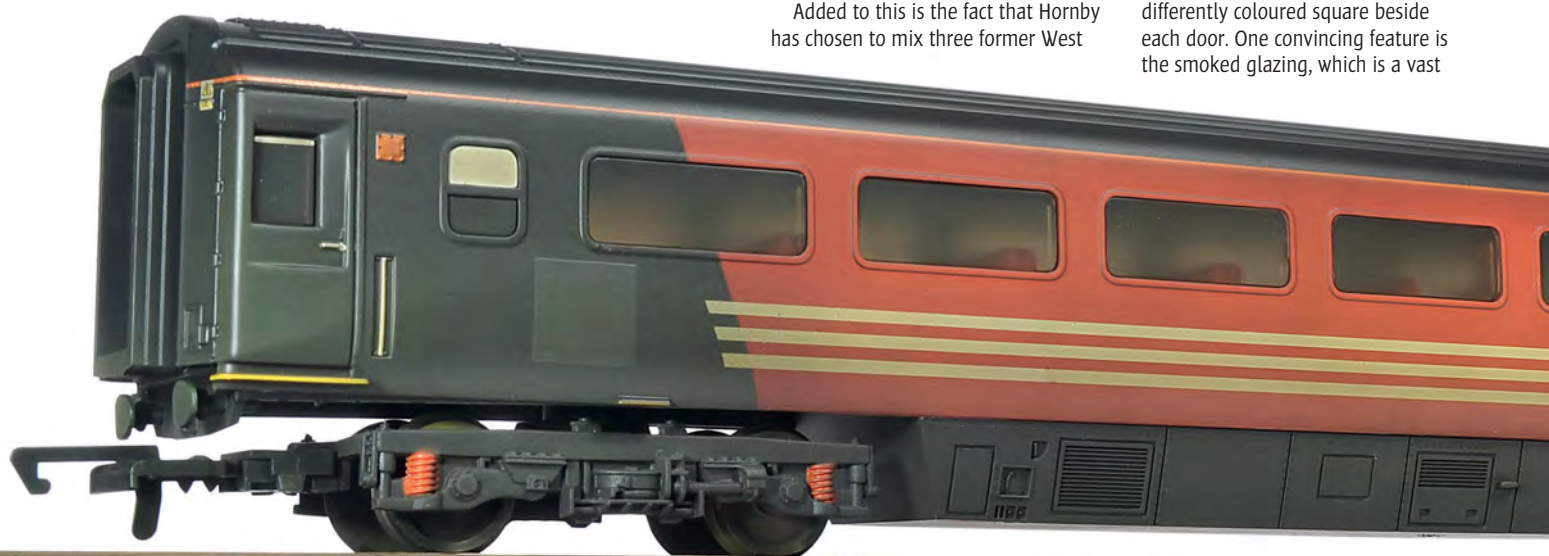
For many years, Virgin Mk 2 and Mk 3 coaches have been a staple of

the Hornby range, and a popular item with privatisation era modellers. These four weathered Mk 3s carry Virgin's pre-Pendolino red/grey/white livery, but depict the vehicles after they had been replaced by new multiple units in 2002-05 and had their branding removed. For short period, ex-Virgin Mk 3s could be seen on spot hire work or in short-term use with other operators before finding more permanent employment with Greater Anglia, First Great Western, Chiltern Railways and others. Such a temporary livery would be an interesting choice if it were contemporary, but almost decade after the event it's difficult to see the appeal.

Added to this is the fact that Hornby has chosen to mix three former West

Coast Main Line locomotive-hauled vehicles with an HST Trailer Guards Second (TGS), the latter also fitted with buffers. While you could assemble a train using the FO, TSO and RFM, together with a Hornby Mk 3b DVT, the TGS is pretty much useless without its companions.

Looking beyond these factors, there's not much wrong with the models themselves. The coaches themselves are neatly decorated, with the striking ex-VT livery crisply applied under the weathering and all the necessary small details present and correct. Authentically, the Virgin branding has simply been painted over, represented by a slightly differently coloured square beside each door. One convincing feature is the smoked glazing, which is a vast



VANS GALORE

FACT FILE

- ▶ **TITLE** BR Parcels and Passenger-Rated Stock Volume 1: Full Brakes, Parcels & Miscellaneous Vans and Car-carrying Vehicles,
- ▶ **AUTHOR** David Larkin,
- ▶ **PUBLISHER** Kestrel Railway Books,
- ▶ **ISBN** 978-1-905505-33-3
- ▶ **PRICE** £15.00
- ▶ **WORDS** Ben Jones

Parcels vans, or to be more accurate, Non-Passenger Carrying Coaching Stock (NPCCS) is a fascinating subject, but one that is often overshadowed by 'sexier' subjects. Rolling stock expert and occasional **BRM** contributor David Larkin possesses one of the largest collections of photographs of coaches, vans and wagons in the country and some of those images are seen here in his latest work. Mainly dating from the 1960s and 1970s, the 175 images cover

dozens of passenger-rated designs for various purposes, as the title suggests. This period was arguably the most interesting for NPCCS, as it featured a lengthy transition from pre-Nationalisation (and even pre-Grouping) types to BR Standard Mk 1 designs.

This softback album is packed with inspiration for modellers, as it contains dozens of portraits of Full Brakes (with guard accommodation, as opposed to simple vans), Parcels and Miscellaneous Vans (PMVs) and those built with end doors for

transporting road vehicles. As well as the more common types, there are numerous more esoteric vans, including an experimental ex-LMS CCT that your reviewer has never seen before.

The only slight disappointment is that all the images are black and white (although of course, this is unavoidable in many cases due to the vintage of the photographs), but some colour would have been most useful for modellers wanting paint their vans in appropriate colours, even if that 'colour' was often just years of accumulated grime.

Volume 2 will look at livestock vehicles such as horseboxes and special cattle vans and vans for perishable milk, fruit and fish traffic. If it's as absorbing as Volume 1, I can't wait to see it.

N MK3s



Hornby has mixed locomotive-hauled Mk 3s such as the RFM buffet (top) with a Trailer Guards Second vehicle used only in HST sets (above).

improvement on the clear flushglazing used on many previous Hornby Mk 3s.

Hornby's Mk 3 is OK in some respects, but outdated in others, such as the basic bogies and lack of NEM

coupler pockets. An all-new family of vehicles to complement Hornby's superb InterCity 125 power cars would be very welcome, as would some more common and/or long-lived colour schemes.

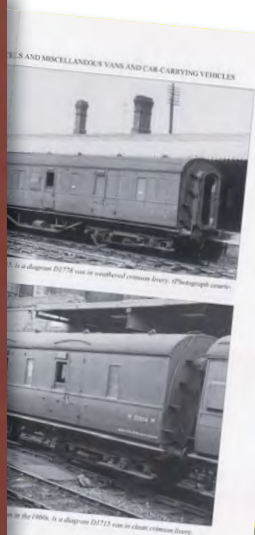


BR PARCELS AND PASSENGER-RATED STOCK

Volume 1: Full Brakes, Parcels and Miscellaneous Vans & Car-carrying Vehicles



David Larkin



ALSO OUT NOW INVICTA EXCLUSIVES

► BACHMANN 31-267Z BR BLUE CLASS 419 MOTOR LUGGAGE VAN S68004, RRP £109.99

In the early years of BR's corporate image, a number of anomalies appeared as workshops got to grips with its application, and BR decided which vehicles received which livery. Invicta Model Rail's exclusive OO gauge MLV is a good example of the confusion that could occur. As a self-propelled luggage van, the logical colour scheme would be plain blue and that's what was applied to S68004 in the late-1960s/early-1970s. However, their use on Kent Coast boat trains brought them under the Inter-City banner and so blue/grey quickly became the standard. Despite being somewhat dowdier than many of the other MLVs produced by Bachmann, the plain blue livery is well executed and the model will complement the various other late-1960s/early-1970s Southern EMUs now available. DCC Ready with a 21-pin decoder socket, illuminated headcodes and NEM couplers. Recommended.



► BACHMANN 33-079Z PACK OF THREE BR DEPARTMENTAL OLIVE GREEN ZGV OPEN WAGONS (WEATHERED), RRP £35.99

This OO gauge pack features a trio of open wagons commandeered for use by the Signal & Telegraph Department after their revenue earning service was over. Using Bachmann's long-lived china clay wagon as a base, the decoration of each model varies considerably, as was often the case on such wagons. DM417836, KDM418631 and KDW138238 are all lettered 'S&T SBC Crewe Old Rail Stores', as used in the late-1970s at Crewe. They're ideal for use in mixed rakes to form typically shabby 1970s departmental trains hauled by BR blue diesels. Note that the wagons do not have NEM coupler pockets. Limited to 504 pieces.



► BACHMANN 39-001X NETWORK SOUTHEAST MK 1 EMU TRANSLATOR COACH PACK, RRP £74.99

Until the 1980s, most BR EMUs had conventional buffing gear and could be hauled by locomotives as and when required. But, the advent of automatic couplers meant that a new solution was needed for hauling units away from the wires or third-rail. Translator coaches with standard coupling gear at one end and an EMU-compatible coupler at the other were created from redundant Mk 1s. They were used to assist in the transfer of units from between depots and to BR workshops away from their home region. Some are still in use today, including this pair. Invicta's exclusive pack of NSE Translator Vehicles consists of 975875 and 977087, formerly Brake Seconds 34643 and 34971 in late-1980s/1990s condition. If you're looking for an excuse to run an EMU on a non-electrified layout, this is just what you need. With these two coaches sandwiching a Hornby Class 466 or Bratchell Models EMU and hauled by an RfD Class 37 or 47, you could create a real talking point for any Sectorisation era layout. All three of the above models are exclusive to Invicta Model Rail, 130 Station Road, Sidcup, Kent DA15 7AB, Tel: 0208 302 7774, [W www.invictamodelrail.com](http://www.invictamodelrail.com)

HELMSMAN FLASHING BEACON KIT

FACT FILE

► **MANUFACTURER** Helmsman Model Rail, 31 Faringdon Road, Blackpool, Lancs. FY4 3QQ
www.helmsmanuk.co.uk
01253 343056

► **PRODUCT** Flashing LED beacon kit

► **PRICE** £12.50

► **WORDS** John Emerson

Amongst several new items available from Helmsman Model Rail is a useful flashing beacon kit, suitable for locomotives, unpowered rolling stock and many other applications including road vehicles.

The kit consists of an orange 2mm lighthouse LED, a circuit board to power the flashing beacon and a bridge rectifier - although this is not needed for certain applications - together with full instructions. A small amount of soldering

is required for best results, although with care it may be possible to use screw connectors instead.

I fitted it to an old 1:43 scale Land Rover languishing in a dismantled state in the spares box. A pilot hole was drilled in the plastic roof, then opened out to take the LED beacon.

The voltage required to power the circuit board needs to be greater than 3V, so I used a 9V PP battery. If used in a non-powered item of rolling stock the battery will need to be concealed somewhere, together with an on/off switch.

The unit can also be fitted to unpowered locomotives and rolling stock using the track current via pick-ups on the wheelsets. If these are not



Helmsman tri-colour LED package Helmsman giving a bright red, green or blue light.

already factory-fitted you will have to fit these before installing the beacon unit.

If fitting the unit to a powered locomotive, you will need to dismantle the model and ensure that there is enough room to locate the circuit board and bridge rectifier, and also determine where the beacon is to be located.

Whichever method you choose, the result is a convincing bright flashing beacon with a steady rate of flash that also has a slight fade effect to give the impression of a rotating beacon. It's ideal for a variety of applications on 7mm and 4mm scale layouts.

Helmsman can also supply 2mm orange or blue lighthouse LEDs separately in packs of four, priced at £1.00 per pack. Further packs from

GRAHAM FARISH SILVER JUBILEE SET

Bachmann is celebrating its quarter century with limited edition anniversary locomotive packs in both N and OO. Presented in sturdy wooden boxes, the packs

contain, appropriately enough, Stanier 'Jubilee' 4-6-0 No. 45552 *Silver Jubilee* and Stratford's 47164 in full 1977 Union Jack garb, painted to celebrate the Silver jubilee of Queen Elizabeth II.

Shown here is the Graham Farish N scale pack, which features the superb 'Jubilee' in BR green with the pre-1956 early emblem and etched metal nameplates. The unique cast metal

numbers of the prototype are not included in this small scale, although the cabside numbers have been printed in white rather than the standard cream. Apart from the name and





The completed flashing beacon fitted into the 1:43 scale Land Rover. The circuit board and wiring is concealed in the back of the vehicle.

Helmsman include some very useful 3mm bi-colour LEDs which could find applications in colour light signal installations (searchlight signals for example), or as repeater/indicator lights on a control panel. A pack containing three red/green or amber/green bi-colour LEDs costs just £1.00. Also priced at £1.00 is a pack of two 3mm red/green and red/

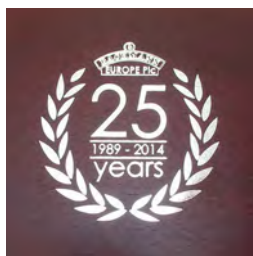
white bi-colour LEDs - useful for colour light ground signals for instance.

Finally from Helmsman is a useful tri-colour 5mm LED package, measuring 7.62 x 7.62mm and ideal for control panel repeater lights and many other applications, priced at £2.00 each.

For the full range of Helmsmann products, visit their website.

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **PRODUCT** 370-2014 Graham Farish 25th Anniversary
- **PRICE** £239.95
- **WORDS** Ben Jones



number, it's a standard Farish 'Jube' with tender drive, six-pin DCC decoder socket and lots of fine details.

More striking is the BR blue Class 47/0, which has a beautifully printed rendition of the full body height 'Union Jack' flag on each side, Stratford's trademark silver roof and silver-painted fuel tanks between the bogies. Other embellishments include

whitewalled tyres and lamp brackets picked out in white on each end. Headcode panels have the 'domino' marker lights, which are appropriate for the period. The overall effect is impressive and will certainly appeal to those of a certain age that remember the real thing. Like the 'Jubilee', this is otherwise a standard Class 47/0 with working directional

lights and a six-pin DCC decoder socket.

Aimed at collectors, the pack is limited to just 500 pieces and is available from Bachmann stockists now. With two such popular locomotives within,

demand is likely to be strong so order yours soon to avoid disappointment.



MILFORD MODELS LASER-CUT BRIDGE

Larger towns and city centres often feature high-level railways, crossing streets on ornate cast-iron bridges. Modelling these is a tricky business as many ornate but identical castings are the main feature of the design. Cutting the parts out of styrene sheet or cardboard is a job that challenges even the most skilful modeler.

Milford Models & Hobbies has simplified this by providing a kit of laser-cut parts to construct a double track bridge spanning 290mm with a width 105mm. All parts are cut and engraved in 2mm thick MDF which has been painted in grey primer.

Assembly is simply a case of slotting the components together. Fixing can be carried out with either superglue or PVA. A dry run, without glue, is advised as we found that many of the tabs that should fit

FACT FILE

- **MANUFACTURER** Milford Models & Hobbies, 48 High Street, Milford on Sea, Lymington, Hampshire SO41 0QD
- **PRODUCT** Laser-cut double track girder bridge
- **RRP** £30.00 (Single track £25.00)
- **WORDS** Phil Parker

through the bridge deck needed slight modification to fit properly. The cross pieces under the deck are a little fragile too but work slowly and carefully and this isn't a problem. The finished model certainly looks the part with a satisfyingly complex structure.



WATCH
Phil build this kit
on this month's
BRM 'Bumper
Pack' DVD!

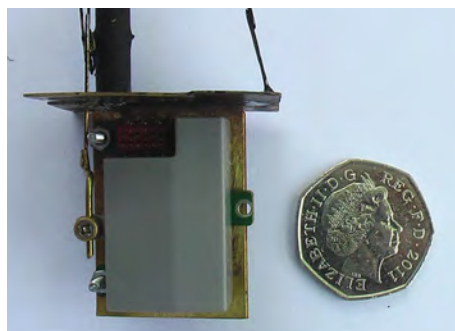


MINX MICRODRIVES

Colin Brown assesses a new British-designed device for operating points and semaphore signals.

For many years, I have used both Tortoise and Fulgurex point motors and tried the 'slam bang' Peco and Hornby solenoid units, but always had problems adjusting the mechanical linkages to cope with temperature changes.

These types of motors are also sizeable and easier to mount below the baseboard than on top. In contrast, the Minx Microdrives actuators are small (32mm x 28mm x 12mm), easily fitted on top of the baseboard and hidden in scenery or under buildings.



An actuator attached to the base of a working semaphore signal. Again, its small size makes it simple to remove the whole unit from a baseboard for maintenance.

But, their greatest advantage is that they are very easy to adjust, which takes care of temperature extremes. In a shed or loft, this can vary between -10°C and $+40^{\circ}\text{C}$ and turnouts need frequent adjustment. With the Minx Microdrives system, you press a few buttons on the controller and the actuator is re-calibrated to the new travel range of the point blades.

The Minx system will also generate a visual and audio alarm if an obstruction, for example ballast granules, prevents correct point blade movement, a blade breaks, or if a train is passing over during operation. Touching a button on the controller returns the blades to release the obstruction.

The pack comprises a controller, two actuators, rods to connect the actuators to the points, fixing screws and two 1 metre ribbon cables for connecting the controller to the actuators (longer lengths can be supplied up to four metres).

I found installation was straightforward and easy. The instructions are detailed and can be followed without knowledge of electronics. Several wiring diagrams are supplied to cover different types of operation. The Minx Microdrives website (www.minxmicrodrives.com) contains photographs of other mechanisms, for instance to rotate a ground signal through 90 degrees and more circuit diagrams.

I powered the controller from 12V DC but it will work from both AC or DC in the 9-24V range. I mounted it on the side of the baseboard, within a metre of the actuator(s). After centring the actuator

(and the point), it is fixed down close to the point and connected up using the solid rod supplied; no springs or omega loops should be used. The ribbon cable from the controller is then plugged in and a few buttons pressed to calibrate. The operating speed of the point can then be varied over a wide range using a preset on the controller.

