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We've seen Tim Maddocks' OO Somerset & Dorset modelling before in the form of 'Bleakhouse Road' - now discover the story behind its predecessor - 'Engine Wood'.



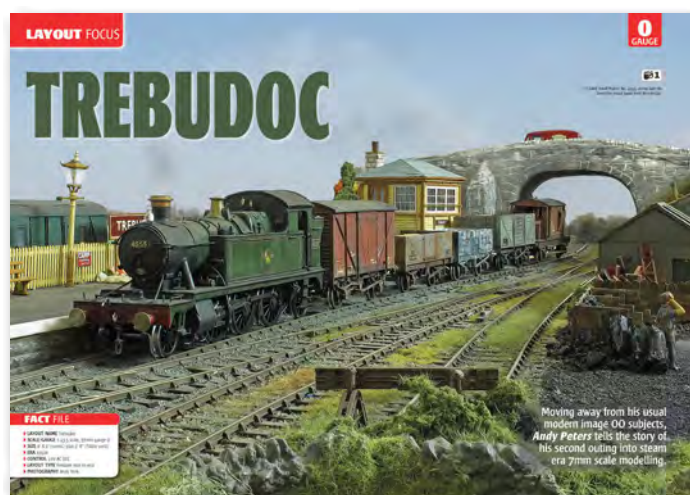
48

Card modelling is great fun and gives very good results - we'll show you how easy it is to build a brewery for your layout.



40

The pivotal role of the railways in the brewing industry - from the industrial lines inside the breweries themselves down to the special trains employed to prevent the beer spoiling.



30

It's a very different modelling challenge moving from OO gauge to O, even more so when you're taking a step back in time from the current era. Andy Peters did...

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14 ENGINE WOOD

Tim Maddocks' 'other' Somerset & Dorset-based layout, providing a snapshot of its final months.

26 BUILD BEER WAGONS

Phil Parker builds two very different types of beer-carrying wagons, from two periods, in two different scales.

30 TREBUDOC

Andy Peters takes a big step in a layout build from current image OO to O gauge steam.

38 TAIL END FLASHER

Howard Smith fits one of his brake vans with a flashing rear red lamp from Train-Tech.

40 BREWERIES AND THE RAILWAYS

The role of the railways in making sure that beer was made and delivered to the thirsty in perfect condition!

44 BRM VISITS BURTON BREWERY MUSEUM

Well known for being one of the main centres for brewing, we provide an insight into the modelling opportunities you can expect to see.

48 BUILD A METCALFE MODELS BREWERY

Continuing the brewery theme, Howard Smith shows how to construct this major card kit.

52 JUNIPER HILL

Mark Branson shows what you can achieve in OO gauge with his industrial layout on a shelf just 3' x 8".

HOW TO BUILD BEER WAGONS
See page 26



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We've been looking forward to the scenery stage on this definite 'roundy-roundy', let's see what Phil comes up with.



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More BRM readers share their layout stories and project photographs for us to enjoy.



Possibly the largest OO ready-to-run locomotive you'll ever consider buying and apparently at a fair price - but how does it compare with the hype that has surrounded it?

86



60 BUILD A PIZZA LAYOUT (PART 2)

Phil Parker completes the scenery on this minimum space narrow gauge layout.

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Confused over the different track codes and point types? Here's a rough guide to get you started.

70 YOUR BRM: Q&A

Have a modelling question that needs answering? Let our team of BRM experts know.

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A guide to some of the useful armoury of tools every modeller needs to complete basic tasks.

78 YOUR BRM: READERS' LETTERS

If you want to get something off your chest - let the readership know!

80 YOUR BRM: READERS' LAYOUTS

Photographs of your layouts or projects to share with other readers. Please do send in more!

82 WHAT'S NEW

The latest news from Dapol and DJ Models and a first look at Heljan's 'Met' Bo-Bo, the Graham Farish 'N' 2-6-0 and Hornby Mk 2e.

86 REVIEW: HATTONS/HELJAN LMS BEYER-GARRATT

Certainly the largest RTR OO gauge model produced so far and Heljan's first UK steam prototype - but how does it measure up?

90 LMS GARRATT HISTORY

A brief guide to the development and workings of this unusual class.

94 REVIEWS

A further selection of new releases under the spotlight, including the Bachmann OO Midland brake van and Kernow china clay wagons in N gauge.

96 DIARY DATES

What's happening in the world of model railways across the UK this month.

146 NEXT MONTH

Here you'll find out what will be appearing in next month's packed issue!

DON'T MISS OUT

The June '14 issue

BRM

goes on-sale from
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FOR MORE
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ON THE
NEXT
ISSUE

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WELCOME



Writing an editorial comment every month can be a tricky task; in an ideal world it needs to be interesting, thought-provoking, possibly even a little controversial - without becoming repetitive or ignoring the issues about which modellers really care. Then there's the perennial high wire act of balancing the demands and opinions of modellers against the commercial realities of an industry with a global supply chain.

As this is my first issue at the helm of **BRM**, I'll steer clear of the controversial stuff whilst acknowledging that our hobby faces a number of issues; supply, pricing, product 'spec', the ever-decreasing pool of viable subjects for new RTR models and, in some cases, quality control. And that's before we think about how to attract the next generation of modellers.

One man who has been at the centre of all this for many years is Hornby Marketing Manager Simon Kohler. As the public face of the Margate company, he's attended hundreds of shows and spoken to countless modellers, patiently answering all manner of questions or complaints and gathering feedback to shape the company's plans.

As you may be aware by now, Simon left Hornby on 31st March, although he will continue to act as a part-time consultant for the company. He'll be sorely missed, not just by Hornby customers but by the model railway press, for whom he's always been a helpful, approachable and hospitable contact.

He was instrumental in helping to transform Hornby from a 'toy' manufacturer into a respected supplier of high quality models in red boxes, such as the hugely popular *Clan Line* and the Class 60 diesel. Although the situation in 2014 is less rosy, a quick look back at

the catalogues from the mid-1990s will confirm just how far we've come.

To mark the occasion and express our gratitude, **BRM** and **RMweb** have decided to present him with our first-ever 'Life Achievement Award'. I'm sure you'll join me in thanking Simon for all his efforts over the last 35 years and wishing him the very best of luck with his future endeavours.

As I write, we've just returned from a busy weekend at the London Festival of Railway Modelling at Alexandra Palace. It was great to meet so many of you there and hear your opinions on the magazine in all its forms, **RMweb** and the hobby in general.

It was also good to spend a couple of hours operating Phil Parker's 'Edgeworth' layout while he fielded a barrage of questions from would-be layout builders. We were delighted to see how Phil's 'Guide to Building your First Layout' series has captured the imaginations of so many readers. It's all about showing that anyone can build a layout. Even if time, space and budgets are limited, a small, simple layout is achievable and can help you to develop all the skills you need. Why not give it a try?

So, with that 'call to action' and a bit of important industry news I hope I've successfully negotiated my first comment piece. We'll tackle some of the big issues over the coming months. In the meantime, enjoy the magazine and happy modelling!

Ben

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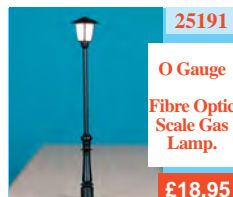
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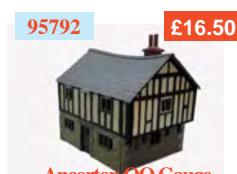
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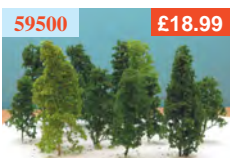
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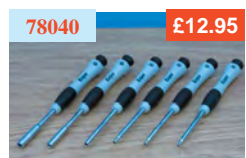
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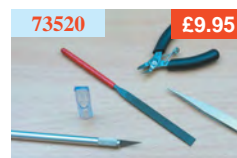
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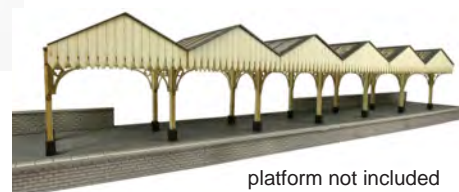
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Kit contains main station
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Platform kit

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Red Brick code PO274

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Each kit comes with a variety of optional doors, porches, bay windows and dormers
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Two complete sets of cottages and outbuildings. Based on the Settle Carlisle Railway Workers Cottages, this design lends itself to many uses be it railway, agricultural or industrial.



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LAYOUT FOCUS

FACT FILE

- ▶ **LAYOUT NAME** Engine Wood
- ▶ **SCALE/GAUGE** 1:76 scale, 16.5mm OO gauge
- ▶ **SIZE** 11' x 1' 6" (scenic section)
- ▶ **ERA** 1959-64
- ▶ **CONTROL** 12V DC
- ▶ **LAYOUT TYPE** Portable end-to-end
- ▶ **PHOTOGRAPHY** Andy York



00
GAUGE

LAYOUT OF THE MONTH

ENGINE WOOD

Set in the final years of the Somerset & Dorset Joint line, *Tim Maddocks'* superb 'what if' layout captures the atmosphere of this famous cross-country route as it declined.



I set the model between 1959 and 1964. This relatively short period of time saw the S&D decline from an important trunk route to a purely local line.



Engine Wood signalbox was scratch built from plastic card by Simon Castens and is officially 'on loan'. It is a model of Writhlington 'box and has a fully detailed interior. The tall co-acting Up Starting signal was built from MSE (now Wizard Models) components.

The hilly country of North Somerset has always provided challenges to engineers building canals, railways or roads. One of the best known railways of the area is the scenic and much-missed Somerset & Dorset Joint Railway. This ever-hopeful north-south line tackled the hills to the south of Bath head-on, with a 1-in-50 gradient virtually from the off. This incline alone guaranteed some most interesting train workings and spectacular displays of steam locomotive driving skills.

I've always been interested in the history of the railway network of North Somerset, and especially in the S&D and the lesser by-ways of the GW, and so one day back in 1994 I found myself thinking 'what if' the Somerset & Dorset had decided to build a line along the Cam Valley instead of the GWR, making an end-on junction with the existing branch line at

Camerton. The joint owners of the S&D at the turn of the century were the Midland Railway and the L&SWR. Let's assume they looked at the railway map of the Bristol and North Somerset area and decided to do a deal with their arch-rival, the Great Western and use their new line to create a new, alternative route for Midland trains from the North down to Bournemouth.

I have set the model in the period between 1959 and 1964, which saw the start of the S&D's decline from an important trunk route to a purely local line. Local goods traffic was also in decline, although coal traffic from Camerton stayed buoyant when new coal seams were discovered and the colliery was modernised in 1955.

Local passenger trains run between Bristol Temple Meads and Radstock or Evercreech Junction, with only a few going through to Templecombe.

The key train of the day is the 15.40



Bournemouth to Bristol TM 'mails', which makes an important connection with a northbound train at Bristol. Most of the coal output from Camerton Colliery is sent to Portishead power station.

BASEBOARDS

It is the baseboards, amongst other things, that perhaps give away the fact that the layout is built upon rather old foundations. The boards were built in 1976, when I was still at school, for a completely different layout project.

My late father taught woodwork at my local school and was happy for me to join him during the evenings and potter away building my baseboards in the corner, provided I took charge of making the tea!

The frames were originally built from 1" x 1" pine, with a Sundeala top. Fortunately, as it turned out, I had always intended the baseboards to be portable, because there simply wasn't room in my bedroom at home for them to be a permanent fixture. Removable legs were built, again using 1" x 1" pine.

My original layout project was to have been Lower Vowchurch, a GWR branch line set in Herefordshire in the 1930s. A single running line, with a wooden halt platform and a solitary siding would run into a tunnel. A narrow gauge slate line would descend the hill above the tunnel and terminate next to the standard gauge siding, where full wagon transshipment facilities were to be provided. I only found out later that there wasn't any slate to be had in that part of Herefordshire. Progress after I left home the following year was



A truly ancient AEC Monarch lorry owned by Mr Dando, the local coal merchant, stands outside the goods shed. A rather grimy 0-6-0PT can just be seen lurking behind with a brake van in tow, doubtless waiting for the NCB trip from Camerton Colliery to deliver loaded coal wagons.

not exactly quick and for many years, the unfinished layout was wrapped up and stored in the loft due to a number of house moves. Finally, during the spring of 1994, my friend Simon Castens (now the proprietor of the Titfield Thunderbolt railway bookshop in Bath) asked me to build a layout to accompany his stand to the Bath show that December. Time was not on my side, so rather than start from scratch, I unwrapped the 1976 baseboards and used them for Engine Wood.

The narrow gauge sub-board was removed, but the track was left in place on the incline above the tunnel and used as a 'scenic feature' on the new layout. The single line became the Up loop and the

KEY DETAILS LOCOMOTIVES & ROLLING STOCK

Shortly before exhibiting Engine Wood for the first time, I realised that I had hardly any suitable locomotives and rolling stock. I borrowed heavily from Simon Castens, who already had a decent selection of appropriate motive power and lots of wagons.

Over the years I have rectified the motive power and rolling stock shortage. Many of these are from kits, as the current range of Bachmann and Hornby ready-to-run wasn't then available. Most of the RTR

locomotives also had replacement kit chassis fitted to improve running qualities.

The most recent example of this is BR Standard 3MT 2-6-2T No. 82044, which I finished in 2013. This has a re-numbered Bachmann body and a modified Comet 4MT 2-6-0 chassis, although I only built the chassis because I couldn't get the RTR one to run smoothly enough for my liking. Rolling stock is a predictable mix of RTR and kit-built, all of it weathered to one degree or another.





The real Somerset & Dorset ran through some of the finest countryside in England, especially the northern part of the line, with rolling hills and very attractive views from the train.

siding the Down Loop. Two of the smaller boards were added to create a scenic section 11' x 1' 6", with a fiddle yard at either end.

The scenic area initially disappeared into one fiddle yard via a hole in the sky immediately after the river bridge, but was later extended to create the cutting with cottages and distant road overbridge. The fiddle yards were completely replaced at the same time, as the four road traversers I built initially proved to be too short and inflexible. They were replaced with cassettes using aluminium angle for running rails.

TRACK

The track used on Engine Wood reflects the history and original intentions. As a result, there is a mixture of SMP and C&L flexible track, laid on $\frac{1}{16}$ " cork underlay with a chamfered edge, together with a mixture of point kits from the same source. This was ideal for representing bullhead track and was laid in panels, glued using PVA and weighted down while the glue dried. The C&L point kits had some of the plastic sleepers replaced with copper clad equivalents to reduce the risk of track distortion. With the track glued down and thoroughly tested, it was time to paint and weather it. I sprayed the

whole track area with a primer and then used Humbrol enamels to paint the sleepers, chairs and rail sides. Most sleepers were then weathered individually, to represent differently aged sleepers. Lightly used sections of track were painted a darker rust brown, with the main running lines being given a lighter hue, with more Matt Leather (No.62) in the mix, to represent the brake dust that accumulates under such circumstances.

The next task was to ballast the track. I've never been a fan of laying ballast directly on top of the freshly glued track as this does not allow the ballast to cover the thin plastic webbing between the sleepers. Equally, it isn't really feasible to remove all the webbing prior to laying the track, as this will affect the sleeper spacing. In the end, I waited for the glue holding the track to dry, and I then used a sharp scalpel to remove the plastic webbing.

With this removed, I began the process of painting neat PVA glue between the sleepers using a small brush and sprinkling loose ballast on the fresh glue (a mixture of 4mm and 2mm, from both Woodland Scenics and Carrs). As PVA starts going off after a few minutes, this was done three or four sleeper bays at a time. As a result, the ballasting ended up being time-consuming and it was better

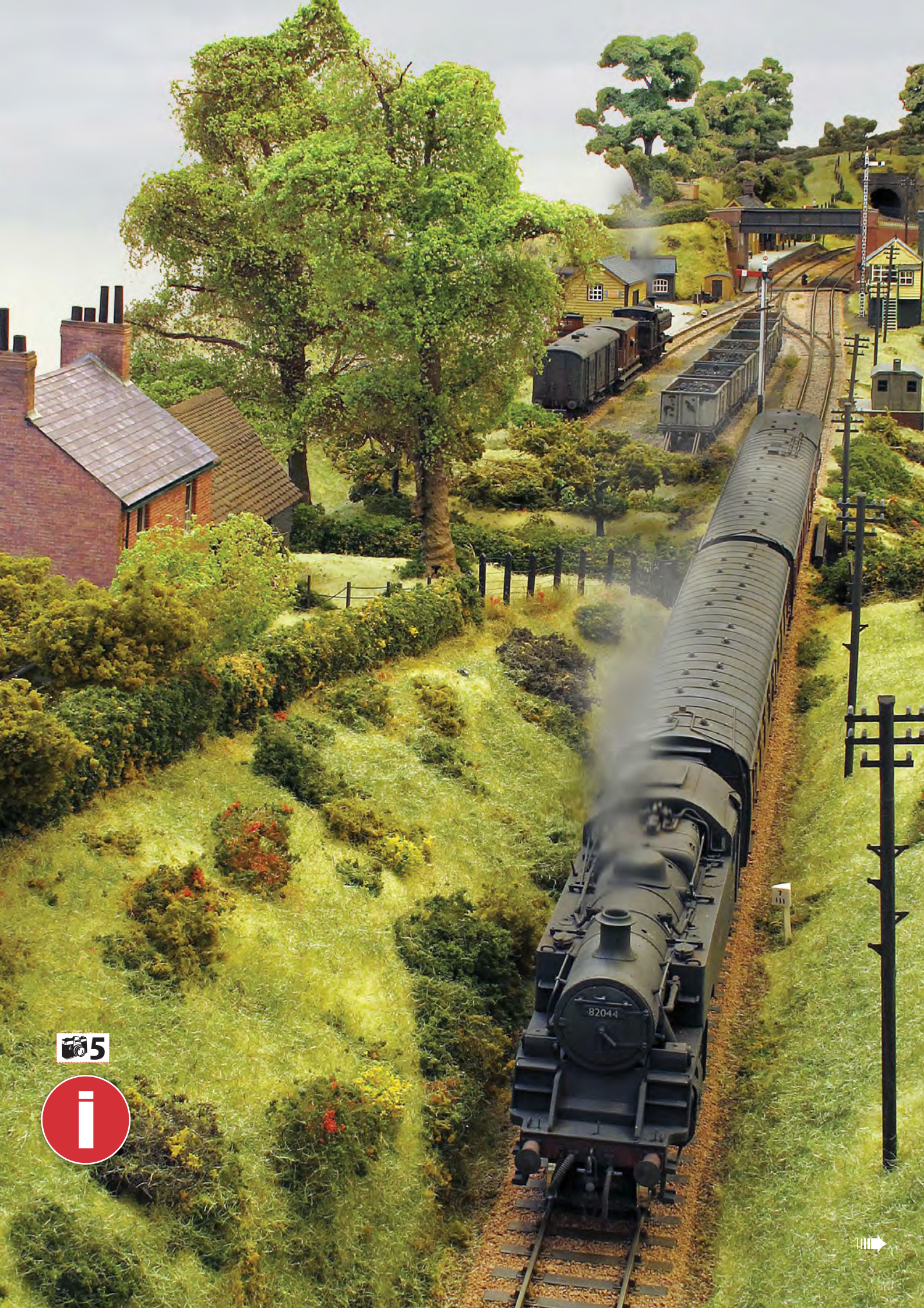
for my sanity to limit it to a foot of track per night.

Once the PVA had dried, the excess ballast was vacuumed off. Not quick, but it did result in the ballast only going exactly where I wanted it and also allowed me to replicate the 'air gap' between the top of the ballast and the underside of the rail, a distinctive feature of well-managed prototype bullhead track. I have since used Johnson's 'Klear' to secure ballast, but this method hadn't been 'invented' when the layout was built, and PVA remains my favoured method of ballasting where thinner sleepers are used.

BUILDINGS & SCENERY

The real Somerset & Dorset ran through some of the finest countryside in England, especially in the northern part of the line, with rolling hills, so I have tried to replicate the feel of the Mendip Hills with a mixture of embankments, cuttings and a tunnel.

The model landscape is completely traditional. The shell was formed with cardboard formers cut to the shape of the cutting or embankment, packed with screwed up wet newspaper soaked in a PVA and Polyfilla mix, with a couple of layers of newspaper strips laid over the top and dampened with the same mixture to form the ground surface.



5



SEE TIM'S OTHER LAYOUT

*Tim Maddock's other S&D layout,
Bleakhouse Road, was in the
April 2013 issue of BRM*



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Once that was dry, a further coat of PVA and Polyfilla mix was applied with a paintbrush, and the whole lot left to dry out thoroughly. For the larger raised areas of landscape around the tunnel, I formed the basic shape with chicken wire and laid several layers of newspaper soaked in Polyfilla on top.

When the basic shape of the landscape was complete and dry, I painted it with several washes of an olive green to give a decent base colour.

Back in 1994, there was no such thing as a static grass applicator. The practical option if you wanted 'sticking up' grass was to use surgical lint, which was readily available from Boots and other chemists at that time. The best description on how to apply lint can be found in Barry Norman's book *Landscape Modelling*. The lint was dyed using Dylon Olive Green dye and lasted well, although it is best to avoid keeping the layout in direct sunlight. After a few years, I gave it a 'refresh', by applying Noch or Heki grass fibres on top of the lint using a puff bottle (still no static application!)

The trees use a mixture of materials from different sources, again reflecting the fact that the scenery has 'evolved' somewhat over the years. The original trees used Woodland Scenics whitemetal tree skeletons, with foliage formed from clumps of rubberised horsehair dipped in a mixture of ground foam of various shades. I have also constructed a couple of larger trees using various grades of copper wire to fashion the 'skeleton', with teased-out Heki foliage matting. More recently, my friend John Farmer has given me some of his hand-built trees and a couple are now on Engine Wood.

The buildings and structures are a mixture of scratchbuilt examples and kits. There were no 'ready-to-plant' resin buildings in those days, nor were there any suitable kits of S&D structures. A small number of plastic building kits have been used, where appropriate, however, and a pair of card Howard Scenics cottages were used when the scenic section was extended.

Built in brick rather than Mendip stone, the main station building is a shortened version of the one at Radstock. The shelter on the opposite platform is modelled on that still extant at Midsomer Norton. The signalbox was scratchbuilt by Simon Castens still on loan from 1994 and is a model of Writhlington box.

Signals are modelled on typical S&D examples, using Model Signal Engineering (MSE) and D&S components, although the rail-built post on the Up Home is scratchbuilt. The signals (and points) are all operated using Seep point motors.

OPERATIONS

As a passing place on a single line, it would be easy enough to simply send trains from one fiddle yard to the other, crossing each other at the station, and for much of the time at shows this is exactly what we do. There are also some specific shunting sequences that I adopt to keep something moving, especially if I am short of operators.

As a result of the track in nearby Camerton Colliery having been declared 'not fit' for BR locomotives, the NCB 0-4-0ST is 'plated' to run to Engine Wood with loaded coal wagons, which it will run round and stable in the Exchange Siding before heading back to the colliery. The same operation is done in reverse with empty mineral wagons returning to Camerton Colliery. The local pick-up goods also shunts the yard from time to time.

We don't operate to a fixed timetable, each fiddle yard operator sends trains they have on hand.



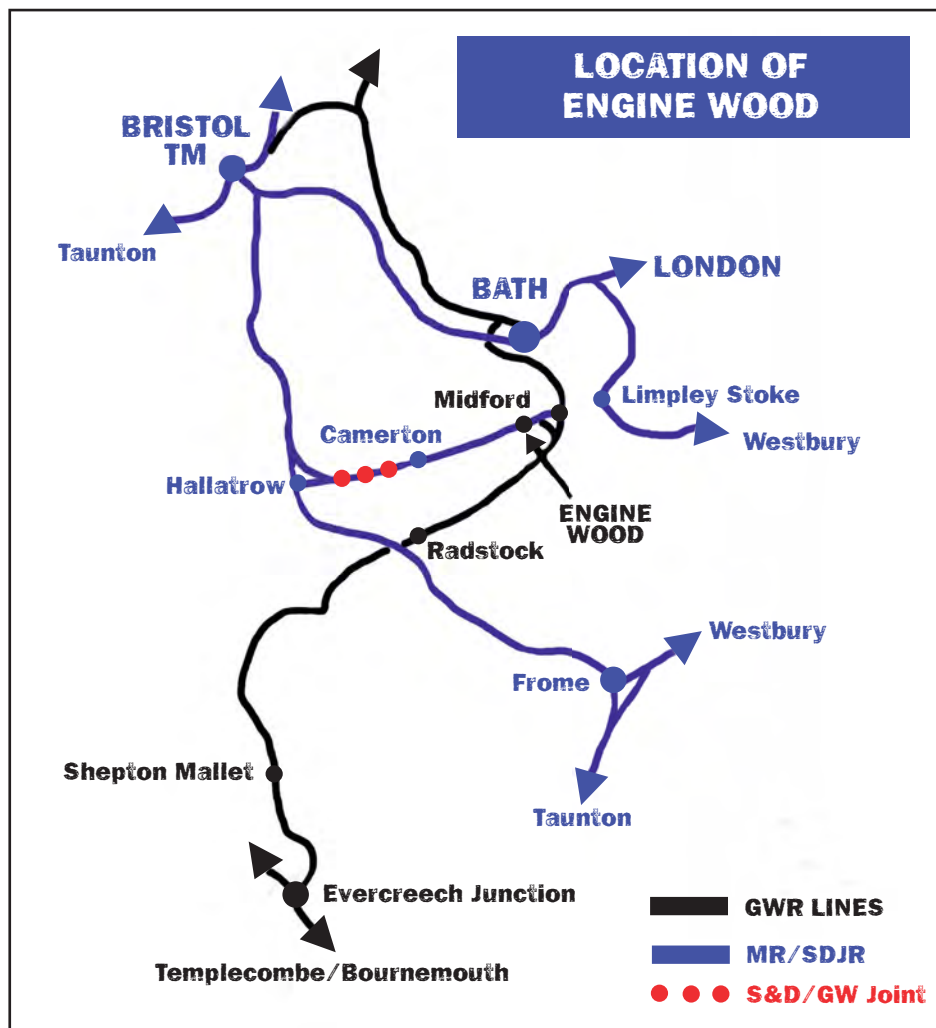
BR Standard 3MT 2-6-2T No. 82044 from Bristol Barrow Road shed arrives with a local train from Bristol to Radstock. This locomotive was one of the few WR '3MTs' not to receive lined green, and remained in black to the end, albeit with a unique variation in lining and numbering style. The platform shelter on the Up platform is scratchbuilt from plastic card and is a model of the shelter which still stands at Midsomer Norton.

Although the real S&D was a steam-only line until closure, we sometimes see green diesels appearing on the layout. With a direct link to Bristol, it would have been possible for diesel traction to appear.

While I like all locomotives to be capable of slow and smooth running, we try not to have them crawling along at a snail's pace all the time. The real thing was never like that. Shunting was usually something to be endured and completed as quickly as possible, allowing crews to get back to book off or enjoy another brew and round of cards

in the mess room. Shunting locomotives would consequently move quite briskly and might even give the wagons some abuse from time to time!

I'd like to thank my regular crew who keep coming back to be gruffly snapped at each time we exhibit the layout, albeit with much good food, drink and laughter in between! Thanks as ever to my patient wife Madeleine, who is most definitely not to be snapped at, and to Andy York, for what I think are the most stunning images of my layout that I have ever had the pleasure of seeing. **BRM**



LAYOUT OF THE MONTH ENGINE WOOD



01



02



03



04



05

OWNER FACTFILE



- NAME Tim Maddocks
- RHWEB NAME Captain Kernow
- AGE Child of the '50s
- OCCUPATION Professional Railwayman
- LOCATION South Devon
- YEARS MODELLING 50+
- OTHER INTERESTS Music, reading, films, cats
- CLUB Devon Riviera Area Group (aka 'DRAG') of the Scalefour Society



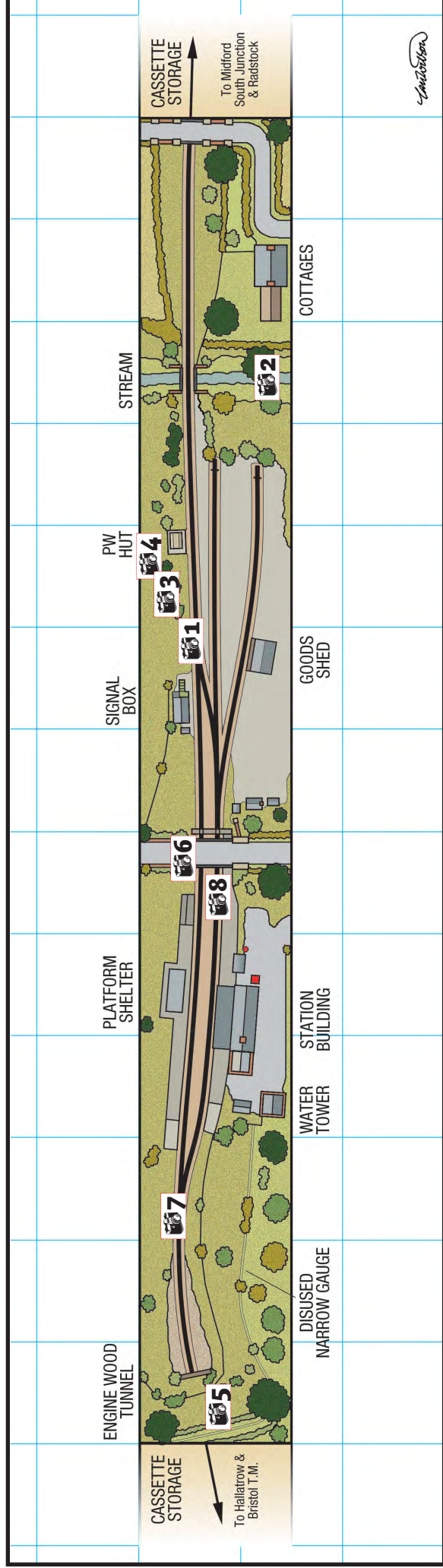
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08



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PRACTICAL BRM



Even if your layout doesn't have space for a brewery, you can still model beer traffic. **Phil Parker** builds two kits depicting very different approaches to transporting ale.

OO GAUGE ALE PALLET WAGON

STEP-BY-STEP GUIDE



The 4mm:1ft scale model arrives in a plastic bag complete with Romford metal wheelsets. The black sprues are used in other kits so not all of the parts are required for this model.



Fit the ends and then the sides to the chassis without glue to check the corners make up neatly. You may need to nick a corner from the bufferbeams for a good fit. Once you're happy, run some solvent into the joints. Check that the wagon still sits flat after this.

HOW TO MODEL... 2 PARKSIDE BEER WAGONS

Beer has been transported by rail in many different containers. Tank wagons are an obvious way to move liquid goods but there is a problem with the final part of the journey. Normally the product has to be transferred from the tank into something pubs can handle – usually barrels.

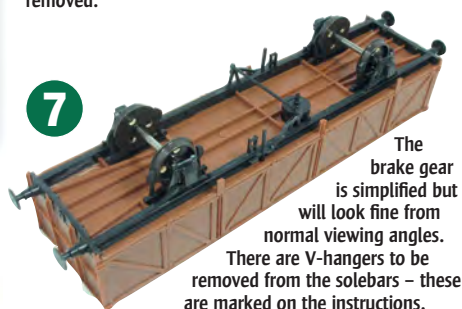
Because of this, there has always been a need to ship barrels or kegs and here we look at two very different wagons designed for the job from different eras. To make matters even more interesting, they aren't even in the same scale, allowing us to see how a 7mm:1ft scale (O gauge) kit differs from a OO gauge one. Both wagons have been built following the instructions supplied

WHAT WE USED

- IN OO** – Parkside Dundas PC60 BR Ale Pallet Wagon (Diag. 028) - £9.00
- IN O** – Parkside Dundas PS07 LMS Beer Van (Diag. D1817) - £32.50



To protect the delicate strapping on the corners of the wagon while the kit is in transit, right angled parts are moulded on the ends of each side. These should be removed.



The brake gear is simplified but will look fine from normal viewing angles. There are V-hangers to be removed from the solebars – these are marked on the instructions.



I like to start construction with the chassis. Work on this begins with fitting the brass bearings. Place a drop of liquid solvent on the hole, let it sit for a few seconds and then push the bearing in place.



Finally the axleboxes, either Hybox or Oil as I've used, are fitted over the outside of the bearings. The holes may need to be opened out by twisting a knife in them for a good fit. After this, add the buffer heads by putting a drop of solvent into the body of the buffer, let the plastic soften and then insert the shank.

PROTOTYPE INFORMATION

During the 1960s, changes in the brewing industry and a move to palletised goods forced BR to introduce new methods of handling beer kegs and barrels. A number of surplus long-wheelbase 'Tube' wagons were re-bodied with higher ends and dropsides to allow fork lift truck access. After conversion, each vehicle could transport 14 pallets of kegs.

Ale pallet wagons lasted on these services until the early 1970s when some were converted to barrier wagons for use with dangerous cargo. Livery from new was bauxite. The 'ladders' hanging from the solebars are actually brake stick racks that allowed shunting staff carrying short brake sticks extra leverage on the brake handles.

TOOLS FOR THE JOB

- Sharp knife ■ Engineers square ■ Mirror or CD
- Plastic cement
- Liquid plastic solvent
- Abrasive stick or sandpaper



with the kit, although I prefer to build 4mm scale chassis before starting on the body. That way I can make sure the working parts of the wagon are properly set up. If the body needs to be bodged to fit a nice flat chassis, so be it. In fact this isn't an issue with the OO wagon, but old habits die hard.