SIGNALS TOO

If you are operating semaphore signals, the controller should be switched to this mode to avoid damage to delicate mechanisms. A preset is used to set the top and bottom position of the signal arm. A variable 'bounce' facility is available too, using the same preset. The actuator can be neatly mounted underneath the signal as a modular unit (see photograph), making it easy to remove the whole unit from the baseboard and avoid damage during maintenance.

Separate relays on the controller switch over frog polarity and another auxiliary items. The relays won't switch over unless the point or signal operates the full calibrated range, giving interlocking of points, signals, level crossing gates and so on, and simple route setting. LEDs indicate relay operation and position.

The controller has two channels and will control two points or signals in any combination. For a crossover using two actuators, these must be in reverse orientation to get the required movement. Remote operation from a panel is possible on each channel or they can be paralleled together by using a simple on/off switch, which synchronises with the point or signal position.

It is obviously easier to install the Minx system from the start of a layout project, but I found it easy to convert my existing layout. From my short experience using the Minx system, I can only say that it is the best I have come across and can thoroughly recommend it, especially for exhibitions, where soldering adjustments are fraught with problems. **BRM**



The small size of the unit makes it easy to disguise, unlike many larger point motors. The operating speed of the point can be varied over a wide range using a preset on the controller.

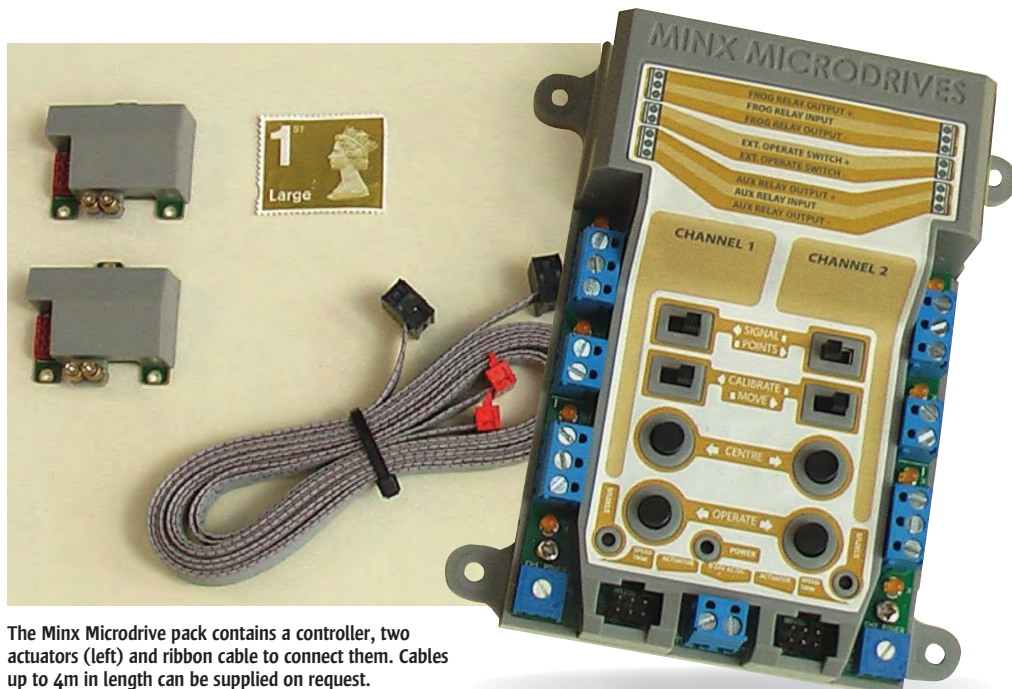
SUPPLIER

MINX MICRODRIVES

Price: £42.50 per pack plus £5 P&P (£40 for orders of 10+ packs)

T 01932 225 568

W www.minxmicrodrives.com



The Minx Microdrive pack contains a controller, two actuators (left) and ribbon cable to connect them. Cables up to 4m in length can be supplied on request.

TRAINS OF ALL SIZES AT



This unique event is back for a fifth year, with the same mix of full size trains and their model counterparts in a celebration of railways big and small.



Midland Compound No. 1000, on loan from the NRM, will feature as a static exhibit at the show. **BEN JONES**

This popular event is back for a fifth year, with the same mix of full size trains and their model counterparts in a celebration of railways big and small.

We are delighted to announce that this year's event, taking place at Barrow Hill Roundhouse on 27th/28th September, will be supported by BRM.

Guest steam locomotives will include A1 60163 *Tornado* and two locomotives making their first visit to the Roundhouse – the Bahamas Locomotive Society's



Now the subject of a Bachmann OO gauge model, come and ride behind the LNWR 'Coal Tank'. **JOHN HILLIER**

0-6-0T No. 1704 *Nunlow* and LNWR 'Coal Tank' 0-6-2T No. 1054. The ever popular resident Peckett No. 2000 and *Vulcan* will also be in steam.

Static exhibits include Midland Compound No. 1000, a recent arrival on long-term loan from the National Railway Museum as well as A2 No. 60532 *Blue Peter*, *Butler-Henderson*, and another recent arrival, GWR *Prairie* No. 5164.

On the model side, 13 layouts have so far been confirmed, ranging from the unusual Clee Valley Railway 7mm scale miniature railway to Foston Mills (see page 14) and Hampton End in G scale. We'll also have model railways featuring European and North American subjects as well as classic British railways.

In addition, there will be model railway demonstrations from Paul A. Lunn (see page 36), Dovedale Models and the Waveney Valley O gauge Group, plus our unique East Midlands Trains DMU shuttle service to and from Chesterfield.

Other highlights include:

- ▶ Free steam train and brake van rides. ▶ Explore Barrow Hill - Britain's last operational Roundhouse.
- ▶ Free parking. ▶ Free bus from Chesterfield Station
- ▶ Excellent on-site catering. ▶ A free show guide.

The event is open from 1000-1700 on 28th September and 1000-1630 on 29th September. Those holding advance tickets will be able to enter the show at 9.30am. **BRM**



Tornado is one of the star attractions. **BEN JONES**

GUEST LAYOUTS

- ▶ Clee Valley Railway – 009
- ▶ Duke Street – 00
- ▶ Edgeworth – 00
- ▶ Eisengebrau – HO
- ▶ Forthtal Schmalspurbahn HOe
- ▶ Foston Mills (below) – O
- ▶ Hampton End – G
- ▶ Maloja – HOm
- ▶ Newlands Farm – Gn15
- ▶ Oldham King Street Parcels – O
- ▶ Orestone Quay – 00
- ▶ Stodmarsh During WW11 – O
- ▶ Turners Folly – 00



TICKET PRICES

Tickets are now on sale at www.model-railways-live.co.uk or by calling **01778 391123** (Mon to Fri 9.00-17.00). Booking closes at 9.00am on 19 September. Discounts only available to online bookings.

	Online*	Standard
▶ Adult	£11.00	£13.00
▶ Barrow Hill Member/BRM subscriber*	£9.00	£13.00
▶ Children aged 5-15** (under 5s free entry)	£7.00	£7.00
▶ Family (2 adults and 3 children)	£28.00	£33.00
▶ Shuttle rail ticket (return)	£5.50 (online/tel/post)	£6.00 per person

*Max of two tickets per subscriber. **All children must be accompanied by an adult.

TRIED & **TESTED**

LCUT CREATIVE SMALL ENGINE SHED KIT

Phil Parker puts this useful laser-cut building kit through its paces.

Laser cutting is a marvellous technology that allows tremendous flexibility in manufacturing. LCUT Creative is a British firm which provides components to help those who want to scratch-build model structures. It also supplies bundles of components as complete building kits. Working this way, the modeller can choose their basic building and

extend it by purchasing extra parts, confident that all the components can be used together.

The LCC B 00-08 bundle for a single road engine shed contains a page of instructions listing the parts and providing basic information on how they should be brought together. There is a note that a building manual can be downloaded from the website - a 131 page generic document covering

techniques for the whole range.

The trick with this kit is to put as much together as possible without glue to get a feel of the way things work. From the instructional diagram, it's easy to assume that one set of wall parts fixes on the outside of the main sections, lining up the joining combs at one end. This is incorrect as the right way is shown in the photos and results in a nice near corner.

The shed is 19mm wide and 184mm long, big enough for a medium sized tank engine. Extra kits can be used to elongate the model for larger engines.

The trick with this kit is to put as much together as possible without glue to get the feel of the way things work.

WHAT YOU NEED

- Sharp knife
- Steel rule
- Mild abrasive
- Glue

WHERE TO BUY?

LCUT 00 gauge small single track engine shed with round windows (ref: LCC B 00-08)

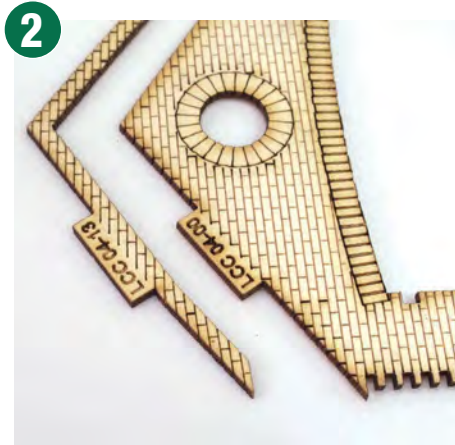
Price £14.99

E contact@lcut.co.uk

W www.lcut.co.uk



All parts are sharply cut from a high quality fibre and paper board material with surface detail etched in one side. The window bars are exceptionally fine but it's a pity the bricks are modern stretcher bond rather than the Flemish pattern.



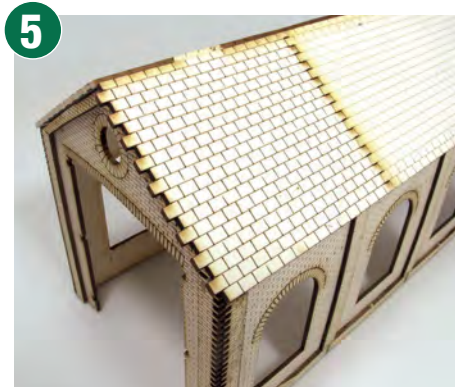
Part numbers are either etched on the surface of the frets or on tags included on the edges of larger components. A dry run is a worthwhile task thanks to the accurate cutting, the parts interlock perfectly.



The corners need careful assembly - start with the inner layer. Overlap the outer one so the prongs overlap the ends. The outer layer both covers and strengthens the join. It's easy, but not obvious from the instructions.



On this kit, the notches in the centre roof trusses didn't line up with those in the ends. As the beams seemed too short (130mm instead of 180mm), I left them out. The roof is strong enough although you could brace it too.



The roof is made up of two sections, the shorter of which needs its half slates cut from one end. Do this before assembly as it's a lot easier to get a neat cut line.



Smoke vents are made up and fitted to the top of the roof. They would benefit from a little sanding on the inside edges to allow them to sit properly.

Everything is made from high quality fibreboard which cuts beautifully with a sharp knife when removing components from frets. Leftover tags can be sanded away with a fine abrasive stick.

Engine sheds are odd structures. Because of the large doors, interior detail is desirable, but none is provided - perhaps a supplementary kit could be made to provide this? An extra layer of board would thicken up the walls to improve the appearance, although the finished model is certainly strong enough for handling.

The detail inside the roof that is provided suffered from problems that while easy enough to rectify, shouldn't have made it past the design stage. I see that the range has been re-designed recently, so I wonder if this bit has been forgotten?

All in all, this is a bit of a curate's egg - good, in parts. As well as the roof, I have reservations about the bond of bricks represented and the strapping on the doors.

Something to fill the round hole above the end doors would be nice too. On the other hand, the fit is excellent and those windows are superb.

I'll certainly be looking at the range for component parts in the future. **BRM**



PAINTING LASER CUT KITS

One problem with all laser cut models is that the mortar lines between the bricks are incredibly fine. A thick coat of paint will cause them to vanish.

I experimented with a wash of slightly thinned Humbrol enamel (No. 70, Brick Red) and this seemed to work well on the walls, but on the doors where the engraving has very little depth, even this covered the detail.

Doors are single components that have to be folded back on each other, the opposite way to that shown in the instructions. While the etched detail is nice on the outside, the bracing shouldn't be visible and the straps should be heavier.





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EXHIBITIONS

SATURDAY SEPTEMBER 13

3mm Society Bristol Group Organiser
Westfest Model Railway Exhibition 2014, Selway
Hall, Box SN13 8NT 10.30am - 16.30pm:
Prices: £3.00 adult, £1.50 child, £7.50 family
Contact: Dave Finney

Bishop's Stortford Railway Society
& Model Engineering Group Exhibition 2014,
Birchwood High School, Parsonage Lane,
Bishop's Stortford, Hertfordshire CM23 5BD
Saturday: 10.30am - 4.30pm **Prices:** £5.00
adult, £3.00 child (5-16yrs), £14.00 family
(2+2)
Contact: Barry Bridges **Tel:** 07925 581 351
Web: www.tinyurl.com/bsrailsoc

Bury St Edmunds Model Railway Exhibition
2014, Village Hall, Risby, Bury St Edmunds,
Suffolk IP28 6RT **Saturday:** 10.00am - 4.00pm
Prices: £4.50 adult, £3.50 concessions
Contact: Paul Austin **Tel:** 01359 250 351
Email: patandpaulraf@live.co.uk
Web: www.burystedmundsmrc.com

Olney Model Railway Club Exhibition Carlton
House Club, High Street, Olney, Buckinghamshire
MK46 4BB **Saturday:** 10.30am - 4.30pm
Prices: £2.50 adult, £2.00 child, £2.00 OAP,
£6.00 family (2+2) **Tel:** 07811 971 838
Web: www.olneymrc.org.uk

Pooleys Puffers Gateshead International
Stadium, Neilson Road, (off the Felling
bypass), Gateshead, Tyne and Wear NE10 0EF
Saturday: 10.00am to 3.00pm **Prices:** £2.00
adult, £1.50 child, £1.50 OAP **Contact:** Anne
Tel: 01914 106 386
Email: pooleypuffers@btopenworld.com

Shaftesbury and Gillingham Railway
Society Gillingham Model Railway Exhibition
2014, Gillingham Primary School, School
Road, Gillingham, Dorset SP8 4QR **Saturday:**
10.00am - 16.30pm **Prices:** £4.00 adult,
£10.00 family (2 + 2) **Contact:** David
Harrington **Tel:** 01747 830 615
Email: harringtonemail@gmail.com

SATURDAY 13 SEPTEMBER TO SUNDAY 14 SEPTEMBER

Glossop & District Model Railway Club
Annual Exhibition 2014, Bradbury Community
House, Market Street, Glossop SK13 8AR

Saturday: 10.00am - 5.00pm **Sunday:**
10.00am - 4.00pm **Prices:** £3.00 adult, £2.00
child, £2.00 concessions, £8.00 family
Contact: Erik Watson **Tel:** 01457 863 309
Email: waterikson724@talktalk.net

EM Gauge Society EMGS - expoEM North
2014, George Carnall Leisure Centre, Kingsway
Park, Lostock Road, Manchester M41 7FJ
Saturday: 10.30am - 5.30pm **Sunday:**
10.00am - 4.30pm **Prices:** £7.00 adult
Email: publicity@emgs.org
Web: www.emgs.org

Meridienne Exhibitions The International N
Gauge Show 2014, Warwickshire Exhibition
Centre, Nr. Leamington Spa CV31 1XN
Saturday: 10.00am - 5.00pm **Sunday:**
10.00am - 4.00pm **Prices:** £9.50 adult, £4.50
child, £8.50 OAP, £23.50 family (2 Adults + up
to 3 children) **Web:** www.ngaugeshow.co.uk

SATURDAY SEPTEMBER 20

Culm Valley MRC The Culm Valley Model
Exhibition 2014, Willand Village Hall, Willand,
Cullompton, Devon EX15 2PL **Saturday:**
10.00am - 4.30pm **Prices:** £3.50 adult, £1.50
child **Contact:** Malc Trump **Tel:** 01884 840 369
Email: cvmrc@hotmail.co.uk
Web: www.cvmrc.co.uk

Oxford & District Model Railway Exhibition
2014 United Reformed Church Halls, Collinwood
Road, Headington, Oxford, Oxfordshire OX3 8HH
Saturday: 10.30am - 4.30pm **Prices:** £5.00
adult **Contact:** Glyn Roberts
Email: glynroberts48@yahoo.com

Trent Valley MRS Lichfield Model Railway
Exhibition, Emmanuel Christian Centre,
Netherstowe, Lichfield WS13 6TS **Saturday:**
10.00am - 4.30pm **Prices:** £4.00 adult, £3.00
child, £3.00 OAP (2 + 2) **Tel:** 07810 701 366
Web: www.tvrms.org.uk

SUNDAY SEPTEMBER 21

One Model Railway Club, Needham Market
Community Centre, School Street, Needham
Market, Suffolk IP6 8BB **Sunday:** 11.00am -
4.00pm **Prices:** £3.00 adult, £2.50 child, £2.50
concessions, £8.00 family (2+2) **Contact:** Chris
Tel: 01394 274 929
Web: www.onemrc.co.uk

SATURDAY SEPTEMBER 20 TO SUNDAY SEPTEMBER 21

Shipley MRS Exhibition, Baildon Recreation
Centre, Green Lane, Shipley, West Yorkshire
BD17 5JH **Saturday:** 10.00am - 5.00pm
Sunday: 10.00am - 5.00pm **Prices:** £5.50
adult, £2.40 child, £11.00 family (2+3)
Contact: Derek Shore **Tel:** 01274 593 031
Email: derekshore@talktalk.net
Web: www.shipleymrs.co.uk