In 7mm scale, there are no such concerns. The

axleboxes are designed to slide up and down in the guides to take care of any imperfections in the trackwork. If they move freely, it should be almost impossible to build a wagon that doesn't run.

Both wagon kits go together well and don't hold any great surprises for newcomers to kit building. Just take your time and check that everything fits before sticking it together. **BRM**



Along the length of the solebars, there are some mould lines to be removed. You could file these away but scraping them with a knife is quicker.



5

The solebars are fitted to the floor and then the axles inserted into the bearings. Place the model on a flat surface, such as an old CD, and make sure all the flanges touch the ground. If needed, the model can be gently twisted with fingers before the glue has fully hardened.



9

The wagons were always finished in bauxite and while correct colour paints are available, ordinary red oxide spray car primer isn't a bad match, especially if the model is to be weathered.



10

No couplings are supplied with the kit and the only provision is for an old Hornby type. To fit a modern version, I used a block of plastic trimmed so the coupling height matched another wagon. As the wagon is very long, a wider coupling isn't a bad idea to avoid locking on tight curves. To add weight, I cut up lead flashing and superglued it into place between the frames.

Lettering wagons without transfers

I've always found lettering and numbering models to be a fiddly job. It can be expensive too if you have to buy several sheets of transfers. For years my wagons have nothing more than blobs of paint to represent the numbers covered with a bit of dirt and until I point this out, no one seems to notice.



In his book *The 4mm Wagon – Part 3*, published by Wild Swan, Geoff Kent suggests a sensible alternative. White ink applied with mapping pen. In his hands, the results are indistinguishable from commercial lettering. I'm nowhere near as good but from normal viewing distances, my efforts look OK and will improve with practice.

PRACTICAL BRM



STEP-BY-STEP GUIDE

0 GAUGE LMS 12T BEER VAN



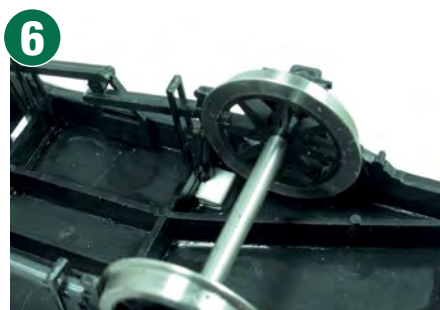
7mm scale kits arrive in a box that is big enough to house the finished model. As well as the plastic parts, Slater's wheels, etched V-hangers, metal buffers and transfers are all included.



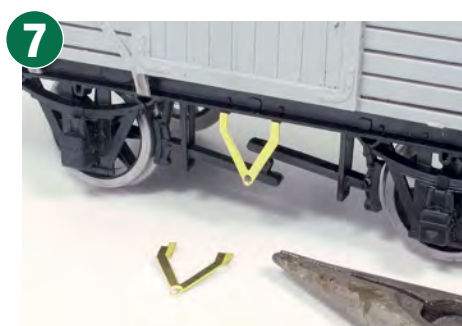
The vertical stanchions to the left of the door need to be bent backwards under the sides. Following the instructions, the plastic is sanded away at the back, then a notch made behind them at the bottom of the body. Brushing liquid solvent in to this and letting it soften the plastic makes the bend easier to achieve.



Axlebox assembly is fiddly as they should move freely in the guides. Check the flat, back part slides freely and sand it if required. Next insert the bearing and place a small drop of superglue on the top. Fit the axlebox face over this and check everything still moves before the glue sets. If it doesn't, separate all the parts, let the glue dry and try again later.



The solebars are located in slots moulded in the floor and the wheelsets are trapped within these. Brake gear is added next. I found it sat too high compared to the wheels so added 2mm plastic card packing pieces under the brake hangers.



Moving the brake gear down by 2mm means that the etched V hanger is too short. By folding it up and fitting the part to the back of the solebar, the pivot holes line up again.



While the instructions suggest making handrails out of plastic rod, I felt this was likely to break or fall off when the van was handled so replaced with 0.45mm brass wire fitted into holes drilled in the sides.

TOP TIP

When spraying a chassis...

Wipe some WD40 on the wheels treads and flanges. This stops paint sticking where you don't want it. Cleaning overspray off with a fibreglass pencil afterwards is quick and easy if you do this first.



For pre-1936 wagons use Humbrol 64 grey. Each transfer has to be cut out and then the backing paper carefully peeled away so you can see the lettering through the front of the sheet. Position the letters and then press them firmly on to the wagon side. Finally wet the paper and it will peel away leaving just the letters without any carrier film.



Brass coupling parts should be treated with a solution to blacken the metal. A dip in Birchwood Casey Brass Black for a few seconds, followed by a wash in warm water does the job. You could paint the parts but this is likely to stop the chain swinging freely and the colour will chip off in use.





Slatted sides allow people to see through the van so some interior detail isn't a bad idea. Parts are included to replicate the internal bracing although they all need some trimming for the best fit.



Carefully assemble the sides and then drop the floor in through the top. I found the width needed to be reduced by nearly 2mm or it forced the sides apart at the bottom. A little fine filler was needed to tidy up the corners.



PROTOTYPE INFORMATION

A hundred of these wagons were built by the LMS at Derby in 1929 to replace life-expired ex-LNWR vehicles. The slatted sides kept the barrels cool in transit. It is thought that the wagons would normally have operated in block trains. Some wagons lasted into the 1960s. Livery was LMS grey until 1936, after which they were painted bauxite.

MODEL RAILWAYS LIVE

You can find more information on both of these wagons on the Model Railways Live website

www.brmag.alwagons



Some microstrip added to the solebar replaces the visible parts of the bracket.

Before assembling the buffers, make sure they move freely in the housings. Mine needed a little cleaning out with a small round file. Put the parts together over a tray as there are tiny springs and nuts involved which will be a nightmare to find if you drop them on the floor!

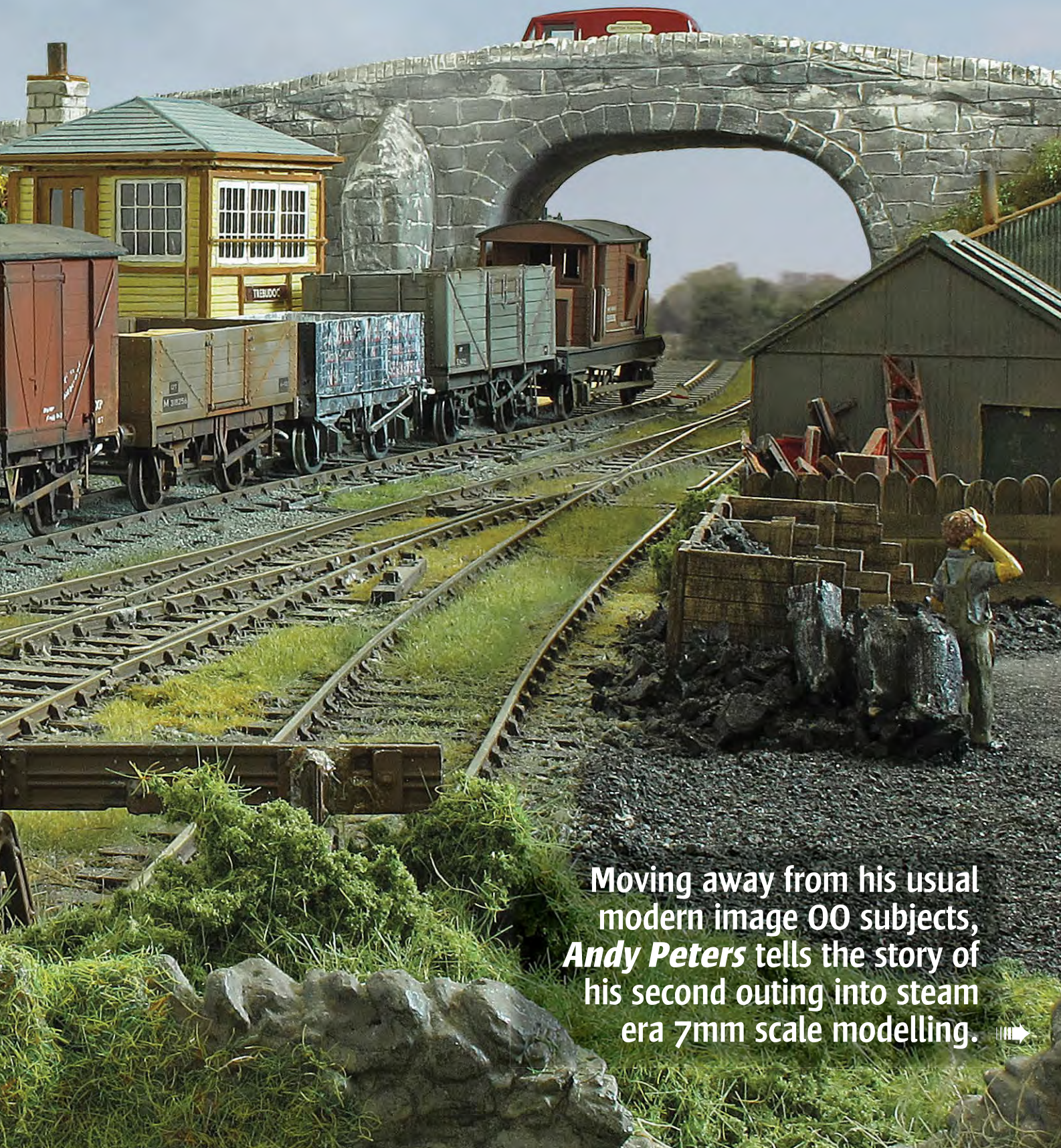


TREBUDOC



FACT FILE

- **LAYOUT NAME** Trebudoc
- **SCALE/GAUGE** 1:43.5 scale, 32mm gauge O
- **SIZE** 6' X 2' (scenic) plus 2' 8" (fiddle yard)
- **ERA** 1950s
- **CONTROL** 16V AC DCC
- **LAYOUT TYPE** Portable end-to-end
- **PHOTOGRAPHY** Andy York



Moving away from his usual modern image OO subjects, **Andy Peters** tells the story of his second outing into steam era 7mm scale modelling. ➡



I first took a keen interest in O gauge when I visited the Gresley & Wychnor Model Railway Group's clubroom in early 2009 with Russ Hillier. The visit was arranged for me to see the group's OO layout 'Worthington East', but on entering the club room I was immediately awestruck by the O gauge 'Wychnor on Trent' layout (see **BRM** April 2014 issue).

The feel and sheer mass of O gauge is something I had not experienced before and although I had seen it at the many shows I attend, I had never really given any thought to owning or building my own 7mm:1ft scale railway.

At the time I was dismantling my modern image OO layout 'Kingsmill' and I decided to sell the stock and invest in a couple of O gauge locomotives. Most of my OO gauge diesels were fitted with sound and so the funds soon built up. My first purchase was a secondhand Ivatt 2MT 2-6-2T, quickly followed by a Bachmann Brassworks GWR 0-6-0PT. Club member Charlie King painted and weathered it for me and he also added small details such as a crew, some coal and fire irons and a bucket hanging on the back of the bunker.

Rolling stock soon followed with a couple of Parkside Dundas kits that were built on a holiday and a couple of Southern coaches.

KEY DETAILS

BACKSCENE

The backscene is a sheet of white faced hardboard, decorated with a coat of Dulux light blue emulsion fading down towards the horizon. Clouds were added by wiping away areas of blue with a damp tissue after the paint was dry. Once this had all dried, the hills were painted with a mix of artists' watercolour and acrylic paints. A couple of trees were added along with some crows or rooks in the sky.

THE BUILD PROCESS

My first O gauge layout was St Budoc; this was just a yard with a china clay facility kicking back in front of the fiddle yard. After a short while it was sold to make room for yet another OO gauge project that I had started. I then had a couple of new boards made up ready to start on my second 7mm scale project. When I first built Trebudoc, it was also built as a yard, but after a couple of shows it was turned by 180 degrees. The goods yard at the front was modified into a station, and became the rear. A loading dock was removed from the rear and became a field at the front, transforming the layout into what you see today. It was at this time that digital sound was also added to create more interest for the paying public and also an extra dimension for the operating team and myself.

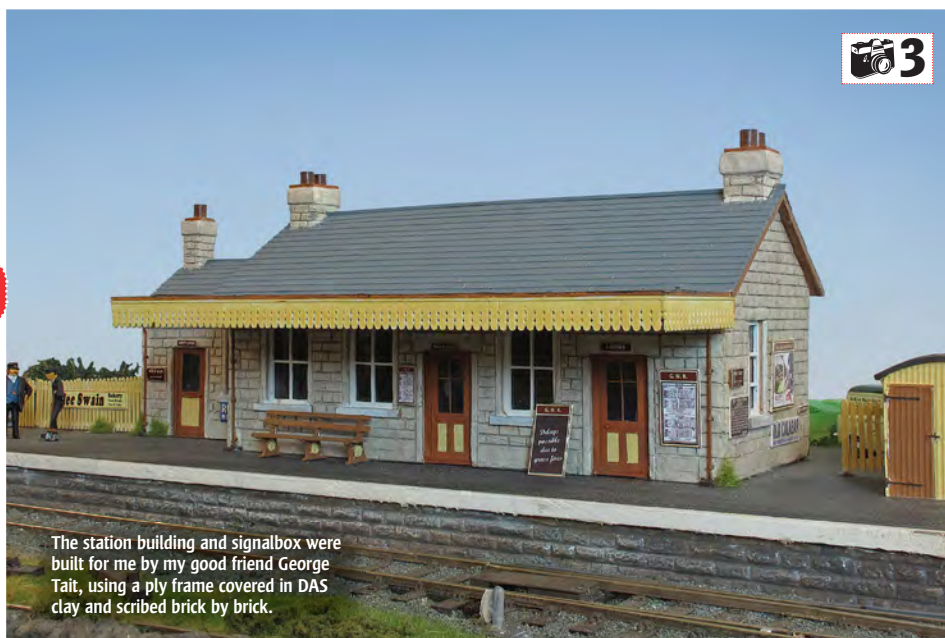
The baseboards are just a 3" x 1/2" frame with a 6mm plywood top. As I am no carpenter I had

these made for me by Mark O'Brien, one of the club members. The main board has integral folding legs while the other scenic/fiddle yard board has a pair of legs at one end and locates onto the main board via a pair of wooden dowels and is secured with a pair of over-centre latches, one each side. A five-pin DIN plug connects the two boards electrically and is both quick and easy to erect and dismantle at exhibitions.

SCENERY & BUILDINGS

The scenic break from the fiddle yard is represented by an old stone road bridge and uses the method perfected by David Wright of Dovedale Models. It was made from plastic card, covered in cardboard and finally white DAS modelling clay laid very thinly onto the surface. The cardboard is required as DAS will not stick to plastic card.

Once the DAS clay dried it was scribed with a short fat screwdriver to represent the stonework. In order to



The station building and signalbox were built for me by my good friend George Tait, using a ply frame covered in DAS clay and scribed brick by brick.



'Trebudoc' has given George and I some tough challenges but it has been well worth it.

LOCOS & ROLLING STOCK

The fleet consists of just three locomotives; the Ivatt '2MT' 2-6-2T that started it all is an ACME kit, purchased secondhand, and is a wonderful runner. I have fitted a South West Digital sound unit with a pair of speakers fitted back-to-back down the boiler barrel. My second purchase was a Bachmann Brassworks ex-GWR 0-6-OPT. This too has an SWD sound unit but with a bass reflex speaker (the spare going into the Ivatt) and put out an awesome sound when shunting around the yard.

My final locomotive is a Springside ex-GWR '45XX' 2-6-2T in BR green and was built and probably painted by David Southwell of Leek. It has the most wonderful cab detail I have ever seen on a model. This too is fitted with sound but was bought secondhand with sound already fitted so I don't know its origins.

Wagons and vans are mainly from the Parkside range with a few notable exceptions. The three china clay wagons and the flat truck with the tractor are from Skytrex, while the SR utility van is from the Slater's range and was built by George and painted by Charlie. Completing the fleet is a Peco ex-GWR 'Toad' brake van and a Meteor Models ex-SR nine-plank open wagon.

get the right colouring, I gave the bridge a wash with dirty diluted thinners, (the pot I wash my brushes in) this stains the clay and makes the mortar look dirtier than the stones.

The platform is made from a piece of timber covered in a piece of plastic card, and Slater's 7mm stone for the platform walling. Originally the bay was to be for passenger traffic in the form of a DMU or diesel railbus, but I felt that it looked better as a goods dock as a station of this size would only see a couple of passenger trains a day. Fencing is from the Peco range and the Lamp hut on the platform is by Skytrex.

'Trebudoc's' *pièce de résistance* is the station building, built by George T of **RMweb**. I have known George for many years and his skills at producing buildings have always amazed me. George was involved in the project from quite early on and has been my main source of encouragement. This time I set him a real challenge. I made a cardboard mock-up of what I had in mind and left it to him to decide how it would be done. I had imagined that he would make a frame and then add stone effect plastic card, but what he produced really amazed me.

Firstly, a shell was made from 2mm plywood, then after cutting out the windows and doors he coated the whole thing in white DAS clay. After leaving the clay to dry for a few days he sanded it fairly

smooth and then painstakingly carved each stone individually using the blunt point of an old dart.

The roof was formed and individual tiles made from stiff card were laid in place. Windows and doors are brass and the chimney pots are pieces of steel tube. Canopy edging is from Slater's, although George wanted to replace it with etched brass valancing.

When I took the layout up to Stockport for a trial fitting I could not believe what he had done. I, like many others, had watched the build on RMweb but seeing it for the first time was a real treat. Next came the painting and it was handed back to me to complete the task.

PAINTING & SCENICS

I first painted the brown and cream on the windows and doors and then it was time to tackle the stonework. This was completed in the same way as the bridge using the dirty thinners mix again as painted DAS never looks right in my opinion. George also produced the signalbox; again using with brass etches for the door, windows and steps. I added the interior and Sam the signalman, and Bill and Ben the stationmaster and clerk. All the figures on Trebudoc are from the Tower Models collection.

It was now time to make a start on the rest of the scenery. George built a new cattle dock, and





TRACK & ELECTRICS

All my track is Peco and there are just three points, as I use the three fiddle yard tracks as the run-round loops. The fiddle yard is simply a piece of MDF with three lengths of Peco track fixed to it. The front fiddle yard track lines up with the front and centre track on the layout, the middle one lines up with all three, whilst the rear one lines up with the centre and rear tracks.

The baseboard is covered by two layers of 'th' cork tiles with Peco track and points laid on top. One Peco and two Seep point motors were used and the whole thing is wired into a control panel on the front of the layout, disguised in an old tin shed.

The trackplan is marked out on the panel and also with LEDs showing the route indication and settings. When I was satisfied that all was well, the track was hand-painted with a mix of Railmatch acrylic weathered black, sleeper grime and frame dirt, then a light grey OO gauge ballast was added. This was later weathered to suit, deliberately making areas where locomotives would stand and the coal yard much dirtier.

promptly threw the one I had made in the bin!

The grass embankment to the rear was made from teased out hanging basket liner. At the front, the building next to the bridge is a disused tin hut made from Slater's corrugated sheet over a plastic card frame. The door is a piece of MDF glued inside and the chimney is a drinks straw.

Next to this is the car repair workshop, which started life as a Skytrex Provender Store. It was on the loading dock of the original Trebudoc, about where the field is now. Inside I have installed a workbench and some tools and of course Mike the Mechanic is waiting to start his next job. There is also a steel cabinet in the corner and this hides the wiring for the light inside.

The small coal yard is just a couple of coal staiths made by George from wooden coffee stirrers. I gave it a coat of my favourite dirty thinners covered in real coal dust and muck. Colin the coal merchant looks worn out and is mopping his brow. I was going

to put small hut in the coal yard but it made the yard too cluttered.

Finally, along the front is the field. The front of the baseboard is cut away to drop the front of the field down below the level of the rest of the board. It is formed of card and covered in a couple of odd bits of grass paper. Various static grasses, flock, and basket liners were added around the wall and edging to give a very unkempt look to the place.

Finishing off the scenics involved adding brambles, bushes and clumps of long grass around the wall, bufferstops, around the end of the platform, and then adding some old sleepers and bits of scrap rail. The finishing touch was grass planted between and around the rails in the siding. This gave the layout the run-down country atmosphere and helped to bring the whole thing together. I am still waiting for Dapol's O gauge working signals to be released although I have added dummy point rodding made from nails and strips of Plastruct.

OPERATION

At exhibitions we run to no particular timetable, we run what we want, when we want. If someone wants to see the Pannier Tank then it comes out to play, although I try to keep to just one locomotive at a time on the layout.

When operating from the front I can chat to the paying public and answer questions about building the layout, stock, operation and DCC sound.

Using a Gaugemaster 'Prodigy 2' handset I can also let the kids have a press of the buttons to sound whistles. Our main activity is just shunting wagons about the yard, although I have found that at shows, with three-link couplings and Varifocal lenses in my glasses this can be hard work!

Passenger services are in the hands of a single

coach train, as that plus a locomotive fills a fiddle yard siding. The run-round loop is aided by the sector plate/fiddle yard and so most stock can be shunted into any siding quite easily.

Trebudoc might be built into a gift room but it offers enough operating interest to keep me happy all evening. It has given George and I some tough re-building challenges but it has been well worth it.

Thanks to all the RMwebbers who have chipped in with advice along the way, but most of all to George for his input, inspiration and encouragement throughout the re-build. Credit must also go to my fellow club members for their assistance at exhibitions, especially Mike Ray who usually insists on taking us in his car as he has more space! And finally a big thank you to Andy York for taking some amazing pictures of 'Trebudoc', my OO gauge layout 'Glen Roy' and 'Wychnor on Trent'. **BRM**

INTERESTED IN O GAUGE?

If you missed Gresley & Wychnor Model
Railway Group's superb
'Wychnor-on-Trent' in our April issue



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www.brmm.ag/april14BRM



01



02



03



04

OWNER FACTFILE



- NAME Andy Peters
- RMWEB NAME Andrew P
- AGE 63
- OCCUPATION Retired
- LOCATION Swadlincote
- YEARS MODELLING 38
- OTHER INTERESTS Was playing Guitar in a Band but all the Guitars are now sold, following F1 on TV and Internet, Art.
- CLUB Gresley & Wychnor MRC

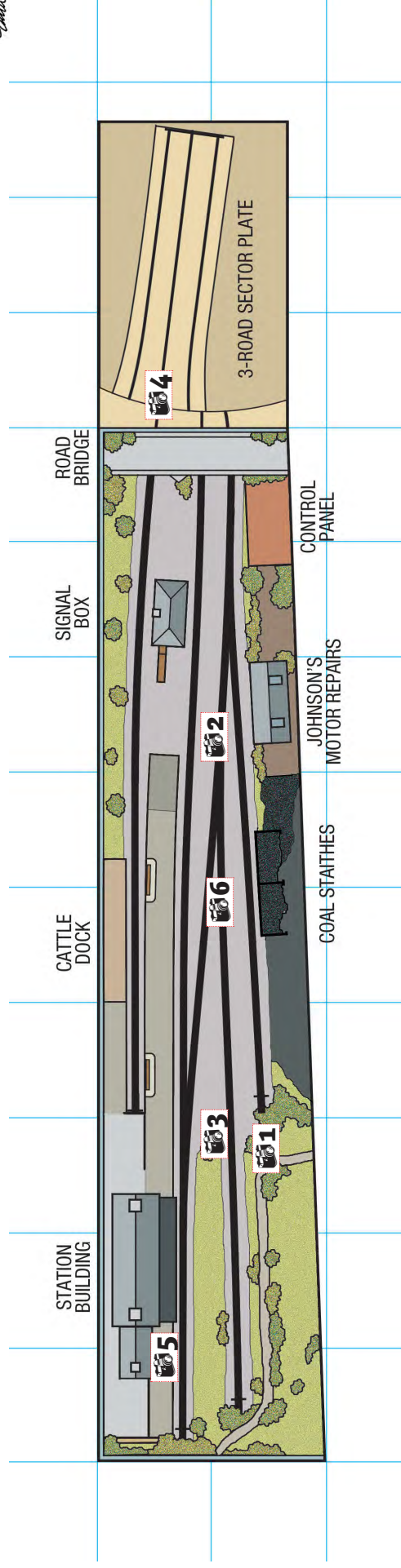


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FREE SHUTTLE BUS FROM COVENTRY RAILWAY STATION



A FLASHING TAIL LIGHT

Howard Smith adds a vital feature for any modern freight train.

Flashing tail lights are a noticeable part of the modern railway following their widespread introduction in the late 1980s. Therefore, the modern image modeller needs a reliable equivalent in miniature form.

Several years ago I built Slater's 20 ton LNER/BR brake van in O gauge and adapted it to an air-piped version (TOPS code CAR/ZTR). At the time it was built I wanted the rear light to work and so resorted to using a small 3V flashing LED, an on/off switch and two 1.5V batteries, all discreetly hidden under the chassis. While the concept worked for a while, the batteries soon went flat and the flashing of the LED wasn't all that prototypical. However, there is now an up-to-date solution.

Train-Tech's working flashing tail light can be fitted to virtually any item of rolling stock from OO gauge upwards due to its relatively compact size. The small integrated circuit board controls the flash and delay of the LED along with a battery clip which accommodates a single 3V CR2032-sized lithium button battery that reportedly lasts for several weeks in constant use. **BRM**



The brake van with current flashing tail light setup. Both the 'on time' and 'off time' of the lamp are identical - unlike in reality, where a longer interval between short flashes occurs. This needs to be changed, shall we get started?

PROTOTYPE INSPIRATION



A Railfreight red/grey CAR brake van attached to the rear of a rake of ICI tank wagons passes through Monk Fryston, south of York, on July 30 1992. Note the battery powered tail light attached to the rear of the van. 53A MODELS /JOHN TURNER

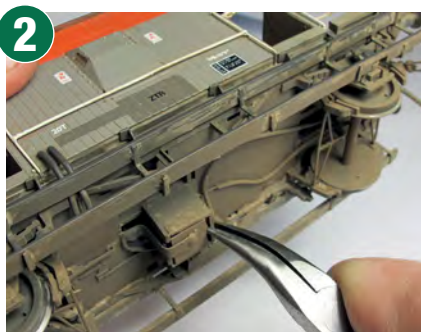
AUTOMATIC MOVEMENT DETECTION

The sharp-eyed will notice that there is no 'on-off' switch provided with the kit. In fact, there is no need, as Train-Tech has its own solution which avoids running the battery flat when not in use – automatic movement detection. What this means is that a small chip that detects movement is placed on the circuit board, in a similar fashion to modern smartphones. This triggers the circuit, acting as an 'on' switch. If the model is stationary for at least four minutes, the circuit stops the light from flashing - in my opinion, an effective and clever idea.

STEP-BY-STEP GUIDE



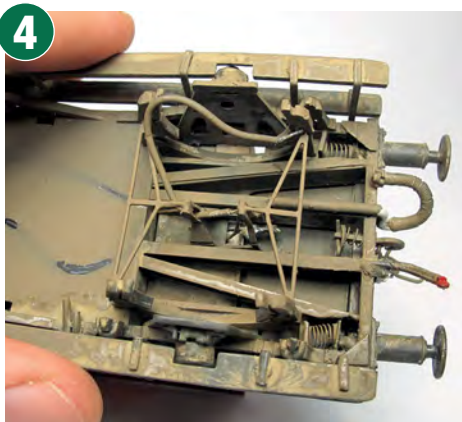
The original battery retention method may appear a little 'Heath Robinson', but it worked and cost virtually nothing to make - only a little styrene sheet and brass contacts. Note the on/off switch on the underframe.



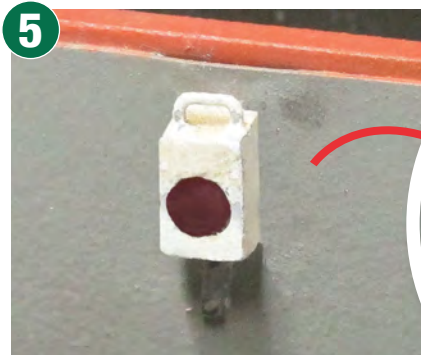
The previous system is surplus to requirements and so needs removing. There is no delicate way of doing this as the casing was assembled with superglue - time to dig out the pliers!



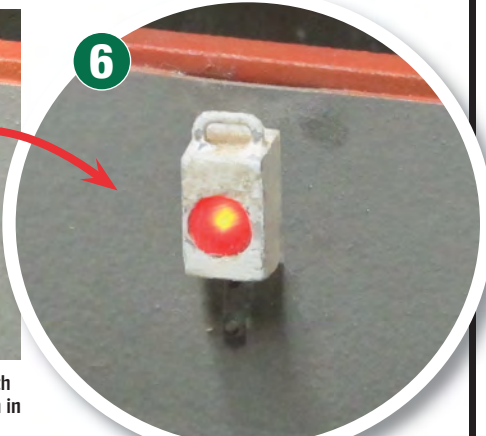
Once attacked and some of the plastic is removed, a familiar green, leaked 'battery goo' is exposed - one typical sign of a battery that is life-expired.



Removing the axle which sits directly underneath the tail light helps gain access to the LED wires and resistor, both of which need to be removed.



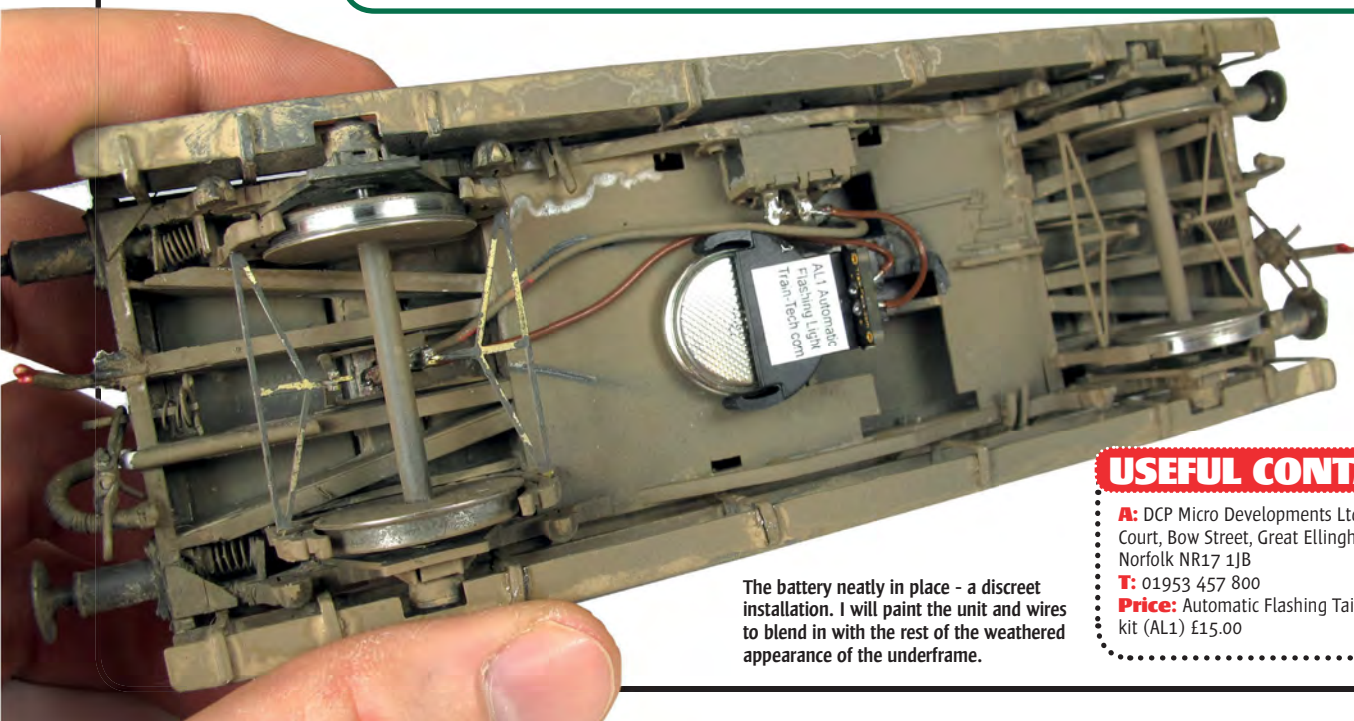
Following installation and wiring up, the Train-Tech unit is switched on and the red LED begins to flash in an entirely prototypical manner. Job done!



THE VERDICT

Installing Train-tech's kit into this brake van was a worst case scenario - the van had already been built and decorated and so avoiding damage meant that extra care and time was needed. The unit fits neatly to the underside of the wagon in place of the original device. I retained the original switch so as to avoid running the battery flat during transport to and from exhibitions. Once the wheels are cleaned and the underside repainted, this wagon can return to the fleet. For OO gauge modellers or kit-bashers in other scales, converting such a van would be far easier and quicker to do.

Train-Tech has produced a system that isn't overly complicated, is very practical to use and most importantly, does what it says on the packet, all for a reasonable price. Highly recommended.



The battery neatly in place - a discreet installation. I will paint the unit and wires to blend in with the rest of the weathered appearance of the underframe.

USEFUL CONTACT

A: DCP Micro Developments Ltd, Bryon Court, Bow Street, Great Ellingham, Norfolk NR17 1JB
T: 01953 457 800
Price: Automatic Flashing Tail Light kit (AL1) £15.00

ALE BY RAIL

In the 19th century, the railways helped to transform brewing from a local to a national industry. **Ben Jones** offers a few ideas for modelling this once-important source of goods traffic.



Probably the best-known beer traffic was that between Burton on Trent and London's Somers Town goods depot via the Midland Main Line. Hughes/Fowler 'Crab' 2-6-0 No. 42855 rolls northwards through Luton Midland in the late-1950s with empties returning to Burton. STEPHEN SUMMERSON/RAIL ARCHIVE STEPHENSON

For more than a century Britain's railways were instrumental in changing the brewing of beer from a local activity into a major national industry. Railways brought in the necessary raw materials and distributed the finished product to every corner of the country – and beyond via Britain's trade routes to its Empire.

The industrialisation of beer brewing coincided with the growth of towns and cities and the development of the British railway network in the mid-19th century. At a time when beer was regarded as safer than water, railways were able to deliver it quickly and safely to goods depots for onward distribution by dray to public houses and inns.

One town in particular, Burton-on-Trent in Staffordshire, became world famous for its beer and by the late-19th century had more than 30 breweries. An extensive network of internal railway systems, with 87 miles of track and 36 level crossings, served the town's many breweries (see page 46). Famous names such as Bass and Marston's, Ind Coope and Marston's were based in the town.

Even in the early-1960s, BR forwarded 1,522 wagons of beer from Burton in an average week. Famous names such as Bass and Marston's continued to deliver their products by rail until 1967, when BR finally lost out to cheaper and more flexible road haulage.

ROLLING STOCK

According to *Brewery Railways* by Ian P Peaty (David & Charles, 1985), breweries had two good reasons for owning their own wagons – firstly, the often elaborately painted wagons provided mobile advertising for the owner's products and, the wagons could be held at sidings as long as required without incurring railway demurrage (delay) charges.

Both open wagons and vans were dedicated to beer traffic circuits, and having delivered loaded barrels to goods depots around the network, they would have been back-loaded with empties returning to be refilled. At larger breweries, wagons were separated after arrival and delivered to

the various parts of the site as required; coal wagons to the boiler house siding, barley to the malthouse, empty barrels to the washing plant and empty open wagons and vans to the warehouse for loading.

Virtually any van could be used to carry beer, but bespoke 'Ale' or 'Beer' branded vans were used by all the 'Big Four' companies (see Phil Parker's LMS beer van on page 26). The GWR employed converted cattle wagons, amongst others, on its ale traffic.

Both ordinary ventilated and shock absorbing vans were commonly used in BR days (see above), along with shock absorbing opens, five-plank opens and the distinctive 13t steel-bodied 'High' of LNER origin.

RAW MATERIALS

Serving the brewing industry was not just a case of transporting the finished product to distant towns and cities. Inward goods included coal for the boiler houses, malt, barley, hops and empty barrels.

In 1887, Bass – at the time the world's largest brewer – used 40,000 tons of coal and 2,000 tons of coke and had a fleet of 110 railway wagons. More commonly, coal supplies were delivered in colliery-owned open wagons prior to Nationalisation in 1948, and later in ex-PO or BR 16t mineral wagons.

Raw materials for brewing – malt or barley and hops – were originally transported in sacks in covered vans, but from the mid-1930s bulk grain hopper wagons were introduced for malt traffic as companies sought greater efficiency. Such traffic was seasonal in nature, but even in the early-1960s, Burton's breweries received around 70,000 tons of barley by rail, mostly from Lincolnshire and East Anglia. Each of the 'Big Four' companies had its own designs, some of which were perpetuated by BR before it introduced its own designs.

Dapol offers a steel-bodied grain hopper of LMS/BR origin in N and OO gauge, whilst Bachmann is working on a new BR 21t grain hopper in OO for release in 2015.

LNER/ER modellers also have the option of the Parkside Dundas kits of LNER wooden-bodied grain wagons, which will provide authentic variety in a BR era train.

The traditional rail-served maltings offers an interesting alternative for modellers with taste for rural layouts. Across the agricultural counties of East Anglia, Lincolnshire and east Yorkshire, most towns and villages had maltings which processed barley from

surrounding farms. Coincidentally, BRM's office in Bourne is housed in one such building.

Until the 1960s these were important generators of traffic for the rural railway, taking in deliveries of coal and shipping out malted barley to breweries.

Other beer-related activities in country areas included the famous hop-pickers specials ferrying 'townies' from London to rural Kent to assist with the annual

hop harvest. This high point of the calendar brought in special trains hauled by elderly steam locomotives and saw hundreds of van loads of hops despatched in the opposite direction. In 1952 the Southern Region ran 56 special trains, carrying 4,500 pickers to Paddock Wood and the surrounding area. Weekends would see upwards of 20,000 more arrive, but by the end of the decade the practice had all but vanished.



Worthington & Co. 0-4-0ST No. 16 sits between duties at the company's Burton brewery. In the background is a BR 20t grain hopper coupled to another hopper of LNER origin. These wagons were used to deliver malted grain from agricultural areas – an essential ingredient in brewing beer. COLOUR-RAIL.COM 112598



With so many train movements in Burton, some form of protection was essential – especially at the many level crossings in the town. A Bass 0-4-0ST passes the unique 'low relief' Midland Railway style 'box at High Street Crossing with the well-known railway manager's saloon in tow. COLOUR-RAIL.COM 112604

Barrels of beer were the most obvious outbound traffic available to the railways, but various by-products of the brewing process also offered valuable revenue. Malted barley for shipment to other breweries, water, ash from burnt coal, spent grain for animal feed in sheeted hopper wagons and yeast for food production, were all sold on by brewers and shipped out by rail.

Less common were dedicated tank wagons for carrying bulk beer used by Whitbread's and Guinness and road-going tank trailers carried on flat wagons, similar to those used by the GWR for milk traffic.

After Nationalisation, many grain wagons dedicated to malt traffic were notable for being owned by or leased to brewers rather than BR. Wagons such as the BRT bulk grain hoppers introduced in the mid-1960s for the brewing and Scottish whisky industry carried colourful branding, which set them apart from the anonymous mass of BR goods vehicles. Trix and later Bachmann produced these wagons in a wide range of liveries in OO gauge, and they can still be obtained second-hand. Peco offers the same type

PROTOTYPE OPERATIONS



Immaculate in red with gleaming brass safety valve bonnet, Bass 0-4-0ST No. 9 shunts a typical cut of wagons under the watchful eye of the shunter and an inspector. Behind the 1901-built tank are an ex-LMS 12t vent van, ex-LNER 13t 'High', a five-plank open, an ex-works shock absorbing open wagon and a BR 12t vent van. By the early-1960s around 50% of wagons used to deliver beer were of the shock absorbing type. COLOUR-RAIL.COM 112593

BUILDINGS & STRUCTURES

By the end of the 19th century, brewery buildings had followed the trend of other industries and grown into large, often sprawling complexes with tall buildings and chimneys towering over the towns around them. Burton's brewery museum layout (see page 46) gives an impression of the extent of this development, but most major towns and cities had at least one major brewery. Clearly, modelling such a large complex is not practical for most modellers, but there is a range of products available for those wanting to re-create a section.

Bachmann Scenecraft's 'Oakhill Brewery' collection of ready-to-plant resin buildings offers a start towards a realistic small brewery. As shown on page 50, Metcalfe Models' brewery kit is a more budget route, but provides opportunity for personalisation and expansion in both OO and N.

Key features for any rail-served brewery include warehouses, loading docks, cooperage sheds and a boiler house with brick-built chimney. Wagon turntables were a common feature too, allowing rail vehicles access where space was at a premium. Although there's no OO gauge item currently, Peco produces wagon turntables in OO9 and SM-32 gauge.

of wagon in N gauge.

In the mid-1960s, BR's last ditch attempt to modernise and retain beer traffic resulted in the 'ale pallet' wagons (see Phil Parker's article on page 26), with new bodies built on redundant 'Plate' wagon underframes. These open wagons were designed to accommodate kegs of beer on pallets that could be loaded and unloaded by fork lift trucks.

Although the concept worked, it couldn't halt the switch of traffic to road haulage, which was complete by the early-1970s.

LOCOMOTIVES

Many breweries had their own industrial locomotives, ranging from a couple of small machines up to the extensive fleets maintained in beautiful condition by the likes of Bass and Ind Coope.

Steam reigned until the 1950s, but diesels did start to appear in the final years of the brewery railways. Suitable ready-to-run models are in short supply, but the DJH 'OO' gauge starter kit of Andrew Barclay 0-4-0ST *Lady Rosemary* is ideal and there are many other kits available for specific prototypes from companies such as Judith Edge Kits, Roxey Mouldings and Agenoria.



In the final few years of the internal brewery systems, diesel locomotives started to replace steam. Bass No. 7 is a Sentinel 4wDM of the type recently released by Hornby in OO gauge. THE NATIONAL BREWERY CENTRE



By the early-1960s around 50% of wagons used to deliver beer were of the shock absorbing type, much in evidence in this 1948 view of 'V2' 2-6-2 No. 60977 joining the former Great Central London Extension at Bulwell Common, near Nottingham, with an evening Burton-York beer train. As well as numerous shock absorbing opens (identified by the white vertical stripes), the train includes 12t vent vans of various origins and flat wagons loaded with road-going tank trailers. T.G. HEPBURN/RAIL ARCHIVE STEPHENSON

From the main line companies, the obvious candidates for hauling fully-fitted and (relatively) smartly-timed beer trains are mixed traffic types such as Hornby's 'Black Five', GWR 'Hall/Grange' and LNER B1 4-6-0s, Bachmann's Gresley V2 2-6-2 and LMS 'Crab' 2-6-0.

For the Burton area and other LMS/LMR routes, Bachmann's Fowler 3F 0-6-0T – better known as a 'Jinty' and MR 3F 0-6-0, Bachmann or Hornby 4F 0-6-0, Bachmann Ivatt 4MT and ex-LNWR 'Super D' 0-8-0 and Hornby Stanier 8F 2-8-0 are all suitable. Burton shed had a small allocation of ex-Lancashire & Yorkshire Railway 'Pug' 0-4-0STs, as produced by Hornby, but kit-building will be required for other LMS shunters such as the Deeley 0-4-0Ts which worked into the breweries.

GWR Sentinel 4wVBT steam locomotives Nos. 12/13 were employed on shunting duties at the Guinness brewery at Park Royal in west London before being sold into industrial use.

Hornby's Sentinel diesels were introduced from the early-1960s and at least one of the Burton brewers bought the type to replace 0-4-0T steam locomotives on its internal railway system (see photo opposite, below).

Like many other industries that have largely turned away from rail transport or disappeared from the urban scene since the 1960s, breweries offer endless potential for the railway modeller. Whether you're looking for a scene to fill an awkward corner, a purpose for your goods train operations or inspiration for a complete layout, the brewing industry is worthy of deeper investigation. **BRM**

WHICH WAGONS DO I NEED?

Goods Inwards

- ▶ Dapol BR Grain hopper (N/00)
- ▶ Parkside Dundas LNER grain hopper kit
- ▶ Bachmann/Dapol/Hornby five-plank private owner coal wagon
- ▶ Bachmann/Dapol/Hornby seven/eight-plank private owner coal wagon
- ▶ Bachmann/Graham Farish BR 16t mineral wagon (N/00)

Goods Out

- ▶ Bachmann/Dapol/Hornby 12t ventilated vans (various types)
- ▶ Graham Farish 12t ventilated vans (various types)
- ▶ Bachmann BR shock absorbing van
- ▶ Bachmann BR shock absorbing open wagon
- ▶ Dapol GWR/BR 'Ale' (ex-cattle) van
- ▶ Bachmann/Dapol/Hornby/Graham Farish five-plank open
- ▶ Bachmann/Graham Farish LNER/BR 13t 'High' open
- ▶ Parkside Dundas BR Ale Pallet wagon (00)
- ▶ Parkside Dundas PSo8 LMS Beer Van kit (0)
- ▶ Dapol/Hornby/Parkside Dundas BR 21t hopper (N/00)



Bass was one of the largest brewers in the world and had an extensive internal railway system in Burton. This view of the locomotive sheds gives some indication of the size of the fleet required, even when rail traffic was declining in the 1960s. COLOUR-RAIL.COM 112603



THE NATIONAL BREWERY CENTRE

Phil Parker and Andy York visit this important industrial heritage site in Burton-on-Trent and discover its importance to the railways – as well as enjoying a free sample!



This classic 1920s Worthington's bottle car has been restored to working condition. Based on a Daimler TL30 van chassis, this was one of a small, four or five vehicle fleet of similar vans built to advertise the products. At the back of the van, there is space to load real crates of beer. Five years ago, one of these vehicles sold at auction for £15,755.

Railway enthusiasts find themselves visiting many interesting places in the name of research, but this particular trip took place thanks to the efforts of an Irish nun named

Modwen who died well over a thousand years ago. St Modwen was taking part in a pilgrimage to Rome when she stopped off on an island in the River Trent. Here, she discovered the properties of the water, not from the river, but in the rocks below. The high sulphur, calcium and magnesium content, combined with low levels of sodium and bicarbonate turned out to be, as one writer put it, 'The one spot in the world where the well-water is so obviously intended by Nature for kindly union with those fruits of the earth, to give beer incomparable.'



Leyland Beaver, KHA 699, is typical example of the dray lorries that largely replaced horse-drawn vehicles. Base Toys produce a 4mm scale model of the lorry which could be converted to a brewery vehicle by adding the typical chain-sided back.

It certainly worked. Brewing started at Burton Abbey in 1295 and at its height, the town was home to 26 breweries. Much of this success is due to the development of the railway system. Burton ales don't travel well but rail transport allowed them to be supplied quickly to pubs around the country.

First opened at the Bass Museum, in 2008 the site closed for a couple of years when it's parent company was taken over by the Coors Group. Fortunately the exhibits were mothballed and in 2010, the doors were



A Scammell mechanical horse. This Romford Brewery Company vehicle isn't an original, but was re-created in the 1970s using the original Scammell drawings and specifications.

opened on the National Brewery Centre.

Housed in old brewing premises on the northern edge of the town, around 15 minutes walk from the station and with car parking, the core of the collection revolves around the Bass group and more and more important historical artefacts are joining the collection. Visitors are taken through both the history and process involved in making beer. There are both railway and road vintage transport including a collection of brewers drays used for deliveries in town. If you are lucky, it's

MUSEUM DETAILS

The Centre is open every day except Christmas Day and Boxing Day.

► From April 1st to September 30th, opening hours are 10.00 am to 6.00 pm. Guided Tours are at 11.00 am and 2.00 pm.

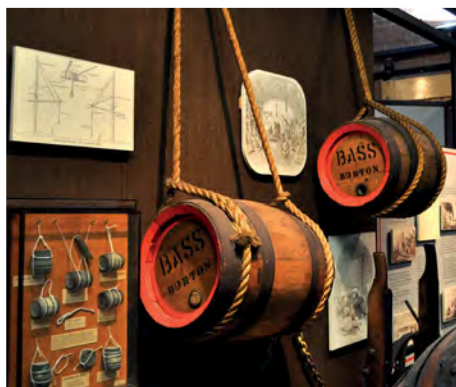
► From October 1st to March 31st, the hours are 10.00am to 4.00pm. Guided Tours are at 11.00am and 1.30pm

Ticket prices

Including a guided tour, free car parking and four beer tasting vouchers per adult, are:

- Adult - £8.95
- Child (3-16) - £4.95
- OAP/Concession - £7.95
- Family (up to five persons. Maximum two adults) - £21.95





Above How do you lift a round barrel with a crane? The trick is to tie the slings around it properly. The examples in the museum show several methods of achieving this; all are easy to model once you know how.

Right A piece of Bass memorabilia on show.

even possible to meet a couple of the horses who pull these on special occasions.

Replica pubs through the years have been set up which might make some readers feel nostalgic or remind them of their mis-spent youth! The variety of pieces displayed is huge, from stationery steam engines used to pump water from the wells, to advertising mirrors and even a selection of historic beer cans.

The museum isn't just a dusty collection of relics – far from it. Two micro-breweries on site are available to refresh the visitor.

Your admission price includes four beer tasting vouchers and there is the 'Brewery Tap' licensed restaurant and bar should further sampling be required.

Now established as Burton's most popular tourist attraction, this is one of those places you can take the whole family and everyone



No.9 was built in 1901 by Neilson, Reid & Co. for Bass and used on the extensive network of lines around the town - see the loco in service on page 44.

will find something of interest. Andy and I were given a whistle-stop tour as, until the end of March, 'Last orders' are called at 3.00 pm (normally 6.00 pm).

BRM

THE RAILWAYS OF BURTON IN MODEL FORM

Undoubtedly the jewel in the crown, as far as railway modellers will be concerned, is an extensive N gauge model showing the centre of Burton on Monday, October 10, 1921.

An L-shaped display 13' long and nearly 11' wide, it took six years to design and build. Installed in 1985, the model has seen several alterations in its lifetime. The most obvious of



An overall view showing just part of the model.



Station Street crossing ran between the Middle and New breweries. Every day, 450 wagons loaded with ale left these premises. In the distance you can see a water tower which contained two tanks, for both hot and cold water. The five acres of space around this were home to 84,000 barrels.

these being the replacement of paved track with a new configuration using conventional Peco sleepered rails. The original model was designed to be operated in the manner of a traditional model railway whereas after re-building, trains can be started using push-buttons mounted on the information panels that surround the display case.

Some of the statistics on the model are staggering. 2,000 buildings, 21,000 windows, 8,500 chimney pots, 480 road vehicles, 460 horses and another hundred other animals.

Scenes on the model are based on photographs showing the town at this time.

Despite the size, there are only three breweries represented out of the 19 that existed in 1921 – Worthington and Co, Bass and Allsopps Lager. Even these require more miniature casks than anyone has dared to count!



It is possible to take a trip around some of the Burton-on-Trent railways using a simulator.



Above A small, hand pulled, wooden cart for beer sales in the street.

Left There were 32 level crossings in the centre of town – so many that trains had to be restricted to 10 wagons so traffic wasn't disrupted too badly. Some of the signs attached to these crossings are displayed in the museum.



Above Monday was wash day in Burton. Many of the houses have clothes hung out on the line drying. Despite the scale of the model, there is an amazing amount of tiny detail to delight the eye.



Right A high level view gives some idea of the maze of railway lines that criss-crossed the town. The red locomotives belong to Bass, the blue one to Worthington breweries.



Worthington experimented with internal combustion as well as steam. The Planet locomotive seen on the layout is still part of the museum collection.



The team responsible for caring for the model, left to right; Joe Stamper, John Rice and Tony Stamper

KEEPING THE RAILWAY RUNNING

Unlike our own models, the museum layout is on show to the public 363 days a year. For much of the time it is unmanned but still expected to operate when a visitor presses a button. Keeping things moving is a constant challenge for the small team of volunteers who look after it.



All the kit built locomotives started life running on Eggerbahn chassis but these wore out and aren't currently in production. On the left you can see one that has been re-motored, a temporary measure to keep things running. Now they prefer to use Fleischmann Piccolo chassis which are better engineered.



You can't crawl around the layout to clean tracks so a Fleischmann track cleaning locomotive does the hard work. A pair of spinning pads underneath the model polish the rail surface.



A METCALFE BREWERY KIT

Metcalfe produces a range of excellent card kits for N and OO. With this month's brewery theme in mind, **Howard Smith** tries one out.

Metcalfe has a reputation of manufacturing good quality card kits that are accessible for newcomers to the hobby at reasonable prices. The brewery kit (ref: PO229) is one of the larger kits and assembles into a series of three buildings with

a surface area covering approximately 225cm². At just £11.50, it provides the perfect excuse to fill that unused corner on a layout with a few sidings. **BRM**

PROTOTYPE INSPIRATION

Of a similar design and style to the Metcalfe kit, the old Hartleys Brewery in Ulverston, Cumbria dates back to 1755. In July 1982 Hartleys (Ulverston) Ltd was acquired by Robinsons of Stockport and brewing ceased on the site in the early 1990s.

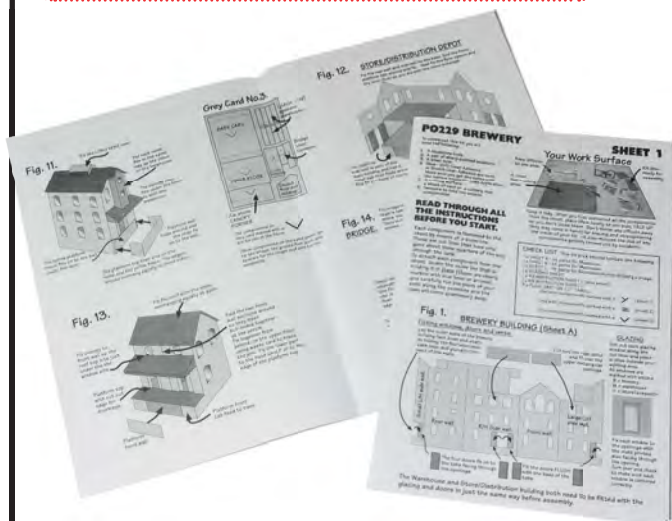


Today the premises are used by Robinsons as a distribution depot, but plans to develop the site as a supermarket have apparently been submitted.

TOOLS FOR THE JOB

- Scissors
- Knife or scalpel
- Multi-purpose glue
- Steel ruler

STEP-BY-STEP GUIDE



Left The Metcalfe kit contains a set of instructions for all three buildings, the construction of which is very similar. Some of the basic and repetitive steps are shortened towards the end as you are expected to grasp how it is done.

Above Now unpacked, each component of the kit can be observed. Three separate sheets – one for each building – are visible, along with a choice of ridge tiles.



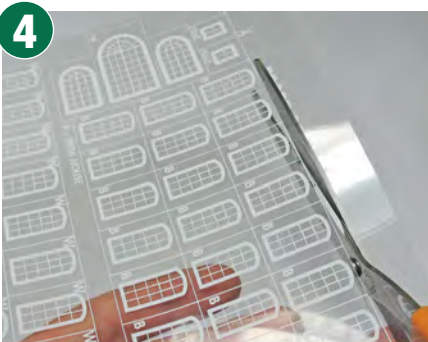
As always with a card kit, all the components need to be separated. So as to avoid bending the sheets of card – creating creases, I try to cut as many as possible with a craft knife (preferably a fresh blade).



For the parts which aren't at risk of being bent, I find that scissors tend to be a faster method of cutting parts. Don't throw any off-cuts or scraps – you never know, they all have their uses!



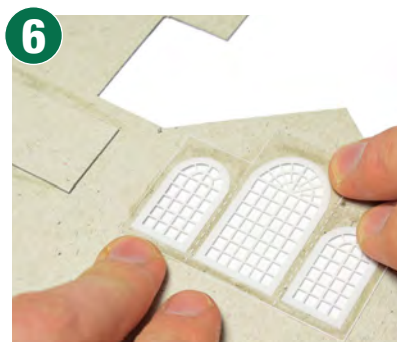
Gluing all components (glazing included) isn't difficult – I suggest using a multipurpose (office style) glue in liquid form that doesn't take all that long to dry.



The transparent sheet included in the kit contains all the window frames. Each window requires cutting (white guides are provided) – a letter on each determines their location.



How many times have we dropped something on the floor that was cut out and lost it? A small container into which all windows are placed saves the hassle of searching later on.



A small amount of glue will spread an awful long way when pressure is applied. We don't want to see any on the visible glazing from the outside – a little patience is required.



Double checking from the outside ensures that the window frames are centred and aligned. Nothing looks worse on a model than un-prototypical 'wonky' windows!



A thick piece of undecorated card is provided and folded to shape – adding both strength and structure. One is included for each of the buildings. Again, the same gluing techniques are applied.



A dry run (no glue involved to see if everything fits) is a good idea to be on the safe side. Once happy that all is OK we can then proceed to the next stage.

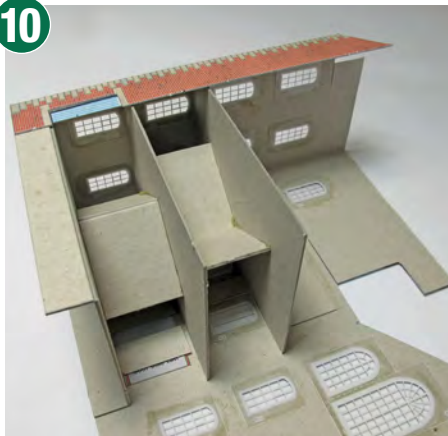
MORE STEPS THIS WAY

PRACTICAL BRM



STEP-BY-STEP GUIDE

10



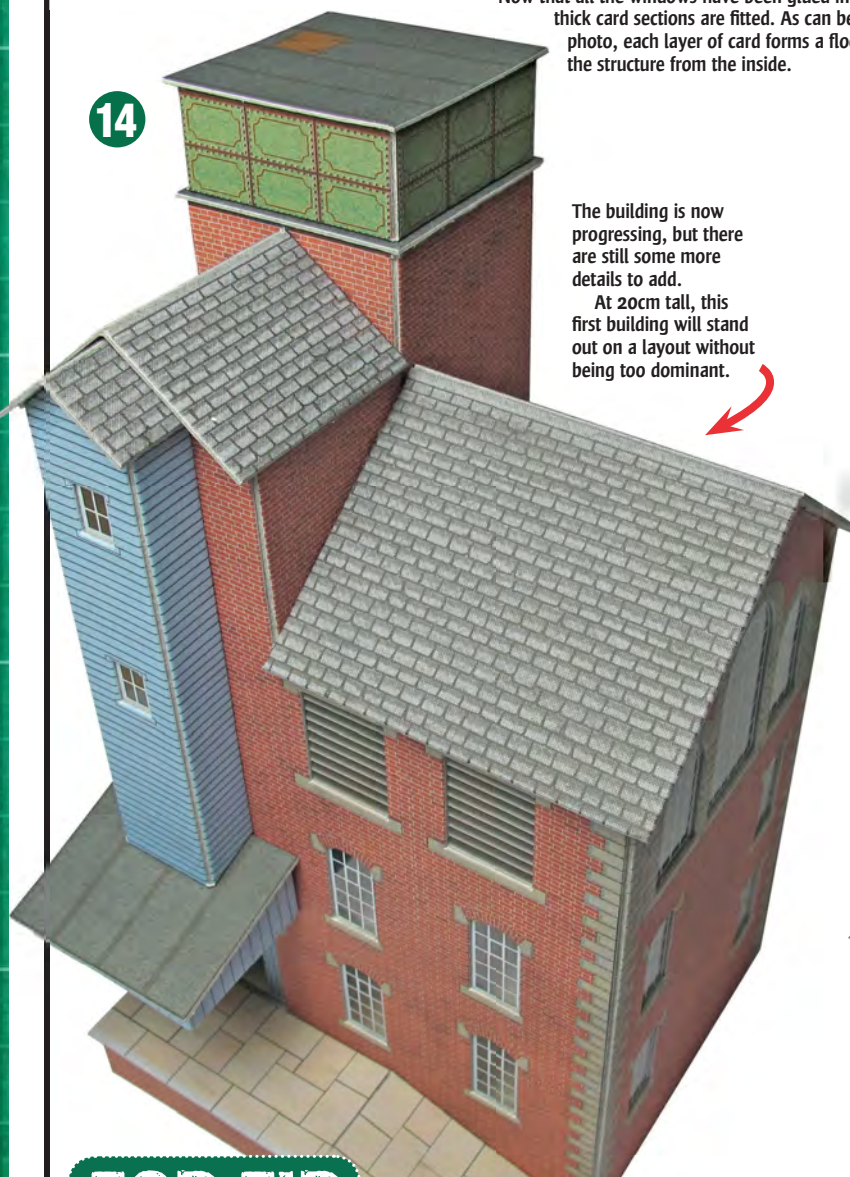
Now that all the windows have been glued into place, the thick card sections are fitted. As can be seen in the photo, each layer of card forms a floor, bracing the structure from the inside.

11



The entire building is folded around the card base and glued into place, one wall at a time. Once dry, the walls are remarkably robust considering the material from which they are made is still merely card!

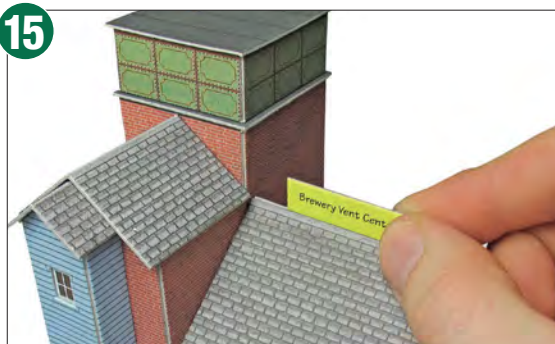
14



The building is now progressing, but there are still some more details to add.

At 20cm tall, this first building will stand out on a layout without being too dominant.

15



Now to the roof vents. Their design is quite clever - in fact so is most of this kit. A yellow piece of card is first used as a vertical guide, the positioning of which is entirely your choice.

OTHER BUILDINGS

The building process described previously is repeated for the other two buildings using the same cut-align-stick technique. This is modelling in its simplest form using the very basics, but is an ideal way to start building something for yourself if you have never done this sort of thing before.



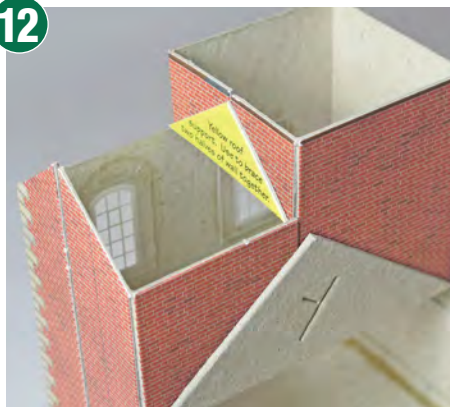
The three completed buildings. Note the small walkway between the brewery (far right) and warehouse (centre) buildings. This can be placed virtually anywhere as long as it doesn't obscure windows. You can change the layout of the buildings to suit a whole variety of applications - the possibilities really are endless and limited only by the imagination.

TOP TIP

Most card kits are designed to use the least amount of card possible, but inevitably small quantities of scrap bits are created. I find that these can always be useful, be it to brace a small part or simply act as a support to prop something up. Avoid throwing things away until the kit is built - you never know what you might need.

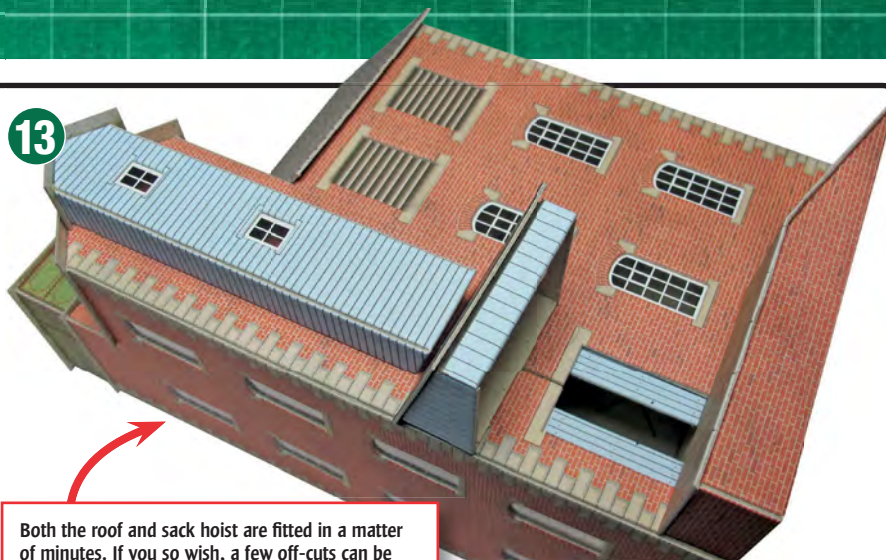


12



The roof of the warehouse building is a separate part of the structure and so has its own components. A support from thick card needs gluing on first - this braces the two sides that were bent around together.

13



Both the roof and sack hoist are fitted in a matter of minutes. If you so wish, a few off-cuts can be stuck behind to ensure that all angles are square. The same applies to the green water tank.

16



On either side of the vertical guide a single piece of spacer card is glued into place. This raises the first of the vents above the roof height rendering them more 3D-like in appearance.

17



Over this spacer another layer of card is glued into place, this time decorated to represent wooden slats. This same process of layering card is repeated a further three times, until the height of the vents is achieved.

18



The finished result of the vents is fairly impressive. The keen-eyed will spot the bargeboards that have been fitted to the ends of the building.

KIT SUMMARY

If the model had to be marked for its ease of construction and its looks once complete then I would have to award it full marks. As for its price, £11.50 for a trio of sizeable buildings in 2014 isn't bad. Let's face it, you aren't really going to need more than one of these kits on a layout.

This kit was simple to assemble - I would recommend it to anybody.

WHERE TO BUY

A Metcalfe Models, Bell Busk, Skipton, North Yorkshire BD23 4DU
T 01729 830072

E info@metcalfemodels.com
W www.metcalfemodels.com



FACT FILE

- **LAYOUT NAME** Juniper Hill
- **SCALE/GAUGE** 1:76 scale, 16.5mm OO gauge
- **SIZE** 3' X 8"
- **ERA** 1960s
- **CONTROL** 12V DC
- **LAYOUT TYPE** Portable micro-layout
- **PHOTOGRAPHY** Andy York



JUNIPER HILL



With bucolic branch lines holding more appeal for **Mark Branson** than busy main lines, he looked to an industry that once dotted his local Northamptonshire landscape.



In the distance a shrill bark of a steam locomotive can be heard approaching. Tall grass covering the tracks is bleached by the summer sun and industrial artefacts are strewn around. The noise of the approaching train gets louder and soon an elderly looking Manning Wardle comes into view hauling three tippler wagons bound for the exchange sidings. Loaded with iron ore they can be dispatched as far as South Wales but these are to be delivered locally to Stewarts & Lloyds works in Corby.