Blackpool & North Fylde Model Railway
Club 33rd Annual Exhibition, Fleetwood High
School, Broadway, Fleetwood, Nr. Blackpool,
Lancashire FY7 8HE **Saturday:** 10.00am -
5.00pm **Sunday:** 10.00am - 4.00pm
Prices: £5.00 adult, £2.50 child, £4.50 OAP,
£12.00 family (2 + 2) **Contact:** Ian Donkin
Tel: 01253 823 951
Web: www.blackpoolandnorthfyldemrc.co.uk

Railway Enthusiasts Club Model Railway
Exhibition, Woking Leisure Centre, Kingfield
Road, Woking, Surrey GU22 9BA, **Saturday:**
10.30am - 5.30pm **Sunday:** 10.00am -
5.00pm **Prices:** £7.00 adult, £3.00 child
Tel: 01252 542 574
Web: www.rec-farnborough.org.uk

Redditch MRC 41th Redditch Model
Railway Exhibition, Trinity High School, Grove
Street, Access 1 on Town Centre Ring Road,
Redditch, Worcestershire B98 8HB **Saturday:**
10.00am - 5.00pm **Sunday:** 10.00am - 4.30pm
Prices: £5.00 adult, £4.50 child, £3.00 OAP,
£14.00 family (2+2) **Contact:** Redditch MRC
Tel: 01527 540289 **Email:** enquiry@redditch-mrc.com
Web: www.redditch-mrc.com

Solent Model Railway Group Eurotrack 2014
Association European Model Railway Show,
Blightmont Army Reserve Centre, Millbrook Rd
West, Southampton, Hampshire SO15 0AJ
Saturday: 10.00am - 17.00pm **Sunday:**
10.00am - 16.30pm **Prices:** £5.00 adult, £2.50
child, £12.50 family (2+2) **Contact:** Ian How
Tel: 02380 392 735
Email: eurotrack.solentmrg@ntlworld.com
Web: www.solentmodelrailwaygroup.webs.com

SATURDAY SEPTEMBER 27

Bentley Model Railway Group Chippenham
Model Railway Show, Sheldon School Sports Hall,
Hardenhuish Lane, Chippenham SN14 6HJ
Saturday: 10.00am - 5.00pm **Prices:** £4.50
adult, £3.00 child **Contact:** Tim Williams



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EVENT DIARY

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Email: chippenhammrs@bmr.org.uk
Web: www.chippenhammrs.org.uk

Enfield Whitewebbs Railway Modellers
 Exhibition, Whitewebbs Museum of Transport,
 Whitewebbs Road, Enfield, Middlesex EN2 9HW
Saturday: 10.30 - 17.00 **Prices:** £4.00 adult,
 £3.00 child, £3.00 concessions, £10.00 family
Tel: 02085 081 938

Mid Essex Model Railway Club 37th
 Exhibition, Shenfield High School, Oliver
 Road, Shenfield, Essex CM15 8RY **Saturday:**
 10.00am - 5.00pm **Prices:** £5.00 adult, £3.00
 child **Contact:** David Zelly **Tel:** 01277 216 098
Email: exhibition@midsexmrc.org
Web: www.midsexmrc.org

Plymouth G Scale Group, Plymstock
 Community Centre, Broadway Car Park,
 Plymouth, Hampshire **Saturday:** 10.00 am
 - 4.00 pm **Prices:** £2.00 adult, £0.75 child
 (5-14yrs), £1.50 OAP **Contact:** Plymouth G
 Scale Group **Tel:** 01752 361 687

SATURDAY SEPTEMBER 27 TO
SUNDAY SEPTEMBER 28
Halifax Model Railway Club Exhibition,
 North Bridge Leisure Centre, North Bridge,
 Halifax, West Yorkshire HX3 6TE
Saturday: 10.00am - 5.00pm **Sunday:**
 10.00am - 5.00pm **Prices:** £6.00 adult, £3.00
 child **Contact:** Geoff Bridge
Tel: 01422 371 489 **Email:** bridgeoff@aol.com
Web: www.halifaxmrc.co.uk

Forest Modellers Lydney Model Show 2014,
 The Dean Academy, Lydney GL15 5DZ
Saturday: 11.00am - 17.00pm **Sunday:**
 10.00am - 16.00pm **Prices:** £4.50 adult,
 £3.00 child, £4.00 concessions, £12.00 family
Tel: 01594 837 473 **Web:** www.fodmrc.co.uk

Scalefour Society Exhibition Stoke
 Mandeville Stadium, Harvey Road, Aylesbury,
 Buckinghamshire HP21 9PP **Saturday:**
 10.30am - 17.30pm **Sunday:** 10.30am -
 16.30pm **Prices:** £8.00 adult
Contact: Marketing Manager
Email: marketing@scalefour.org
Web: www.scalefour.org/scaleforum/tickets

Staplehurst Model Railway Exhibition,
 The Staplehurst Society, Staplehurst Village
 Centre, High Street, Tonbridge, Kent TN12
 OBJ **Saturday:** 11.00am - 5.00pm **Sunday:**
 10.00am - 4.00pm **Prices:** £2.50 adult **Tel:**
 01580 891 390

Worthing MRC 50th Anniversary Exhibition
 2014, Durrington High School, The Boulevard,
 Worthing, West Sussex BN13 1LA **Saturday:**
 10.00am - 5.00pm **Sunday:** 10.00am -
 4.00pm **Prices:** £5.00 adult **Contact:** Mike
 Edwards **Tel:** 01903 764 294
Web: www.worthingmrc.co.uk

SATURDAY OCTOBER 4

Aylsham Model Railway Exhibition, The
 Jubilee Centre, Norwich Road, Aylsham, Norfolk
 NR11 6BW **Saturday:** 10.15am - 4.30pm
Prices: £4.00 adult, £3.00 child, £3.00
 concessions

Telford Railway Modellers Group Annual
Exhibition, Blessed Robert Johnson Catholic

College, Apley Avenue, Wellington, Telford TF1
 3DY **Saturday:** 10.00am - 16.00pm **Prices:**
 £4.00 adult, £2.00 child, £10.00 family (2+2)
Tel: 01952 271 625 / 01952 820 376

Daventry MRC Annual Exhibition
 Parker E-Act Academy, Ashby Road, Daventry,
 NN11 0QF **Saturday:** 10.00am - 5.00pm
Prices: £4.50 adult, £2.50 child (6-17), £3.50
 OAP family (2+2) £10.00 **Contact:** Dave Scott
Tel: 07773 275 428
Email: exhibition@daventrymrc.org

Beaconsfield & District MRC Exhibition,
 Beaconsfield High School, Wattleton Road,
 Beaconsfield (Old Town), Buckinghamshire HP9
 1SJ **Saturday:** 10.30am - 5.00pm **Prices:**
 £4.50 adult, £2.00 child **Contact:** Roy Jackson
Tel: 01753 643 724 **Email:** r.lewis954@
 btinternet.com **Web:** www.beaconsfieldmrc.org

Bedford Model Engineers Society
 Haynes Village in assoc. with BMES - Trains in
 Haynes, Haynes Village Hall, Northwood End
 Road, Haynes, Bedford, Bedfordshire MK45 3QB
Saturday: 10.30 am - 4.30 pm **Prices:** £3.50
 adult, £1.50 child **Contact:** Graham Johnston
Tel: 01234 381 564
Email: graham@thejohnstons19.plus.com

Plym Valley Railway
 Yealmpton Community Centre, Stray Park,
 Yealmpton, Plymouth, Hampshire PL8 2HF
Saturday: 10.00 am - 4.30 pm **Prices:** £2.00
 adult, £0.75 child (5-16yrs), £1.50 OAP, £5.00
 family (2+2) **Contact:** Plym Valley Railway
Tel: 01752 880 668 **Web:** www.plymrail.co.uk

Risborough and District MRC Club Annual
 Open Day, Community Centre (adjacent to
 Springs Swimming Pool), Wades Park, Princes
 Risborough, Buckinghamshire HP27 9AX
Saturday: 11.00am - 4.00pm

OPEN DAYS

SATURDAY SEPTEMBER 20 TO
SUNDAY SEPTEMBER 21
Coventry Model Railway Club Open
Weekend 2014 Unit 3, Coventry Canal
 Basin, Leicester Row, Coventry CV1 4LH
Saturday: 10.00am - 5.00pm **Sunday:**
 10.00am - 4.00pm **Prices:** £2.00 adult
Contact: Colin Beasley **Web:** www.
 thecoventrymodelrailwayclub.org.uk

Locomotion National Railway Museum
Shildon - 10th Anniversary Steam
Galaodel Mania Locomotion: the National
 Railway Museum, Shildon, Durham DL4 1PQ
Tel: 01388 771 445

SATURDAY SEPTEMBER 20
Holy Innccents' Church Foulsham Church
 Fund-Raising Show Holy Innocents' Church
 Foulsham, Norfolk NR20 5RX **Saturday:**
 10.30am - 4.30pm **Prices:** £3.00 adult,
 £1.00 child **Contact:** Malcom Cook
Tel: 01328 829 324
Email: malcolm@modeltraintracks.co.uk

Huddersfield Railway Modellers Annual
Open Day Stonefield Mills, Tanyard Road,
 Milnsbridge, Huddersfield HD3 4NB
Saturday: 10.00am - 4.00pm **Contact:**
 Graham Harpham **Tel:** 07950 425 782
Web: www.huddsrailwaymodellers.org.uk

SATURDAY SEPTEMBER 27
Ipswich Railway Modeller Association
(IRMA) 40a Norfolk Road, Ipswich, Suffolk
 IP4 2HB **Saturday:** 10.00am - 13.00pm
Tel: 01473 251 017 **Web:** www.irma.org.uk

Cleveland Model Railway Exhibition
 Unit 2, The B-Hive, Skelton Industrial Estate,

Skelton, Cleveland TS12 2LQ **Saturday:**
 10.00am - 4.00pm **Prices:** £1.00 adult, 50p
 child **Contact:** Exhibition Manager
Tel: 07864 880 242
Email: enquiries@cleveland-mrc.org.uk
Web: www.cleveland-mrc.org.uk

SUNDAY SEPTEMBER 28
Hurley O Gauge Group Public Running
Sessions St Dunstan's Catholic Church Hall,
 Wakeman Road, Bourne End,
 Buckinghamshire SL8 5SX
Sunday: 11.15am - 17.00pm

SUNDAY OCTOBER 5
Ilford & West Essex Model Railway
Club Open Day Valance Avenue, Chadwell
 Heath, Romford, Essex **Sunday:** 10.00am -
 4.00pm **Contact:** Colin Heard
Tel: 01708 442 836

SATURDAY OCTOBER 11
South West Herts Model Railway Society
Open Day Christ Church, St. Albans Road,
 Watford, Hertfordshire WD24 5BD
Saturday: 10.00am - 16.30pm
Prices: £3.00 adult, £2.00 child
Tel: 01707 873 729
Web: www.southwesthertsmrs.org.uk

SATURDAY OCTOBER 18
Wirral O Gauge Group
 The Club Room, Unit 7, The Odyssey Centre,
 Birkenhead CH41 1HB **Saturday:** 13.00 to
 17.00 **Prices:** £2.00 adult **Contact:** Jenny
 Elliott **Tel:** 07931 846 794
Email: j.elliott37@sky.com

The 2mm finescale layout 'Fencehouses' is one of the many layouts attending this year's Halifax exhibition.



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Folkestone Model Railway Club



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November 15th 2014

Entries close: early October



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EVENT DIARY

Contact: Paul Wright **Tel:** 01844 275 748
Email: chairman@rdmrc.org.uk
Web: www.rdmrc.org.uk

SATURDAY OCTOBER 4 TO SUNDAY OCTOBER 5

CaistoRail Model Railway Exhibition, Caistor Town Hall, North Street, Caistor, Lincolnshire LN7 6QU **Saturday:** 10.00am - 5.30pm **Sunday:** 10.00am - 4.30pm **Prices:** £3.00 adult, £2.00 child, £2.00 concessions, £7.50 family (2+2)

Weekend Train Show

Crewe Heritage Centre off Vernon Way, Crewe, Cheshire CW1 2DB **Saturday:** 10.00am - 4.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £2.00 child

Folkestone Hythe & District MRC Folkestone 2014, Leas Cliff Hall, The Leas, Folkestone, Kent CT20 2DZ **Saturday:** 10.00am - 17.00pm **Sunday:** 10.00am - 17.00pm **Prices:** £5.50 adult, £2.50 child, £4.50 OAP, £13.00 family **Contact:** Chris Dorrell **Email:** cdekuc@aol.com **Web:** www.folkestone-mrc.com

Mickleover Model Railway Exhibition, Mickleover Community Centre, Uttoxeter Road, Mickleover, Derbyshire DE3 0DA **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.30pm **Prices:** £3.00 adult, £2.00 child, £2.00 concessions, £8.00 family (2+2) **Contact:** John Kelsey **Tel:** 01332 512580 **Email:** mmrg3@mmrg.org.uk **Web:** www.mmrg.org.uk

TAPPERS - Train Collectors Club Croydon Model Railway Society Exhibition, Warlingham School, Tithepit Shaw Lane, Warlingham, Suffolk CR69YB **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £2.00 child, £4.00 OAP **Tel:** 02086 572 292 / 02086 898 482 **Web:** www.croydonmrs.org.uk

Gainsborough Model Railway Society, Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE **Sunday:** 1.30 to 6pm **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2) **Contact:** MA Clapham **Tel:** 01427 615 871 **Email:** gmrscontact@gmail.com **Web:** www.gainsboroughmodelrailway.co.uk

MEETINGS & TALKS

THURSDAY SEPTEMBER 18

Lutterworth Railway Society - An Introduction to Austrian Railways United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 7.30pm **Contact:** David Hanger **Tel:** 01455 203 307

The Gravesend Railway Enthusiasts Society (GRES) Meetings

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB **Thursday:** 7.45pm **Contact:** Bob Poole **Tel:** 01474 326 232 **Web:** www.gres.org.uk

MONDAY SEPTEMBER 22

Plymouth Railway Circle Steven Andrews "The Branches, Byways & Mainlines of Kent" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

MONDAY SEPTEMBER 29

Nantwich & Market Drayton Railway Society Severn Valley Railway, King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 8.00pm **Contact:** John Slyn **Email:** johnslynn147@virginmedia.com

THURSDAY OCTOBER 2

Lutterworth Railway Society - Glos & Warws Railway United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 7.30pm **Contact:** David Hanger **Tel:** 01455 203 307

MONDAY OCTOBER 6

Mirfield Railway Enthusiasts Society - Gordon Reed Mixed Traffic Navigation Tavern, Station Road, Mirfield, West Yorkshire **Monday:** 7.45pm **Contact:** Pete Whitworth **Tel:** 01924 498 651 **Email:** petesyl12whitworth@hotmail.com

Plymouth Railway Circle Michael Beale - Railways in the Landscape

St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

TUESDAY OCTOBER 7

The Gravesend Railway Enthusiasts Society (GRES) Meetings - Medway Aircraft Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB **Tuesday:** 7.45pm **Contact:** Bob Poole **Tel:** 01474 326 232

THURSDAY OCTOBER 16

Lutterworth Railway Society - 100 Years of Immingham Docks United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 7.30pm **Contact:** David Hanger **Tel:** 01455 203 307

MONDAY OCTOBER 20

Plymouth Railway Circle - Wilf Rickard "Visit to East Germany" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

THURSDAY OCTOBER 23

The Gravesend Railway Enthusiasts Society (GRES) Meetings - The Unknown Warrior Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB **Thursday:** 7.45pm **Contact:** Bob Poole **Tel:** 01474 326 232 **Web:** www.gres.org.uk

MONDAY OCTOBER 27

Nantwich & Market Drayton Railway Society - Preserved Steam Railways of Britain King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 8.00pm **Contact:** John Slyn **Email:** johnslynn147@virginmedia.com

TUESDAY OCTOBER 7

The Enfield Transport Circle Presentation by Chris Taft, The Enfield Transport Circle First Floor Meeting Room, The Drill Hall Sports Club, Enfield EN2 6PJ **Tuesday:** 20.00 - 22.30 **Prices:** £3.00 adult **Contact:** Roger Elkin

THURSDAY OCTOBER 9 TO MONDAY OCTOBER 13

British Railway Modellers of Australia Annual Convention, St Francis Winery, Reynella AUSTRALIA **Contact:** Steve **Email:** sjh5@adam.com.au

SATURDAY OCTOBER 11

Elizabethan Railway Society - Model Railway Mini Exhibition Day, Shaftesbury Youth Centre, Coppice Street, Shaftesbury SP7 8PF **Saturday:** 10.00am - 5.00pm **Contact:** Barrie Shappell **Tel:** 07870 515 807

Tring & District Model Railway Club

Exhibition, The Cottesloe School, Aylesbury Road, Wing, Nr. Leighton Buzzard, Buckinghamshire LU7 0NY **Saturday:** 10.30am - 16.30pm **Prices:** £5.00 adult, £3.50 child, £12.00 family (2+3) **Email:** tdmrc.co.uk **Web:** www.tdmrc.co.uk

Sheffield Model Railway Exhibition

Davy United Social Club, Prince of Wales Road, (between Darnall and the Parkway (S9 4ER), Sheffield **Saturday:** 10.00am - 5.00pm **Prices:** £3.50 adult **Web:** www.sheffield-mrs.com

SATURDAY OCTOBER 11 TO SUNDAY OCTOBER 12

Corby & District MRS, C&DMRS - 2-day Corby Exhibition **Saturday:** 10.30am - 5.00pm **Sunday:** 11.00am - 4.30pm **Prices:** £4.00 adult, £2.00 child (2-16yrs), £3.00 OAP, £3.00 concessions, £10.00 family (2+2) **Contact:** Kevin Emsley **Tel:** 01536 356 439 **Email:** kevnav.emsley@ntlworld.com **Web:** www.cdms.co.uk