The Manning Wardle leaks steam as she passes, the crew waves and the track creaks under the weight of the locomotive and the loaded wagons. Soon, peace in this corner of Northamptonshire is restored and all that can be heard is a skylark in the afternoon air.

Quarrying of ironstone played an important role in the history of Northamptonshire. This led to the development of iron and steel works, most famously the development of Corby's Stewarts & Lloyds steelworks in the 1930s and an influx of Scottish steelworkers.

Gradually the ironstone to be found locally reduced in quality or became uneconomic to quarry and sadly the closure of the Corby steel works in the late '70s left a huge void from which it would take years to recover.

Corby had an extensive railway system serving both the works and the quarries in the surrounding countryside. Even today, walking through Northamptonshire, it is not too long before you come across the remains of an old quarry and trackbeds.

Like many, I have had an interest in railways and model trains for as long as I can remember. However, I'd never actually completed a model railway due to the usual problems of time and money, far too grandiose schemes resulting in loss of interest and other worldly distractions. I've never

been interested in building a layout with express passenger trains hurtling past. Small branch lines with a locomotive and a few wagons have always appealed to me more.

Whilst reading some books on the Northamptonshire ironstone lines, I stumbled upon the idea of building a small representation of one of these lines using the essence of several of the systems. Although the quarries would be difficult to represent in a small space the lines from the quarries to exchange sidings were, more often than not, very picturesque and offered something different to model.

In early 2013 I'd started building Juniper Hill when a friend asked me if I'd like to exhibit at a local model railway exhibition in Rushden. Tight deadlines tend to focus the mind clearly on the project in hand!

BASICS

Juniper Hill breaks a few golden rules for baseboard construction, being a 3' x 8" ready-made shelf like the ones found in DIY stores. Onto this cork sheet was glued on to make a smooth trackbed. I made a 2' x 1' PTFE sub-frame to add rigidity to shelf.

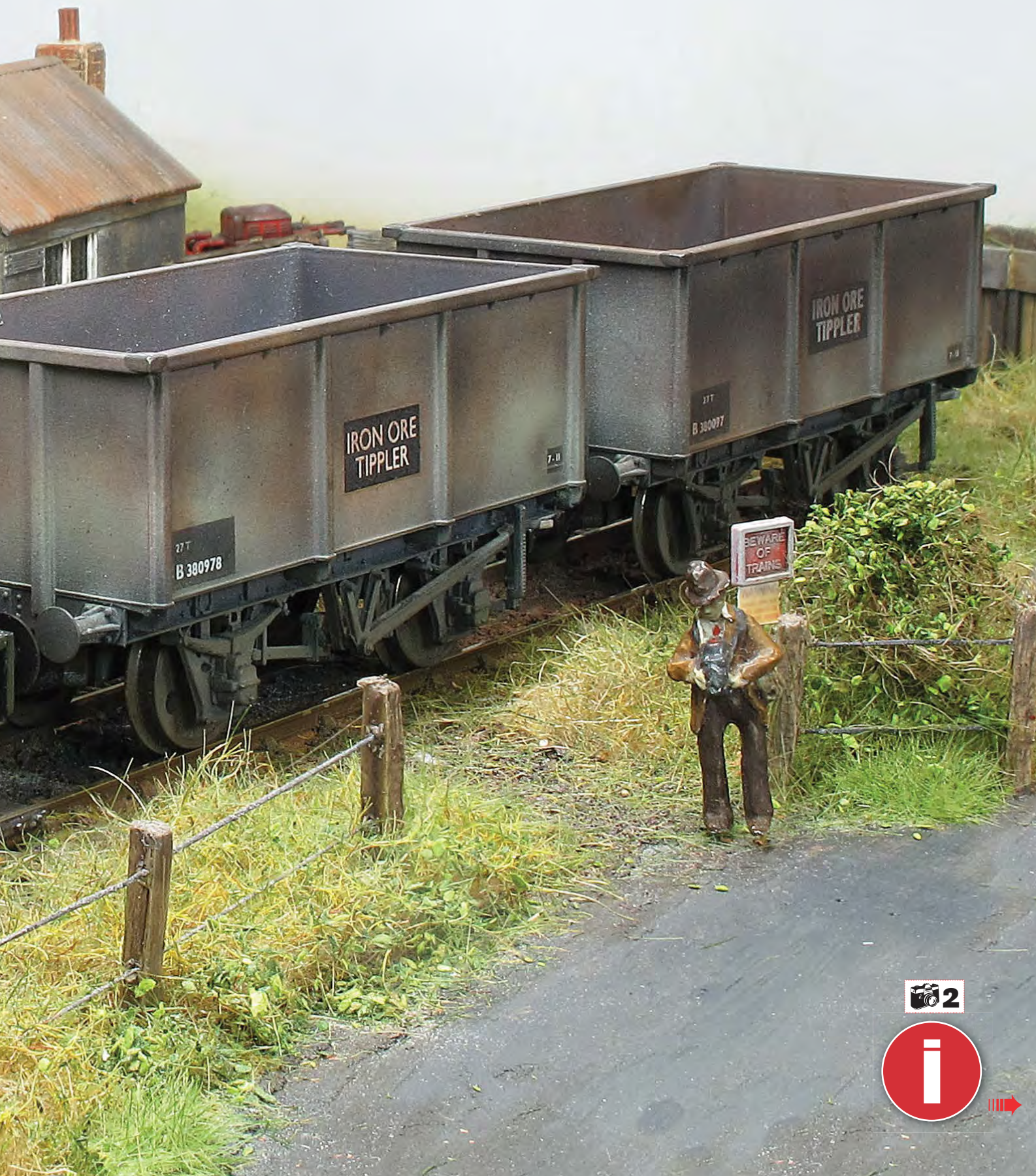
Over the years I collected various bits and pieces and decided that using what I had to hand would be the order of the day. Trackwork is SMP Code 75 with Peco Code 75 'Electrofrog' small radius points. Point operation is through the simple 'wire in tube' method with a rod attached to the point and operated by hand. Wiring is not my forte and so was kept as simple as possible with simple feeds and two isolating sections.

The track was inlaid with DAS modelling clay to give that nice in-filled look associated with industrial lines. Once it was dry, oven dried garden earth was used as ballast. Rails and sleepers were airbrushed with Tamiya acrylics and rail chairs/sleepers had further details picked out with paint.



To get enjoyment out of a model railway it doesn't have to be big or cost a lot of money, especially if you utilise bits you have to hand







This has achieved a really pleasing effect.

The buffer stops are the trusty Peco rail-built types detailed and painted with acrylic paints. Many photographs of ironstone quarry lines show overgrown trackwork and this was achieved through using masking and various sizes and mixtures of Auhagen static grass applied through a cheap static grass tool.

Grass effects around the layout were achieved using teased out hanging basket liner glued down with white PVA and then pulled up when dry. Additional effects were once again achieved with static grass fixed in place with cheap hairspray. Bushes were also made from hanging basket liner airbrushed grey/brown and finished with a mixture of Noch leaves to achieve a nice foliage effect.

ROLLING STOCK

Motive power and rolling stock were something I already had to hand. One of Hornby's Hunslet

'Austerity' 0-6-0STs was super-detailed using the excellent RT Models parts and the superb little *Model Rail Sentinel* 4wVBT received a repaint and custom-made nameplates supplied by the brilliant Narrow Planet.

Both locomotives are named after villages close to where I live and which had ironstone quarrying connections.

I followed Phil Parker's advice for using a Hornby Lancashire & Yorkshire Pug as a basis for scratchbuilding a Manning Wardle H Class which I was really impressed with. Using plastic sheet and parts from RT Models once more, I was able to construct the classic little industrial 0-4-0ST you see in this article.

Wagons are a mixture of Bachmann iron ore tipplers and hopper wagons and kits from Parkside Dundas and Dapol. All are painted and weathered using an airbrush, dry-brushing and washes to create that unique combination of dirt, rust and

ironstone dust. As a returnee to railway modelling from aircraft modelling I really enjoy the kit-building and weathering side of the hobby and hopefully this shows through.

One of the main things I've learnt from building Juniper Hill is that to get enjoyment out of a model

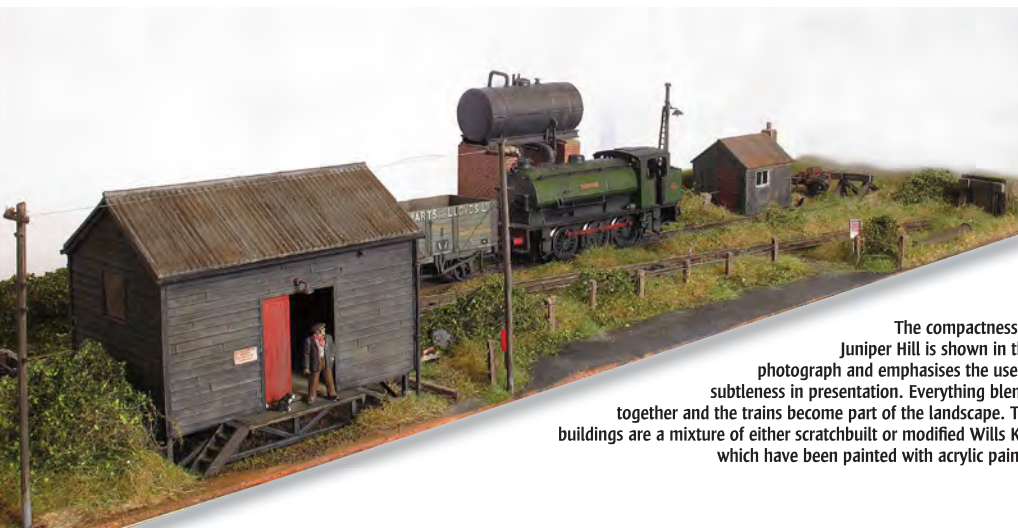
KEY DETAILS



PRESENTATION

Because Juniper Hill started life as a plank for photography, little thought was given to presentation. When I agreed to exhibit it I thought I'd better pay more attention at the presentation side of things.

Daler mounting board was used to make a fascia held in place with Blu-Tac. Illumination for the layout was sourced from an old fish tank light I had to hand. A layout name board and information sheet was printed out and attached the front of the fascia to help answer questions at shows. Finally, an old ironing board was commandeered to support the 'plank' and disguised with an old bedspread used as a drape.



The compactness of Juniper Hill is shown in this photograph and emphasises the use of subtlety in presentation. Everything blends together and the trains become part of the landscape. The buildings are a mixture of either scratchbuilt or modified Wills Kits which have been painted with acrylic paints.

KEY DETAILS

INDUSTRIAL RAILWAY BUILDINGS

Two of the excellent Wills range of plastic kits provide the hut and the rail-served stores building. Both have been detailed and painted using a mixture of acrylic paints.

The typical industrial railway water tank was scratchbuilt using a Bachmann tank wagon body mated to plinths made from Wills brick sheeting. The small hut near the back of the layout is also scratch built and helps to draw viewers' attention away from the hole in the sky from which trains appear.

Fencing is home-made from matchsticks and some fine elastic I found. The same elastic is used on the Ratio telegraph poles which have been detailed.

Figures and detailing come either Monty's/Dart Casting or Dapol. Oxford Diecast provided a number of road vehicles, all of which are detailed, weathered and toned down. The Fowler traction engine is a particular favourite.

railway it doesn't have to be big or cost a lot of money, especially if you utilise bits you have to hand. Products from other hobbies or household items not necessarily aimed at modelling can save you money as well.

In doing so I've built my first layout and had the opportunity to exhibit it at a few local exhibitions. I've met some really interesting people who worked in the quarries or at Corby steelworks and it has been great to hear the stories.

I'd encourage anyone to have a go at building a small layout, especially if you've come up against a modelling brick wall. Look at local railways too as site visits are on your doorstep and resources are easy to find.

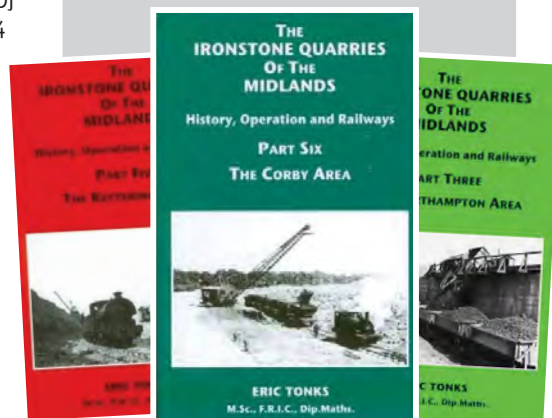
With the *Model Rail* and Hornby Sentinels and DJ Models' soon to be released Hunslet 'Austerity'/J94 there's never been a better time to build a small industrial layout.

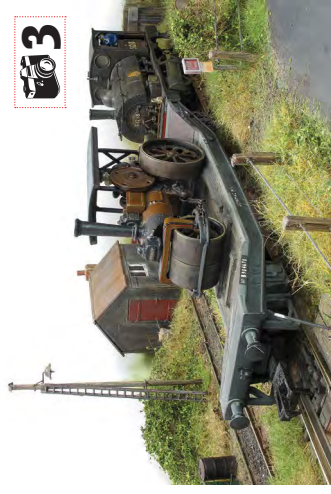
Internet modelling forums such as *RMweb* can certainly provide valuable support and I'd like to thank Pete and Alex from this forum for all their assistance. Looking ahead, I have a couple of proposals for my next layout; one being a post-war GWR layout set on the Teign Valley line in Devon. The other moves across to Austria and looks at modern operation on the narrow gauge Zillertalbahn.

Finally, I would like to thank my good friends Tony and Brian who have helped in many ways from helping to exhibit Juniper Hill to providing

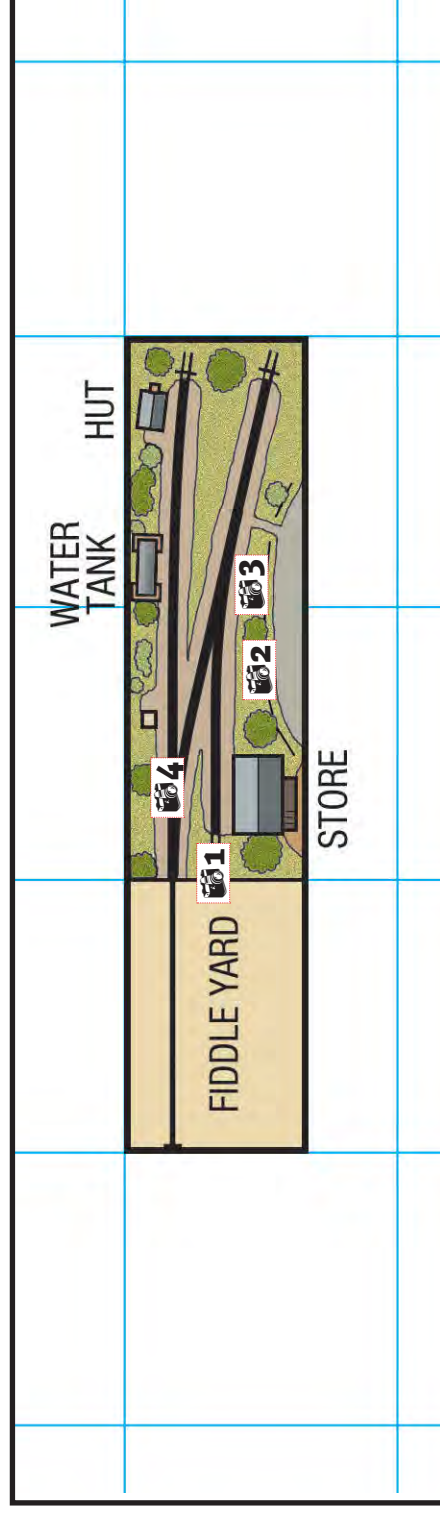
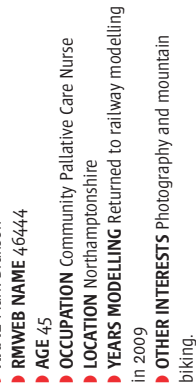
INTERESTED IN IRONSTONE RAILWAYS?

If Juniper Hill has given you a taste for industrial railways based around ironstone quarries, check out *The Ironstone Quarries of the Midlands* series of books by Eric S Tonks (Book Law Publications). The nine volumes cover the history, operation and machinery used by systems across Oxfordshire, Northamptonshire, Leicestershire, Rutland and Lincolnshire and are an indispensable reference work – **see www.booklaw.co.uk for more information.**





NAME Mark Branson



Samuel Wilson

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A 'PIZZA' LAYOUT

PART 2 Last month *Phil Parker* left his Pizza Layout 'Barnstorf' looking like a snow scene thanks to the raw plaster ground cover. This time he adds some colour and texture to the scenery before adding more detail to the scene.

Like micro layouts to look appealing – this isn't a serious model glum-faced rivet counters – it's a bit of fun. That means scene should be interesting but attractive. The sort of thing you could show to a non-enthusiast and have them appreciate it for purely aesthetic reasons. With that in mind, I've filled the spaces with grass, trees and undergrowth.

Of course, on a tiny model like this, it's easy to appreciate the details too and so the engine shed is surrounded by interesting items. Rather than simply upend my spares box on the board, the 'junk' is made up of proper railway items. In this case a German plastic kit for a static temporary railway has supplied portable track panels and even a little locomotive, all of which are perfectly plausible for a military environment.

Building and moving track was part of the training undertaken by soldiers for many years. Some sites used to set up tracks across firing ranges so they could practice repairing blown up sections once the guns had fallen quiet.

Sticking with the military theme, it's tempting to raid the Airfix stand for kits and fill the model with tanks. Talking to friends who have built wartime models, they tell me that armoured vehicles are usually outnumbered by mundane support vehicles, especially lorries. It's a whole new area of research for me and just as involved as railway modelling.

To add to the fun, I've turned the layout into an attraction that visitors to shows can operate. This sort of feature really appeals to people, especially the younger (or young at heart) ones.

As I said in Part 1 (April issue) – everything on Barnstorf could be carried out in the same way on a larger layout. It's a lot quicker to build small though, so if you are contemplating building a large layout but are a bit daunted by the prospect, why not build a micro model? **BRM**

I've turned the layout into an attraction that visitors to shows can operate. This sort of feature really appeals to people, especially the younger (or young at heart) ones.



1:72 VS 1:76 SCALE

Military models are traditionally produced at 1:72 scale whereas 4mm scale models work out at 1:76. In theory this means that the military items will be a little too large for our purposes.

As the photo shows, this isn't always the case. On the left is a Monty's Models locomotive fireman figure. On the right a guard from the Airfix Nato Ground Crew set. Both are about the same size. Presumably, Airfix used a short person as their prototype.



WE USED

► Auhagen

www.auhagen-shop.de
Feldbahnset Attrappe - £36.00

► Hornby

Skale Scenics - www.hornby.com
R8918 - Birch Trees (3 trees) - £12.90
R8912 - Deciduous (2 trees) - £12.35



STEP-BY-STEP GUIDE
COMPLETING THE BASE ►

PRACTICAL BRM



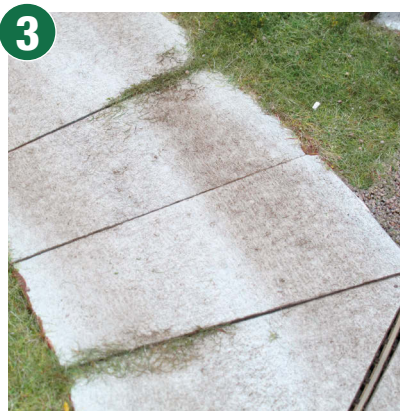
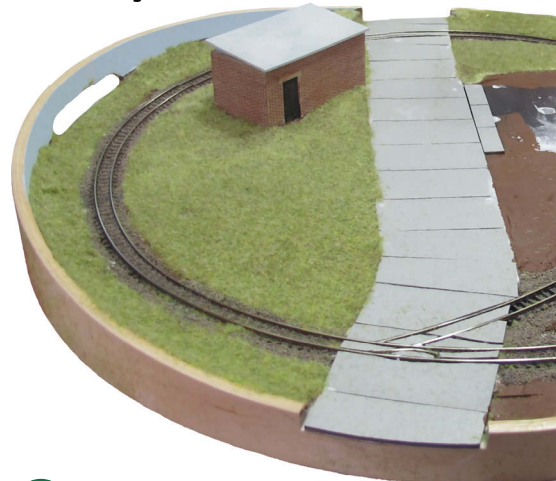
STEP-BY-STEP GUIDE

THE BASE

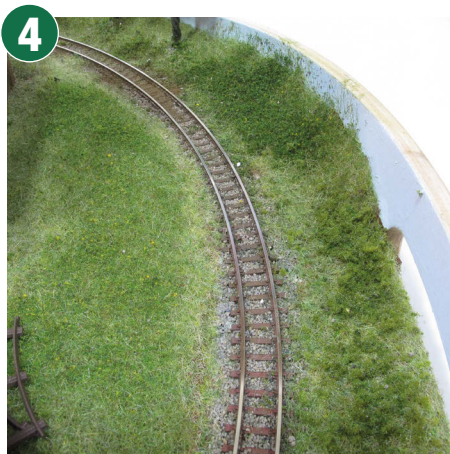


First, the filler is given a couple of coats of mud-coloured household emulsion. The concrete road was masked off with tape to keep it clean. Cardboard soaks up the paint and splashes can't be cleaned away.

2 PVA glue is painted on the mud and then sprinkled with electrostatic grass. I worked on areas about 8" square at a time so the glue wasn't too dry before being grassed. Although most of the work was carried out with a Greenscene Flock-it tool, a puffer bottle was handy to blast fibres around the buildings and into corners.



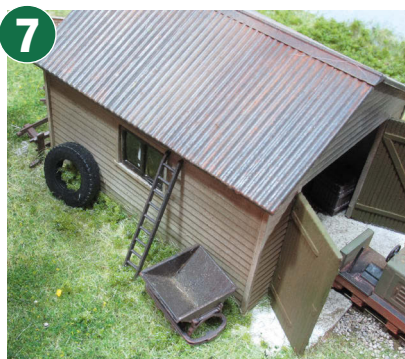
In between the sections of concrete road, some PVA carefully placed using the tip of a screwdriver, grabs the grass to give the road the look of a track in need of maintenance. The effect is enhanced by brushing dark brown Humbrol weathering powder along the lines where vehicles would travel.



Spraying hair lacquer over the grass and then sprinkling scatter materials, Woodland Scenics blended turf and Hornby coarse burnt grass, builds up some depth to the undergrowth.



Trees are Hornby Skale Scenics ready made items from its Professional Trees range. On 'Barnstorf' I've used Birch and 'Deciduous' examples. At under 75mm tall, they are about the same height as the tallest building.



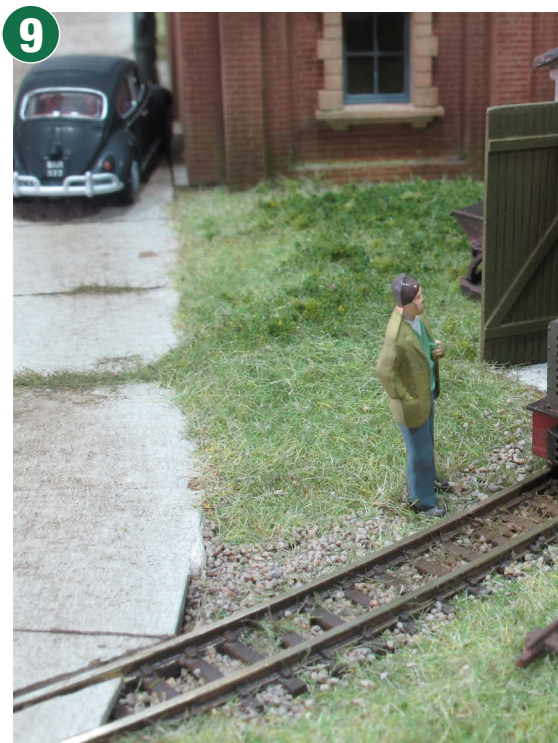
While the skip wagons might be a little out of place on a military line, one tucked alongside the engine shed along with some other junk looks nice.



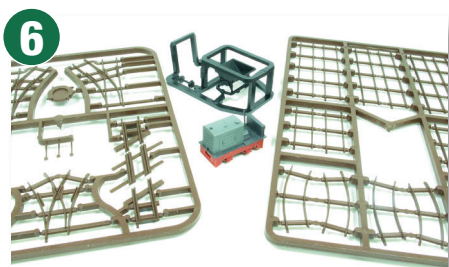
The same goes for the spare track sections. Field railways are designed to be temporary; quickly laid and taken up as required, not unlike a model railway.



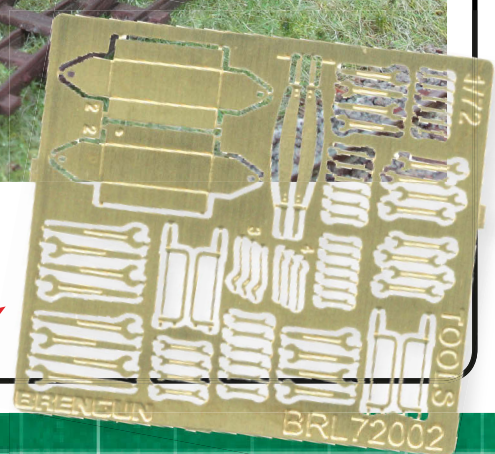
To encourage people to peer inside the shed, some simple details were made up, mostly from a Knightwing sacks and boxes set. The oxy-acetylene set is a whitmetal item from Langley.



11 If you really want to go to town, the military modelling world has plenty on offer. This set of etched tools and boxes from Czech firm Brengun is 30mm by 27mm so you'll need excellent eyesight to use it. The results should look good on the layout although they would be lost on a large model.



The Auhagen *Feldbahn* set is a series of plastic mouldings comprising an extensive selection of track, three skip wagons and a locomotive. All are the same scale and gauge as the OnTracks set and complement it well.



DETAILING THE LOCOMOTIVE

1 All the parts are moulded in self-coloured plastic which looks toy-like and doesn't do justice to the fine engineering inside the model.



2 Undoing a screw underneath the front lets the chassis drop out, leaving a single-part body ready for repainting. I replaced the handles on the bonnet sides with 0.45mm brass wire fitted in to holes drilled in the plastic once the moulded handles had been pared away with a knife.

The Feldbahnlok Ns2f was built by the Karl Marx Works in 1952 and became one of the most numerous types of narrow gauge engines produced in East Germany with over 500 examples. As such, it's not an ideal prototype for a British army base in the West but OnTracks' version looks great and, judging from photographs, is pretty accurate.

The model is only 36mm long and incorporates a magnet underneath to improve adhesion. Top speed of the prototype was just under 9mph and the model happily trundles

along at a fast walking pace. Unlike many narrow gauge RTR locomotives in the past, this one doesn't think it's a racing car. Be warned, it's designed for 3V DC so you can't connect it to a standard model railway controller, although a DCC module is available.

3 The green upperworks were painted with Humbrol 159 and the chassis with matt black. I left the wasp stripes alone but sprayed the model with matt varnish to take away the sheen from their printing. Glazing is courtesy of Krystal Klear and the driver is an old figure chopped away at the waist.



VEHICLES & WIRING THE LAYOUT

PRACTICAL BRM



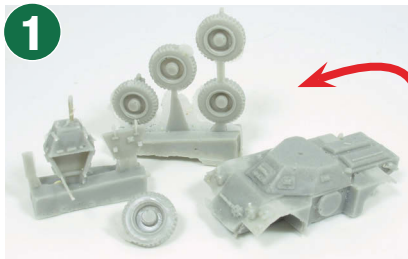
VEHICLES

If you model a military base, some sort of armoured vehicles are essential elements of the display. There's plenty of choice but it's important to do a little research first to find something appropriate. If you think railway modellers are picky about these details, we are nothing compared to military enthusiasts!

With a Cold War theme in mind, we could have used a Centurion or Chieftain tank but both of these are large machines, too big for a such a small scene. Their scope of operation would be limited too – you could drive a tank over the railway lines

Left Gramodels produce models for military enthusiasts but attend many model railway exhibitions too. The Ferret is made up of resin castings that are cleaned up with abrasive sticks and then assembled using 2-part epoxy glue. I found this worked better than superglue as the slower drying time allows for adjustment when bringing the parts together.

2 Once the glue had dried, the bottom of the tyres were flattened on a sanding block. This both replicates the way a heavy vehicle bulges the bottom of the tyres and makes sure the model will sit with all wheels on the ground, even if the assembly is less than perfect.



A coat of Humbrol 159 (matt khaki) followed by some hand-painted markings based on photographs finishes the model. Weathering is a wash of dark rust colour and a dust of powders. You can see some pin holes in the casting that should have been filled before painting, although they aren't very noticeable in real life.

WE USED

Gramodels
www.gramodels.co.uk
MB2 - Ferret MkII - £ 9.50

If you think railway modellers are picky about these details, they are nothing compared to military enthusiasts!



WIRING THE LAYOUT

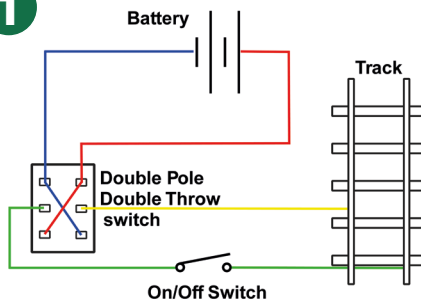
This isn't exactly an exciting layout to operate, more a moving diorama. I don't want to leave the locomotive trundling around all day and wear it out so I've fitted a big push button so the public can start it up for a few minutes.

Running on 3v, you can't just connect a normal controller to the tracks. Supplied with the set is a simple box containing a pair of AA batteries and a switch with three positions – forward, off and backwards. Rather than dismantle this to fit it to the layout, I built my own version into the square store building.

WE USED

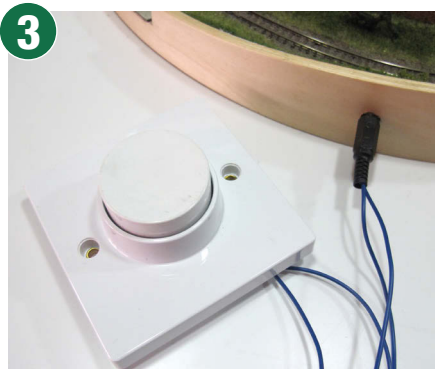
- ▶ Screwfix - Pneumatic Time Delay Switch - £18.99
- ▶ Maplin - Sub-Miniature Toggle Switch FH05F - £2.79
- ▶ Maplin - 2 AA Battery Box YR60Q - £1.39

1



Here is the circuit for the control. Basically, a battery is connected through a reversing switch to the track. An extra on/off switch lets the public operate the train.

3

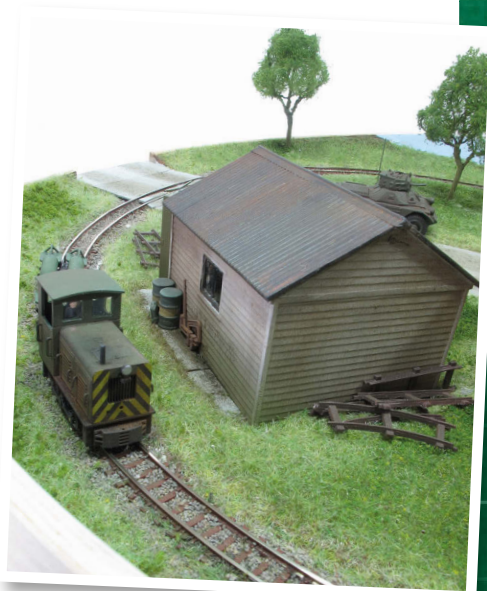


This is a pneumatic timing button designed for electric lights. Press it and the button gradually rises until it switches off again. The time this takes can be altered using a screw underneath from 5sec to 5min minutes.

2



Inside the building you can see the batteries in a plastic holder and the toggle switch glued to the inside wall. It's important to use one with a centre off – not all have this facility.



MODEL RAILWAYS LIVE



MISSED PART 1?

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FINISHED LAYOUT





TRACK FOR THE OO MODELLER

Building your first layout? **Richard Wilson** explains some of the important factors you'll need to consider.

The track system you choose will determine the complexity of the layout you intend to model...



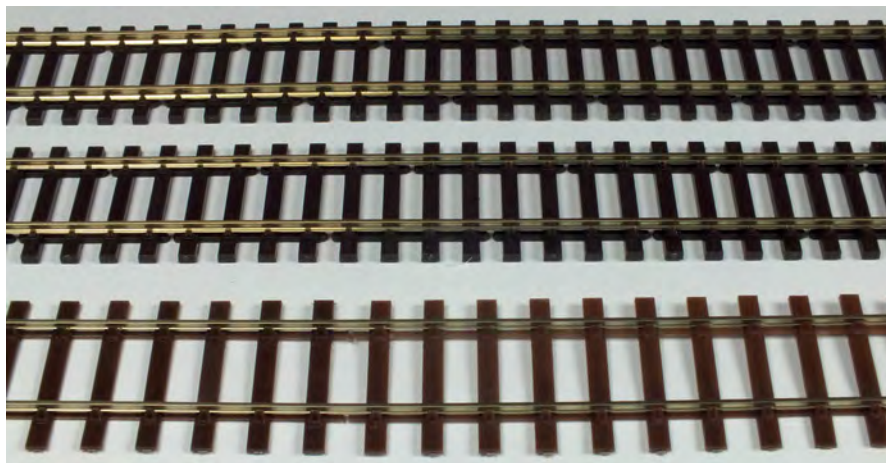
Newcastle Central, looking west from the Castle Keep over the celebrated diamond crossings of the main lines to the north with those to the east and south over the High Level Bridge, controlled by No. 1 Box. This is a major junction, further complicated by including third-rail electrified lines, on the ex-North Eastern section of the East Coast Main Line to Edinburgh. The 'North Briton' (9.30am York - Edinburgh) is leaving Platform 10 behind A1 'Pacific' No. 60150 *Willbrook*, indicating that it had arrived over the High Level Bridge and reversed here. Such a layout would be a major exercise - and require a considerable investment - in hand-built OO gauge track, but there are many options for the prospective layout builder to consider, varying widely in price and difficulty. *Ben Brooksbank*

PECO

Love it or hate it, Peco has been producing track since the 1950s and is by far the largest UK manufacturer, exporting track around the world. Keeping up to date with current trends, Peco produces a range of finer Code 75 track and pointwork alongside its stalwart Code 100 Setrack and Streamline ranges. Whether you require sectional pieces of track or flexible, wooden, concrete or even steel sleepers flexible track, points in various radii, both live and dead frog, Peco covers them all.