Dundee Model Railway Club Exhibition

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

Furness 52nd Model Railway & Transport

Exhibition Barrow Sixth Form College, Rating Lane, Barrow in Furness, Cumbria LA13 9LE **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 5.00pm **Prices:** £4.50 adult, £2.20 child, £3.40 OAP **Contact:** Ian Edwards **Tel:** 01229 588 082 **Email:** lan86254@btinternet.com **Web:** www.furnessmrc.webs.com

Locomotion National Railway Museum

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

Shildon Model Railway Club 29th Annual

Exhibition, NRM Locomotion Museum, Shildon, Co Durham DL4 1PQ **Contact:** Dave Walker **Web:** www.shildonmrc.com

St Michael's Church & Erith Model Railway

Society, 18th Wilmington Charity Model Railway Exhibition, St Michael's Church & Hall, Church Hill, Wilmington, Dartford, Kent DA2 7EG **Saturday:** 10.00am - 5.00pm **Sunday:**

10.00am - 5.00pm **Prices:** £3.50 adult, £3.00 child, £3.00 OAP, £10.00 family **Contact:** Richard Arding **Tel:** 01322 220 561 **Email:** arding@btinternet.com **Web:** www.stmichaelswilmington.org.uk

SATURDAY OCTOBER 18

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

Chelmsford MRC, King Edward VI Grammar

School, Broomfield Road, (5 mins walk from railway stations), Chelmsford, Essex CM1 3SX **Saturday:** 10.00am - 4.30pm **Prices:** £4.50 adult, £2.00 child (5-15yrs), £4.00 OAP **Contact:** Roy Pearce **Tel:** 01245 283 622 **Web:** www.chelmsford-and-district-mrc.webs.com

SATURDAY OCTOBER 18 TO SUNDAY OCTOBER 19

Cardiff Model Railway Exhibition 2014 Ysgol Gyfun Gymraeg Glantaf (formerly Glantaf Bridge Road, Llandaff North, Cardiff CF14 2JL **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £4.00 adult, £3.00 child, £12.00 family **Tel:** 02920 764 659 **Email:** michaeljohn.bird@sky.com **Web:** www.cardiffmodelrail.org.uk

Uckfield Model Railway Exhibition 2014

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

Warrington Model Railway Club Exhibition

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

SUNDAY OCTOBER 19

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

SATURDAY OCTOBER 25

Birmingham Model Railway Club Exhibition Arden Hall, Water Orton Road, Castle Bromwich, Birmingham B36 9PB **Saturday:** 10.30am - 4.00pm **Prices:** £3.00 adult, £1.50 child, £8.00 family

Mid Wales Model Railway Show 2014

Welshpool Town Hall, Welshpool, Powys SY21 7JQ **Saturday:** 10.30am - 4.30pm **Prices:** £3.00 adult **Contact:** Martin Rich **Tel:** 01938 559 350 **Email:** nearleighworks@gmail.com

Nottingham Woodthorpe Model Railway Club -

Annual Show, Sherwood Community Centre Mansfield Road, Sherwood (opposite Woodthorpe Park), Nottingham, Nottinghamshire NG5 3FN **Saturday:** 10.00am - 5.00pm **Prices:** £4.00 adult, £3.00 child, £3.00 concessions, £12.00 family (2+2) **Contact:** John Fownes **Tel:** 01159 621 153 **Email:** s.fownes@virginmedia.com **Web:** www.woodthorpemodellrailwayclub.co.uk

SATURDAY OCTOBER 25 TO SUNDAY OCTOBER 26

Bodmin & District MRC Annual Model

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Thursday 7th August - Toy Auction

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Thursday 18th September - Toy & Railwayana Auction

Diecast Toys, Model Railways, Retro Toys, Toy Soldiers



Thursday 16th October - Toy Auction

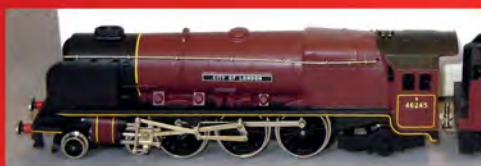
Diecast Toys, Model Railways, Retro Toys

Thursday 13th November - Toy Auction

Diecast Toys, Model Railways, Retro Toys, Dolls & Teddies

Thursday 11th December - Toy Auction

Diecast Toys, Model Railways, Retro Toys, Tin Plate



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Railway Show, Bodmin Community College, Lostwithiel Road, Bodmin, Cornwall PL31 1DD **Saturday**: 10.00am - 5.00pm **Sunday**: 10.00am - 4.00pm **Prices**: £4.00 adult, £2.00 child, £3.00 concessions, £10.00 family **Contact**: Phil Tombs

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

Cheltenham Great Western Modellers Group Autumn Exhibition, St. Margaret's Hall, Coniston Road, off Windermere Road, Cheltenham, Gloucestershire GLK51 3NU **Saturday**: 10.00am - 5.00pm **Sunday**: 10.00am - 5.00pm **Prices**: £3.50 adult, £2.50 child, £3.00 OAP, £8.00 family (2+2) **Tel**: 01242 517 788 **Web**: www.cheltmodrail-org.uk

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

Leeds MRS Annual Exhibition The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, West Yorkshire LS17 8GS **Saturday**: 10.00am - 5.00pm **Sunday**: 10.00am - 4.30pm **Prices**: £6.00 adult **Web**: www.leedsrms.org.uk

Newhaven & District Model Railway Exhibition Heron Park Academy, Thy Hydneve, Hampden Park, East Sussex **Saturday**: 10.00am - 5.00pm **Sunday**: 10.00am - 4.00pm **Prices**: £4.00 adult, £1.00 child, £3.50 concessions **Tel**: 07812 060 028 **Email**: philstrains@live.co.uk **Web**: www.newhavendmrc.com

TRAIN & TOY FAIRS

SATURDAY SEPTEMBER 13
Mickleover Model Railway Group Toy and Train Fairs Community Centre, Uttoxeter Road, Mickleover, Derbyshire DE3 0DA **Saturday**: 10.30am - 2.30pm **Prices**: £1.00 adult **Contact**: John Kelsey **Tel**: 01332 512 580 **Web**: www.mmr.org.uk

SUNDAY SEPTEMBER 14
Barry Stockton Train & Toy Collectors Fair -

Haydock Park Racecourse Exhibition Centre, Haydock Park, Merseyside WA12 0HQ **Sunday**: 10.30am to 3.00pm **Prices**: £2.00 adult, 50p child **Contact**: Barry Stockton **Tel**: 01513 343 362 **Web**: www.barrystocktonfairs.co.uk

SRP Toy Fairs - Brighton The Grandstand & Paddock Hall, Brighton Racecourse, Fresh-Field Road, Brighton, East Sussex BN2 9XZ **Sunday**: 10.00am - 2.00pm **Prices**: £2.00 adult **Contact**: Gerald Widdowson **Tel**: 07739 998 012 / 01322 662 729 **Email**: srptoys1@hotmail.co.uk **Web**: www.srptoysfairs1.co.uk

THURSDAY SEPTEMBER 18
Theydon Bois Toy & Train fair Village Hall Coppice Row (B172), Theydon Bois, Essex CM16 7ER **Thursday**: 7.00pm - 9.00pm **Prices**: £1.00 adult **Contact**: Joe Lock **Tel**: 01992 467967 / 07866 641215

SATURDAY SEPTEMBER 20
Nottingham Bluecoat Toy & Train Fair Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY **Saturday**: 10.00am - 2.00pm **Prices**: £2.00 adult **Contact**: Malcolm Townsend **Tel**: 07951 072 790 **Email**: malctow@hotmail.co.uk **Web**: www.ashfieldtoyfairs.kk5.org.uk

SRP Toy Fairs - Henfield Henfield Hall, Henfield, West Sussex BN5 9DB **Saturday**: 10.00am - 2.00pm **Prices**: £2.00 adult **Contact**: Gerald Widdowson **Tel**: 07739 998 012 / 01322 662 729 **Email**: srptoys1@hotmail.co.uk **Web**: www.srptoysfairs1.co.uk

FRIDAY SEPTEMBER 26
Alfreton Toy & Train Fair The Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD **Friday**: 7.00pm - 9.00pm **Contact**: Malcolm Townsend **Tel**: 07951 072 790 **Email**: malctow@hotmail.co.uk **Web**: www.ashfieldtoyfairs.kk5.org

SATURDAY SEPTEMBER 27
Tony Oakes Fairs - Stoke on Trent Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT **Saturday**: 10.30am to 2pm **Contact**: Tony Oakes **Tel**: 01270 652 773

SUNDAY SEPTEMBER 28
SRP Toy Fairs - Herne Bay The Kings Hall, The Beacon Hill, Herne Bay, Kent CT6 5BA **Sunday**: 10.00am - 2.00pm **Prices**: £2.00 adult **Contact**: Gerald Widdowson **Tel**: 07739 998 012 / 01322 662 729 **Email**: srptoys1@hotmail.co.uk **Web**: www.srptoysfairs1.co.uk

TUESDAY SEPTEMBER 30
SRP Toy Fairs - Tonbridge Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF **Tuesday**: 6.30pm - 8.30pm **Prices**: £1.00 adult **Contact**: Gerald Widdowson **Tel**: 07739 998 012 / 01322 662 729 **Email**: srptoys1@hotmail.co.uk **Web**: www.srptoysfairs1.co.uk

WEDNESDAY OCTOBER 1
South Croydon Toy & Train Fair St John's Community Hall Upper Selsdon Road, South Croydon CR2 8DD **Wednesday**: 6.30pm - 8.30pm **Prices**: £1.00 adult **Contact**: Joe Lock **Tel**: 01992 467 967 / 07866 641 215

SATURDAY OCTOBER 4
Tony Oakes Fairs - Chester Northgate Arena Victoria Road, Chester, Cheshire CH2 2AU **Saturday**: 10am to 3pm **Contact**: Tony Oakes **Tel**: 01270 652 773

SUNDAY OCTOBER 5
SRP Fairs - Colchester Marks Tey Parish Hall, Old London Road, Marks Tey, Colchester CO6 1EN **Sunday**: 10.00am - 2.00pm **Prices**: £2.00 adult **Contact**: Gerald Widdowson **Tel**: 07739 998 012 / 01322 662 729 **Email**: srptoys1@hotmail.co.uk **Web**: www.srptoysfairs1.co.uk

Bridgwater Train & Toy Fair Junction 24, the Venue, Marketway, North Petherton, Bridgwater, Somerset TA6 6DF **Sunday**: 10.00am - 3.30pm **Prices**: £2.00 adult **Tel**: 01823 480 097

SATURDAY OCTOBER 11
SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP **Saturday**: 10.00am - 2.00pm **Prices**: £2.00 adult **Contact**: Gerald Widdowson **Tel**: 07739 998 012 / 01322 662 729 **Email**: srptoys1@hotmail.co.uk **Web**: www.srptoysfairs1.co.uk

SUNDAY OCTOBER 12
Newton Abbot Train & Toy Fair Racecourse, Newton Abbot, Devon TQ12 3AF **Sunday**: 10.00am - 3.00 pm **Prices**: £2.00 adult **Contact**: Ray Heard **Tel**: 01823 480 097 / 07717 278 420 **Email**: rayheard66@btinternet.com

Stowmarket Railway Club Train & Model Collectors' Fair Needham Market Community Centre School Street, Needham Market, Suffolk IP6 8BB **Sunday**: 10.30am - 3.00pm **Prices**: £1.50 adult **Contact**: John Stark **Tel**: 01449 672 698 **Web**: www.stowrailclub.org.uk

Barry Stockton Train & Toy Collectors Fair - Manchester Concorde Conference Centre, Runway Visitors Park, Sunbank Lane, Greater

OTHER EVENTS

SUNDAY SEPTEMBER 21
Chichester Model Engineers - Steam on Sunday Blackberry Lane, off Bognor Road, Chichester (East), West Sussex PO19 2FS **Sunday**: 14.00 - 17.00 **Contact**: Mr Earnshaw-Manell **Tel**: 07954 051 594 **Email**: benguilden@btinternet.com **Web**: www.cdsme.co.uk

SUNDAY SEPTEMBER 28
Hurley O Gauge Group Public Running Sessions St Dunstan's Catholic Church Hall, Wakeman Road, Bourne End, Buckinghamshire SL8 5SX **Sunday**: 11.15am - 17.00pm

SATURDAY OCTOBER 4
N.E. & Borders Group of the EM Gauge Society Workshop Wise, Stannington Village Hall, Stannington, Northumberland NE61 6EL **Saturday**: 10.00am - 5.00pm **Prices**: £3.00 adult **Contact**: Keith Smart **Tel**: 01670 737 572

Manchester WA15 8XQ **Sunday**: 10.30am to 4.00pm **Prices**: £2.00 adult, £0.50 child **Contact**: Barry Stockton **Tel**: 01513 343 362 **Web**: www.barrystocktonfairs.co.uk

WEDNESDAY OCTOBER 15
Hoddesdon Toy & Train Fair Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY **Wednesday**: 7.00pm - 9.00pm **Contact**: Joe Lock **Tel**: 01992 467 967 / 07866 641 215

SUNDAY OCTOBER 19
Barry Stockton Train & Toy Collectors Fair - Leigh Leigh Sports Village, Sale Way, (off Atherleigh Way), Leigh, Greater Manchester WN7 4JY **Sunday**: 10.30am to 3.00pm **Prices**: £2.00 adult, 50p child **Contact**: Barry Stockton **Tel**: 01513 343 362 **Web**: www.barrystocktonfairs.co.uk

Ashfield Toy & Train Fair Festival Hall, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ **Sunday**: 10.00am - 3.00pm **Prices**: £2.00 adult **Contact**: Malcolm Townsend **Tel**: 07951 072 790 **Email**: malctow@hotmail.co.uk **Web**: www.ashfieldtoyfairs.kk5.org.uk

SRP Fairs - Worthing Hartmandean Centre, Forest Road, Worthing BN14 9HS **Sunday**: 10.00am - 2.00pm **Prices**: £2.00 adult **Contact**: Gerald Widdowson **Tel**: 07739 998 012 / 01322 662 729 **Email**: srptoys1@hotmail.co.uk **Web**: www.srptoysfairs1.co.uk

SUNDAY OCTOBER 26
SRP Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR **Sunday**: 10.00am - 2.00pm **Prices**: £2.00 adult **Contact**: Gerald Widdowson **Tel**: 07739 998 012 / 01322 662 729 **Email**: srptoys1@hotmail.co.uk **Web**: www.srptoysfairs1.co.uk

Tony Oakes Fairs Reading Vintage Toyfair & Exhibition, Rivermead Leisure Centre, Richfield Avenue, Reading, Berkshire RG1 8EQ **Sunday**: 10.30am to 3.30pm **Prices**: £3.50 adult, £3.00 OAP, £7.00 family (2+2) **Contact**: Tony Oakes **Tel**: 01270 652 773

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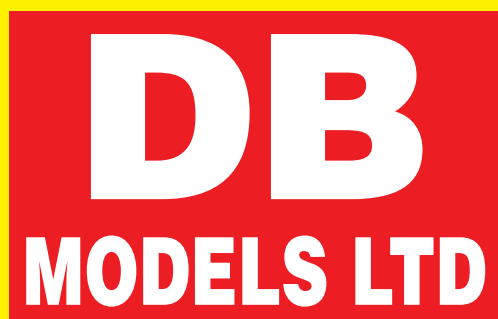
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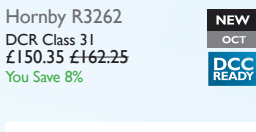
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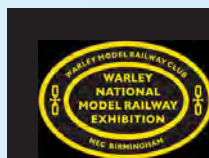
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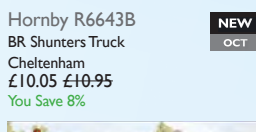
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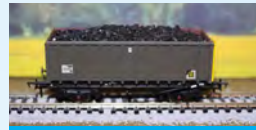
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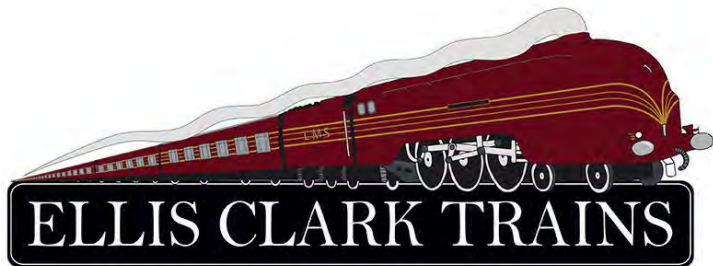
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31-085 Class 3200 Earl "Dukedog" 4-4-0 9022 in BR black early emblem - weathered (Bac) ... £109
31-727 Class 3700 City GWR 4-4-0 3439 "City Of London" GWR Green Monogram (Bac) ... £106.21



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R3019 Class 6800 Grange 4-6-0 6845 "Paviland Grange" in BR green late crest - heavily weathered (Hor) ... £123



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R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DCC Fitted (Hor) ... £125



31-146 Class D11/1 4-4-0 62663 "Prince Albert" in BR black early emblem (Bac) ... £101.96
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31-319 Class J11 Robinson (GCR 9J) 64311 in BR black early emblem (Bac) ... £76.46
31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac) ... £91.76



R3190 Class L1 2-6-4 67777 in BR black early emblem (Hor) ... £104
32-154A Class N 2-6-0 31404 BR lined black late crest - weathered (Bac) ... £106.21



31-002 Class 04 Robinson ROD 2-8-0 63635 in BR black early emblem. (Bac) (list £129.95) **BARGAIN** ... £78
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R3194 Class V Schools 4-4-0 30937 'Epsom' in BR black early emblem (Hor) **NEW** ... £112



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32-261 Class WD Austerity 2-8-0 90441 in BR black early emblem (Bac) ... £110.42
32-260DC Class WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) ... £125.29



31-979A Standard Class 3MT tank 82001 in BR black early emblem - weathered (Bac) ... £80.71
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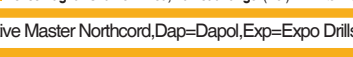
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R3183 Class 67 diesel loco 67002 in Arriva Trains Wales (Hor)£108

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31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95)**BARGAIN**...£127
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R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor)£132

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R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor)£114

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31-269 Class 419 Motor Luggage Van (MLV) in BR "Jaffa Cake" two-tone grey and orange (Bac)£83.26

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Track Maintenance vehicles
B859NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap)£118
B859RTBG2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Railroad blue/grey. Pristine (Dap)£89
B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue (Dap)£56

B800BRBlue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR blue (Dap)£52
B800BRGreen Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR green (Dap)£52

NEW
36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) **NEW**£42.46

NEW
36-165A Plasser Tamper track maintenance machine (motorised) (Bac) **NEW**£59.46

Track cleaning fluid
B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap)£7

Train sets - analogue
R1071 Eurostar Complete Train Set power car, dummy, 2 coaches & track (Hor)£168

R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor)£120



Prices valid until 08/10/14

Orders received after this date for products that have increased in price will be given a refund



30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) £89.24



30-160 Rural Commuter set Class 105 2 car DMU in BR green small yellow panels (Bac) £84.99

NEW



30-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shirtbutton green and GWR Road brake van & shunters truck in GWR grey (Bac) **NEW** £84.96

Train sets - DCC



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £120

R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) £340

Coaches



Big 4 (LNER, LMS, SR, GWR) R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40



R4572 LNER Thompson Teak effect Non-Corridor Composite (Lavatory) (Hor) £45

R4568 BR (Ex LNER) 61' 6" Corridor 3rd Class (Hor) £38

R4518A Gresley (Non Vestibuled) suburban 3rd class brake LNER teak (Hor) £39

39-776 LMS 50ft Inspection Saloon in BR maroon (Bac) **NEW** £50.96

39-775 LMS 50ft Inspection Saloon in LMS Lined maroon (Bac) **NEW** £50.96

39-455 LMS 57ft Porthole Corridor 1st in BR crimson & cream (Bac) £33.96



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) £25

R4478 Pullman 1st Class Parlour Car 'Leona' - Matchboard type (Hor) (list £49.99) £25

R4483 Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99) £25

R4484 Pullman 2nd Class Parlour Car 'Car No. 64' - Flush Sided (Hor) £38



R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) £25

R4487 Pullman 3rd Class Brake Car 'Car No. 63' - Flush Sided (Hor) (list £49.99) £25

R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) £25



R4486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49) £25

R4429 Pullman 3rd Class Brake Car No 171 - steel sided (Hor) (list £49.99) £22

R4479 Pullman 3rd Class Parlour Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) £25



39-154C BR Mk1 FK First Corridor (WR) chocolate & cream - weathered (Bac) (list £34.95) **BARGAIN** £18

39-263 BR Mk1 RMB miniature buffet car in (BR)WR chocolate/cream (Bac) £23
R4408A BR Hawksworth: (Pre 1953) 1st / 3rd Brake in BR Carmine & Cream (Hor) (list £40.25) **BARGAIN** £21
R4408A BR Hawksworth: (Pre 1953) Brake 3rd. (Hor) (list £40.25) **BARGAIN** £21
39-027H BR Mk1 SK Second Corridor (WR) crimson & cream - weathered (Bac) £29.71



39-450 LMS 57 ft Porthole Corridor 3rd in BR crimson & cream (Bac) £33.96

39-450 Pack of 4 (Bac) (list £159.80) **BARGAIN** £126

39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac) £33.96

39-465 LMS 60 ft Porthole Corridor Composite BR crimson & cream (Bac) £33.96

39-475 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) £33.96

39-185 BR Mk1 BG Full Brake in Departmental Olive Green (Bac) £24.10



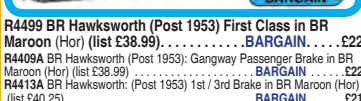
R4569 BR (Ex LNER) 61' 6" Corridor Buffet Car in maroon (Hor) £44



R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) **BARGAIN** £22

R4409A BR Hawksworth (Post 1953): Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) **BARGAIN** £22

R4413A BR Hawksworth: (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list £40.25) **BARGAIN** £21



39-175D BR Mk1 BG Full Brake Express Parcels blue & grey (Bac) £24.01

39-503 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac) £33

39-503 Pack of 4 (Bac) (list £155.80) **BARGAIN** £122

39-381 BR MK2A BSO brake open 2nd Intercity blue/grey SC9424 (Bac) (list £25.95) **BARGAIN** £12



R4411A BR Hawksworth: (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) **BARGAIN** £21.50



39-500 Pack of 4 BR Mk1 SLF Sleeper Car in maroon (Bac) (list £155.80) **BARGAIN** £122

39-500 Single (Bac) £33



39-502 Single (Bac) £33

39-502 Single (Bac) £33 4P-010-031 RTR 57ft Stanier corridor composite LMS lined maroon 3934 (Dap) **NEW** £13



39-502 Pack of 4 BR Mk1 SLSTP Sleeper Car in maroon (Bac) (list £155.80) **BARGAIN** £120

39-502 Single (Bac) £33



39-425 Pack of 4 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey. (Bac) (list £155.80) **BARGAIN** £89

39-425 Single (Bac) (list £38.95) **BARGAIN** £23



39-501 Pack of 4 BR Mk1 SLF Sleeper Car in blue & grey (Bac) (list £155.80) **BARGAIN** £89

39-501 Single (Bac) £24

39-311A BR Mk1 'SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £46.95) **BARGAIN** £39

39-340A BR MK2A FK First Corridor Blue & Grey (Bac) (list £39.95) **BARGAIN** £18



39-400 BR MK2S BFK brake corridor 1st blue grey 14033 (Bac) (list £25.95) **BARGAIN** £12



39-777 LMS 50ft Inspection Saloon BR blue & grey (Bac) **NEW** £50.96

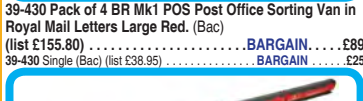


39-275 BR Mk1 GUV Royal Mail (Bac) £28.01



39-430 Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Letters Large Red. (Bac) **BARGAIN** £89

39-430 Single (Bac) (list £38.95) **BARGAIN** £25



39-435 Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red. (Bac) **BARGAIN** £89

39-435 Single (Bac) (list £38.95) **BARGAIN** £25



R4634C BR InterCity blue & grey MK3 TS second class lights (Hor) **NEW** £32.90

R4634 BR InterCity blue & grey MK3 TS second class lights (Hor) **NEW** £32.90

R4634A BR InterCity blue & grey MK3 TS second class lights (Hor) **NEW** £32.90

R4634B BR InterCity blue & grey MK3 TS second class lights (Hor) **NEW** £32.90



39-175D BR Mk1 BG Full Brake Express Parcels blue & grey (Bac) £24.01

39-503 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac) £33

39-503 Pack of 4 (Bac) (list £155.80) **BARGAIN** £122

39-381 BR MK2A BSO brake open 2nd Intercity blue/grey SC9424 (Bac) (list £25.95) **BARGAIN** £12



R4641 Network Rail MK3 TF measurement coach (Hor) **NEW** £26.40

R4637 Network Rail MK3 TGS measurement coach (Hor) **NEW** £26.40



R4638A Midland Mainline MK3 TF first class (Hor) **NEW** £26.40

R4638 Midland Mainline MK3 TF first class (Hor) **NEW** £26.40

R4639 Midland Mainline MK3 TS second class (Hor) **NEW** £26.40

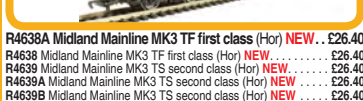
R4639B Midland Mainline MK3 TS second class (Hor) **NEW** £26.40

R4639C Midland Mainline MK3 TS second class (Hor) **NEW** £26.40



R4545 Mk3 Ex Virgin Buffet - weathered. Withdrawn from 2012 range (Hor) **NEW** £27.50

38-575 10 Ton Fish Van LNER Oxide (Bac) £11.86



38-113A Pack of 4 100 ton TEA bogie tank wagon in Esso grey (Bac) (list £130) **BARGAIN** £72

38-113A Single (Bac) (list £32.50) **BARGAIN** £19

38-113A Megapack of 8 (Bac) (list £260) **BARGAIN** £139

R6647 12 Ton ex-fish Barrier Van (Hor) **NEW** £9.20



38-476 Pack of 4 12 ton non-ventilated van with corrugated ends in BR bauxite (late) (Bac) (list £55.80) **BARGAIN** £42

38-476 Single (Bac) £11.86

38-476 Megapack of 8 (Bac) (list £111.60) **BARGAIN** £78

37-903A 12 ton planked shock absorbing van corrugated ends BR bauxite (Bac) £7



37-902A 12 Ton planked shock absorbing van planked ends in BR bauxite (Bac) (list £10.95) **BARGAIN** £7

37-902A Pack of 4 (Bac) (list £43.80) **BARGAIN** £26

37-902A Megapack of 8 (Bac) (list £87.60) **BARGAIN** £48



38-011B Pack of 4 24 Tonne glw MFA open box mineral wagon in EWS (ex-Loadhaul) (Bac) (list £59.80) **BARGAIN** £46

38-011B Single (Bac) £12.71

38-011B Megapack of 8 (Bac) (list £118.60) **BARGAIN** £88

37-279 27 ton steel tippler wagon in BR bauxite (Bac) **NEW** £10.16

37-275F 27 ton steel tippler wagon in BR grey 'Iron Ore' (Bac) **NEW** £10.16

37-280 27 ton steel tippler wagon Lancashire Steel Manufacturing (Bac) **NEW** £10.16

38-928B 30 Ton bogie bolster in BR grey grey steel girders (Bac) £12.71



38-041B Pack of 4 31 Tonne OBA open wagon in Railfreight (Bac) (list £77.80) **BARGAIN** £60

38-041B Single (Bac) £16.53

38-041B Megapack of 8 (Bac) (list £155.60) **BARGAIN** £116



38-058 Pack of 4 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £87.80) **BARGAIN** £39

38-058 Single (Bac) (list £21.95) **BARGAIN** £11

38-058 Megapack of 8 (Bac) (list £175.60) **BARGAIN** £76



38-120B Pack of 4 35 Ton VAA box van sliding door in Railfreight red & grey - weathered (Bac) (list £95.80) **BARGAIN** £72

38-120B Single (Bac) £20.36

38-120B Megapack of 8 (Bac) (list £191.60) **BARGAIN** £136



38-380A 12 ton ventilated van with corrugated ends in BR bauxite (early) (Bac) (list £113.95) **BARGAIN** £10

38-380A Pack of 4 (Bac) (list £55.80) **BARGAIN** £37

38-380A Megapack of 8 (Bac) (list £111.60) **BARGAIN** £69



38-376 Pack of 4 12 Ton ventilated van planked ends in BR bauxite (early) (Bac) (list £55.80) **BARGAIN** £40

38-376 Single (Bac) £10.50

38-376 Megapack of 8 (Bac) (list £111.60) **BARGAIN** £78

37-708 12 ton LMS cattle wagon in LMS bauxite (Bac) £13.56



38-325 Pack of 4 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £58) **BARGAIN** £42

38-325 Single (Bac) £11

38-325 Megapack of 8 (Bac) (list £116) **BARGAIN** £82



38-327 Pack of 4 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) (list £58) **BARGAIN** £42

38-327 Single (Bac) £11

38-327 Megapack of 8 (Bac) (list £116) **BARGAIN** £82



37-226F Pack of 4 16 ton steel mineral wagon top flap doors in BR bauxite (Bac) (list £47.80) **BARGAIN** £34

37-226F Single (Bac) £10.16



4F-038-003 20T Steel Mineral BR B316783 (Dap) **NEW** £10

4F-038-004 20T Steel Mineral BR B316783 - weathered (Dap) **NEW** £11



Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm Sun



Phones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
9am to 5pm Sun



38-126A Pack of 4 35 Ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £95.80) **BARGAIN**... £72
38-126A Single (Bac) (list £23.95)..... **BARGAIN**... £20.36
38-126A Megapack of 8 (Bac) (list £191.60)..... **BARGAIN**... £136
R6665 4 plank wagon 'Brookes' Limited Halifax' (Hor) **NEW**... £9.50



R6656 4 plank wagon 'Ellis & Everard' (Hor) **NEW**... £9.50
R6657 4 plank wagon 'J & C. H.' (Hor) **NEW**... £9.50



R6662 4 plank wagon 'Old Radnor' (Hor) **NEW**... £9.50
R6668 4 plank wagon 'Penwyll Silica Works' (Hor) **NEW**... £9.50



38-130A Pack of 4 40 Tonne YGH Sealion bogie hopper wagon in olive green - weathered (Bac) (list £131.80) **BARGAIN**... £102
38-130A Single (Bac)..... **BARGAIN**... £28
38-130A Megapack of 8 (Bac) (list £263.60)..... **BARGAIN**... £194



33-879A Pack of 4 45 Ton bogie well wagon in LNER grey boiler load (Bac) (list £59.80) **BARGAIN**... £44
33-879A Single (Bac)..... **BARGAIN**... £12.71
33-879A Megapack of 8 (Bac) (list £119.60)..... **BARGAIN**... £82
38-020A 46 Tonne glw CEA covered hopper wagon EWS - weathered (Bac)..... £15.68
38-020A Pack of 4 (Bac) (list £73.80)..... **BARGAIN**... £58
38-020A Megapack of 8 (Bac) (list £147.60)..... **BARGAIN**... £110



33-084 5 plank china clay wagon hood in BR bauxite - weathered (Bac) (list £12.65) **BARGAIN**... £10
33-084 Pack of 4 (Bac) (list £50.60)..... **BARGAIN**... £38
33-084 Megapack of 8 (Bac) (list £101.20)..... **BARGAIN**... £74
33-085 5 plank china clay wagon hood in BR bauxite TOPS panel - weathered (Bac) (list £12.65)..... **BARGAIN**... £10
33-085 Pack of 4 (Bac) (list £50.60)..... **BARGAIN**... £38
33-085 Megapack of 8 (Bac) (list £101.20)..... **BARGAIN**... £74



33-083 5 plank china clay wagon without hood in BR bauxite (Bac) (list £9.35) **BARGAIN**... £7.50
33-083 Pack of 4 (Bac) (list £37.40)..... **BARGAIN**... £30
33-083 Megapack of 8 (Bac) (list £74.80)..... **BARGAIN**... £58



37-036 Pack of 4 5 plank wagon steel floor in Tarbitumac (Bac) (list £37.60) **BARGAIN**... £26
37-036 Single (Bac)..... £7
37-061C 5 plank wagon wooden floor in BR grey (Bac)..... £10.16
4F-031-013 6 Wheel Milk Tank Unigate Silver 70346 (Dap) **NEW**... £13



4F-031-014 6 Wheel Milk Tank Unigate Silver 70346 - weathered (Dap) **NEW**... £14
R6617 6-plank wagon Clay Cross (Hor) **NEW**... £7



38-351A BAA steel carrier steel coils in Railfreight Metals (Bac)..... £22.06



38-352A BAA steel carrier steel coils in Railfreight red & black (Bac)..... £22.06



R6623 BR Horse Box (Ex GWR) (Hor)..... £17
R6612 BR Shark Brake Van No.1 (Hor)..... £13.95



R6650 BR trout hopper wagon (Hor) **NEW**... £15.70
5107 Cargowagon IPE/GES57 bogie flat 4747 028 in weathered Cargowagon (Hel) (list £38)..... **BARGAIN**... £17
5107 Pack of 4 (Hel) (list £152)..... **BARGAIN**... £62



R6648 CDA china clay hopper in ECC silver and blue - weathered (Hor) **NEW**... £15.70
R6655 Coke wagon British Insulated & Helsby Cables Ltd (Hor) **NEW**... £9.50
R6664 Coke wagon 'Cardiff Washed Coal' (Hor) **NEW**... £9.50



38-345A FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £30.10) **BARGAIN**... £18
38-346A FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10) **BARGAIN**... £18
38-346A Pack of 4 (Bac) (list £120.40)..... **BARGAIN**... £68
38-346A Megapack of 8 (Bac) (list £240.80)..... **BARGAIN**... £130
4F-013-015 Gunpowder Van NE 71432 (Dap) **NEW**... £9.50
4F-013-016 Gunpowder Van NE 71432 - weathered (Dap) **NEW**... £10



R6673 Hornby 2014 Open Wagon (21T) (Hor) **NEW**... £10.10
BHSPEC856d IOA Network Rail bogie ballast wagon, 70 5992 033-3. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) **BARGAIN**... £12



BHSPEC856b IOA Network Rail bogie ballast wagon, 70 5992 045-3. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) **BARGAIN**... £12
BHSPEC856a IOA Network Rail bogie ballast wagon, 70 5992 102-1. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) **BARGAIN**... £12



38-250 Pack of 4 IPA twin double deck car transporter in 'STVA' red (Bac) (list £199.80) **BARGAIN**... £140
38-250 Single (Bac)..... £37



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £199.80) **BARGAIN**... £160
38-212A Single (Bac)..... £42.46



38-210A Pack of 4 JJA auto ballaster outer generator in Railtrack (Bac) (list £199.80) **BARGAIN**... £160
38-210A Single (Bac)..... £42.46
38-210A Megapack of 8 (Bac) (list £399.60)..... **BARGAIN**... £310



B8551 JNA Falcon Wagon Network Rail NLU29299 (Dap). £17

38-200A JPA bogie cement hopper 'VTG - Lafarge Cement' (Bac) £30.56
38-200A Pack of 4 (Bac) (list £143.80)..... **BARGAIN**... £112
38-200A Megapack of 8 (Bac) (list £287.60)..... **BARGAIN**... £212



B779D KQA Intermodal pocket wagon in blue (pristine). 84 70 4907 017-14 (Dap) (list £24.95) **BARGAIN**... £19
BHSPEC779c KTA Intermodal pocket wagon in debranded ex-Tiphook (weathered) 97743 (Dap) (list £26.95)..... **BARGAIN**... £19
R6659 Lime wagon John Delaney (Hor) **NEW**... £9.50
R6660 Lime wagon Old Radnor (Hor) **NEW**... £9.50
R6640 LMS 4 Wheel CCT Van. New tooling for 2013 (Hor)..... £12