As with the real thing, an essential part of your model railway is the track - you need to make a decision, depending on the complexity of your plan, about which track system to use. There are a large number of products on the market from a range of manufacturers - initially we'll concentrate on the most widely available.

A QUESTION OF SCALE



Three popular flexible track lengths compared. At the top is Peco Code 100, for a number of years the most popular track system and still commonly purchased by modellers using older rolling stock. The middle track is Peco Code 75, most recent models run perfectly on its finer rails and it does look much more to scale. At the bottom is SMP/Marcway Code 75 – as you can see, the sleeper size and spacing is considerably better for British OO gauge – the track, when properly laid, has often been mistaken for 18mm EM gauge!

Always a bone of contention amongst finescale modellers, most track available in the UK, including Peco which is made in England, is to 3.5mm:1ft or HO scale. This means that the gauge is not only too narrow for UK railways but the sleepers are also too closely spaced. Most modellers are happy to overlook this and use the track without alteration, though some cut the webbing under the sleepers and move the sleepers themselves to a more prototypical

distance apart. This process is often carried out with Peco points to blend them in with 'scale' track, for those not wishing to build points.

More prototypical track is produced by C&L and Marcway (under the SMP brand) and Marcway are also able to supply points ready made in a range of sizes and radii, but otherwise, if you wish to keep costs down, you will need to construct points from kits – also available from the above manufacturers.

TRACK CODE

There are two principal codes (or heights) of track in 4mm scale.

The most common, used by most of the manufacturers, is Code 100, which means the height is 100/1000" or 1/10' or 0.1". This has served the modeller well for many years, but the more recent introduction of finer wheel standards where there is considerably less flange has resulted in the creation of Code 75 or 0.075" track. This has a much finer and more realistic appearance than its predecessor, but cannot be used by older rolling stock with coarse wheels, as they tend to run with the flanges catching on the rail chairs.



Like all track systems the quality of the rail joiners is all important. Unlike sectional track, which has rail joiners permanently fixed, Peco and other track systems rely on separate joiners. Try not to overuse them or they become loose and never rely entirely on joiners to maintain electrical current.



Comparison between Peco Code 75 with flat-bottomed rail and SMP code 75 bullhead rail flexible track. As can be seen, the SMP sleepers are finer, wider and more widely spaced as appropriate for 4mm:1ft scale, whereas the Peco track has been designed for use with HO scale models – its main worldwide customer base.

SECTIONAL OR FLEXIBLE TRACK?



Sectional track

All train sets are supplied with basic sectional trackwork, whether it be a simple circle or a more complex oval arrangement with sidings. This can be extended with additional track to make something more complex and interesting – to provide more 'play value'. Hornby excels at this, and can supply various add-on track packs to build up a train set into a larger layout. These can be used alongside a 'trackmat' which is often supplied with Hornby sets as a template for what can be built.

Whilst simple to use, thanks to the fixed radii and set lengths of track, making a complex layout possible without any geometric knowledge, using this track can become quite expensive. Your planned layout may not be possible using a fixed form of trackwork – there may be obstructions or the baseboards may have to be of an unusual size to fit the shape of the room available.

Therefore, if you're willing to move outside of a set geometry, flexible track will tend to be a much cheaper option and as its name suggests, much more flexible.



Flexible track

Usually sold in yard lengths, flexible track is very adaptable. It can be cut to whatever length required with either a hacksaw or Xuron Track Cutters and can also be curved to any desired radius (within reason!). Curving the track can be assisted by using 'Tracksetta' templates which can be firmly fixed into the centre of the track and assist with creating various set radius curves. Don't forget, however to provide some from of transition from straight to curved track, otherwise you may have running problems. When more than one length of track is required for a curve, depending on radius, it will probably be worthwhile to stagger track joints to prevent kinks. Don't forget to 'dress' the ends of cut rails with a small file and remove rail chairs which may prevent the fixing of fishplates. Some knowledge of geometry is required when creating the curves – a pencil on a piece of string really helps when drawing out radii as a guideline for positioning the track.

TURN OVER FOR MORE ➡

PRACTICAL BRM

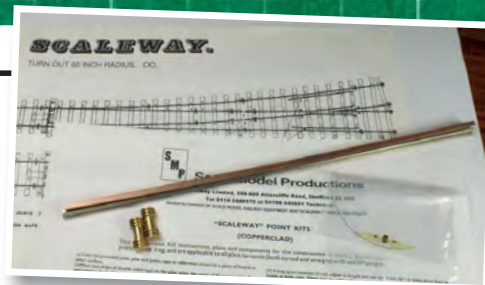


POINT KITS



Plastic based

These feature a plastic track base through which the rail is threaded. The frog and closure rails will need to be filed-up from plain track. The limiting

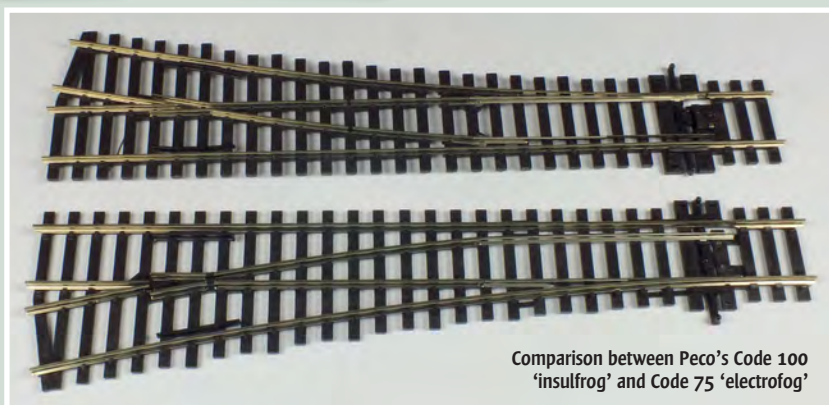


feature with these kits is the track base – only a couple of different lengths/radii are offered – this one is 3' radius (to 4mm:1ft scale)

Copper-clad based

These kits use strips of copper-clad printed circuit board as sleepers, but otherwise the rail filing is the same. As the base can be any length there's no limit as to what type of turnout can be constructed – as long as a suitable plan can be obtained. This kit is for a 60" radius point.

LIVE OR DEAD FROG POINTS?



Comparison between Peco's Code 100 'insulfrog' and Code 75 'electrofrog'

Dead frog (Insulfrog)

These are the points most commonly supplied in train sets and are the simplest to use. The 'frog' or crossing part of the point where the tracks diverge is made of plastic, which entirely prevents the two sides of the rail coming into contact with each other, which can sometimes happen with metal wheels. It also means that when the point is changed ie: one or the other of the diverging tracks is switched out, this track is then isolated from the other, meaning that sidings and loops can be easily isolated electrically from the rest of the layout.

The principal problem with plastic frog points is electrical continuity – a locomotive running slowly across them with either a short

wheelbase or insufficient pick-ups will stall on that section when it loses power, which is unrealistic and will require the 'great hand from the sky' to get moving again.

Live frog (Electrofrog)

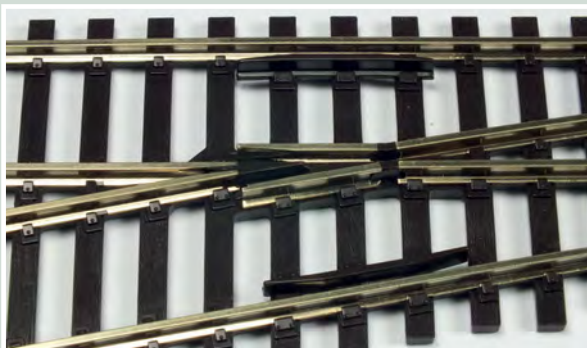
As the title suggest, the crossing part of these points is metal, and therefore electrically live. This means that the point not only needs the frog wired so it alters polarity when the points are changed but also the ends of the rails may require isolating – whether with a gap or insulated rail joiners. It's fairly common practice to use the point motor's additional switch (if fitted) to change polarity.



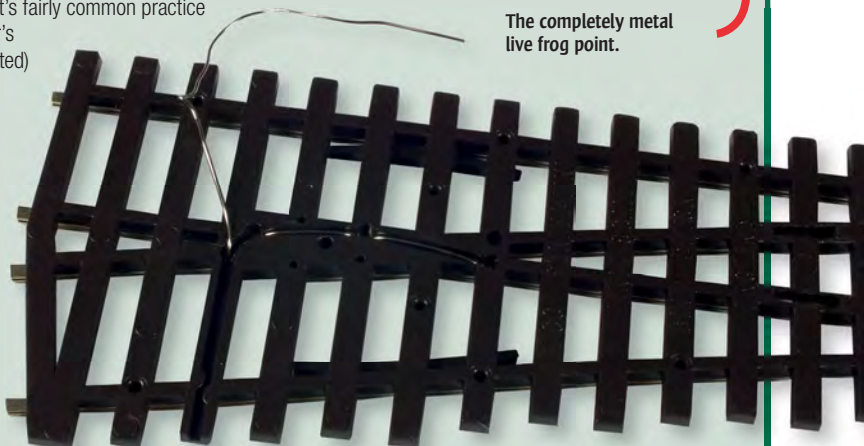
A more detailed view of the point mechanisms, showing Peco's ingenious sprung switch.



The completely metal live frog point.



The dead frog Code 100 point showing the plastic insets between the rails.



The underside of the point, showing the fly lead to allow the point's frog to be separately switched electrically.

TILLIG ELITE

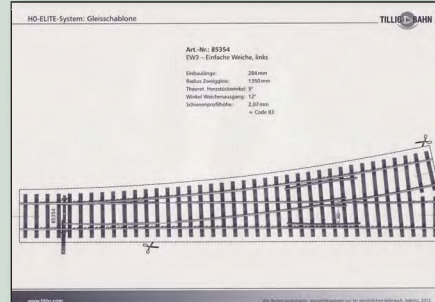
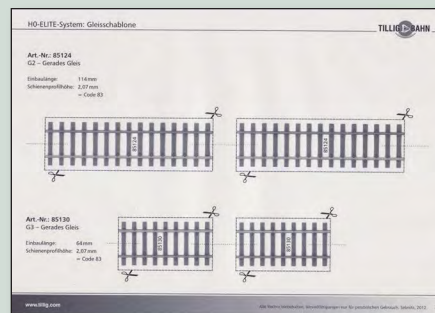
Thanks to the efforts of specialist importers such as OnTracks, there's also the mid-way option of a high-quality track system such as Tillig Elite. Produced to HO standards the track is to code 83 (a track height of 0.085") and features realistically coloured rail sides and joiners (both live and insulated) as well as a fine profile rail (0.8mm wide) which has a polished top surface.

The Tillig points and single slip is quite a work of art - the only drawback compared to Peco is the requirement for a latching motor - the point blades are not sprung and do not provide a positive throw on their own.

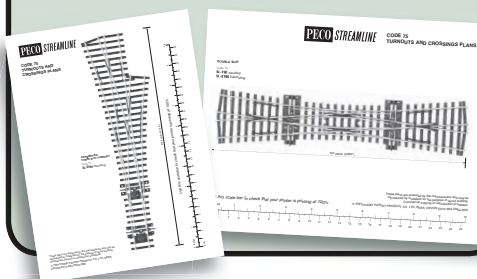
The track is also available as mixed gauge, allowing for the running of both OO/HO and OOg/HOe models on the same track - a range of mixed gauge points is available too.

Also available is a range of polystyrene/stone chip trackbed, designed specifically for each component of the track system - this is available in both weathered brown and grey with ballast already attached.

PLANNING



Both Tillig and Peco make the job of laying track so much easier by providing a useful range of templates of their trackwork. The Tillig plans can be bought as a set (code 09620) whereas the Peco system (below) can be downloaded as pdfs at www.peco-uk.com/page.asp?id=pointplans



In order to accurately model a real location, hand-built track is usually required. Here's the view towards the station area on Roy Jackson's superb 'Retford' layout, with the flat crossing immediately before. Andy York

MEET THE BRM EXPERTS

WHAT THEY'VE BEEN UP TO THIS MONTH



BEN JONES

Modelling has taken a back seat whilst I settle into the new job but I've acquired an old Lima LMS 42' GUV for a detailing project. Planning for the new layout continues - the boards are designed and I'm almost ready to start building.



RICHARD WILSON

A friend came to stay and kindly left me a built Dapol (ex-Airfix) 'Presflo' kit. Together with a few more and a couple of the Bachmann RTR, looks like I have my first ever block train! Some weathering is required though.



ANDY YORK

Beer and Marmite; Burton is truly the culinary capital of Staffordshire! The museum's model of the town in 1921 is well worth seeing, if it could be married to the skills of some 2mm finescale folk I know it would be an exhibition storm.



PHIL PARKER

Before visiting the Brewing museum, Andy and I drove around Burton adding to our collection of interesting industrial building photos. It's amazing what you find out of the town centre. A rather nice pub with its own brewery for a start...



HOWARD SMITH

Sourced several square feet of Redutex sheets to complete his Penmaenmawr station building in 7mm:1ft scale. Also updated an O gauge brakevan tail lamp using Train-Tech's kit and built a Metcalfe Models card brewery kit. Read about both in this issue.

YOUR BRM

Q&A

Top advice from our modelling experts

STAR
QUESTION

A SPRING CLEAN

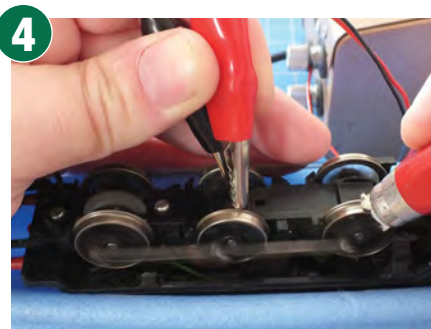
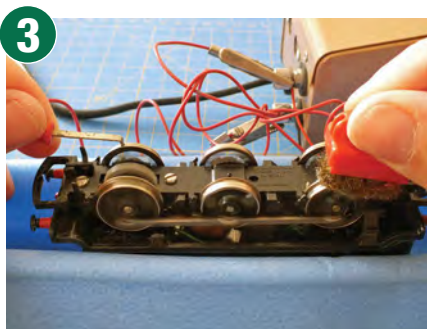
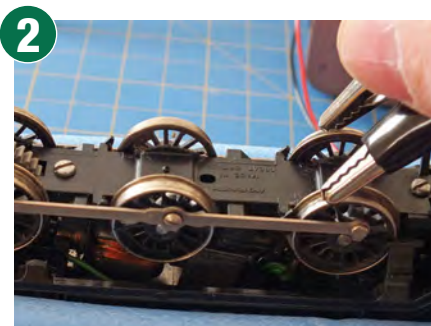
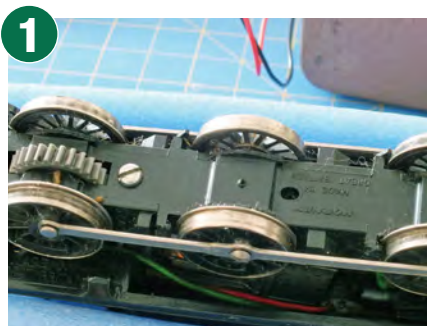
My locomotive won't run smoothly, I've been told it might be either dirty track or dirty wheels, what can I use to clean them?
Paul Smith, Leyburn

Q&A

Richard Wilson says: Try the locomotive out first by applying the power wires direct to the wheels. If the locomotive runs well, then it is the track that's dirty. If rubbing a finger over the railheads reveals black marks, then diligent use

of a track rubber (Hornby or Double O Gauge Association rubbers are the best and leave the least residue) followed by a wipe over with some Isopropyl Alcohol (IPA) on a clean cotton cloth will give you sparkling track.

If, however, the locomotive responds badly then a wheel clean using a powered wheel cleaner (such as Peco's wire brush and scraper tool or the Trix wheel cleaner, available from www.gaugemaster.com), a glass fibre brush and finally a wipe with an IPA soaked cotton bud will ensure clean wheels. Don't forget to include



HAVE YOUR QUESTIONS ANSWERED BY OUR EXPERTS

IF YOU HAVE A MODELLING QUESTION YOU WOULD LIKE ANSWERED, PLEASE EMAIL US AT brm@warnersgroup.co.uk AND PUT 'Q&A' IN THE SUBJECT BOX

A TRAIN FIT FOR A 'DUKE'



I read your excellent review of the new Hornby *Duke of Gloucester* (March BRM) with interest and have acquired one on the strength of Tony Wright's recommendation. I'm a modern image modeller but I don't know what coaches I need to assemble a reasonable representation of a 21st century railtour set. Can you help?

Kelvin Hall, Glasgow

Ben Jones says: Most importantly of all you'll need a Mk.2 Brake First Corridor (BFK) painted in BR maroon to represent No. 71000's support coach W17041, which is always coupled immediately behind the 'Pacific' on main line trips. Bachmann produces the correct type of coach, but not in maroon, so you'll need to respray and line a blue/grey vehicle.

No. 71000 most often worked with Riviera Trains or EWS (later DB Schenker) charter sets, the best known and arguably most attractive of which is the 'Royal Scot' set of BR crimson/cream Mk.1s. A mix of BR maroon and crimson/cream Mk.1s is also authentic, but remember to include at least one Mk.2 coach at each end – as stipulated by current collision regulations.

Steam railtours tend to be long and heavy trains of 12-14 coaches, which isn't practical for most

layouts – a compressed version might look as follows:

No. 71000+Mk.2 BFK W17041+Mk.1 FO+Mk.1 FO+Mk.1 RBR Kitchen+Mk.1 TSO+ Mk.1 TSO+Mk.1 RMB+Mk.2 TSO+Mk.2 Brake/Generator van. Bachmann and Hornby can supply Mk.1 Tourist Second Open (TSO) and Miniature Buffet (RMB) vehicles in maroon or crimson/cream, but for the Mk.1 First Open and Restaurant Buffet (RBR) you'll need Replica Railways or second-hand Mainline models.



the pick-ups and the back of the wheels – that's where the glass fibre brush comes in handy. Some modellers use electronic track cleaners, however these tend to remove the dirt from the track and deposit it on the locomotive's wheels – after all it has to go somewhere! Note also that these devices are not compatible with DCC equipment.

1 Here's the problem – some very dirty wheels on a Hornby 0-6-0 which has been running on the carpet – note the large amount of fibres on the chassis.

2 Apply some power directly to the wheels to see if there's any problem with the locomotive's running apart from the dirty wheels.

3 A Peco brush and scraper wheel cleaner is applied to the filthy wheel treads – this features both a brass brush and a scraper, so these can be alternated to get most of the muck off.

4 Any residual grime can be removed quite easily with a glass fibre brush – this is also useful for cleaning non-powered wheelsets. Try not to get any sharp fibre bits in your fingers though! Don't forget to clean the backs of the wheels where the brass pick-ups make contact.

5 A final wipe over with some Isopropyl Alcohol (IPA) will remove any residual dirt and give the wheels a final polish.



THE BRM GUIDE TO BUILDING YOUR FIRST LAYOUT PARTS 1, 2 & 3

If you missed any of these



the January, February and March 2014 issues of BRM which included these **FREE** supplements on the construction of a simple model railway layout.

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

FAKE IT!



What is the best way of modelling the wires between telegraph poles?

Simon Faulkner, Sutton

Howard Smith says: I'd advise you not to. It is far easier to get this wrong than right – the wire would be invisible in N gauge and incredibly fine even in OO gauge. For O gauge, if you really must, you can use cotton thread, but the chances of accidentally damaging it are high and nothing looks worse on a model than

broken and damaged areas of scenery.

I find that the posts alone are often all that is required to create an illusion and trick the eye. Should your layout attend exhibitions you will need to overcome the problems associated with baseboard joints, transport and track cleaning. If your layout is home-based and static, some of these troubles may not be encountered, but when it comes down to dusting and removing cobwebs, it can be more hassle than it is worth.

ENJOYED THIS ISSUE? WHY NOT TRY ANOTHER?



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MORE OF YOUR QUESTIONS OVER THE PAGE

DECODING DCC



I bought a second-hand locomotive that has a DCC decoder fitted; how do I

find out what sort of decoder it is and reset it?

Bill Ingham, Teesside

Ben Jones says: Assuming you have a DCC command system at home which is capable of interrogating a decoder, place the locomotive on your programming track and follow the system's instructions for reading back the ID and other information stored on the chip. Each system works differently, but most good quality units from the major manufacturers, such as Lenz, Digitrax, NCE and ESU, will have this facility. Hornby's 'Elite' and e-Link, Bachmann's Dynamis Pro and Gaugemaster's Prodigy Advance can also read back decoder information, but entry level systems such as the Hornby 'Select' cannot.

If your DCC system isn't capable of checking decoder information, take it to your local model shop or model railway club and see if they can take a look for you.

An easy way to check which manufacturer the decoder is from is to remove the locomotive bodyshell; many decoders are branded and can be identified easily.



To reset a decoder to factory settings, you'll need to go to the Configuration Variables (CV) menu on your control unit, select CV8 (Lenz/Digitrax/ESU/TCS/Bachmann Dynamis) or CV30 (NCE and others) and set it to a value of '8'. This will restore the original setting and give you the default locomotive address of '3'.

For the more advanced DCC user and computer-literate modeller, there's also the 'SPROG II' DCC decoder programmer, which connects to a PC and can interrogate and program virtually all NMRA compliant decoders.

See <http://www.sprog-dcc.co.uk> for more information.

MAKING A SPLASH



What are the easiest ways of modelling the water in a fast-moving stream?

Darren Lock, Sheffield

Andy York says: First of all, it is important to take a look at a suitable stream or river and take a few pictures to help with details. Fast moving water is likely to have an undulating surface, especially towards the middle of the flow where it is faster moving than at the bank-side. It's also unlikely that you'll be able to see the riverbed due to the surface disturbance but it's likely there will be some larger stones towards

the side that have been carried downstream in previous floods. Also, it is worth observing the apparent colour of the water, highland streams are often a dark peaty-brown colour, whilst lowland streams are much clearer.

I'm a big fan of keeping water simple: brush a dark brown emulsion onto the base of the stream and scatter a few small stones onto this. Build up alternate layers of PVA and a water-based gloss varnish (B&Q's fast drying varnish works for me) until you get the depth required. As the PVA starts to go off stipple it with a stiff paintbrush to create the undulations in the water's surface.



LOOK BACK TO FEBRUARY ISSUE

On 'Black Country Blues' (see February BRM) we created a polluted stream that gave us a chance to go to town with some different colourations and oil drums and bike wheels rather than rocks and branches!



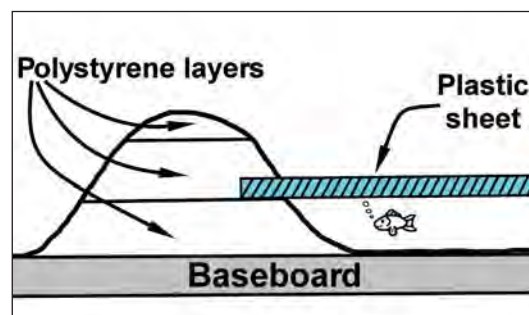
VILLAGE LIFE



I'm building my first layout helped by my young son. He has decided that we should have a pond on the edge of the village. You can see the spot on the photograph.

The baseboard is a sheet of 9mm plywood. What is the best way of doing this?
Andy Fletcher, Doncaster

Phil Parker says: One way of making your pond would be to cut a hole in the board where your circle is and put something under this to represent the bed under the water. This requires some depth under the wood and as your board doesn't have any framing underneath it to provide this, we'll need to take a different approach. I've sketched a solution that should work for you.



Start by building the sides up a little with polystyrene tiles. Cut a hole in these and paint the inside of the hole to represent the bottom of the pond. A mix of brown with a little green ought to look right for murky British water. Putting tiny stones in there will also help to make it look more authentic too.

Next, place a sheet of thick plastic over the hole. This represents the surface of the water. You can buy suitable plastic from model shops or even DIY stores. For strength, aim for something around 2mm thick.

Finally, build the banks up with more tiles. The wider the raised area you create, the more natural your pond will look. Cover these with plaster and then some flock to look like grassy banks. Around the edge of the water, you could glue patches of bristles cut from old brushes as reeds. Also check the Noch and Gaugemaster ranges for pond plants such as reeds.

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TOOLS

FOR THE

MODELLER



QA &A

I'm new to the world of railway modelling – what sort of basic tools am I going to need to start kit building and painting?

Peter Wilkes, Northampton

Richard Wilson says: With the model railway hobby crossing over into so many different aspects, there's probably a limitless number of products you can buy to make life easier, depending on your skills and what section of the hobby appeals; for instance, you could enjoy baseboard building, so you'll buy a decent saw, mitre block, quality drills and screwdrivers. However, if metal kit building is your thing, you'll be buying a decent set of files, a good soldering iron – and so the list goes on.

What we'll concentrate on here are some of the more useful items that should be in every modeller's toolkit and, if you're just starting in the hobby, it's probably a good idea to invest in some, if not all, of these items.

TWEEZERS

Definitely one of the detail modeller's must-have items; vital in locations where you just can't get your fingers near. Tweezers are available in a number of sizes and with angled or straight tips. There's also a locking version which can hold a small part in place.

MUST
HAVE!



CUTTING MAT

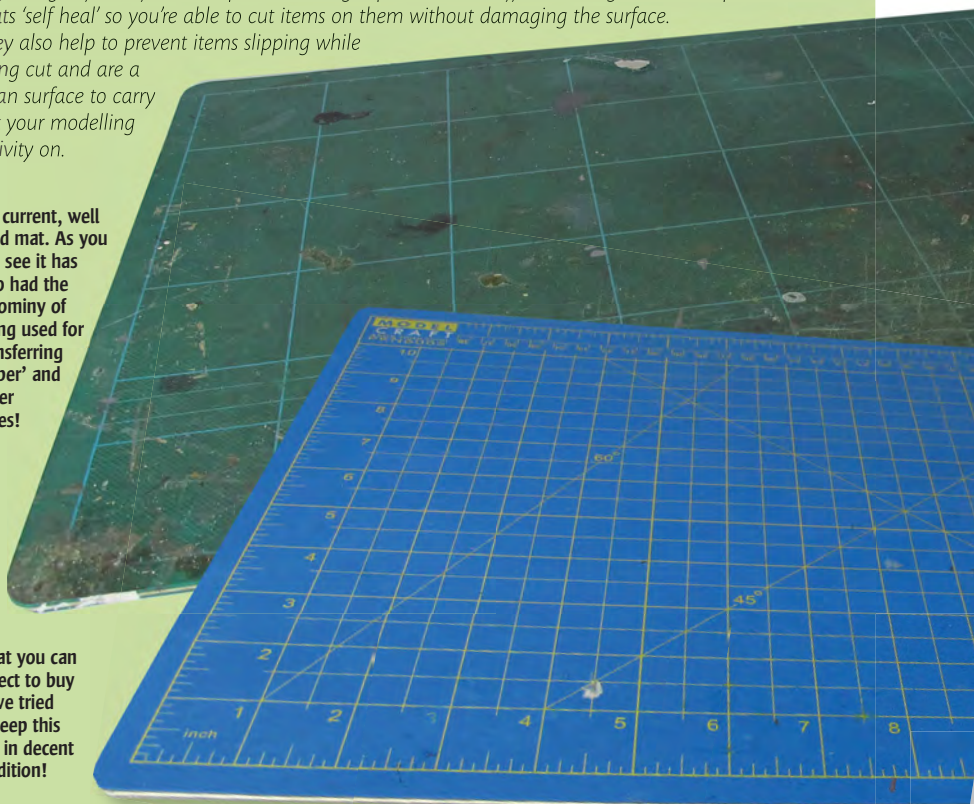
VITAL!

Vital if you want to prevent extreme damage to the dining room table, cutting mats are available in a large range of sizes from A5 up to A0, though specialists can offer even larger versions up to 12' x 6'! Mats 'self heal' so you're able to cut items on them without damaging the surface.

They also help to prevent items slipping while being cut and are a clean surface to carry out your modelling activity on.

My current, well used mat. As you can see it has also had the ignominy of being used for transferring 'super' and other glues!

What you can expect to buy – I've tried to keep this one in decent condition!



Below Humbrol produces a far more elegant solution in the form of a cutting mat inside a work station which is used to hold paints, brushes, tools and instruction sheets – everything you'll need for an evening's modelling.



ESSENTIAL!



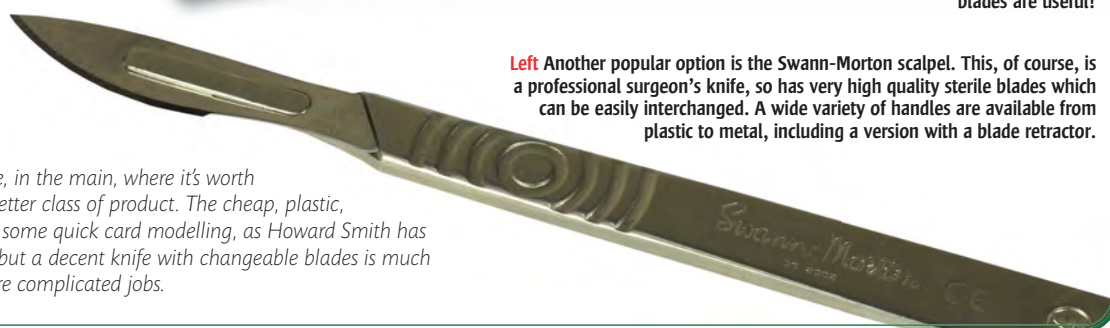
Always my preferred option and there are a wide range of blades available, from chisel bits to mini-saws, in various sizes

Above Not necessarily recommended, these X-Acto lookalikes have plastic-based jaws, so could snap on increased pressure. Cheap though, and the blades are useful!

KNIVES

Another real essential and one, in the main, where it's worth investing more to give you a better class of product. The cheap, plastic, snap-blade knives are fine for some quick card modelling, as Howard Smith has shown in his brewery feature, but a decent knife with changeable blades is much easier to use and safer on more complicated jobs.

Left Another popular option is the Swann-Morton scalpel. This, of course, is a professional surgeon's knife, so has very high quality sterile blades which can be easily interchanged. A wide variety of handles are available from plastic to metal, including a version with a blade retractor.



FILES AND SANDERS



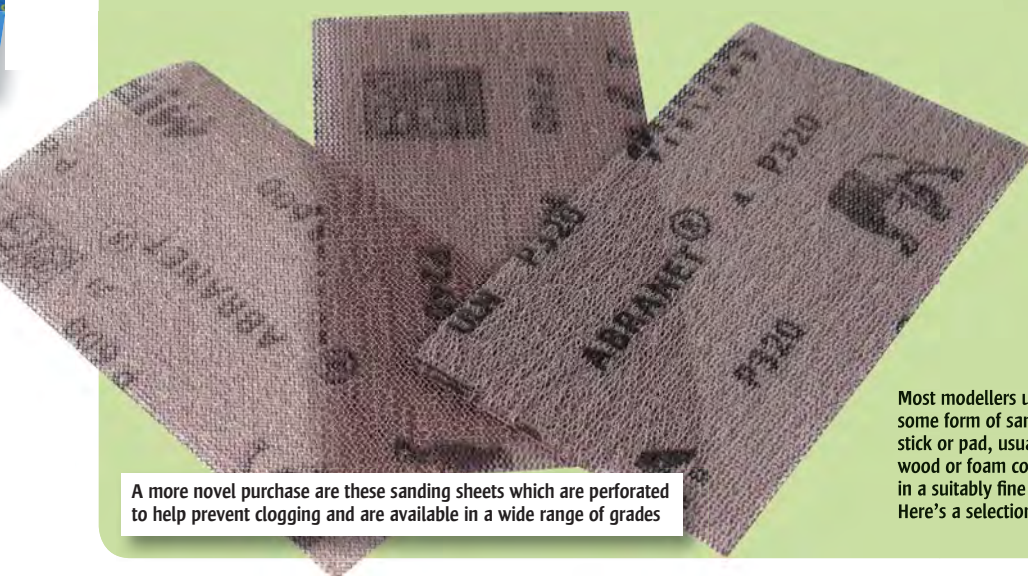
Basic, well used files – been around for a long time, some are quite worn, but still very useful.

Another modelling essential. Whether it's wood, plastic, resin or metal, at some point the surface is going to need to be filed or sanded. There's an extensive range of products you can try, but a good way to start is with some (possibly second-hand) small metal files. The reason for second-hand is because files tend to wear and clog and you don't want to damage an expensive set of files cleaning up a badly moulded white metal kit.

ESSENTIAL!



Top drawer stuff – a set of diamond files that's worth keeping in good condition for metal kit-building.



A more novel purchase are these sanding sheets which are perforated to help prevent clogging and are available in a wide range of grades

Most modellers use some form of sanding stick or pad, usually wood or foam coated in a suitably fine grit. Here's a selection from



MORE TOOLS OVER THE PAGE

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QA & SPECIAL

VERSATILE!



XURON CUTTERS

These are the most respected modelling cutters and a wide selection is produced for various purposes. There's even a version with long blades designed for cutting track.



The Xuron wire cutter can cut most types of wire of reasonable hardness, though if the wire is very hard it can ruin the blades, which is where the hard wire cutter comes in.

SCREWDRIVERS

MUST
HAVE!



Last and by certainly no means least for this brief overview are screwdrivers. You'll end up buying plenty of sets of these and they'll either be lost or borrowed individually leading to the purchase of another set.

You don't have to spend a lot, though the all-singing, all-dancing set shown above with the pliers are much more comfortable to use – just as easy to lose, though.

VITAL!

PAINTBRUSHES

You certainly won't get far in modelling without some of these, available in a wide selection of sizes, down almost to a hair's breadth and in a wide range of materials, there's often a need to have two sets of brushes, one for painting and the other for more general modelling – applying glue or lubricant, cleaning, weathering and any other use which has the potential for ruination.

Left Like many paint manufacturers, Humbrol offers a large selection of brushes for many uses. The stippling brushes are ideal for weathering but it may be better to use a cheaper product if the surfaces are rough or uneven.

Above My preferred brushes for weathering and other general, non-painting use. You're not going to pay more than a couple of quid (these were £1.90 from Hobby Holidays) for the whole pack, costing less than one decent brush.



ESSENTIAL!

RULES

Another essential, these should be metal and easy to read. A metal safety rule is useful if you're worried about cutting your fingers!



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4

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5

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6

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THIS MONTH'S STAR LETTER

ENGAGING A NEW GENERATION

I am 25, a keen railway modeller and subscriber to **BRM**, although I tend to keep the fact largely to myself for fear of falling foul of the 'geek and anorak' stereotype that is attached to railway modelling by many people. I also find I stand out at model railway exhibitions as one of very few people (other than parents of young children) in their twenties. I am not particularly drawn to joining a model railway society for similar reasons. This is a great shame, but I think there are two approaches that could significantly increase youth interest in the hobby.

Firstly, join together with manufacturers such as Hornby and Bachmann to set up a competition with prize money (say £10,000) for university students studying marketing, public relations and advertising, or similar subjects, to design and implement a marketing campaign to get the hobby to appeal to a younger age group. This would be a relatively cheap way to engage a variety of people in the process of improving the image of the hobby and to try out a wealth of ideas that can positively contribute to improving the image of railway modelling.

Secondly, organise a competition for schools to start a railway club with, say, a minimum of 20 members of whom five must be girls, to build a model railway layout. You could then travel to the schools, maybe taking a celebrity judge such as James May, and the winners and runners up would receive prize money and a guaranteed exhibition place at all the festivals of railway modelling for a year.

This would build interest in the hobby among the younger population of Britain and that could attract positive mainstream media coverage in the process, further improving the image of the hobby.

Richard Milburn, London

**STAR
LETTER**

A POSTMAN'S VIEW

What is Richard Hampson in his letter entitled 'Train of Events' getting on his high horse for? I understand that the demise of the driver was a sad event and so was the trauma that some of the postal staff suffered. I remember the event well. I was a Postman Higher Grade (sorter) working at Mount Pleasant on the Surrey division that morning. At about 10am the word went round that the 'Up Special' had been raided. We couldn't believe it. It was the only talking point of the office that day.

But the event is history, both railway and postal. I applaud the Luton club for their model. It's different; a change from the usual circular and end-to-end layouts.

If the Tower of London had been modelled and depicted would he have been so upset? After all many beheadings took place there, and that is also history. Might I suggest that Luton club offer it to the postal museum in London when they have finished with it?

Geoff Dore, Orpington

AIMREC - WAS YOUR ARTICLE PREMATURE?



The proposal for a national model railway museum is exciting - but is it realistic? The plans for AIMREC outlined in March **BRM** are very ambitious. What will all this cost and how will it be funded? And will enough people come? Some points of concern are:

Ashford is sufficiently far from its Greater London catchment area for it to be quite an expensive day out, particularly for families. Ashford is not a very remarkable town, and doesn't compare well with York. It's noteworthy that three of the four extra attractions that your article listed for York are in the city and within walking distance of the National Railway Museum (NRM), whereas none of the eight attractions listed against Ashford are within the town; in fact all are over five miles away and some are much further.

People paying £12 a head will expect to see trains moving, not static exhibits. Is it feasible to have 20 or more historic layouts operating? Just about all significant museums open at least five days every week and six or more hours a day. It will surely be impossible to provide everyday operating staff by using volunteers. How many employed staff are envisaged, and how will they be able to operate (and quickly

troubleshoot) the 20 layouts? These are bound to differ widely not just in scale, but in age and reliability, operating methods, electrical design, and many quirky details.

This is not going to be like a model railway exhibition, where each of the many layouts on display is being operated with loving care for a couple of days by its owner/designer/constructor and their hand-picked team of friends. Is there any museum elsewhere in the world that has solved this problem?

Who will build and operate the large purpose-built layouts that are also envisaged for AIMREC?

What will the timescale be for designing and erecting the building and constructing and assembling its contents? How will sufficient visitors be attracted to come along when the museum first opens but is not yet finished - and how long will it take to build up revenue and break even?

The idea for a national model railway museum is lovely but I suggest that before soliciting donations, AIMREC ought to provide answers to these questions; and let us see a proper business plan with a timetable, projected visitor numbers and costings.

Nigel Watson, by e-mail

LETTERS

CATCH OR TRAP?



There is a small but important error in your project layout supplement with the March edition of **BRM**.

You describe how to position catch points on the project layout. These are not 'catch' points at all, but 'trap' points. Catch points were used on inclines to catch runaway vehicles if a train became divided. As all trains now have all vehicles braked, they are virtually extinct on the main line railway.

Trap points can still be found in many locations, however, 'trapping' or diverting trains or vehicles making an unauthorised movement to - as you rightly say - prevent a collision.

Alan Whitehouse, Thornton-le-Dale, North Yorkshire

WHY WE CHOSE THE 'FOWLER' IXION

Martin Wicks expressed surprise in his letter in the March 2014 edition of **BRM** at Ixion's choice of the larger GWR version for its O Gauge RTR Fowler 0-4-0 diesel locomotive. Our reasoning was simple.

Firstly, GWR models are popular. Secondly, the larger bonnet allowed us to use the same motor and gear train used in the award-winning Ixion Hudswell, Clarke 0-6-0ST locomotive. To model the smaller Fowlers would have required a new motor and transmission with increased cost and risk. Instead, we were able to use a proven set up that gives smooth and slow running, something that is difficult to achieve in an 0-4-0. Even so, the fit in the larger Fowler is still very tight.

You may then ask why we chose the Fowler at all? When Ixion started out in RTR O gauge, our aim was to produce a good quality, value-for-money small locomotive that would attract new enthusiasts to the scale. We selected the Hudswell, Clarke 0-6-0ST because it was small, constructed over a very long timespan and not tied to any specific region or company. A small locomotive was important as most people contemplating O Gauge can accommodate a small shunting layout.

We then decided that a small diesel locomotive would be a good follow up project. We would love to have done the BR Class 08, but unfortunately another manufacturer announced its intention to mass-produce one a couple of years ago.

With hindsight, we could have produced the 'Gronk', having taken only 11 months to get the Fowler to market, but duplication was too much of a commercial risk at the time. We also considered the BR Class 03 and 04, with a common chassis and range of liveries, but research indicated that a previous

RTR brass version had sold well and would limit market potential.

Since Ixion entered the RTR O gauge market in 2010 we have sold almost 2,500 models. Overall, we believe we have achieved our aim. We know many people who have been attracted to O Gauge and our products are often to be seen. We express our thanks to the many enthusiasts who have purchased Ixion products.

Chris Klein, Lindsay O' Reilly, Phil Badger, Directors, Ixion Model Railways



30 SECOND INTERVIEW



BEN JONES
Managing Editor,
**BRM/RMweb/Model
Railways Live**

Modeller or Collector?

Both? Neither? I have a collection of OO gauge British and German/Swiss HO but they were bought to run. I'm not the world's greatest modeller, although I do build the odd kit when required.

Describe your Layout

At the moment it's just a plan on a piece of paper, but by the end of this year it should be a reality. Primarily it will be a home for my HO models, but there will also be visits from my Sectorisation era models. I've always had a fondness for the Railfreight, InterCity and NSE era and Irish diesels.

Favourite locomotive and why?

BR Class 50s, No. 46229 *Duchess of Hamilton*, anything designed by J.G. Robinson for the GCR, and DB Class 103 electrics and 218 diesels. I'm also a big fan of small locomotives such as Yorkshire Class 02s and Sentinels.

Who do you admire in the hobby?

People with imagination and creativity who push the boundaries of what is achievable in the hobby, whether it's a different way of presenting a layout, an innovative new technical product or an artist's eye for detail.

Club man or do your own thing?

Clubs play a hugely important role in the hobby, but I've always done my own thing, probably because I couldn't focus on a single large club project for long enough!

Best thing you've seen in the hobby in the last year?

The renewed interest in small and industrial locomotives is very promising, but probably the most impressive technical achievement I've seen is Roco's HO snowblower, with spinning blades, sound and the ability to change direction on the track by rotating the body through 180 degrees!

**IXION
FOWLER**



DON'T FORGET

WRITE TO
Readers' Letters,
BRM, The Maltings,
West Street, Bourne PE10 9PH
OR EMAIL
brm@warnersgroup.co.uk and
title your email Readers' Letters

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!

COMMON BARN

**STAR
LAYOUT**



The layout consists of a station, small allotment, access road, scrapyard, disused siding, rough grassed area and hill! All locomotives, stock, buildings and surroundings are either modified, painted, re-liveried, detailed and weathered! I love shunters, and this evident in the running. Two 04s, one on coach passenger services provide regular trains, while an 08 and modified Bachmann Rusty work the yard!

Matthew Snowden, by e-mail



My name is Matthew Snowden and this is my layout, 'Common Barn'. The size is 6' x 3' on an MDF baseboard. It is a fiddleyard to terminus DC controlled layout.

The layout is named in memory of my grandad. He was a keen owl admirer, his favourite being the Common Barn Owl. The layout isn't modelled on any particular area, but incorporates my preferences in railway modelling.

CITY SLICKER

Several years ago you published a photograph of 'Stroudley Junction' in your Reader's Layouts section. The photographs this time are at one end of the layout depicting a six-platform London terminus named Bishopsgate.

Richard Beavan, Seaton Delaval, Northumberland



LAYOUTS



LOOK ON THE BRIGHT SIDE

Here are a few shots of a micro-layout (soon to be extended to include a test track) which is inspired by Sheffield's railways of the late-1950s. Nominally titled 'Brightside Lane', with reference to my dad's favourite trainspotting vantage point in his youth, the layout features LED lighting, pit roads and a steel works. Normally operated with Midland Region stock, it sometimes plays host to our Eastern Region Darnall and Woodhead route locomotives too.

Alex Turner, Sheffield



ON THE SHELF

I named this 1960s OO gauge layout 'Shelford', as it resembles a shelf! It measures 10' x 1' and sits on shelving units in my lounge. The unusual track plan is 'borrowed' from the inspiring O gauge layout 'Goldhanger', featured in **BRM**, December 2008.

Being from Norfolk, I have vivid memories of sleepy, rural railway settings. I fondly remember summer afternoons; a heat haze rising from overgrown sidings, the smell of oil and grease around the points in the days when you could freely wander around - wonderful! The layout is mostly built up from ready-to-run items and is DCC controlled. The Class 25 and Stanier 'Black Five' have DCC sound - fantastic! Other stock is from Hornby and Wrenn.

Geoff Palmer, Hounslow



AT WITTSEND...



These are images of my layout 'Janebridge-to-Wittsend'.

The inspiration for my N gauge layout derives from my trainspotting days in the mid-1950s, so, accordingly, I have styled the images on Western Region operations in the mid-1950s.

Duncan Jones



DON'T FORGET

WRITE TO

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

OR EMAIL

brm@warnersgroup.co.uk
and title your email
Readers Layouts

WHAT'S NEW?



BACHMANN DELIVERS THE GOODS

PCA cement tank and LNER fish van now available in OO gauge

Just out from Bachmann this month are the all-new OO gauge 'Metalair' PCA cement tank wagons. Used in short as well as block trains from the mid-1980s onwards, these 51 ton capacity wagons are used for cement traffic all over the British network. Over the years they have been used by companies such as Blue Circle and Rugby Cement. Pristine and weathered versions are available (see below).

Also out now are the first versions of Bachmann's superb new LNER 10t fish van – shown here in 1950s BR bauxite livery.

Prices: PCA 'Metalair' (ref: 38-651) £14.15, PCA 'Metalair' weathered (ref: 38-652) £15.65, PCA 'Blue Circle Cement' (ref: 38-650) £14.15. BR bauxite 10t fish van (ref: 38-577) £10.95



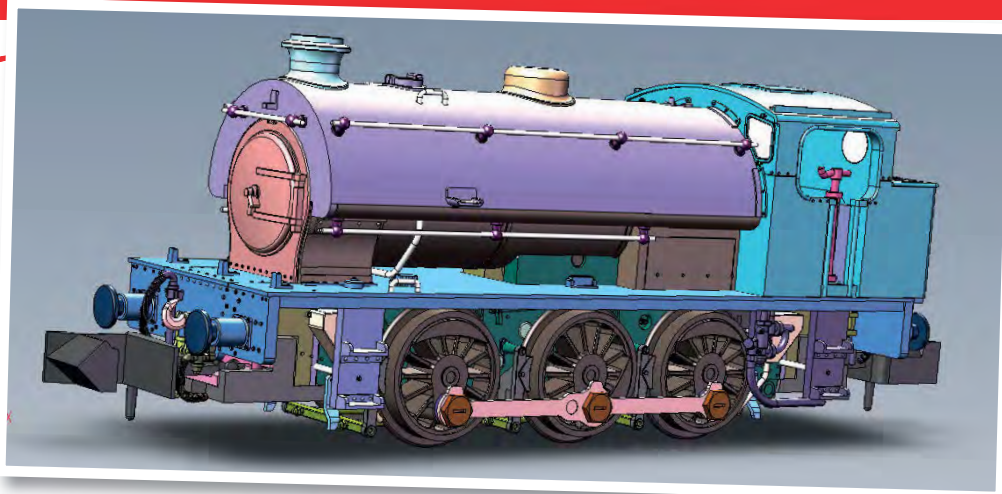
LOOK OUT for a review
of these
models in the next issue of BRM

**ON SALE
8TH MAY**

All the latest new products and events happening in the world of railway modelling...

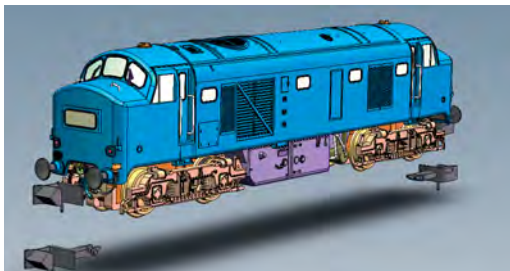
GET IN TOUCH

If you have a new product that you would like featured, send it to Howard Smith via email: howards@warnersgroup.co.uk



DJ MODELS LATEST

As this issue closed for press DJ Models was about to start tooling work on its inaugural RTR model – the Class 23 'Baby Deltic' in N gauge. Good progress is also being made on DJM's Hunslet 'Austerity' 0-6-0STs in N and OO gauge. First releases of all three models are expected towards the end of the year. For regular progress reports on all DJM projects, see <http://djmodels.co.uk/> and RMweb. **W** djmodels.co.uk



FIRST LOOK

HELJAN 'MET' ELECTRIC

Heljan has revealed the first images of its Metropolitan Railway/London Transport Bo-Bo electric locomotive. Shown here is the first pre-production sample. Production models are due for release in late-2014/early-2015. Names and numbers and prices are still to be confirmed and will be announced later in the year.

W www.heljan.dk



NEWS IN BRIEF

FOR YOUR SHELF THIS SUMMER...



The ABC Rail Guide 2014 is a comprehensive listings guide to the current railway network, including all operators,

their locomotives, multiple units and rolling stock. With numerous colour illustrations and maps, this 312 page book should be on every current railway fan's bookcase. RRP £20.00.

Author Colin J. Marsden

Publisher Ian Allan Publishing

MINX DRIVES FOR YOUR LAYOUT

This new system is designed to control both points and signals in gauges from N to 1. It is very easy to set up and use – press a few buttons and the system automatically measures and stores the throw range of the point with an alarm function if there is a fault or obstruction. The actuator is very small in size (similar to a postage stamp) – this is mounted on top of the baseboard. The drives are available at exhibitions or by mail order.

A Minx Microdrives, 36

Winchester Rd, Walton on Thames, Surrey KT12 2RH

T 01932 225 568

W www.minxmicrodrives.com

E minxmicrodrives@hotmail.com

OPEN DAYS

Southwark MRC is holding running sessions from 1900 on April 24th, May 15th and 29th. The club will have at least two of its OO layouts running each night, with the opportunity for visitors to operate their own locomotives on them. They will also be able to see the progress on the club's new multi-gauge test track, which will be able to accommodate models in N, OO and O gauge using both DC and DCC controllers. Light refreshments available.

W southwarkmrc.wordpress.com

A St Phillip and St Marks Church Hall, Avondale Square, Old Kent Road, Bermondsey, SE1 5PD

T 02077 329 675

WHAT'S NEW?

NEWS IN BRIEF



INDUSTRIAL ARCHITECTURE

ModelRailwayScenery.com has unveiled its latest low relief design for 1:76 scale modellers - a 1930s low relief factory priced at £3.99. Based on a prototype in the Midlands, it captures the essence of 1930s architecture. Heavily weathered, photo-realistic textures are used throughout including English bond red brick, rain-stained sandstone and individually rendered windows.

W www.modelrailwayscenery.com
E sales@modelrailwayscenery.com
T 01530 456 952

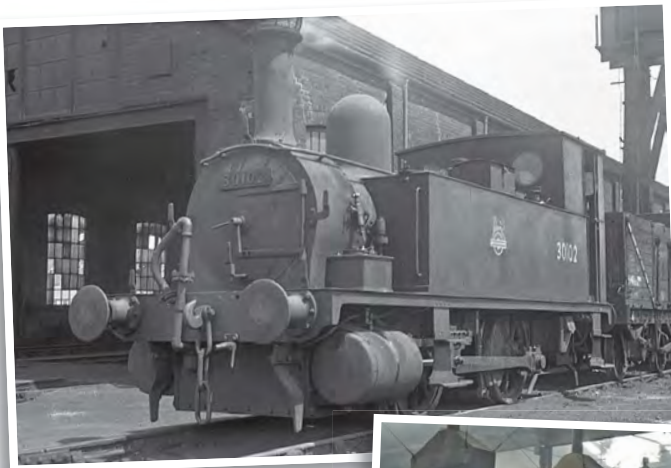
FIGURE IT OUT

Dart Castings' has added three items to its 'Monty's Models' collection of figures. They depict an Arabian horse (A26, £2.20) and a bare chested man (MNV13, £1.65) in 1:76 scale and a 1:43.5 scale guard (MGV14) at £3.80. The horse stands at a scale 15 hands in height and the Guard would be ideal for the rear of a brake van, leaning over the verandah. Visit www.dartcastings.co.uk for more details.

A Dart Castings, 17 Hurst Close, Staplehurst Tonbridge, Kent, TN12 0BX
E enquiries@dartcastings.co.uk



DAPOL REVEALS... B4 AND J72



COLOUR-RAIL

at the Bluebell Railway, LSWR brown No. 90 *Caen*, Southern Railway green No. 88, BR early emblem black No. 30082 and No. 30096 with the late BR crest. All will be offered either 'DCC Ready' with a six-pin decoder socket (RRP £99.95) or with a factory-fitted decoder for £123.65. Other features will include a new 'Mega Creep' motor, fine cast wheels and lots of separately fitted details.

Likewise, the N gauge J72 will be offered in five liveries covering North Eastern Railway and LNER lined green,

BEN JONES

Revealed in its new catalogue, Dapol has added two locomotives and a family of O gauge wagons to its 'to do' list.

Southern OO modellers will be pleased to see the inclusion of the Adams B4 0-4-0T, whilst N gauge modellers can look forward to an LNER J72 0-6-0T (right).

The London & South Western Railway B4 will be produced in five versions with either cut-away or enclosed cabs; *Normandy* as preserved



FIRST LOOK

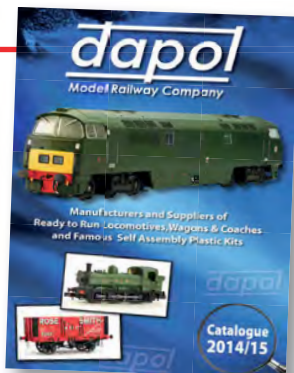
GRAHAM FARISH 'N' CLASS

Following close behind the recent unveiling of its 'Merchant Navy' 4-6-2, Graham Farish has now revealed the first pre-production sample of its N gauge Maunsell 'N' 2-6-0. The versatile mixed traffic 'Mogul' is due



for release in late-2014/early-2015 in three guises; SR olive green No. 868 and BR early emblem lined black No. 31844 with flat-sided tenders and BR late crest lined black No. 31816 with a sloping top tender. The models will be DCC Ready with a six-pin decoder socket and will have an RRP of £129.95 each.

W www.bachmann.co.uk



BR black with the early emblem or late crest and No. 68723 in NER style lined green with BR late crest. These too will be either 'DCC Ready' with a six-pin decoder socket (RRP £79.00) or with a factory-fitted CT Elektronik decoder for £102.70 and will feature the 'Mega Creep' motor.

For O gauge, a new family of BR goods wagons sharing a common 10' wheelbase chassis will be produced, covering steel-bodied opens, five types of high-sided open goods wagons and six types of BR ventilated, insulated or meat vans and a 'Palvan'. The models will have appropriate detail for unfitted or vacuum-fitted wagons as required, compensated chassis, sprung metal buffers and coupling hooks and brass axle bearings. Prices and liveries will be announced later.

All these new items are included in the 2014/15 Dapol catalogue (see above) on sale now, RRP £3.00, at all Dapol stockists.

W www.dapol.co.uk

T 01691 774 455

A Dapol, Gledrid Industrial Park, Chirk, Wrexham LL14 5DG

FIRST LOOK



HORNBY MK.2E BREAKS COVER

Progress is being made on the new Hornby Mk.2e air-conditioned coaches due for release in late-2014/early-2015. Shown here are the first pre-production samples in unpainted plastic. The first

releases will include a First Open, Tourist Second Open and Brake Second Open in BR Blue/Grey and InterCity liveries. The RailRoad models will have plastic wheels and aren't expected to be decorated to the same level, but

their lower price will be more attractive to those working to a tight budget. The Mk.2e in the main range will be available with and without interior lighting powered via the rails at an RRP of £24.99 and £29.99 respectively.

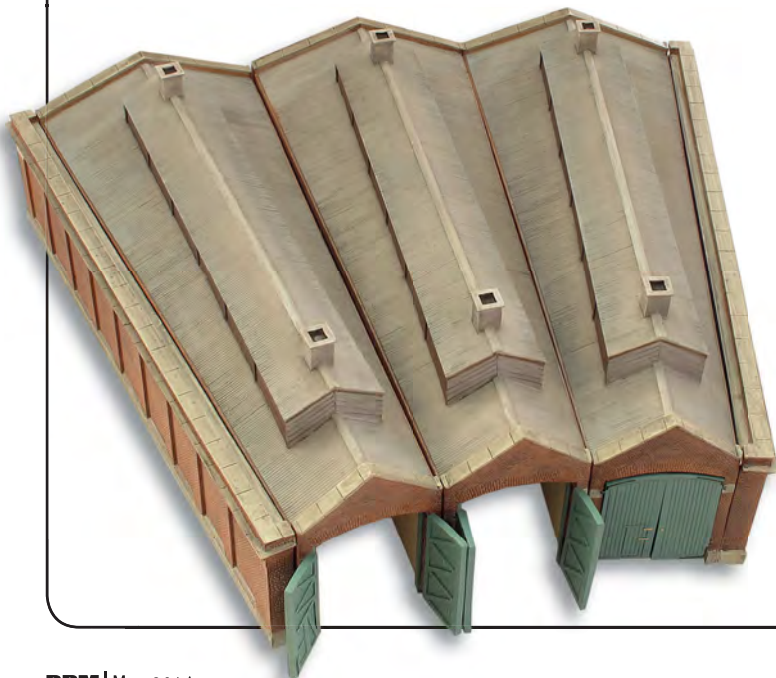


INVICTA CCT VANS UNVEILED

Invisita Model Rail's OO gauge BR Mk.1 Covered Carriage Trucks (CCTs) from Bachmann are expected to arrive towards the end of this year. Pre-orders are now being taken for the first six liveries; RTC Red/Blue (ref: 39-553Z), BR yellow re-railing van (Cardiff Canton) ADB977076 (ref: 39-554Z), Red Star Parcels (ref: 39-555Z), weathered Express Parcels blue (ref: 39-552Z), BR Blue (ref: 39-551Z) and BR maroon (ref: 39-550Z). Demand is expected to be high, particularly for the BTU yellow, RTC and Red Star versions. All versions are priced at £19.99 with the exception of the weathered Blue express parcels at £21.99.

T 02083 027 774 **A** 130 Station Road, Sidcup, Kent DA15 7AB **E** invictamodelrail@btconnect.com

KERNOW WEST COUNTRY BUILDINGS



Kernow Model Rail Centre has taken delivery of three exclusive OO models from Bachmann.

The LSWR Type 3 signalbox is based on that at Boscarne Junction near Bodmin. Limited to just 500 pieces, it is available now in BR(W) brown/cream or July in BR(S) green/cream. Price is £44.99 (plus P&P).

A typical platform-mounted Southern Railway/Region water crane is also now available for £22.99

plus postage with a small heating brazier included. Finally, KMRC has commissioned a limited edition of 500 parts to make a Cornish roundhouse, inspired by St. Blazey locomotive shed near Par. Individual sheds are £69.99 and are designed to be combined to make a roundhouse with pairs of external walls to fit the outer ends of the shed which are priced £27.99.

T 01209 714099

A 98A

Trelowarren St, Camborne, Cornwall TR14 8AN





HATTONS/HELJAN LMS BEYER-

Articulated steam locomotives were used all over the world as a way of providing greater power and tractive effort on routes with tight curves and steep gradients. Numerous arrangements were used, but perhaps the most famous of them all was a British design, patented by Herbert William Garratt and built under licence by Beyer, Peacock of Manchester. BP's Gorton Works built over a thousand Beyer-Garratts but the home market for these powerful

For a pound under £200 the Garratt is very competitively priced, especially when you consider that it is effectively two locomotives in one.

FACT FILE

- **MANUFACTURER** Heljan A/S, Denmark
- **SCALE/GAUGE** 1:76 scale, 16.5mm gauge 'OO'
- **MODEL** 266201 LMS black Beyer-Garratt 2-6-0+0-6-2T No. 4970
- **PRICE** £199.99
- **PHOTOGRAPHS** Tony Wright

machines was relatively small.

Exceptionally large locomotives have always attracted the attention of enthusiasts and modelmakers, the prime example being the Union Pacific 'Big Boy' which is said to be the best selling HO scale model in the world. It's perhaps a surprise that no manufacturer has tackled a British 'Garratt' since Kitmaster in the 1960s, although the complexities of making it work in 4mm:1ft scale have doubtless been an influence. All credit then to Hattons and Heljan for taking on the major task of turning the LMS 2-6-0+0-6-2T into a functioning OO gauge model.

Pre-Nationalisation LMS models are the first to arrive, both in pristine

DIMENSIONS

	PROTOTYPE	SCALE	MODEL
Length over buffers	87' 10 1/2"	352.8mm	353mm
Width over cylinders	8' 7"	34.3mm	35mm
Height over cab	12' 7 1/2"	50.6mm	51mm
Wheel diameter (driving)	5' 3"	21.1mm	21.1mm
Wheel diameter (pony truck)	3' 3 1/2"	13.1mm	13.5mm
Wheel back-to-backs	-	-	14.0-14.5mm





**VIDEO: SEE THE GARRATT
PULL A 100+ WAGON TRAIN**

Heljan's first British steam locomotive is its biggest challenge to date – an articulated behemoth built to haul coal from the East Midlands to London. **Ben Jones** takes a detailed look to see if it delivers the goods.

GARRATT

and lightly weathered condition. Kindly supplied for review by Hattons is Toton's No. 4970, one of the main batch built by BP in 1930 and delivered to the LMS at Derby on August 26 of that year. It features the larger water tank and coal bunker, bunker-side fire iron trough, short-lived pony wheel brakes and the original number – altered to No. 7970 in 1938.

Other models will vary according to their period and livery (see p91), with optional details including the rotating 10ton coal bunker fitted to the 30 production locomotives in 1932/33, pony wheel brakes and fire iron trough omitted and a wide range of liveries based on contemporary photographs.

No. 4970 carries post-1927 LMS livery with unshaded gold numerals and LMS in 14" serif style lettering on the cabsides. Printing of the lettering and numbers is a little under par; the gold isn't quite dense enough and there's a hint of the black base colour. Smaller printed detail is good though; the Beyer-Garratt worksplate is legible under a magnifier and there's a Toton shedplate on the smokebox door.

Working
headcode
lamp



PRODUCT REVIEW



One of the wheelset cranks leans the wrong way - inevitable with a model featuring two identical chassis.

There's been some discussion about whether the base colour is painted or self-coloured black plastic. Either way, it does have a somewhat plasticky finish that would benefit from weathering or a quick dust over with matt varnish.

An initial inspection reveals that Heljan has done a good job of capturing the characteristic Beyer-Garratt look and has matched the model closely to published photographs and works drawings. Inevitably, a few compromises

have had to be made to enable this 352mm long locomotive to negotiate 'train set' curves. This is particularly evident where the centre section meets the outer traction units (known as engines) and various components have been omitted or 'tweaked' to allow greater clearances.

However, there's still a good amount of separately fitted detail throughout the model, from wire handrails to etched metal lifting eyes on the water tanks and slender plastic footsteps on the ends.

Some of this detail is a tad fragile, not least the tiny exposed footsteps below the bufferbeams, and the fit wasn't entirely to the highest standards on our sample. Care should also be taken with models fitted with bogie brakes as the slender mouldings can easily be bent or dragged out of position.

A bag of optional detailing parts includes additional sandboxes/sandpipes and a set of fire irons to nestle in the trough behind the cab. Tension lock couplings are also provided for fitting in

the NEM pockets if required. One minor disappointment is the use of a short length of jewellers' chain instead of a proper three-link coupling, although this is easily replaced.

For maintenance and DCC conversion, the locomotive splits into three sections, which can be separated by unplugging the leads connecting the motors to the eight-pin decoder socket. Magnets on the engine chassis fit into recesses under the boiler section to keep it secure and act as pivots for the articulation.

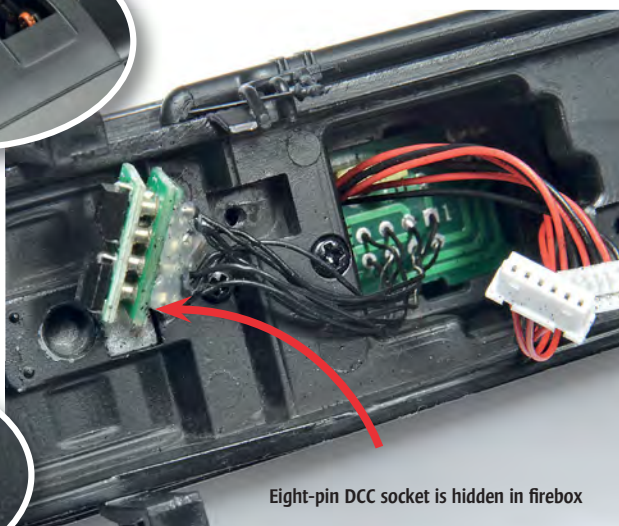
IN CLOSE-UP

Original style bunker has an optional cover



Above The roof hatches have been modelled open.

Below The BP works plate.



Eight-pin DCC socket is hidden in firebox

Illustrated instructions are provided to assist in this process, which looks messy but is fairly straightforward. Remove the firebox/ashpan moulding under the central section to reveal the plugs and then carefully pull the eight-pin socket out of the firebox space.

Be aware that the twin-motored Garratt draws a fair amount of power out of the track, so we'd recommend an eight-pin decoder with a high maximum output rating, such as the Gaugemaster DCC 25, DCCconcepts 'D' series or TCS DP2X-UK. Commendably, there's also a factory-fitted speaker hidden in the smokebox to enable easy installation of DCC sound. Finally, this is the first British outline OO steam locomotive to have working headlamps as standard. One lamp is provided at each end in the 'Class J' position for a through mineral or empty goods train.

The smooth-running motors run perfectly in tandem and are housed under the water tanks at each end. They're surprisingly slimline coreless units attached to a brass flywheel and drive the middle axles on each engine via a gear tower. Brass wiper pick-ups are fitted at the rear of the leading and inner driving wheels on both engines. The tank mouldings can, if you're careful, be unclipped to reveal the motors.