38-240 Pack of 4 MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £100.80) **BARGAIN**... £62
38-240 Single (Bac) (list £25.20)..... **BARGAIN**... £16
38-240 Megapack of 8 (Bac) (list £201.60)..... **BARGAIN**... £119



38-242 Pack of 4 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £108) **BARGAIN**... £54
38-242 Single (Bac) (list £27)..... **BARGAIN**... £14
38-242 Megapack of 8 (Bac) (list £216)..... **BARGAIN**... £104



38-245 Pack of 4 MOA Monsterbox low-sided bogie box wagon in EWS (Bac) (list £105.80) **BARGAIN**... £54
38-245 Single (Bac) (list £26.45)..... **BARGAIN**... £14
38-245 Megapack of 8 (Bac) (list £211.60)..... **BARGAIN**... £100



38-301 Pack of 4 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £99.80) **BARGAIN**... £60
38-301 Single (Bac) (list £24.95)..... **BARGAIN**... £16
38-301 Megapack of 8 (Bac) (list £199.60)..... **BARGAIN**... £114



R6624A Pack of 3 12 Ton fish vans in Blue Spot (Hor) **NEW**... £28.60



38-185 Pack of 3 12 Ton ventilated vans in BR bauxite (late) - weathered (Bac)..... £33.96
38-340 Pack of 3 13 Ton high sided steel open wagons BR bauxite - weathered (Bac)..... £40.67



37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac)..... £38.21



37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac)..... £38.21
38-285 Pack of 3 22 ton Preslios in Tunnel Cement (Bac)..... £36



R6649 Pack of 3 CDA china clay hoppers in ECC silver and blue - weathered (Hor) **NEW**... £48.20



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac)..... £36.51



38-651 PCA Metalair Bulk Powder Wagon Grey (Bac). £14.41



R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) **BARGAIN**... £33
R6371 Single (Hor)..... £6



R6618 PGA wagon Amey Roadstone - weathered (Hor) **NEW**... £11
R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor)..... £14

Containers & Loads



44-545 Tarpaulin Covered Wagon Loads x 4 (Bac) **NEW** £5.06

DCC decoders



DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat)..... £12
DCR-21PIN-Direct Box of 5 (Hat)..... £57
DCR-21PIN-Direct Box of 10 (Hat)..... £110



36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac)..... £14.50
36-557 Pack of 5 (Bac) (list £92.50)..... **BARGAIN**... £70



R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor)..... £14
R8249 Box of 6 (Hor)..... £76
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat)..... £13
DCR-8PIN-Direct Box of 5 (Hat)..... £59
DCR-8PIN-Direct Box of 10 (Hat)..... £105
DCD-Z218-5 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (5 Pack) (DCC) **NEW**... £100
DCD-Z360-5 ZEN 360 8-pin Direct 4-function 1.1A Decoder Stay Alive (14.2x12.5x3.5mm) (5 Pack) (DCC) **NEW**... £100
DCD-ZN60-5 ZEN 6-pin Direct 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (5 Pack) (DCC) **NEW**... £100
DCD-ZN68-5 ZEN 6-pin Versatile 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (5 Pack) (DCC) **NEW**... £113



DCD-ZN8D ZEN Nano 8-pin Direct 4-function 1.1A Decoder Stay Alive (15x7x5mm) (5 Pack) (DCC) **NEW**... £113
DCD-ZN8H-5 ZEN Nano 8-pin Wired 4-function 1.1A Decoder Stay Alive (15x7x2.7mm) (5 Pack) (DCC) **NEW**... £113

DCC accessory decoders



PC2 One Touch DCC Quad Point Controller x 4 (Tra)..... £32
DCD-AD58 Solenoid accessory decoder (8-way) (DCC)..... £41

DCC controllers

R8235 DCC Select Walkabout R8236 RJ12 connecting lead (Hor)..... £63



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor)..... £68
36-500 EZ Command DCC controller - boxed (Bac)..... £75.18

Point motors

R8015 Adaptor Base & Housing for R8014 (Hor)..... £4
DCP-CB6D Cobalt slow-action digital DCC point motor x 6 (DCC)..... £110



Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor)..... £48

Lighting equipment

CL22 Coach Lighting Effect - Warm White/Flickering Tail (Tra)..... £21
GM50 OO Buffer lights x 2 (Gau)..... £10
CL1 Standard Coach Lighting Strips - Cool White (Tra)..... £17
CL2 Standard Coach Lighting Strips - Warm White (Tra)..... £17

Visit

www.ehattons.com/new

for new releases

Accessories

SFX10 Steam loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) .£6

Spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2.30
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2.20
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2
18KADEE NEM-362 Medium Coupler - 8.63mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

Wheel sets

R8218 14.1mm coach wheels (pack of 10) (Hor) £5
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor) £6.50
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50

Buildings - railways

PO213 2 Road Red Brick Engine Shed & Workshop Building (Card Kit) (Met) £13
R9778 Butterley Station (Hor) **NEW** £36.40
R9779 Butterley Station Waiting Room (Hor) **NEW** £11.40
R9785 Crossing Hut (Hor) **NEW** £7.50
44-181 Depot Hoist (168mm x 75mm x 105mm) (Bac) £33.96



LK-20X Double length overall arched station roof (Pec) .£18

44-141 Double track 1970's & 80's diesel depot (Bac) (list £79.95) **BARGAIN** £49
44-128 Fuelling Point Pump House (164 x 72 x 37mm) (Bac) £25.46



44-187 Great Central Signal Box (145 x 60 x 105mm) (Bac) £46.71
SSAM103 Interior for signal boxes. Use for Wills SS48 or Metcalfe PO233 (Wll) £15
R9780 Locomotive Shed (Hor) **NEW** £45.60



44-184 Mechanical Wash Plant (96 x 96 x 75mm) (Bac) £33.96
PO340 Platform canopy (Met) £13
PO216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £9



44-164 Shillingstone Station Building (265 x 120 x 105mm) (Bac) £59.46
R9777 Station Office (Hor) **NEW** £13.60
44-176 Stone Signal Box (114 x 60 x 80mm) (Bac) £37.36
44-178 Traction Servicing Depot (320 x 142 x 100mm) (Bac) £73.91

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199



LK-55 76ft Well turntable (Pec) £39
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8

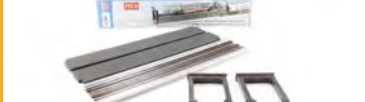
R070 Electrically Operated Turntable (Hor) £59



44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) .£25.46
44-042 Lifting Jacks x 4 (16 x 23 50mm) (Bac) £6.38



R537 Lineside Fencing (Hor) £7



SL-43 Loco Lift and storage unit (Pec) £11
OOCAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) - 5 long arm and 5 short arm easy-fix mounting system (Dap) £8
OOST5 Platform footbridge kit (Anc) £19
R334 Station canopy (Hor) £19



R460 Straight Platform (Hor) £3.50

Signals

DS1 One Touch DCC Signal Home (R/G) (Tra) £22
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Buildings - general



EM6008 3 house terrace (Poc) £15



44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
44-209 Low Relief Butchers Shop Awning (Bac) £15



44-205 Low Relief Industrial Unit (272 x 56 x 127mm) (Bac) (list £32.50) **BARGAIN** £19



44-233 Low Relief Rear Of Terrace (120 x 30 x 105mm) (Bac) **NEW** £16.96



44-549 Market Stalls x 2 (43 x 25 x 30mm) (Bac) £16.96



44-094 Modern Town house under construction (Bac) (list £49.95) **BARGAIN** £24



PO226 Parish Church (re-designed) (Met) £15
44-159 Pendon Little Chapel Cottage (137 x 70 x 96mm) (Bac) £28.01

PO272 Terraced shop fronts - brick - 128 (w) x 73 (d) mm (Met) £13
PO520 WWII Pillboxes x 2 (Type 22 & 26) (Met) **NEW** £5.50

Man-made scenic structure - non-railway



LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces (Pec) £2.50

Bridges, Tunnels & Walls

SSMP200 Coarse Stone wall material. 4 x 13cm by 7.5cm sheets (Wll) £3
R8008 Grand suspension bridge (Hor) £39



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
R8744 Straight walls x 3 - Skaledale "Gasworks" range (Hor) £11

People - civil



36-407 1950s Train Crew x 6 (Bac) £6.21



36-047 Locomotive staff x 6 (Bac) £6.21
36-044 Station passengers standing x 6 (Bac) £6.21
36-043 Station staff x 6 (Bac) £6.21

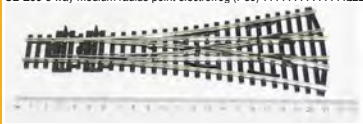
Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £12
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £12
ST-226 Setrack No.2 radius double curve (Pec) £2.30
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £7.50
ST-225 Setrack No.2 radius standard curve (Pec) £1.80
ST-231 Setrack No.3 radius double curve (Pec) £2.25
ST-204 Setrack Quad Straight (Pec) £3
ST-204 Box of 24 (Pec) £68

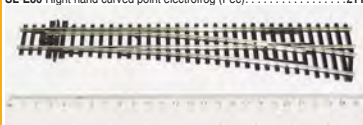
Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £64
SL-100 Single (Pec) £2.80
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £2.75
SL-102 Pack of 25 (Pec) £62
SL-E99 3 way medium radius point electrofrog (Pec) £22



SL-99 3 way medium radius point insulfrog (Pec) £22
SL-90 Double slip insulfrog (Pec) £28
SL-87 Left hand curved point (Pec) £10.50
SL-E89 Left hand large point electrofrog (Pec) £10
SL-89 Left hand large point insulfrog (Pec) £10
SL-96 Left hand medium point (Pec) £9
SL-E86 Left hand medium point electrofrog (Pec) £9
SL-92 Left hand small point (Pec) £8
SL-E82 Left hand small point electrofrog (Pec) £8
SL-94 Long crossing insulfrog (Pec) £8.50
SL-E86 Right hand curved point electrofrog (Pec) £11



SL-E88 Right hand large point electrofrog (Pec) £10
SL-88 Right hand large point insulfrog (Pec) £10
SL-95 Right hand medium point (Pec) £9
SL-E95 Right hand medium point electrofrog (Pec) £9
SL-91 Right hand small point (Pec) £8
SL-80 Single slip insulfrog (Pec) £27

Track - Code 75 FineScale Streamline

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3
SL-102F Pack of 25 (Pec) £64
SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £2.95
SL-100F Pack of 25 (Pec) £64
SL-E199 3 way finescale medium radius point electrofrog (Pec) £24



SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £31
SL-E187 Finescale left hand curved point electrofrog (Pec) £11
SL-E189 Finescale left hand large point electrofrog (Pec) £10.50
SL-E196 Finescale left hand medium point electrofrog (Pec) £9.50
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E188 Finescale right hand curved point electrofrog (Pec) £11
SL-E188 Finescale right hand large point electrofrog (Pec) £10.50
SL-E195 Finescale right hand medium point electrofrog (Pec) £11
SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22
R601 Double Straight (Hor) £2.25
R601 Box of 24 (Hor) £49
R8074 Left hand curved point (Hor) £14.40
R8077 Left hand Express point (Hor) £16
R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight (Hor) £3.25
36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
36-603 Box of 10 (Bac) (list £32.50) **BARGAIN** £24.80
R8075 Right hand curved point (Hor) £14.40
R8073 Right Hand Standard Point (Hor) £9
R610 Short Straight (Hor) £1.50
R600 Standard Straight (Hor) £2
R600 Box of 24 (Hor) £33
ST-100 Starter Track Set (Pec) £52
36-600 Straight Track 168mm (same as Hornby R600) (Bac) £1.11
36-600 Box of 12 (Bac) (list £15.60) **BARGAIN** £11.10
R617 Uncoupling Ramp (Hor) £3

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19



SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £8

Railway publications



36-2014 Bachmann Branchline 2014 25th Anniversary Catalogue (Bac) **NEW** £6.38



R8148 Hornby 2014 Catalogue (60th Edition) (Hor) £8

Buses



35211 36" BET 6 Bay Single Lamp "Bournemouth Transport" (EFE) £26
23324 AEC RF coach "London Transport" (EFE) £24
34206 AEC RLH d/deck bus "South Wales" (EFE) £25



3703 Alexander Y Type bus "Eastern Scottish" (EFE) £26
B110A Bristol Lodekka LD1 SR Midland General (DB) (Bas) £21



23804 Alexander A Type/Atlantean "Gateshead District" (EFE) **NEW** £26



B111A Bristol Lodekka LR Open Door Crosville (K20) (Bas) **NEW** £21
B111B Bristol Lodekka SR Closed Door Crosville (C84) (Bas) **NEW** £21
38114 Bristol VRT bus "Ribble Motor Services" (EFE) £26
38113 Bristol VRT bus "Southdown" (EFE) **NEW** £26
38112 Bristol VRT bus "Western National" (EFE) **NEW** £26



OM42521A Dennis Trident East Lancs "Preston Bus, 8 Bus Station" (Cor) **NEW** £32
26328 Guy Arab II Utility bus "London Transport" in WWII grey (EFE) £26
B020 Leyland Leopard Duple Dominant II "British Coachways" (circa 1980-1981) (Bas) £16



18409 Leyland Tiger TS8 - Type B - "County Motors" (EFE) £24
UK5013 Mercedes Citaro Rigid s/deck bus "Southampton Uni-Link" (Cre) (list £25) **BARGAIN** £8
38501 Open Top PM Routemaster bus "East Yorkshire" (EFE) £27
OM44118B Optare Solo Southern Vectis, 25 Newport (Cor) **NEW** £30



UK P&P £4 PER ORDER
£2 per single diecast item

£7 guaranteed Next Day delivery
(Orders before 2pm)

NEW



OM44118A Optare Solo Southern Vectis, 32 Cowes and Gurnard (Cor) **NEW** £30
15717 Plaxton Panorama "Penine Motor Services" (EFE) £24
36707 Plaxton SLF Dart Mill single door "Bus Eireann" (EFE) £26



31512 RM Routemaster d/deck "London Transport - Fly Delta To The USA" (EFE) £26



76WFA001 Weymann Fanfare 1950s coach "South Wales" (Oxf) £13

NEW



OM46705A Wright Eclipse 2 "National Express Dundee, 28 Douglas via Arbroath Road" **NEW TOOLING** (Cor) **NEW** £32
OM46705B Wright Eclipse 2 "National Express Dundee, 29 Charleston via City Centre" **NEW TOOLING** (Cor) **NEW** £32

Cars

44-533 Blister of 8 cars to fit IPA car transporter wagon. 2 needed for each 38-250 (Bac) £10.16



76SET18 Jaguar 5 piece set - XJ, XKRS, XF, XK, F (Oxf) £18

Commercial vehicles

NEW



76ATKL002 Atkinson 8 Wheel Flatbed "Chivers" (Oxf) **NEW** £12

NEW



76BD010 Bedford OW Platform "LMS" (Oxf) **NEW** £9



76BD013 Bedford OX Booking Office Billy Smarts (Oxf) £17
76BD005 Bedford OY 3-Ton GS (General Service) "British Rail" (Oxf) £9



76BD008 GWR Bedford OX Flatbed Trailer (Oxf) £10
DA77 Karrier Bantam Artic Van "British Railways" Fleet No.4126D M (circa 1953-1963) (Bas) £9.99

NEW



76DEF008 Land Rover Defender Network Rail (Oxf) **NEW** £4.75
DA78 Leyland Octopus "British Road Services Sheffield" Fleet No. JB31 (Bas) £8.99

NEW



DA75 Leyland Terrier Dropside "British Rail" (circa 1970-1980) (Bas) **NEW** £7.99

NEW



DA80 Leyland Terrier Flatbed "British Rail" (circa 1969-1979) (Bas) **NEW** £7.99
76WM002 Mercedes Ice Cream Dimachios Whitby Mondial (Oxf) **NEW** £5.25

NEW



76SHL01CT Scania Highline CombiTrailer & Container "Eddie Stobart" (Oxf) **NEW** £20
76TCAB002 Scania T Topline Tipper "Tinnelly" (Oxf) £20

NEW



76BDU001 Scania Topline Drawbar Unit "Eddie Stobart" (Oxf) **NEW** £22

Military ground vehicles

76BF003 40mm Bofors Anti-Aircraft Gun as used the British Army/Navy 1937- late 1980s in desert light stone (Oxf) £6.50



76BD007 Bedford OY 3 Ton Water Tanker HQ Corps RASC (Oxf) £9

NEW



76COM001 Commer Commando 1 1/2 decker bus RAF blue (Oxf) **NEW** £12



76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" (Oxf) £9
76SP005 Pioneer Recovery Tractor "RAF Blue Scammell" (Oxf) £9

NEW



76BD009 Royal Navy Bedford OX Lorry (Oxf) **NEW** £10

Public Service vehicles

NEW



76DL4004 Dennis Light 4 "New world" Fire Engine British Railways (Oxf) **NEW** £10



76LC002 Leyland Cub FK7 City of Canterbury Fire Brigade (Oxf) £9



76MA002 Mercedes Sprinter 515 CDI Modern Ambulance - London (Oxf) £6.50



76MA001 Mercedes Sprinter 515 CDI Modern Ambulance - Welsh (no longer London) (Oxf) £6.50

Tools

BS-HO-01 HO/OO Scale Ballast Spreader (Pro) £11

N Gauge

Steam locos



25-006-003 Class 14xx steam loco 1456 in BR early black & autococh W198W in carmine & cream (Dap) £67
25-006-004 Class 14xx steam loco 1464 in BR early black & autococh W191W in maroon (Dap) £67