On test our sample hauled the requisite 100 short wheelbase goods wagons easily, even on a slight gradient. Two 9F 2-10-0s (or one Bachmann Class 37 diesel!) were required to move the same train. It also smashed the steam haulage record for our 1-in-30 incline, held for some years by the Bachmann 9F. The fearsome climb was taken with no fewer than 60 wagons in tow, compared to 25 by the BR 2-10-0.

Our reservations about negotiating tight curves and a sequence of double and single slips in a yard proved unfounded as the Garratt behaved faultlessly throughout the test on Peco Code 75 track. No derailments were experienced due to the design, size

SEE
WHAT RMweb
MEMBERS THINK
TO THE GARRATT
CLICK HERE

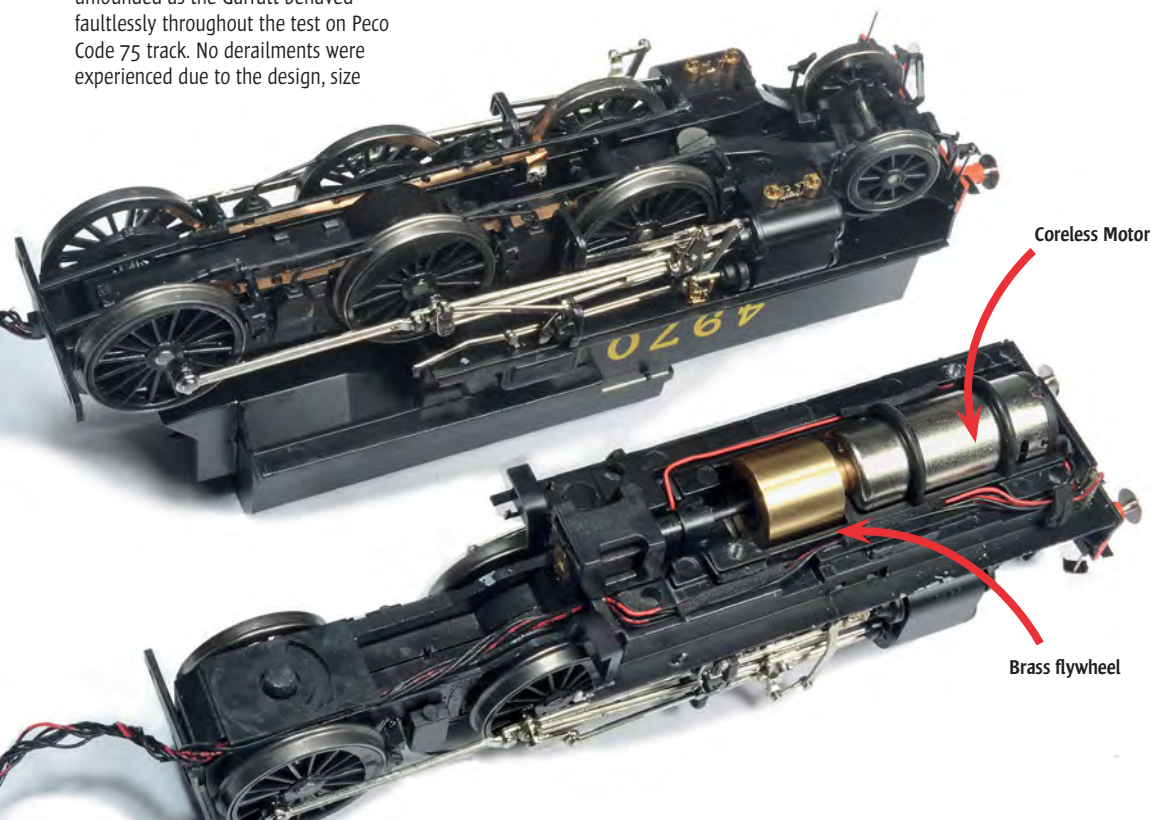


A Garratt in pieces - there's quite a sum of parts that make up the whole locomotive.

CHOOSE YOUR HATTON'S GARRATT

REF.	NUMBER	LIVERY	BUNKER	BOGIE BRAKES?	WEATHERING?	PERIOD
266201	4970	LMS	Standard	Yes	No	1930-31
266202	4978	LMS	Standard	Yes	Light	1930-32
266203	4994	LMS	Rotating	No	No	1932-39*
266204	7983	LMS	Rotating	No	No	1938-48*
266205	47967	British Railways	Rotating	No	No	1948-49
266206	47972	LMS	Rotating	No	No	1948-50
266207	47995	BR (no emblem)	Rotating	No	Light	1949-50
266208	47996	BR early emblem	Rotating	No	Heavy	1946-56*
266209	47975	BR early emblem	Rotating	No	No	1950-55*
266210	47971	BR early emblem	Rotating	No	Light	1948-51
266211	47981	BR early emblem	Rotating	No	Heavy	1949-56*
266212	47992	BR early emblem	Rotating	No	No	1948-56*

* Delivery expected in May For more information and livery details see www.ehattons.com



and length of the locomotive, even when reversing trains across complex pointwork.

For a pound under £200 it's very competitively priced, especially when you consider the added extras and that it is effectively two locomotives in one. Less positively, the fit and finish of the samples we've seen isn't quite up to the standard we know Heljan is capable of and there are a few areas where we're sure that people would have accepted a slightly higher price in return for better detail and finish.

Despite those minor reservations, Hattons and Heljan deserve a great deal of praise for delivering a fine model of this 1:76 scale giant at a very reasonable price. **BRM**

PROTOTYPE INSPIRATION

TURN OVER FOR A
LOOK AT THE REAL
LMS GARRATTS

LOCOMOTIVE HISTORY: THE LMS BEYER -GARRATTS

Richard Wilson
looks back at the
career of the class
now immortalised
in 1:76 scale
by Hattons and
Heljan

In the mid-1920s the new London Midland & Scottish Railway, was concerned about the 'small locomotive policy' it had inherited from the Midland Railway. This led to the inefficient double-heading of heavy coal trains between the East Midlands and London. A more powerful machine that could handle the trains solo was required and that led the LMS to look at articulated locomotives. After initially considering a Mallet

design, which exceeded axle weight limits, George Hughes, the first Chief Mechanical Engineer (CME) of the LMS, contacted Beyer, Peacock in March 1925, outlining a design for a 2-6-0+0-6-2T of the Beyer-Garratt type, later altered to a 2-6-2+2-6-2T on the advice of BP.

In the end, Derby influence won out, and the experts at BP had to abandon their generously sized bearings for inadequate Midland ones and the proposed long travel Horwich valve gear was replaced by

the short travel Derby type.

Three prototypes were built in 1927 and numbered 4997-99. It appeared, initially, that the problems of hauling the lengthy coal drags between Toton and London had been resolved. The Garratts were impressive and certainly looked the part with their large diameter boiler, firebox and cab sitting on a central cradle between two 2-6-0 'engines'.

The trio underwent a three-year period of evaluation and were found



No. 47987 stabled at Toton on June 23, 1956 is an ideal example for modellers wanting to weather and super-detail their BR 'Garratt'. The Hasland-based locomotive is less than a year away from withdrawal. Behind is No. 47998, one of the three prototypes, identifiable by its smaller water tanks. T OWEN/COLOUR-RAIL.COM BRM2710



A superb portrait of LMS No. 4998, one of the three 1927 prototypes in original condition with small water tanks and bogie brakes. RAIL ARCHIVE STEPHENSON

The double-heading of heavy coal trains was a source of concern for the LMS.

capable of replacing two 0-6-0s power-wise, but not necessarily in economy. They were required to haul ninety 10t wagons plus a 20 ton brake van and return with 100 empties over the 127 mile route.

However, a number of possible opportunities for greater efficiency were not taken, making life more difficult for the operating department and crews. For example, no one



A rear view of No. 4984 in original condition showing the lengthy coal bunker, fire iron trough and a host of original 1930s details, as seen on Hattons' new model. RAIL ARCHIVE STEPHENSON

WHAT IS A GARRATT?

Invented and patented by British engineer Herbert William Garratt, the locomotive that bears his name consists of three articulated sections with a boiler mounted on a central frame between two steam engines.

It was one of several designs of articulated steam locomotive developed in the late-19th and early 20th century to provide increased power on lines where tight curves and lightly laid track prevented the use of larger conventional rigid

framed locomotives.

The major advantage of Garratt's design was that it allowed a larger diameter boiler and larger firebox than the Fairlie, French Mallet or German Meyer types, all of which featured two powered bogies under the locomotive, giving a larger heating area and therefore greater efficiency and power. The three-piece design also allowed greater stability on curves and higher maximum speeds than competing designs.

It was inspired by military gun

carriages, and became widely used on colonial railways across the British Empire and beyond. Garratt licenced Beyer, Peacock to promote and build his locomotives and almost two-thirds of all Garratts (1,023 of 1,651) were built in Manchester. The design was particularly popular in Africa, where a few were used into the 21st century in Zimbabwe, but examples were also built for Australia, Burma, Ceylon (Sri Lanka), India, Iran, Spain and Argentina, amongst others.

Interestingly, several South African Railways narrow gauge Garratts have been imported for use on the Welsh Highland Railway between Caernarfon and Porthmadog.

Just 34 were built for British main line railways, but there were also several industrial locomotives and a number of proposed designs, including an express mixed traffic version drawn up by R.E.L. Maunsell to work the Southern Railway's difficult main line between Salisbury and Exeter.



Although best known for hauling coal trains, the LMS Beyer-Garratts were also used on ironstone trains, which took them as far north as York. No. 7987 passes Copmanthorpe on the outskirts of the Yorkshire city with a train of ironstone hoppers in 1948. *E SANDERSON/ COLOUR-RAIL.COM LM90*

The production batch had taller chimneys and domes, water and coal capacity was increased and they had stronger frames than the prototypes.

thought to inform Beyer, Peacock of the positioning of the tank fillers so that they would line up with water cranes positioned for pairs of 0-6-0s.

Running bunker-first the cabs were draughty, with coal dust blowing in from the exposed bunker. On top

of all this there was the problem of overheating of the inadequate bearings and leakage from the flexible pipes and joints between the articulated sections.

Despite the flaws, a further 30 Garratts entered service in 1930,

numbered 4967-96. The three prototypes based at Toton were joined by 17 more, with the rest allocated to Wellingborough and Nos. 4984-85 to Cricklewood. The production batch had taller chimneys and domes, water and coal capacity

was increased and they had stronger frames to avoid cracking over the axleboxes. The coal bunker had a distinct inner lip and a sliding canvas cover to try to prevent draughts, though this quickly fell victim of sharp pieces of coal.

Access to the coal was a constant problem for the fireman, so No. 4996 was tested with a steam coal pusher. However, a solution tested on No. 4986 proved much more successful – a rotary 9t coal bunker, designed by Samuel Jackson, Chief Designer and Works Manager at BP. Powered by a small steam engine, this was a truncated cone resting on rollers. The engine was mounted underneath, driving a toothed ring that encircled the bunker, via a worm gear. Doors were provided for coaling and a hatch for access was fitted to the cab end.

In 1931-32 the 30 newer Garratts were fitted with 10t rotary bunkers at a cost of £320 each. The bunker fitted to No. 4986 passed to No. 4997 and No. 4996's coal pusher was removed. The other two prototypes retained their fixed bunkers. Other changes in 1933 were the removal of bogie brakes, soot blowers and bypass valves and adding crew food boxes.

By the mid-1930s, allocations had started to shift, with some locomotives going to Hasland shed, near Chesterfield. This extended their operating area to the Hope Valley line and as far north as York. To the south, the class started to work to Peterborough, Birmingham and were also tested on the Lickey incline without success. Occasionally they even ventured as far as Gloucester. Coal continued to be the staple



No.47998 retained its original fixed bunker until withdrawal in September 1956, although an additional coal rail was added in the 1930s. In BR black with the early emblem (no Garratt ever received the late crest), the 1927-built machine stands cold at Toton on June 23, 1956. *T OWEN/COLOUR-RAIL.COM BRM2711*



Fresh from the Crewe Works paint shop, No. 7991 shows off its LMS paintwork and rotary bunker in 1938. H M LANE/COLOUR-RAIL.COM LM111

work for the class, although they also hauled trains of ironstone hoppers/tiplers from Rutland and Leicestershire destined for blast furnaces in the north-east.

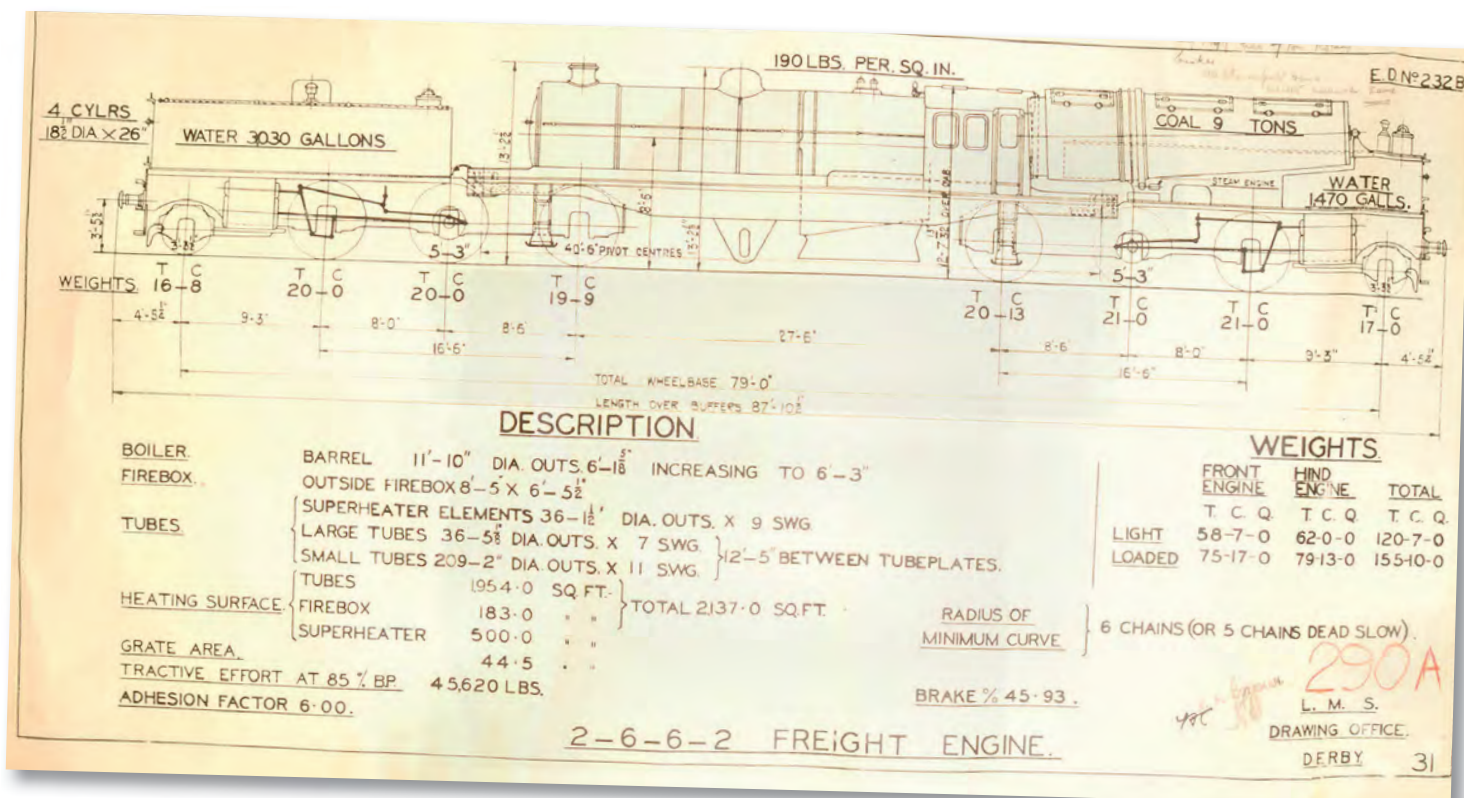
Their poor steaming, inadequate bearings, frame cracking and high maintenance costs led the LMS to approach Beyer, Peacock for

a solution in 1937. The builder suggested conversion to 2-6-2+2-6-2T, new frames, axleboxes and bogies at a cost of £2,850 per locomotive, but LMS senior management decided against this investment, leaving the class to be plagued with problems for the rest of its career.

To avoid a clash with the ever-increasing fleet of '5MT' 4-6-0s, the Garratts were renumbered in 1938, becoming Nos. 7967-96. After Nationalisation in 1948, the class was renumbered again, with 40,000 being added to the LMS number.

Following the introduction of the BR Standard '9F' 2-10-0s in 1954 the

flawed Garratts were on borrowed time. Seven were withdrawn in 1955, 13 in 1956 and 12 in 1957. No. 47994 survived into 1958 but its last revenue-earning run was from Toton to Hasland on February 28 1958, remaining at Hasland until March 14 before running light to Crewe Works the following day for scrap. **BRM**



BACHMANN MIDLAND

OO
GAUGE

Whilst we've seen plenty of new OO gauge LMS/LMR locomotives from Bachmann in recent years, development has been a little slower on the rolling stock side. However, to complement those superb 3F and 4F 0-6-0s, and the forthcoming Midland 1F 0-6-0T we now have a selection of new ex-Midland Railway 20t goods brake vans.

This design was introduced by the MR in 1921 and subsequently adopted by the LMS as its first standard brake van – 800 were built by the LMS between 1924 and 1927 to Diagram D1659, after which the design was modified with lookout duckets on each side of the van. Bachmann's model incorporates some of these differences that occurred across different batches, giving a range of options for modellers.

Four versions have been released in the initial batch, LMS pre-1936 grey with duckets, LMS brown without duckets and two BR unfitted grey vehicles, one with duckets and one without. Other detail variations include recessed verandah end panels on the earlier vans and deeper, flush ends on later-built vans. Of the first batch, only the BR grey van with duckets has the



latter, whilst LMS No. 2045 is the only one with through vacuum pipes.

All four models are superbly detailed and decorated with crisp printing throughout. The LMS grey

van with white lettering and MR style painted number 'plate' is particularly attractive. Correctly, the BR van without duckets is marked as 'Not in Common Use' – a safety measure agreed by BR

and the National Union of Railwaymen in the early-1960s.

Closer inspection reveals neatly executed rivet, step and underframe details and no fewer than 14 separately

KERNOW CLAY HOODS

N
GAUGE

Kernow Model Rail Centre has commissioned Graham Farish to create new N gauge tooling for the china clay

wagons used by BR until the late 1980s. Known as china clay 'hoods', the wagons are available in triple packs.

The blue tented-hood used in later years is a separately packed, moulded plastic cover with adhesive strips allowing the wagons to be presented in full or empty form. The moulding is a big improvement over the heavy fabric version used on Bachmann's OO

wagons and is subtly weathered to match the typical china clay staining on the bauxite livery. This pack is suitable for post-1974 usage and appropriately TOPS-coded as UCV with three different numbers included in the pack.

For pre-1974 modellers there is a separate triple pack of differently numbered wagons with flat tarpaulins in a natural cream colouring, again

moulded from plastic. Both sets include a detailing pack of coupling hooks and vacuum pipes.

These packs certainly have added value as a specially commissioned limited edition and will prove a great addition to many layouts as china clay workings found their way from Cornwall to many other parts, particularly the Potteries area of North Staffordshire. The wagon packs can be ordered from www.kernowmodelrailcentre.com or telephone 01209 714099.



FACT FILE

MANUFACTURER Graham Farish for Kernow Model Rail Centre

SCALE/GAUGE 1:148 scale, 9mm gauge N

MODEL 377-475Z BR bauxite china clay hood triple pack (500 packs), 377-476Z BR UCV china clay hood triple pack (750 packs)

PRICE £34.99 (plus P&P)

WORDS & PHOTOGRAPHS Andy York

20T BRAKE VAN



fitted wire handrails. The body shape and dimensions match published drawings, photographs and dimensions very closely.

Our samples were free running and

rock steady, even when coupled at the head of a 100-wagon train behind the new LMS Beyer-Garratt (see page 88). Detachable tension lock couplers are fitted in NEM pockets, but the models

do not have sprung buffers.

In BR days, all surviving ex-MR vans were painted unfitted grey as they were not fitted with continuous vacuum brake equipment. This makes them

FACT FILE

MANUFACTURER Bachmann

SCALE/GAUGE 1:76 scale, 16.5mm gauge 00

MODEL 38-550 BR grey ex-MR 20t brake van M357914 (with duckets), 38-551 BR grey ex-MR 20t brake van M281670 (without duckets), 38-552 LMS grey 20t brake van No. 2045 (with duckets), 38-553 LMS bauxite 20t brake van No. 280663 (without duckets)

PRICE £14.90 each

WORDS Ben Jones

PHOTOGRAPHY Tony Wright

suitable for unfitted mineral and steel trains or part-fitted goods trains of all types.

The vans were used across the LMS system and after 1948, well beyond, so they can be seen on layouts based on other regions. Although phased out of revenue earning service by the mid-1960s, they continued in departmental service for at least another decade.

Having made do with BR standard 20t brake vans and ageing ex-Airfix (now Hornby) LMS vehicles for many years, modellers of the LMS/LMR now have their own model to standards equal to those enjoyed by the rest of the 'Big Four'. One version was good, but to have four such superb models with authentic variations should encourage modellers to invest in one of each. Highly recommended.

WEATHERED SENTINEL

**00
GAUGE**

For its size, and the perceived level of interest in industrial subjects, Hornby's new Sentinel 4w diesel has created a remarkable amount of comment in recent weeks. What really seems to have caught attention is that it is a 'proper' quality model at a very reasonable price.

Last of the initial trio to arrive is this weathered version, carrying an almost BR style lined green with 'Tarmac' stickers on the cab side sheets. The model is based on a machine used at Raisby Hill quarry in Co. Durham until 2004 and now preserved by the Durham Locomotive Preservation Group at Locomotion in Shildon.

Its slightly scruffy appearance is a more honest look for a humble industrial shunter than the two pristine examples released to date. The factory-applied weathering avoids the slightly plasticky finish of the Esso

and NCB models. The bufferbeams are almost completely obscured by dirt – authentically defeating the point of painting them yellow to increase visibility!

Application of the logos, builders plates and lining is neat and although the dark green is fairly dowdy, it is typical of these unglamorous machines.

Otherwise, the model is as reviewed by Andy York in the March issue of **BRM**. Although not quite perfect in terms of detail, it is more than acceptable for the price

being asked and offers lots of potential for super-detailing. It is 'DCC Ready' with a unique four-pin decoder socket on the chassis (for Hornby's X9659 decoder) and detachable couplers in NEM pockets, which also take blanking plates for the bufferbeam (see Phil Parker's article in the April **BRM**).

We would have no hesitation in recommending this neat little diesel to anyone – get one while you can!



FACT FILE

MANUFACTURER Hornby

SCALE/GAUGE 1:76 scale, 16.5mm gauge 00

MODEL R3180 'Tarmac' weathered green Sentinel 4wDM industrial shunter

PRICE £59.99

WORDS Ben Jones

PHOTOGRAPHY Tony Wright



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EXHIBITIONS

SATURDAY 12TH APRIL

Horsham Model Railway Club St Leonard's Church Hall, Cambridge Road, Horsham, West Sussex RH13 5ED **Saturday:** 10.00am - 4.00pm **Prices:** £3.00 adult, £1.50 child (11 - 15yrs), £1.50 OAP, £1.50 concessions **Contact:** Ray Hambling **Web:** www.horshammrc.org.uk

East Surrey N Gauge Group St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1DU **Saturday:** 10.00am - 4.00pm **Prices:** £4.00 adult, £2.00 child, £10.00 family **Tel:** 01737 764217 **Web:** www.esng.co.uk

Gauge 1 North Agricultural Business Centre, Haddon Road, Bakewell, Derbyshire DE45 1AH **Saturday:** 10.00am - 4.30pm **Prices:** £5.00 adult, children and concessions free **Contact:** Allan Bullock **Tel:** 0114 2423 3546 **Web:** www.gauge1north.org.uk

NEWGOG The South Wales 0 Gauge Show Lysaghts Institute Orb Road Newport NP19 0RA **Saturday:** 9.30am - 4.30pm **Prices:** £5.00 adult, £3.50 child, £3.50 OAP **Web:** www.welshwizardlocoworks.co.uk

The Strettons Railway Society Silvester Horne Institute and URC Hall, High Street, Church Stretton, Shropshire **Saturday:** 10.00am to 4.00pm **Prices:** £3.00 adult, £1.00 child (under 18, under 5 free), £2.50 concessions **Tel:** 01694 722189 **Email:** chrisrochelle5@aol.com

Norwich Model Railway Club Hellesdon High School, Middletons Lane, Hellesdon, Norfolk NR6 5SB **Saturday:** 10.00am - 16.30pm **Prices:** £5.00 adult, £4.50 concessions **Tel:** 01603 419030 **Web:** www.norhams.org.uk/exhibition/exhibition.htm

12TH/13TH APRIL

Bentley MRG - Trainwest 2014 Christie Miller Sports Centre, Lancaster Road, Bowerhill, Melksham, Wiltshire SN12 6QU **Saturday:** 10.00am - 5.30pm **Sunday:** 10.00am - 4.30pm **Prices:** £8.00 adult, £5.00 child (5-17yrs), £20.00 family (2 + 3) **Contact:** Geoff Endacott **Tel:** 01249657283 **Web:** www.trainwest.org.uk

Bingham MRC South Notts Model Railway Exhibition Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ **Saturday:** 10.30am - 5.00pm **Sunday:** 10.30am - 4.30pm **Prices:** £6.00 adult, £2.00 child, £5.00 concs, £10.00 family (2 + 2) **Tel:** 01949 851311 **Web:** www.bingham-model-rail.co.uk

Crawley MRS Tanbridge House School Guildford Road (A281), Horsham, West Sussex RH12 1SR **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.30pm **Prices:** £5.50 adult, £3.50 child, £15.00 family (2+2) **Contact:** Jon Gregory **Tel:** 07411 353757 **Web:** www.crawleymrs.org.uk

East Dorset N Gauge Area Group The Hamworthy Club, Magna Road, Wimborne, Dorset BH21 3AP **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £4.00 adult **Tel:** 01202 546679 **Web:** www.bmre.org.uk

North Down MRS Bangor Grammar School Gransha Road, Bangor BT19 7QU **Saturday:** 10.00am - 5.00pm **Sunday:** 1.00pm - 5.00pm **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £12.00 family (2 + 2) **Tel:** 02891 450833 **Web:** www.ndmrs.co.uk

Rochdale MRG Littleborough Coach House, Lodge Street, Littleborough, Lancashire OL15 9AE **Saturday:** 10.00am - 4.30pm **Sunday:** 10.00am - 4.30pm **Prices:** £3.00 adult, £2.00 child **Contact:** Peter Rigby **Tel:** 01629 57034 **Web:** www.rmrug.co.uk

Scalefour North The Queen Elizabeth Grammar School, 154 Northgate, Wakefield, West Yorkshire WF1 3QX **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £6.00 adult, £5.00 members **Contact:** Scalefour Society **Web:** www.scalefour.org/scalefournorth/2014

Stourbridge RS The Bonded Warehouse, Canal Street, Stourbridge, West Midlands DY8 4LU **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.30pm **Prices:** £3.00 adult, £2.00 child, £9.00 family (2 + 2) **Contact:** Christopher Dyche **Tel:** 01384 375582

Tarka Valley Railway Group Spring Gala The Puffing Billy, Station Hill, Great Torrington, Devon EX38 8JD **Saturday:** 10.00am - 5.00pm, **Sunday:** 10.00am - 5.00pm **Contact:** Phil Simkin **Tel:** 01805 623050 **Web:** www.tarkavalleyrailway.co.uk

18TH/19TH APRIL

Wessex Association of MRCs Swordfish Centre, FAA Museum, RNAS Yeovilton, Yeovil, Somerset BA22 8HT **Good Friday:** 10.00am - 4.00pm **Saturday:** 10.00am - 3.30pm **Prices:** £5.00 adult, £2.00 child **Contact:** Bob **Tel:** 01963 440167 **Email:** bobwessex@gmail.com

SATURDAY 19TH APRIL

Ilfracombe Model Railway Society, The Landmark Pavilion, Seafront, Wilder Road, Ilfracombe, Devon

Saturday: 10.00am - 5.00pm **Contact:** Hon. Secretary **Tel:** 01271 864677

19TH/20TH APRIL

Model Railway Weekend Cefn Coed Museum, Crynant, Neath SA10 8SN **Saturday:** 10.30am - 4.30pm **Sunday:** 10.30am - 4.30pm **Contact:** Mr King **Tel:** 01639750237 / 01639750556

19TH-21ST APRIL

York Model Railway Show York Racecourse Racecourse Road, York YO23 1EX **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 5.00pm **Monday:** 10.00am - 4.30pm **Prices:** £8.00 adult, £4.00 child, £20.00 family (2 + 3) **Contact:** Mr Scrimshaw **Tel:** 1482503188 **Web:** www.yorkshow.org.uk

SATURDAY 26TH APRIL

De Havilland Model Railway Society Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City, Hertfordshire AL7 3PN **Saturday:** 10.00 am - 5.00pm **Prices:** £4.00 adult, £2.00 child (under 5s free) **Contact:** Phil Bicknell **Tel:** 01707 267541 **Email:** phile_b51@yahoo.co.uk

Rotary Club of Fareham ROTARAIL 2014 Fareham College, Bishopfield Road, Fareham, Hampshire PO14 1NH **Saturday:** 10.30am - 5.00pm **Prices:** £5.00 adult, £2.50 child (5-16yrs) **Contact:** Chris Thomas **Tel:** 01329 663685 **Web:** www.rotarail2014.webs.com

Horsham MRC St Leonard's Church Hall, Cambridge Road, Horsham, West Sussex RH13 5ED **Saturday:** 10.00am - 16.00pm **Prices:** £3.00 adult, £1.50 child (11 - 15yrs), £1.50 OAP, £1.50 concessions **Contact:** Ray Hambling **Web:** www.horshammrc.org.uk

Mid Kent MRG St Luke's Church Hall, Folley Street, Maidstone, Kent, ME14 5BD **Saturday:** 10.00am - 4.30pm **Prices:** adult £3.00 concessions £3.00, child £1.50, family £7.50 **Contact:** Dakota **Tel:** 07595 255150 **Email:** info@dakatadibben.co.uk

0 Scale North West Leigh Sports Village Sale Way, (off Atherleigh Way), Leigh, Greater Manchester WN7 4JY **Saturday:** 10.0am - 4.00pm **Prices:** £5.00 adult **Tel:** 01925 762434 **Web:** www.nwgom.org.uk

Rushden Model Railway Exhibition Rushden Community College, Hayway, Rushden, Northamptonshire NN10 6AG **Saturday:** 10.00am - 4.30pm **Prices:** £4.00 adult, £2.00 child, £2.00 concessions, £10.00 family

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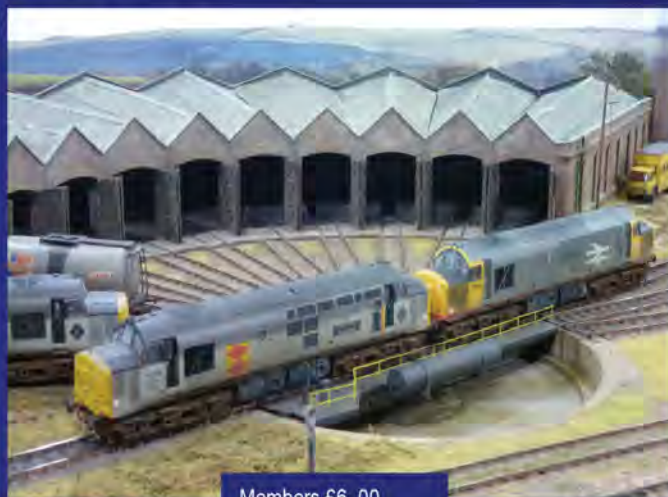
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ASSOCIATION OF MODEL RAILWAY CLUBS, WALES & WEST OF ENGLAND LTD

26TH/27TH APRIL

Epsom and Ewell MRC North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey KT17 3DS **Saturday:** 10.00am - 5.30pm **Sunday:** 10.00am - 5.00pm **Prices:** £6.00 adult **Contact:** Peter Swift **Tel:** 01483576274 **Web:** www.eemrc.org.uk

Helston & Falmouth MRC The Old Cattle Market Centre, Porthleven Road, Helston, Cornwall TR13 0SR **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £4.50 adult, £3.00 child, £4.00 OAP, £12.00 family

Liverpool MRS Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RF **Saturday:** 10.00am

- 5.00pm **Sunday:** 10.00am - 4.30pm **Prices:** £4.00 adult, £2.00 child, £3.50 OAP **Contact:** Mr Follett **Tel:** 0151 526 1574 **Web:** www.lmrs.org.uk

Sutton Coldfield Railway Society Bishop Walsh School Wyldie Green Road, Sutton Coldfield, West Midlands B76 1QT **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £4.00 OAP **Contact:** Andy Smyth **Web:** www.ukmodelshops.co.uk/scrs

Thistle Modelmakers Society - Edinburgh's Model Show Portobello Town Hall, 147-149 Portobello High Street, Edinburgh EH15 1AF **Saturday:** 10.00am - 6.00pm **Sunday:** 10.00am - 5.00pm **Prices:** ££4.50 adult, ££2.50

child, ££11.00 family **Tel:** 07761 963821 **Email:** johnhewit@virginmedia.com

SUNDAY 27TH APRIL

Stowmarket Railway Club Mid-Suffolk Leisure Centre, Gainsborough Road, Stowmarket IP14 1LH **Sunday:** 10.30am - 5.00pm **Prices:** £4.00 adult, £2.00 child, £3.00 concessions **Tel:** 01449 771360 **Web:** www.stowrailclub.org.uk