372-626 Class 2MT Ivatt 2-6-0 46440 in BR lined black early emblem (Gra) £93.46
25-014-001 Class 45xx 2-6-2 4518 in GWR green (Dap) **NEW** £53
25-014-002 Class 45xx 2-6-2 4528 in BR black early emblem (Dap) **NEW** £53
25-014-004 Class 45xx 2-6-2 4568 in GWR green - weathered (Dap) **NEW** £57
25-014-003 Class 45xx 2-6-2 4571 BR black "British Railways" lettering (Dap) **NEW** £53



25-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) £95
25-010-000 Class 49xx Hall steam loco 4937 "Lanelay Hall" GWR lined green (Dap) £100
25-010-003 Class 49xx Hall steam loco 4958 "Priory Hall" GWR lined green (Dap) £95



372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black late crest (Gra) £89.21
372-751 Class 4MT Fairburn 2-6-4 tank 42096 BR black early emblem (Gra) £89.21



25-007-009 Class 57xx Pannier #5724 GWR Green "GWR" Lettering (Dap) £61
25-007-008 Class 57xx Pannier #5764 GWR green "Great Western" lettering (Dap) £61



25-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtbutton emblem - DCC fitted (Dap) **NEW** £88
25-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirtbutton emblem - DCC fitted (Dap) £82
25-007-013D Class 57xx Pannier 0-6-0 9744 in British Railways green DCC fitted (Dap) **NEW** £88
25-007-004 Class 57xx Pannier tank steam loco 9741 British Railways green (Dap) £61



25-001-001 Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shirtbutton emblem (Dap) £100
25-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) £100
25-001-000D Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest. DCC fitted (Dap) £119



25-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94
25-013-005D Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered. DCC fitted (Dap) **NEW** £113
25-013-004 Class 9F 2-10-0 92052 BR black early emblem & BR1C tender (Dap) £87
25-013-004D Class 9F 2-10-0 92052 in BR black early emblem & BR1C tender. DCC fitted (Dap) **NEW** £106
25-013-003 Class 9F 2-10-0 92220 "Evening Star" in BR green late crest & BR1G tender - weathered (Dap) **NEW** £94
25-013-003D Class 9F 2-10-0 92220 "Evening Star" in BR green late crest & BR1G tender - weathered. DCC fitted (Dap) **NEW** £113
25-013-002D Class 9F 2-10-0 92226 in BR black late crest & BR1G tender. DCC fitted (Dap) **NEW** £106



372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** £111
372-800A Class A1 4-6-2 60163 "Tomado" BR lined Brunswick green (Gra) £133.75



ND129D Class A3 steam loco 4472 "Flying Scotsman" LNER Green (Dap) £105



25-008-002D Class A4 steam loco 4498 "Sir Nigel Gresley" in LNER blue double chimney (as preserved). DCC fitted (Dap) £122



25-008-000 Class A4 steam loco 60019 "Bittern" in BR green late logo and double chimney (Dap) £105
25-008-000D Class A4 steam loco 60019 "Bittern" in BR green late logo and double chimney. DCC fitted (Dap) £122



372-077 Class B1 61251 4-6-0 "Oliver Bury" BR black late crest (Gra) (list £121.95) **BARGAIN** £82



372-400 Class J39 0-6-0 1856 in LNER Lined Black flat sided tender (Gra) £80.71
372-402 Class J39 0-6-0 64791 BR black late crest & stepped tender (Gra) £80.71



372-725 Standard Class 5MT 4-6-0 73068 in BR lined green late crest & BR1C tender (Gra) £79
372-727 Standard Class 5MT 4-6-0 73082 "Carnegie" in BR lined black early emblem & BR1B tender (Gra) (list £124.95) **BARGAIN** £84
372-726 Standard Class 5MT 4-6-0 73158 in BR lined black late crest BR1B tender (Gra) (list £124.95) **BARGAIN** £79

Train packs



370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) **NEW** £203.96



2D-012-007 Class 22 diesel loco in BR blue & 6 milk tankers - weathered (Dap) £142

Diesel locos



371-022 Class 08 diesel shunter D3729 in BR green wasp stripes - weathered (Gra) £76.46



372-952 Class 14 diesel 14029 in BR blue (Gra) £62
372-953 Class 14 diesel D5526 BR green wasp stripes - weathered (Gra) £72.08



371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) £84.96



2D-012-002 Class 22 diesel loco D6320 in BR green small yellow panels (Dap) (list £136.89) **BARGAIN** £99



371-080 Class 25/3 diesel 25279 BR blue (Gra) (list £94.05) **BARGAIN** £45

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details



HSTs



ND205C Class 27 diesel 27008 in BR blue plated gangway doors (Dap)£86
ND205CD Class 27 diesel 27008 BR blue plated gangway doors. DCC fitted (Dap)£106



2D-003-008D Class 52 diesel loco D1000 "Western Enterprise" in BR maroon - weathered. DCC fitted (Dap) NEW£110
2D-003-011 Class 52 diesel loco D1009 "Western Invader" in BR Blue full yellow ends - weathered (Dap)£94
2D-003-001 Class 52 diesel loco D1029 "Western Legionnaire" in BR maroon small yellow panel (Dap)£91
2D-003-002 Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel (Dap)£91



2D-003-009 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap)£94
2D-003-003D Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel. DCC fitted (Dap)£108
2D-003-010 Class 52 diesel loco D1062 "Western Courier" in BR Blue full yellow ends - weathered (Dap)£94



371-286 Class 55 diesel "Deltic" D9002 "The King's Own Yorkshire Light Infantry" in BR green half yellow ends (Gra)£93.46
371-285 Class 55 diesel "Deltic" D9007 "Pinza" in BR green (Gra)£93.46
2D-004-006 Class 56 diesel 56070 in BR blue (Doncaster built) (Dap)£116
2D-004-006D Class 56 diesel 56070 in BR blue (Doncaster built) - DCC fitted (Dap) NEW£116
2D-004-005D Class 56 diesel 56089 EWS (Doncaster built) - DCC fitted (Dap) NEW£116



2D-004-007 Class 56 diesel 56090 in BR blue large logo (Doncaster built) (Dap)£101



2D-004-009 Class 56 diesel 56105 in Colas Rail freight (Doncaster built) (Dap)£101
2D-004-009D Class 56 diesel 56105 in Colas Rail freight (Doncaster built) - DCC fitted (Dap)£116



371-384 Class 66 diesel 66209 in EWS - weathered (Gra)£99.41

371-396 Class 66/9 diesel 66731 "InterhubGB" in GBRf (Gra)£89.21



ND101f Class 67 diesel 67024 EWS (Dap)£84



371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra)£106.21

Electric locos



ND099Q Class 86 electric Freightliner Power Haul new style panto (Dap) (list £117.89)BARGAIN£59



ND122G Class 43 HST Book Set in Cross Country Trains (Dap)£134



ND122L Class 43 HST Book Set in East Midlands Trains (Dap)£134



ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap)£135

ND111e Class 43 HST twin pack Network Rail (NMT) 43014 & 43062 (Dap)£109

DMUs



371-503 Class 101 2-car DMU BR blue & grey "Express Parcels" (motor in each car) (Gra) (list £119.95)BARGAIN £79

371-511 Class 101 3-car DMU in BR blue & grey (Gra)£118.96



371-558 Class 158 2-car DMU 158871 ScotRail (Gra)£103.66



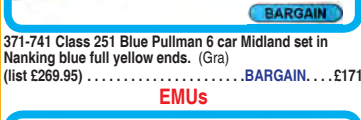
371-433 Class 170/4 3-car DMU 170434 in First ScotRail (Gra)£110.46

371-740 Class 251 Blue Pullman 6-car Midland set Nanking blue (Gra)£229.46



371-741 Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95)BARGAIN£171

EMUs



371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) (list £159.20)BARGAIN£99

Train sets - analogue



370-110 Depot Master train set Class 04 in BR Green & 3 wagons (Gra)£84.99

370-280 Regional Commuter Train Set Class 101 Regional Railways (Gra)£97.74



NDIESEL1 Train set Class 73 JB electro-diesel in BR blue, 2 x VTG ferrywagons, Gauguemaster Combi & oval of track (Dap)£104

Train sets - DCC

NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gauguemaster DCC23 decoder fitted (Dap)£232

Coaches

2P-011-011 Gresley Teak coach 1st Class 31863, Light bar ready (Dap)£19

374-200D Mk1 FP Pullman First Parlour Car "Opal" Umber & Cream (Gra)£22.06

374-210D Mk1 SP Pullman Second Parlour Car "Car 351" Umber & Cream (Gra)£22.06



374-060C Mk1 SK Second Corridor Crimson & Cream (Gra)£20.83



374-041 Mk1 BG Full Brake Departmental van in Olive green (Gra) NEW£20.83



374-036A Mk1 BG Full Brake Maroon - weathered (Gra) NEW£21.68



374-061C Mk1 SK Second Corridor BR Maroon Weathered (Gra)£21.68

374-926 Mk1 SLF Sleeping First Maroon (Blue Riband) (Gra)£22.06



374-925 Mk1 SLSTP Sleeping Second Maroon (Blue Riband) (Gra)£22.06



374-039A Mk1 BG Full Brake blue & grey (Gra) NEW£20.83



374-062C Mk1 SK Second Corridor Blue & Grey (Gra)£20.83

374-013B Mk1 SO Second Open Blue & Grey (Gra)£20.83



CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) ..£71

Wagons



377-985 12-ton Eastern Ventilated Fruit Van BR Bauxite (Early) (Gra) (list £11.95)BARGAIN£7

2F-038-015 20-ton Steel Mineral GWR 33259 (Dap) NEW£10

2F-038-016 20-ton Steel Mineral GWR 33259 - weathered (Dap) NEW£11

2F-038-021 20-ton Steel Mineral Marriott (Dap) NEW£10

2F-038-022 20-ton Steel Mineral Marriott - weathered (Dap) NEW£10

373-509 46-tonne gwh H&A Hopper Wagon BR Bauxite - Weathered (Gra) NEW£3.78

373-508 46-tonne gwh H&A Hopper Wagon BR Coal Sector Grey (Gra) NEW£3.93

373-510 46-tonne RNA Nuclear Flask Barrier Wagon (Gra) NEW£8.93



377-326B Conflat With AF Container Light Blue (Gra) (list £10.95)BARGAIN£7

NHSPEC004 Silver Bullet China Clay bogie wagon in ex-works pristine silver 33 87 789 8 044-5. Ltd edition of 250 (Dap) (list £24.95)BARGAIN£18



2F-027-004 Silver Bullet wagon Nacco # 33 80 7898 044 - weathered (Dap)£23

2F-024-010 Siphon G GWR 1454 (Dap) NEW£13



2F-024-014 Siphon G GWR 1454 - weathered (Dap) NEW£13



377-990 Triple pack 12-ton ventilated vans BR bauxite early - weathered (Gra) (list £29.95)BARGAIN£19



377-335 Triple pack Conflat wagons BR bauxite AF containers light blue - weathered (Gra) (list £32.95)BARGAIN£19



377-935 Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95)BARGAIN£23

DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau)£24



66-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Dap)£15.26

DCC accessory decoders

DCD-AD58 Solenoid accessory decoder (8-way) (DCC)£41

Lighting equipment

NC040b Light Bar coach lighting unit for older coaches (Collett coaches "Plug&Play") (Dap)£8

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec)£6

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec)£1.50

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap)£18

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPAREB) - 5 pairs (Dap)£17

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec)£1.50

Buildings - railways

42-187 Great Central Signal Box (75 x 31 x 54mm) (Gra) NEW£27.16



42-186 Great central water tower (Gra) NEW£18.66



42-139 Shunters Mess Room 65 x 44 x 32mm (Gra) NEW£25.46

42-136 Wooden Station Booking Office (77 x 21 x 25mm) (Gra) NEW£13.56



42-138 Wooden Station Gents Toilet (22 x 15 x 20mm) (Gra) NEW£5.91



42-137 Wooden Station Waiting Room (49 x 20 x 22mm) (Gra) NEW£10.16

Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap)£22



42-230 Low Relief Corner Cafe (35 x 9 x 56mm) (Gra) NEW£10.16

42-231 Low Relief Fish & Chip Shop (31 x 10 x 56mm) (Gra) NEW£10.16

42-229 Low Relief Laundrette (31 x 12 x 56mm) (Gra) NEW£10.16



42-222 Low Relief Newsagents (36 x 11 x 57mm) (Gra) NEW£11.86

42-223 Low Relief Solicitors/Doctors (51 x 14 x 72mm) (Gra) NEW£12.71

42-224 Low Relief Town Garage (44 x 10 x 54mm) (Gra) NEW£12.71

Looking for past products?

www.ehattons.com/latestpreowned**NEW**PN820 WW11 Pillboxes x 2 (Type 22 & 26) (Met) **NEW** £4.99**Bridges, Tunnels & Walls**42-225 Low Relief Retaining Walls (86 x 5 x 44mm) (Gra) **NEW** £5.06**Track - Code 80 Setrack**

ST-11 Double straight track (Pec) £1.50

ST-17 N Setrack No3 radius double curve (8 form a circle) £1.75

ST-15 No.2 radius double curve (Pec) £1.25



ST-6 Setrack left hand point insulfrog (Pec) £8

ST-5 Setrack right hand point insulfrog (Pec) £8

ST-1 Standard straight track (Pec) £1



ST-300 Starter Track Set (Pec) £42

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickle Silver Flexible track (Pec) £2.70

SL-302 Pack of 25 (Pec) £53



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £52

SL-300 Single (Pec) £2.60

SL-E396 Left hand medium point electrofrog (Pec) £8

SL-E396 Left hand medium point insulfrog (Pec) £8

SL-E395 Right hand medium point electrofrog (Pec) £8

SL-E395 Right hand medium point insulfrog (Pec) £8

Track - Code 55 Finescale Streamline

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec) £2.90

SL-300F Pack of 30 (Pec) £68

SL-E399F 3-way finescale turnout (Pec) £26

SL-E390F Finescale double slip electrofrog (Pec) £31

SL-E389F Finescale left hand large point electrofrog (Pec) £9.50

SL-E392F Finescale left hand small point electrofrog (Pec) £8

SL-E388F Finescale right hand large point electrofrog (Pec) £9.50

SL-E387F Finescale right hand medium point electrofrog (Pec) £8.50

SL-E391F Finescale right hand small point electrofrog (Pec) £8

SL-E383F Finescale scissors crossover electrofrog (Pec) £52

Track & Points379-454 Curved Track - 2nd Radius 263.5mm Arc 45deg (Gra) **NEW** £1.20**Railway publications****NEW**379-014 Graham Farish 2014 25th Anniversary Catalogue (Gra) **NEW** £5.74**Buses**NB001bs Duple Dominant II Coach 'National Travel East' (Circa 1978 - 1993) (Bas) **NEW** £7.99**Commercial vehicles**

NSCA002 Scania Highline Fridge "Eddie Stobart" (Oxf) £10



NTCAB003 Scania T Cab Tipper 'J & M Murdoch' (Oxf) £11

NSCA001 Scania Topline Curtainside "Stobart" (Oxf) £9

O Gauge**Steam locos**BL99032C J39 0-6-0 Freight loco 1586 in LNER black (Bas) (list £589.99) **BARGAIN** £390BL99031B J39 0-6-0 Freight loco 64781 in BR black late crest (Bas) (list £589.99) **BARGAIN** £390**Wagons**BL99076 12 Ton Ventilated Van in LMS grey (Bas) (list £37.50) **BARGAIN** £25BL99072 7 Plank Wagon in NE grey (Bas) (list £37.50) **BARGAIN** £25

7F-100-004 SR 25T 'Pillbox' Brake van 55583 in BR bauxite & grey right hand ducklet (Dap) £62

7F-100-001 SR 25T 'Pillbox' Brake van 55995 in SR brown & red right hand ducklet, small lettering (Dap) £62



7F-100-003 SR 25T 'Pillbox' Brake van S56108 in BR grey right hand ducklet (Dap) £62



DO Twin track O scale controller 14V DC 2Amp (Gau) £159.95

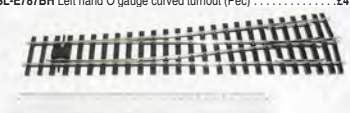
DCD-ADS8 Solenoid accessory decoder (8-way) (DCC) £41



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £60

SL-700BH Single (Pec) £6

SL-E787BH Left hand O gauge curved turnout (Pec) £47



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £38

SL-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec) £6.50

SL-E797BH Y point bullhead rail & electrofrog (Pec) £36

Cars

43ASV001 Austin Seven RN Van in Primrose (Oxf) £12

VA09517 Ford Escort Mk1 RS2000, Vista Orange (Cor) **NEW** £19

VA10408 Hillman Avenger 1500GLS, 'Lilac Dealer Special - Daisy' (Cor) £20

NEWVA09011 Rover SD1 3500 Vitesse in Targa red (Cor) **NEW** £19**Commercial vehicles****NEW**43FDE011 Ford 400E Van Fordson Tractors (Oxf) **NEW** £11**G Scale****Steam locos**

91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £205

Track & Points

10005 1.5m rail section for creating flexible track (LGB) £10

10005 Pack of 20 (LGB) £200

15000 Curved track radius 2 30 degrees (LGB) £13

10610 Straight track 1200mm long (LGB) £23

10610 Box of 6 (LGB) £124

Any or Multiple Scales**Analogue controllers**

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



D Double track power controller (Gau) £69

Q Quadruple 4 circuit power controller (Gau) £130

W Walkabout circuit controller (Gau) £29

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £37

Analogue point control

A002Smart 4 Servo control & operation set (SmartFrog) complete switches, control board & digital readout for Analogue operation (ANE) £90

PL-15 Twin Microswitch (Pec) £6

DCC decoders

10311-02 2-function 2-sided 0.508A Silver mini decoder NEM651 plug (Len) £29

10321-01 21-pin 4-function 1-sided 1.1A Silver decoder (Len) £25

DCC30 4-function 1-sided 3A decoder for stationary accessories (Gau) £46

DCR-8PIN-2SAX 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11

DCR-8PIN-2SAX Box of 5 (Hat) £50

DCR-8PIN-2SAX Box of 10 (Hat) £59

DCR-8PIN-Harness 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48

DCR-8PIN-Harness Box of 10 (Hat) £94

36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £13.60

10231-01 8-pin 3-function 1-sided 1/18A decoder (Outputs A, B & C) (Len) £16

36-553 8-pin 3-function 1A decoder back EMF (Bac) £15.50

10331-01 8-pin 4-function 1-sided 1.1A Silver decoder (Len) £24

DCC accessory decoders

DCD-ADS8 Solenoid accessory decoder (8-way) (DCC) £41

DCC controllers

50200 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509

36-507 EZ Command Dynamis system - Additional handset (Bac) £64.13



524-042 NCE Power Cab controller 12V 1.5A (NCE) £136

DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £215

DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124

60090 Starter Set 90 LH90 knob control (Len) £246

DCC accessories

11150 L11150 (LS150) Switch Module 6 AC Outputs (Len) £41

23151 USB DCC computer interface and ethernet gateway software (Len) £124

Point motors

DCP-CB1D Cobalt slow-action digital DCC point motor x 1 (DCC) £21

PL-10W High performance turnout point motor (Pec) £6

PL-10 Point Motor (Switch Machine) (Pec) £4.50

PL-10 Bag of 6 (Pec) £26

PL-10E Point Motor Extended Pin (use PL-9) (Pec) £4.50

PL-10E Bag of 6 (Pec) £25

PM-2 Seep point motor (Gau) £3.50

PM-4 Seep point Motor Self Latching Switch (Gau) £5

PM-1 Seep point motor accessory switch (Gau) £4

PL-11 Side mounted point motor (Pec) £7

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £2.50



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165

PL-26B Passing Contact Switch - Black Lever (Pec) £4.50

PL-26R Passing Contact Switch - Red Lever (Pec) £4.50

PL-26Y Passing Contact Switch - Yellow Lever (Pec) £4.50

Electronic components

HF-2 Electronic twin track cleaner (Gau) £37

TLU Tension lock uncoupler (Gau) £9

Accessories

SL-14 Track Fixing Pins (Pec) £1.25

Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

Paint accessories

AB602 Complete Airbrush Starter Set (Exp) £109.95

Tools

XU2175B Flexible track cutters (XURON) (Gau) £15

PL-71 Loco servicing kit - servicing cradle, inflits, Powerlube, brush & scraper (Pec) £16

DCM-RR6A Rolling Road/Rail Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £61

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R3020	LMS 2-6-4T Fowler 4P Class LMS Red #2308	£100.95
R3103	BR Class A4 'Bittern' #60019 BR Green Double Tender - SE	£131.95
R3105	GWR Castle Class 'Wellington' GWR Green Hawksworth Tender	£122.95
R3118	BR Castle Class 'Penrice Castle' #7023 BR Green	£125.95
R3185	South Eastern 'Sir Chris Hoy' Class 395 Javelin Train Pack	£134.50
R3187	GNR 0-6-2T N2 Class #1744	£78.95
R3204	LSWR 0-4-4T M7 Class - NRM	£113.95
R3205	BR 4-6-0 'Road Ashton Hall' 4900 Class	£104.95
R3207	LNER 2-8-2 P2 Class 'Cock O' The North'	£122.99
R3221	LMS 'Duchess Of Sutherland' and Support Coach Train Pack	£148.95
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R3225	GWR Green 2-8-2 72XX Class Locomotive	£113.95
R3227	BR Black 2-8-0 Class O1 Locomotive 63663	£114.95
R3230	LNER 2-8-0 0115 Class Locomotive - Pre 1948	£95.95
R3231	BR 0-6-0 0115 Class Locomotive - Early BR	£95.95
R3232	BR 0-6-0 0115 Class Locomotive - Late BR	£95.95
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R3234	BR 4-4-0 0163 Class - Early BR Locomotive	£95.95
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R3238	SR 0-6-0 700 Class Locomotive - 1920s-1930s	£95.95
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R3245/TTS	BR Blue 4-6-2 'Tornado' Peppercorn A1 Class TTS Sound	£135.95
R3246/TTS	LNER 2-8-2 'Cock O' The North' P2 Class Locomotive TTS Sound	£135.95
R3258	BR 2-BL 2 Car Electric Multiple Unit Train Pack	£113.95
R3260	SR 2-HAL 2 Car Electric Multiple Unit Train Pack	£113.95
R3263	BR Co-Co Diesel Electric Vanguard Class 50 024 Locomotive	£129.95
R3267/XS	Transrail Co-Co Diesel Electric Class 60 005 'Skiddaw' DCC Sound	£217.95
R3268	Arriva Train Wales Bo-Bo Diesel Electric Class 67 003 Locomotive	£122.95
R3269	BR InterCity 125 Class 43 HST (Eastern Region) Pack	£183.95
R3270	Midland Mainline Class 43 HST Pack	£183.95
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R3284/TTS	RailRoad LNER 4-6-2 Flying Scotsman A1 Class TTS Sound	£87.95
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31-137	Class D11/2 6385 Luddie Mucklebackit LNER Black	£106.21
31-138	Class D11/2 Haystoun of Bucklaw #26282 BR Black Early Emblem	£106.21
31-167DC	L&NWR 2-4-2 Tank #50795 BR Lined Black E/E - Weathered	£88.50
31-187	Jubilee Class Nelson #5664 LMS Crimson with Stanier Tender	£110.46
31-214	LMS Duchess 4-6-0 'Giggleswick' #45538 BR Green Early Emblem	£104.95
31-268	Class 419 MLV Network South East	£76.46
31-318	Robinson Class J11 (GCR 9) #5317 LNER Black 0-6-0	£69.50
31-320DC	Robinson Class J11 (GCR 9) #64325 BR Black Late Crest	£68.50
31-344	Class 04 D2332 Lloyds NCB Industrial Yellow - Weathered	£62.86
31-365	Class 03 #03170 BR Blue Wasp Stripes & Air Tanks - Weathered	£62.86
31-431	Midland Class 1F #41708 BR Black Early Emblem (Preserved)	£69.50
31-441DC	Invicta Class 2MT 2-6-2 Tank #41291 BR Lined Black Late Crest	£62.86
31-463	C Class 0-6-0 #271 SECR Plain Green	£69.50
31-465	C Class 0-6-0 #31579 BR Black Late Crest	£69.50
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36-557	1 Amp 4 Function 21 Pin DCC Decoder with Back EMF	£14.50
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GRAHAM FARISH

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371-087	Class 25/2 #25234 BR Blue	£84.96
371-110	Class 31 #D5563 BR Green - Directional Lighting	£93.46
371-111	Class 31 #D5596 BR Green Small Yellow Panels - Directional Lighting	£93.46
371-112	Class 31 #31173 BR Blue - Directional Lighting	£93.46
371-165	Class 37/4 #37407 Loch Long BR Blue Large Logo	£89.20
371-168	Class 37/5 #37506 Railfreight Red Stripe	£89.20
371-169	Class 37/4 #37409 DRS	£89.20
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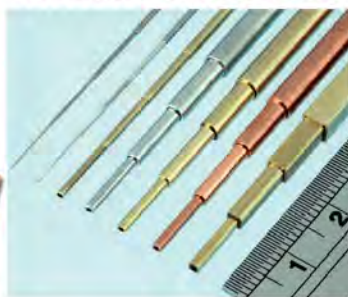
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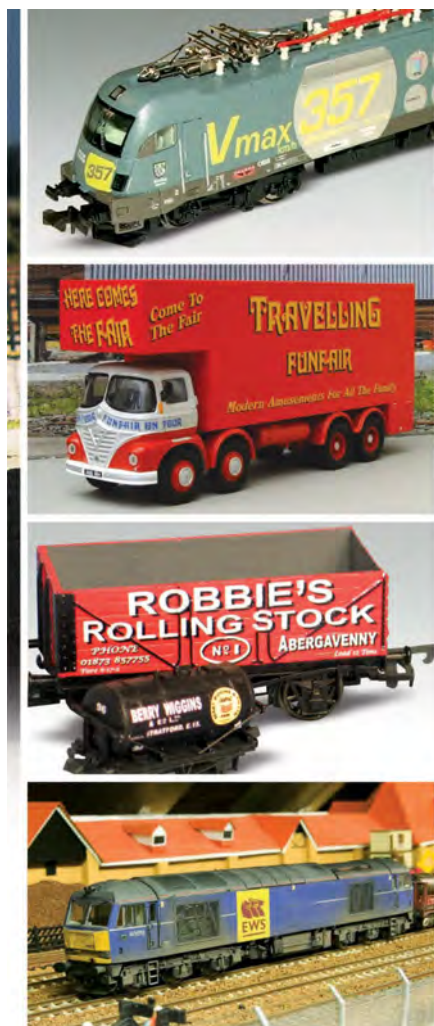
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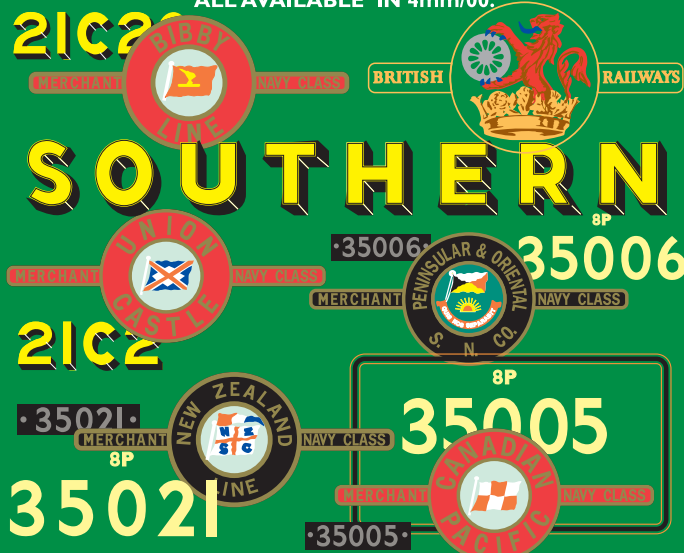
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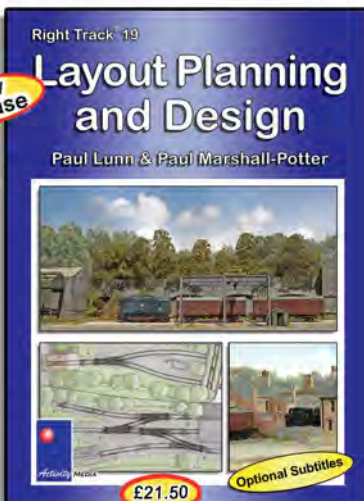
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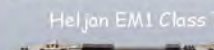


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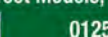
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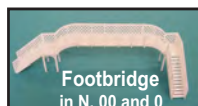
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Double slip point 108" radius angle

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72"/48" radius curved point left or right hand

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108"/72" radius curved point left or right hand

72" radius wye point

72" radius left or right hand

3 Way points equal 72" or 108"

Tandem L or R 3 ways 72"/48" or 108"/72"

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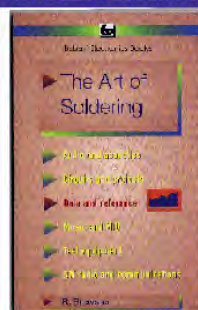


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TheHobbyGoblin is a Specialist Model Railway Centre. Set up by husband and wife team Steve & Jane Faulder in August 2008, we are based in (the 'Mothertown of the Potteries') Burslem, Stoke-on-Trent.

We felt, and continue to feel, a strong sense of responsibility to get things right. As railway modellers ourselves, we have enjoyed creating several layouts over the years. We also knew exactly what we wanted from a model railway shop and set out to achieve that right from the start... namely...

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Our objective is to retain these core principles and grow to create one of the very best model railway specialist centres in the UK. It takes time, but with your support (especially those in Stoke-on-Trent & surrounding areas) and our determination, we will achieve it!

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DAVE SHAKESPEARE

It was with a great deal of sadness that we learned of the death of Dave Shakespeare on 14th August.

Dave was well known to many magazine readers for his seminal layout 'Tetley's Mills' which captured the spirit of a West Yorkshire town and its railway. Dave had a quite remarkable ability to visualise what he thought would look plausible and interesting in any given position on the layout. By taking a few basic measurements, he could construct a frame from ply, coat it with DAS modelling clay, sculpt the vernacular stonework and apply a mixture of paints to produce an interesting building which precisely fitted, cheek by jowl, with its neighbouring properties. His workrate was prodigious and when he set to with a task the progress would put the rest of the modelling community to shame.

In more recent years he recorded such work on **RMweb** and provided inspiration to many in the

community, not just through his modelling but with his determined attitude to life laced with self-effacing self-efficacy. He shrugged off the infestation of woodworm which undermined the first 'Tetley's Mills' and rebuilt the layout. The Mk 2 version featured in **BRM** and this video from 2011 – <http://bit.ly/1oMgxpT>

Having self-built his second new house, he then allowed us to follow the build of the third incarnation of 'Tetley's Mills' online. Sadly we'll never see this completed as Dave also had an 18-month battle with cancer, again this was fought with dogged resolve to explore every opportunity available. Many modellers have said that he was an



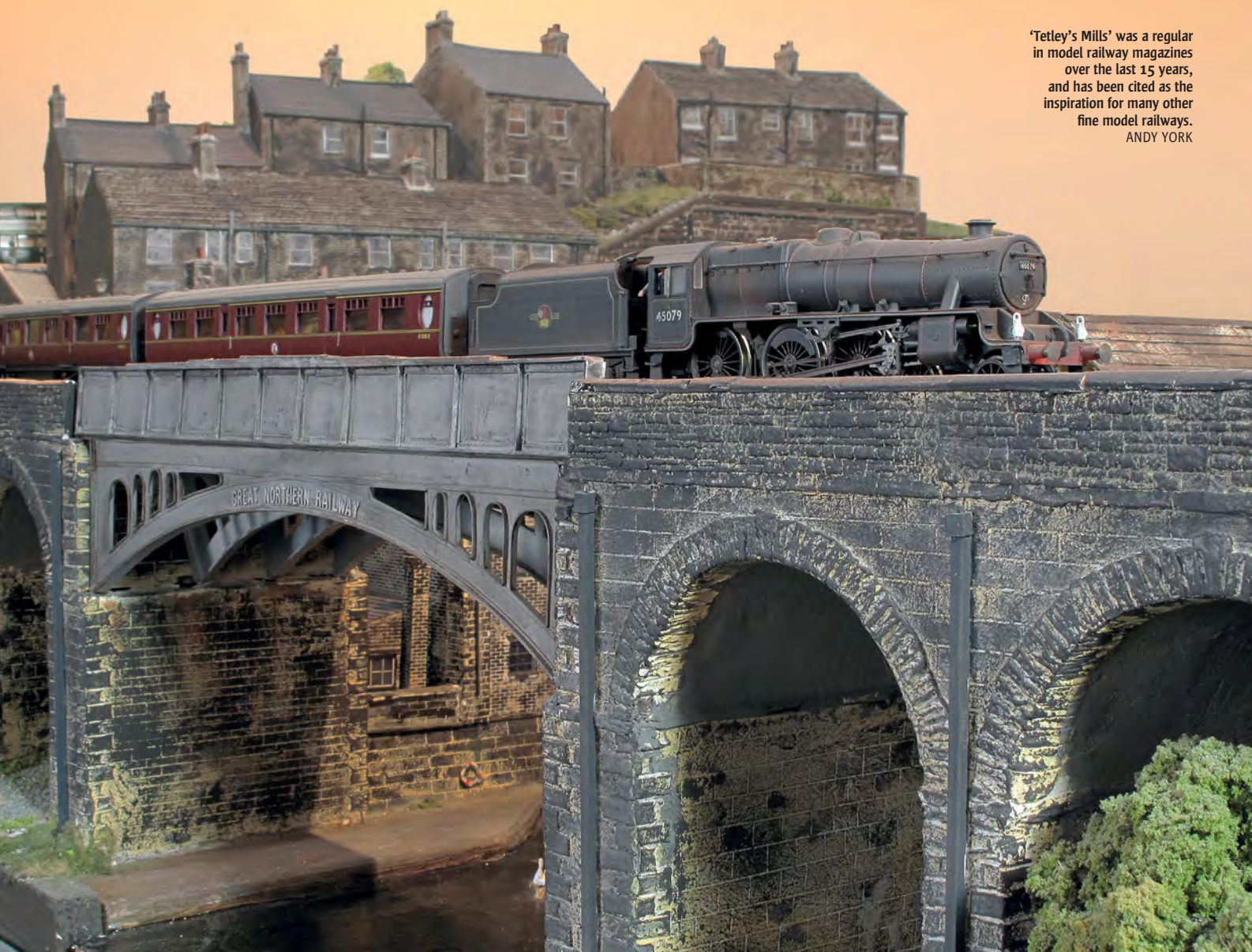
inspiration whose work brought them back to the hobby and for that alone we owe a debt of gratitude for him playing a part in the future of the hobby and he, along with his work, will certainly be remembered fondly.

In recognition of Dave's contribution to the hobby we'd like to create a lasting memorial through the 'Shakespeare Spirit' trophy which will be awarded at RMweb Live for the most inspiring modelling at that event and at

future shows. We are also raising funds for Cancer Research in the spirit that Dave explored every avenue to try and conquer his illness.

Dave leaves his wife, Julie, and family, friends and a legion of modellers with many enjoyable memories of a fine Yorkshireman. The last train has left Tetley's Mills but it will not be forgotten. **BRM**

'Tetley's Mills' was a regular in model railway magazines over the last 15 years, and has been cited as the inspiration for many other fine model railways.
ANDY YORK





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2D-018-003 - Hymek D7013 Two Tone Green Powered

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'OO' releases in September



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