SATURDAY 3RD MAY

Rickingham Village Hall and Diss & District MRS Rickingham Village Hall, Hinderclay Road, Rickingham, Diss, Norfolk IP22 1HD **Saturday:** 10.00am - 4.00pm **Prices:** £4.00 adult **Tel:** 01379643045 **Email:** bobclarkonline@gmail.com

Market Deeping MRC - Stamford Show

Queen Eleanor School, 1 Green Lane, Stamford, Lincolnshire PE9 1HE **Saturday:** 10.00am - 5.00pm **Prices:** £2.00 child, £10.00 family (2 + 2) **Contact:** Peter Wilde **Tel:** 01778 344991 **Web:** www.marketdeepingmrc.co.uk

3RD/4TH MAY

Cleckheaton Model Railway Exhibition Whitcliff Mount Sports Centre, Turnstead Avenue, Cleckheaton BD19 3AQ **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £10.00 family (2 + 2/3) **Contact:** Kevin Jagger **Tel:** 01274521073 / 07745268960 **Web:** www.bradfordmrc.org.uk

South West Model & Hobby Show Bath & West Showground, Shepton Mallet BA4 6QN **Saturday:** 10.00am to 6.00pm **Sunday:** 10.00am to 5.00pm **Prices:** £13.00 adult, £5.00 child (under 15 accompanied), £31.00 family (2+3) **Tel:** 0117 907 1000 **Web:** www.swmee.co.uk

SATURDAY 10TH MAY

ALSRM Reading Show The Rivermead Centre Reading RG1 8EQ **Saturday:** 10.00am - 4.30pm **Prices:** £9.00 adult **Contact:** Phil Abbott **Tel:** 01953 850800 **Web:** www.alsrm.org.uk

Pontypridd Model Railway Exhibition Crown Hill Community Centre, Llantwit Fardre CF38 2NA **Saturday:** 10.00am - 4.00pm **Prices:** £3.00 adult **Contact:** Phil Gerrish **Tel:** 01443 217511

South West Herts MRS Watford Queens School, Aldenham Road, Bushey, Hertfordshire WD23 2TY **Saturday:** 10.00am - 4.30pm **Prices:** £5.00 adult, £10.00 family (2 + 2) **Tel:** 01707 873729 (eves only) **Web:** www.southwesthertsmrs.org.uk

Area 10 South East Gauge 0 - Temple Ewell Dover Temple Ewell Village Hall, Temple Ewell, Nr. Dover **Saturday:** 10.00am-4.00pm **Tel:** 01304 822850 **Email:** g.roberts93@ntlworld.com

Victory MRC Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hampshire PO3 5XT **Saturday:** 10.00am - 5.00pm **Prices:** £4.50 adult, £3.50, concessions, £9.00 family (2 + 2) **Contact:** Mike Reed **Tel:** 07854 636159

SATURDAY 10TH MAY TO

SUNDAY 11TH MAY
Stockport Model Railway Exhibition Stockport Grammar School, Buxton Road, Stockport, Cheshire SK2 7AQ **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £4.50 concessions **Tel:** 07895 838029 **Email:** Exhibition@sdrn.co.uk

Cleethorpes Model Railway Exhibition Memorial Hall, Grimsby Road, Cleethorpes, Humberside DN35 8AH **Saturday:** 10.00am

-5.00pm **Sunday:** 10.00am-4.30pm **Prices:** £3.50 adult, £1.50 child, £2.00 OAP, £2.00 concessions, £8.00 family (2+2) **Tel:** 07935 762320 **Web:** www.cleethorpesmodelrailway.co.uk/events.htm

Glenrothes Annual Model Railway

Exhibition Lomond Centre, Woodside Way, Glenrothes, Fife KY16 8XF **Saturday:** 10.00am - 5.00pm **Sunday:** 10.30am - 5.00pm **Prices:** £4.00 adult, £2.00 child, £10.00 family **Tel:** 01334 475311 **Email:** aandj36@tiscali.co.uk

50th Salisbury Model Railway Exhibition

Michael Herbert Hall, South Street, Wilton, Wiltshire **Saturday:** 10.30am - 4.30pm **Sunday:** 10.00am - 4.00pm **Prices:** £4.00 adult, £2.50 child **Tel:** 7903936801 **Web:** www.sswrs.org.uk

Stockport Model Railway Exhibition Stockport Grammar School, Buxton Road (The A6), Stockport, Cheshire SK2 7AQ **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £4.50 concessions **Contact:** Ian Bradbury **Tel:** 07895 838029 **Web:** www.sdrn.co.uk

Derby Model Railway Exhibition Moorways Sports Centre, Moor Lane, Allenton, Derby, Derbyshire DE24 9HY **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 5.00pm **Prices:** £6.00 adult, £15.00 family (2 + 2) **Contact:** Alex Hall **Tel:** 07973 640746 **Web:** www.mmrg.org.uk

SATURDAY 17TH MAY

Bloxwich (St John's) Model Railway Exhibition St John's Methodist Church Victoria Avenue, Bloxwich, Walsall, West Midlands WS3 3HS **Saturday:** 10.00am - 4.30pm **Prices:** £4.00 adult, £3.00 concessions **Tel:** 01922475557 / 07970390258 **Email:** bloxwichstjohnsmrc@orangehome.co.uk

Lutterworth RS Lutterworth Sports Centre Lutterworth, Leicestershire LE17 4RB **Saturday:** 10.00am - 4.30pm, **Prices:** £4.00 adult, £1.50 child, £8.00 family **Tel:** 01455 203307 **Web:** www.lutterworthrailwaysociety.webplus.net

Burgess Hill MRC Burgess Hill School for Girls Keymer, Burgess Hill, West Sussex RH15 0EG **Saturday:** 10.00am - 5.00pm **Prices:** £5.00 adult, £3.00 child, £13.00 family (2 + 2) **Tel:** 01444232638 **Web:** www.burgesshillmrc.org.uk

Ely & District MRC City of Ely Community College, Downham Road, Ely, Cambridgeshire CB6 2SH **Saturday:** 10.30am - 5.00pm **Prices:** £5.00 adult, £4.00 concessions **Tel:** 01480454857 **Web:** www.elymrc.org.uk

Mirfield Model Railways Exhibition St. Mary's Church Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU **Saturday:** 10.00am - 4.00pm **Prices:** £3.50 adult, £2.00 child **Tel:** 01924 495929 **Email:** Mr. Dransfield@BTinternet.com

South Downs Area Group of the 7mm NGA SWING (Small & Wonderful Industrial & Narrow Gauge) St. Mary's Centre, Grassmere Close, Felpham, Bognor Regis, West Sussex PO22 7NU **Saturday:** 10.00am - 4.30pm **Web:** http://swing.model-railway.org.uk/

17TH/18TH MAY

expoEM 2014 (Bracknell) Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE **Saturday:** 10.30 - 5.30pm **Sunday:** 10.00am-4.30pm **Prices:** £6.00 adult, £2.00 child, £16.00 family **Web:** www.transportdirect.info

MEETINGS & TALKS

FRIDAY 11TH APRIL

Purbeck Railway Circle - 30 Years of the Armyat Swanage Railway Harman's Cross Village Hall **Friday:** 7.00 for 7.30 pm **Tel:** 01929 554765 **Web:** www.swanagerailway.co.uk

MONDAY 14TH APRIL

Plymouth Railway Circle - Hungarian Rhapsody by Richard Green St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Prices:** ££.00 adult **Contact:** Barrie Lanyon **Tel:** 01752 651014 **Email:** barrie.lanyon@hotmail.com

THURSDAY 17TH APRIL

Gravesend Railway Enthusiasts Society Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB **Thursday:** 7.45 **Contact:** Bob Poole **Tel:** 01474 326232 **Web:** www.gres.org.uk

Lutterworth Railway Society - The History of Toton Marshalling Yards United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 7.30 **Contact:** Dave Hanger **Tel:** 01455 203307 **Web:** www.lutterworthrailwaysociety.webplus.net

MONDAY 28TH APRIL

Plymouth Railway Circle - Memories of the Great Western & Southern in Devon by Peter Gray St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Prices:** ££1.00 adult **Contact:** Barrie Lanyon **Tel:** 01752 651014 **Email:** barrielanyon@hotmail.com

THURSDAY 1ST MAY

Lutterworth Railway Society - Wimbledon to West Croydon United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 7.30 **Contact:** Dave Hanger **Tel:** 01455 203307 **Web:** www.lutterworthrailwaysociety.webplus.net

FRIDAY 2ND MAY

Kettering & District Locomotive Society - Steam on Video 2013 - Karl Jauncey & Dave Richards The Cornmarket Hotel, London Road, Kettering NN15 6PX **Friday:** 7.45pm **Contact:** Robin Cullup **Tel:** 01536 514640

MONDAY 5TH MAY

Mirfield Railway Enthusiasts Society - Ken Horan - Last Knockings of Steam Navigation Tavern, Station Road, Mirfield,

West Yorkshire **Monday:** 7.45 **Contact:** Pete Whitworth **Tel:** 01924 498651 **Email:** petesyl12whitworth@hotmail.co.uk

TUESDAY 6TH MAY

Gravesend Railway Enthusiasts Society Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB **Tuesday:** 7.45 **Contact:** Bob Poole **Tel:** 01474 326232 **Web:** www.gres.org.uk

THURSDAY 8TH MAY

Grantham Railway Society St Wulfram's Church Hall, Church Street, Grantham, Lincolnshire **Thursday:** 7.30 pm **Prices:** £2.00 adult, £1.00 concessions **Contact:** Bill Berridge **Tel:** 07743 335545

MONDAY 12TH MAY

Plymouth Railway Circle - Members Slide / Cine / Digital Photo Evening St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Prices:** £1.00 adult **Contact:** Barrie Lanyon **Tel:** 01752 651014 **Email:** barrielanyon@hotmail.com

TUESDAY 13TH MAY

East Anglian Railway Museum First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ **Tuesday:** 8.00pm - 10.30pm **Prices:** £2.50 adult **Contact:** Roger Elkin **Tel:** 2083630697 **Email:** rogerelkin@btinternet.com **Web:** www.earm.co.uk

WEDNESDAY 14TH MAY

North London Railway Historical Society Keen House, 4 Calshot Street, London N1 9DA **Wednesday:** 7.00 **Contact:** Trish Connor **Tel:** 07790 142327 **Email:** nlhrs.sec@hotmail.co.uk

THURSDAY 15TH MAY

Lutterworth Railway Society - St Pancras - On Time United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 7.30 **Contact:** Dave Hanger **Tel:** 01455 203307 **Web:** www.lutterworthrailwaysociety.webplus.net

THURSDAY 22ND MAY

Gravesend Railway Enthusiasts Society Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB **Thursday:** 7.45pm **Contact:** Bob Poole **Tel:** 01474 326232 **Web:** www.gres.org.uk

ALSRM READING EXHIBITION



At Rivermead Leisure Centre
Reading RG1 8EQ

Saturday 10th May 2014
from 10.00am - 16.30pm

Adults £9, Accompanied children under 14
FREE, ALSRM Members free, Members of
GOG, G1MRA, G Scale Soc. Etc. £8

0 gauge layouts – Aber Emlyn, Runswick Bay,
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Viewing 9.30 a.m. – 11.30 a.m. Auction starts 11.30 a.m.;

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DERBY 2014

10th & 11th May

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Moor Lane, Allenton, Derby, DE24 9HY

Layouts appearing this year will include:

Annston	N Gauge	Midchester City	4mm Scale
Barton Road	N Gauge	Rumbling Bridge	4mm Scale
Bassenthwaite Lake	N Gauge	Trevena Mill	4mm Scale
Dyna Hyfryd	N Gauge	Keilder Forest	EM Gauge
North of England Line	N Gauge	Shoreham Street	EM Gauge
Coris 1930	4mm NG	Eccelstone	P4 Gauge
Astley	4mm Scale	Elcot Road	P4 Gauge
Bradstone Quarry	4mm Scale	Stonehaven	7mm NG
Drewry Lane	4mm Scale	Dubmill Sidings	7mm Scale
Elstree Fantasy Land	4mm Scale	Kirkwood - West Riding	7mm Scale
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EVENT DIARY

Four Marks Model Railway Exhibition Four Marks Village Hall, Lymington Bottom, Four Marks, Hampshire GU34 5AA **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £4.00 adult, £2.00 child, £2.50 OAP, £8.00 family (2 + 2) **Tel:** 01420 563853

Manchester Museum of Transport MRX Museum of Transport, Boyle Street, Cheetham Hill, Manchester M8 8UW **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 5.00pm **Prices:** £6.00 adult, £5.00 concs **Tel:** 0796176018 **Web:** www.tramways.freeseve.co.uk

Middlesbrough MRC Newport Settlement and Community Centre, Union Street, Middlesbrough **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £3.00 child, £4.00 concessions, £10.00 family (2 + 2) **Tel:** 1642802892

Scunthorpe Modern Image Group St Pauls Church Hall, Ashby High Street, Scunthorpe, Lincolnshire DN16 2JR **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £3.00 adult, £2.00 child (5-16yrs), £8.00 family (2 Adults 2 Children) **Email:** peterfawcett125@yahoo.co.uk

23RD/24TH MAY

First Bangor MRC First Bangor Presbyterian Church Halls, Main Street, Bangor, County Down BT20 4AG Northern Ireland **Friday:** 7.00pm - 9.30pm **Saturday:** 10.00am - 5.00pm **Prices:** £5.00 adult, £2.00 child (under 13yrs), £3.00 OAP, £3.00 concessions, £10.00 family (2+2) **Tel:** 2891467891 **Web:** www.firstbangormrc.co.uk

SATURDAY 24TH MAY

Bridlington (Area) Railway Modellers and Train Enthusiasts Society (BARMATES) Christ Church Hall, Quay Road, Bridlington YO15 2AP **Saturday:** 10.00am - 4.00pm **Prices:** £2.50 adult, £1.20 child, £2.00 concessions **Tel:** 01262 603309 **Web:** www.bmrns.org.uk

Hayle MRC Hayle Daycare Centre, Commercial Road, Hayle, Cornwall TR27 4DE **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £3.50 adult, £2.00 child (under 5s free), £2.50 OAP, £2.50 concessions, £8.00 family (2+2) **Tel:** 01736 757679 **Web:** www.haylemrc.org.uk/exhibitions.htm

Mid-Kent MRG Gravesend East MRX Riverview Junior School, Cimba Wood, Gravesend, Kent DA12 4SD **Saturday:** 10.00am - 5.00pm **Prices:** £3.00 adult, £1.50 child, £7.50 family (2 + 2) **Tel:** 07595 255150 **Email:** info@dakotadibben.co.uk

24TH/25TH MAY

Kingswood MRG Open Weekend & Exhibition Kingswood Primary School, Bushy Grove, Kingswood, Kent ME17 3QL **Times** 10.00am - 4.00pm **Prices:** £3.00 adult, £1.00 child **Tel:** 01622 843132

New Forest MRS Brockenhurst Village Hall Highwood Road, Brockenhurst, Hampshire SO42 7RY **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.30pm **Prices:** £4.00 adult, £2.50 child, £10.50 family (2 + 2) **Tel:** 01425 673668 **Web:** www.nfmrs.co.uk

RAILEX Risborough and District MRC Stoke Mandeville Stadium, Harvey Road, Aylesbury, Buckinghamshire HP21 9PP **Saturday:** 10.30am - 5.00pm **Sunday:** 10.00am - 5.00pm **Prices:** £8.00 adult, £5.00 child **Tel:** 01296 437475 **Web:** www.rdmrc.nildram.co.uk

SUNDAY 25TH MAY

North Devon Model Railway Show Pannier Market Hall, Market Street, Bideford, Devon EX39 2DL **Sunday:** 10.00am - 4.00pm **Prices:** £3.00 adult, £1.50 child, £7.50 family (2 + 2) **Contact:** Maurice Pearce **Tel:** 01237 423453

SATURDAY 31ST MAY

The Association of South Essex Railway Modellers St Marys Church Hall, 376 High Road, Benfleet, Essex SS7 5HL **Saturday:** 10.00am to 4.00pm **Prices:** £3.00 adult, £0.00 child **Contact:** Robin French **Tel:** 01277 225206 **Email:** robinsnest.french@btinternet.com

West Wiltshire Gauge O Group Southwick Model Railway Show Southwick Village Hall, A361 Frome Road, Southwick, Wiltshire BA14 9QN **Saturday:** 10.00am - 4.30pm **Prices:** £4.00 adult, £2.00 child, £9.00 family **Contact:** Rod Towler **Tel:** 01380 831147

TRAIN & TOY FAIRS

SATURDAY 12TH APRIL

Spennymoor Trains, Toy & Collectors Fair Rosa Street Primary School, Rosa Street, Spennymoor, Durham DL16 7NA **Saturday:** 10.00am - 3.00pm **Prices:** £1.00 adult **Contact:** Dave **Tel:** 01388 817907 **Web:** www.wripq.com

SUNDAY 13TH APRIL

SRP Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR **Sunday:** 10.00am - 2.00pm **Prices:** £2.00 adult, children free **Contact:** Gerald Widdowson **Tel:** 07739998012 / 01322662729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

GOOD FRIDAY 18TH APRIL

Barry Stockton Train & Toy Collectors Fair - Manchester Concorde Conference Centre, Runway Visitors Park, Sunbank Lane, Manchester WA15 8XQ **Friday:** 10.30am to 4.00pm **Prices:** £2.00 adult, £0.50 child **Tel:** 0151 334 3362 **Web:** www.barrystocktonfairs.co.uk

SRP Toy Fairs - Colchester Marks Tey Parish Hall, Old London Road, Marks Tey, Colchester CO6 1EN **Friday:** 10.00am - 2.00pm **Prices:** £2.00 adult, £0.00 child **Tel:** 01322 662729 / 07739 998012 **Web:** www.srptoysfairs1.co.uk

SUNDAY 20TH APRIL

SRP Toy Fairs - Brighton The Grandstand and Paddock Hall, Brighton Racecourse, Freshfield Road, Brighton, East Sussex, BN2 9XZ **Sunday:** 10.00am - 2.00pm **Prices:** £2.00 adult, children free **Contact:** Gerald Widdowson **Tel:** 01322 662729 / 07739 998012 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

MONDAY 21ST APRIL

Tony Oaks Fairs - Bridgnorth Bridgnorth Leisure Centre, High Town, Bridgnorth, Shropshire WV16 4ER **Monday:** 10.30 to 3pm **Prices:** £2.00 adult **Tel:** 01270 652773

SUNDAY 27TH APRIL

Barry Stockton Train & Toy Collectors Fair - Southport Splash World, Dunes Leisure Centre, Esplanade, Southport, Cheshire PR8 1RX **Sunday:** 10.30am to 3.00pm **Prices:** £2.00 adult, 50p child **Tel:** 0151 334 3362 **Web:** www.barrystocktonfairs.co.uk

WEDNESDAY 30TH APRIL

Hoddesdon Toy & Tain Fair Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY **Wednesday:** 7.00pm - 9.00pm **Prices:** £1.00 adult **Tel:** 01992 467967 / 07866 641215

SATURDAY 3RD MAY

Pooleys Puffers Gateshead International Stadium, Neilson Road, (off the Felling bypass), Gateshead, Tyne and Wear NE10 0EF **Saturday:** 10am to 3.00pm **Prices:** £2.00 adult, £1.50 child, £1.50 OAP **Tel:** 0191 410 6386 **Email:** pooleyspuffers@btopenworld.com

Malcolm Townsend - Nottingham Bluecoat Toy & Train Fair Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY **Saturday:** 10.00am-2.00pm **Prices:** £2.00 adult **Tel:** 07951 072790 **Web:** www.ashfieldtoyfairs.kk5.org

SUNDAY 4TH MAY

Ray Heard - Newton Abbot Train & Toy Fair Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3AF **Sunday:** 10.00am - 3.00pm **Prices:** £2.00 adult **Tel:** 01823 480097 **Email:** rayheard66@btinternet.com

Toy Collectors Fair Wymondham Leisure Centre, Norwich Road, Wymondham NR18 ONT **Sunday:** 10.00am - 3.00pm **Prices:** £3.00 adult £1.00 child Early entry buyers £5.00 **Contact:** Anne Martin **Tel:** 01603 431457/07979 884072

SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing BN14 9HS **Sunday:** 10.00am-2.00pm **Prices:** £2.00 adult, children free **Contact:** Gerald Widdowson **Tel:** 01322 662729 **Web:** www.srptoysfairs1.co.uk

WEDNESDAY 7TH MAY

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 **Tel:** 01992 467967

Malcolm Townsend - Burton Upon Trent Toy & Train Fair The Town Hall, High Street, Welshpool, Powys SY21 7JQ

OPEN DAYS

SATURDAY 12TH APRIL

Ipswich Railway Modellers Association 40a Norfolk Road Ipswich, Suffolk IP4 2HB **Saturday:** 10.00am - 1.00pm **Tel:** 01473 251017 **Web:** www.irma.org.uk

THURSDAY 24TH APRIL

Southwark Model Railway Club St Phillip and St Marks Church Hall, Avondale Square off Old Kent Road, Bermondsey SE1 5PD **Thursday:** 7.00pm onwards **Contact:** Ray **Tel:** 02077329675

SATURDAY 26TH APRIL

Coventry & Warwickshire 0 Gauge Modellers Church of the Holy Cross Wyken, Coventry CV2 5EA **Contact:** Peter Foyer **Tel:** 01926 632852

THURSDAY 15TH MAY

Southwark Model Railway Club St Phillip and St Marks Church Hall, Avondale Square off Old Kent Road, Bermondsey SE1 5PD **Thursday:** 7.00pm onwards **Contact:** Ray **Tel:** 02077329675

SATURDAY 24TH MAY

Newport Neon Model Railway Group Odeon Cinema, Clarence Place, Newport NP19 7AB Wales **Saturday:** 10.30am - 5.00pm **Prices:** £2.00 adult, £2.00 child **Contact:** Richard **Tel:** 7710664799 **Email:** richard.flannigan@gmail.com **Web:** www.newportneon.co.uk/railway.htm

THURSDAY 29TH MAY

Southwark Model Railway Club St Phillip and St Marks Church Hall, Avondale Square off Old Kent Road, Bermondsey SE1 5PD **Thursday:** 7.00pm onwards **Contact:** Ray **Tel:** 02077329675

SATURDAY 31ST MAY

Hillingdon Railway Modellers Viewslay Baptist Church, Cornerstone Centre, 74 Colham Avenue, Viewslay, Middlesex UB7 8HF **Saturday:** 10.00am - 4.00pm **Prices:** £5.00 adult **Contact:** Peter **Tel:** 020 8368 4090 **Web:** http://www.hillingdonrailwaymodelers.co.uk

Wednesday: 6.30pm - 8.30pm **Prices:** £2.00 adult **Tel:** 07951 072790 **Web:** www.ashfieldtoyfairs.kk5.org

SATURDAY 10TH MAY

Malcolm Townsend - Ashfield Toy & Train Fair Festival Hall, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ **Sunday:** 10.00am - 3.00pm **Prices:** £2.00 adult **Tel:** 07951 072790 **Web:** www.ashfieldtoyfairs.kk5.org

SATURDAY 31ST MAY

Tony Oaks Fairs - Stoke on Trent Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT **Saturday:** 10.30am to 2.00pm **Prices:** £1.00 adult **Contact:** Tony Oaks **Tel:** 01270 652773



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Sunday
20th April



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SATURDAY 24th & SUNDAY 25th MAY

Layouts include: Dewsbury Midland, Blackgill, Bath Green Park, Alloa, Wadebridge, Ynysybwl, Ironstone, The End of the Line, Tower Pier plus others.



Dewsbury Midland
By Manchester MRS
Photograph by Wally Pugh



Bath Green Park By Taunton Model Railway Group
Photograph by Craig Tiley Courtesy of Railway Modeller



Blackgill
By Eddie Ford
Photograph by Alistair Ford

Traders include: 247 Developments, Alan Gibson, ALL Components, AMBIS Engineering, C&L Finescale Modelling Ltd, Ceynix Railway Trees, Cheltenham Model Centre, Comet Models, Cooper Craft, Dart Casting, D&E Videos – Realtrack Models, Dragon Models, EDM Models, Eileen's Emporium, Extreme Etchings / Shawplan, Golden Arrow Productions, Gramodels, Green Scene, High Level, Hobby Holidays, Ian's Trains, Isinglass Models, Judith Edge Kits, Lionheart Trains, London Road Models, M.A.R.C. Models / Electrifying Trains, Model Railways Development, N Brass Locomotives, Parkside Dundas, PenBits Model Railways, Plus Daughters, Priory Books, Quainton Road Models, Radley Models, Replica Railways, Road Transport Images, Roger Carpenter, Roxey Mouldings, Rural Railways, South Eastern Finecast, Sunningwell Command Control, Tools 2000, Unit Models, Wild Swan Publications and Wizard Models.

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31-128 Class 3000 GWR ROD 2-8-0 3036 in BR black early emblem - weathered (Bac) (list £139.95) **BARGAIN** ... £88



31-086 Class 3200 Earl "Dukedog" 4-4-0 9017 in BR black early emblem (as preserved) (Bac) ... £104
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31-727 Class 3700 City GWR 4-4-0 3439 "City Of London" GWR Green Monogram (Bac) ... £104.98



R3006 Class 3800 2-8-0 3864 in BR weathered black early emblem. (Hor) ... £106



31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac) ... £71.23
31-628DC Class 3F 0-6-0 43620 BR black late crest - weathered. DCC On Board (Bac) ... £93.16



32-140 Class 4575 Prairie tank 2-6-2 4585 in BR lined green early emblem (Bac) ... £68.30



32-129A Class 45xx Prairie tank 2-6-2 4545 in BR black early emblem (Bac) ... £72.21



31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley tender (Bac) ... £76.46
31-881 Class 4F 0-6-0 43875 BR black early emblem and Johnson/Deeley tender (Bac) ... £76.46
31-882 Class 4F 0-6-0 43824 BR black late crest and Fowler tender (as preserved) (Bac) ... £76.46



31-166 Class 5 L&YR 2-4-2T 50636 in BR lined black early emblem (Bac) ... £71.36
31-167DC Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) ... £98.13



R3110 Class 61XX Prairie steam loco 2-6-2T 6129 in BR black (Hor) ... £80



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £288) ... **BARGAIN** ... £189
R3017X Class 6P Patriot 4-6-0 45535 "Sir Herbert Walker K.C.B." in BR green early crest. DCC fitted (Hor) ... £126



32-859 Class 9F Standard 2-10-0 92233 BR black late crest - weathered (Bac) ... £124.02



R3086 Class A1 "Flying Scotsman" in LNER Apple Green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) ... £76



32-550C Class A1 4-6-2 60163 "Tornado" in BR Express blue (Bac) ... £128.01



32-550B Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £150.60) ... **BARGAIN** ... £92



31-530 Class A2 4-6-2 526 "Sugar Palm" in LNER lined apple green. (Bac) (list £149.95) ... **BARGAIN** ... £89
31-528 Class A2 4-6-2 60533 "Happy Knight" in BR lined green late crest and double chimney & multi-valve regulator (Bac) (list £149.95) ... £99
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31-967 Class A4 4-6-2 60010 "Dominion of Canada" in BR green late crest (Bac) ... £109.99
31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) ... **BARGAIN** ... £92



R2784X Class A4 4-6-2 60022 "Mallard" in BR late crest green (DCC Fitted) - Railroad Range (Hor) ... £72

NEW



R1313 Class A4 steam loco 4-6-2 4462 "Great Snipe" in LNER blue (Hor) **NEW** ... £116



31-715 Class B1 1123 in LNER lined green (Bac) ... £76



31-714 Class B1 61250 "A. Harold Bibby" in BR lined black early emblem (Bac) ... £74
R2921X Class B17/2 Sandringham 4-6-0 61637 "Thorpe Hall" in BR early crest DCC Fitted (Hor) ... £125



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) ... £100.22



31-318 Class J11 Robinson (GCR 9J) 5317 in LNER black (Bac) ... £76.46
31-319 Class J11 Robinson (GCR 9J) 64311 BR black early emblem (Bac) ... £76.46
31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac) ... £91.76



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac) ... £99.07
31-005 Class O4 Robinson ROD 2-8-0 63547 in LNER black (Bac) ... £118
31-004 Class O4 Robinson ROD 2-8-0 63598 in BR black early emblem - weathered (Bac) (list £139.95) ... **BARGAIN** ... £72
31-002 Class O4 Robinson ROD 2-8-0 63635 in BR black early emblem. (Bac) (list £129.95) ... **BARGAIN** ... £78



31-001Z Class O4 Robinson ROD 2-8-0 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) ... **BARGAIN** ... £79



32-261 Class WD Austerly 2-8-0 90441 in BR black early emblem (Bac) ... £110.42



30-921 Junior 0-6-0 Saddle Tank BR lined black (Bac) £26
31-979A Standard Class 3MT tank 82001 BR black early emblem - weathered (Bac) ... £80.71



31-979 Standard Class 3MT tank 82001 in BR lined black early emblem (Bac) ... £78.42



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32-360 Standard Class 4MT 2-6-4 tank 80121 BR lined black late crest (Bac) ... £84.96



R3016 Standard Class 4MT 4-6-0 75072 in BR black early emblem (Hor) ... £105



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £123) **BARGAIN** ... £72
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £123) ... **BARGAIN** ... £79

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Diesel locos



10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £124) **BARGAIN** ... £99



R3049 Class 08 0-6-0 Diesel Shunter 08417 in Serco Livery (Hor) ... £77
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1406 Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp ends. (Hel) (list £115) **BARGAIN** ... £75
1404 Class 14 "Teddy Bear" D9521 BR Green (pristine) (Hel) (list £105) ... **BARGAIN** ... £89
1403 Class 14 "Teddy Bear" D9535 BR Green (weathered) (Hel) (list £115) ... **BARGAIN** ... £89
1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) ... £107
1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) ... £107
1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) ... £107



1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) ... £115
1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) ... £107
1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) ... £107



1715 Class 17 diesel D8511 in green small yellow panels (Hel) ... £87
1716 Class 17 diesel D8585 in green small yellow panels (Hel) ... £87
1717 Class 17 diesel D8606 in green full yellow ends (Hel) ... £87



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40-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) ... £103
D1000h Class 22 B-B Diesel Hydraulic D6328 (font A) BR Blue full yellow ends (Dap) ... £98
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2310 Class 23 Baby Deltic D5907 BR Green small yellow ends - gloss finish (Hel) (list £119.95) **BARGAIN** £72
2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) £112
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2308 Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends (Hel) (list £119.95) **BARGAIN** £72
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2608 Class 26/1 diesel D5339 in BR green small yellow panels (Hel) £87
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2709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (Hel) (list £99.95) **BARGAIN** £69



2800 Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows (Hel) (list £125) **BARGAIN** £84



2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved) (Hel) (list £125) **BARGAIN** £89
2804 Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends (Weathered) (Hel) £132
2809 Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends (Hel) (list £125) **BARGAIN** £89
2807 Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows (Hel) (list £125) **BARGAIN** £89
2810 Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows (Hel) (list £125) **BARGAIN** £89
2803 Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered) (Hel) (list £132) **BARGAIN** £96



R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN** £57
R2963 Class 31/41349 diesel in Regional Railways "North Yorkshire Moors Railway" DCC Ready (Hor) £109



3382 Class 33/0 D6579 in BR Blue full yellow ends (Hel) (list £89) **BARGAIN** £60



3433 Class 33/0 diesel 33002 "Sea King" in Engineers yellow & grey (as preserved at the South Devon Railway) (Hel) £95



3434 Class 33/0 diesel 33033 in Railfreight Construction Sector triple grey (Hel) £95



3431 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) **NEW** £95
3430 Class 33/0 diesel D6506 in BR blue full yellow ends (Hel) **NEW** £95



3410 Class 33/0 diesel D6507 early BR green (Hel) **NEW** £95
3413 Class 33/0 diesel D6530 in BR green experimental yellow panels rounded top corners (Hel) **NEW** £95



3414 Class 33/0 diesel D6570 in BR green full yellow ends and BR coach roundels (Hel) **NEW** £95
3411 Class 33/0 diesel D6577 in early BR green (Hel) **NEW** £95



32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) £83.90



32-480DS Class 40 D211 "Mauretania" in BR green indicator discs. DCC Sound on board (Bac) **NEW** £208



4748 Class 47 Un-numbered BR green full yellow ends (Hel) (list £89) **BARGAIN** £60



4747 Class 47 un-numbered in BR blue full yellow ends (Hel) (list £89) **BARGAIN** £60



31-655 Class 47/3 47301 "Centurion" in BR Railfreight grey red stripe (Bac) (list £101.60) **BARGAIN** £68
32-816 Class 47/3 47365 Diamond Jubilee BR Railfreight Distribution (Bac) £89.21
31-653 Class 47/7 47710 "Sir Walter Scott" in BR ScotRail (Bac) £86.36



32-817 Class 47/7 47745 "Royal London Society For The Blind" in RES red & grey £89.21



32-815 Class 47/8 47834 "Fire Fly" BR Intercity Swallow (Bac) £89.21



4D-003-007 Class 52 diesel D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) £119
4D-003-003 Class 52 diesel D1056 Western Sultan BR Maroon full yellow panels (Dap) £135
4D-003-006 Class 52 diesel D1065 "Western Consort" in BR maroon small yellow panels (Dap) £119



32-526DS Class 55 Deltic 55018 "Ballymoss" in BR blue. DCC Sound (Bac) £180



R3141 Class 60 diesel DB Schenker "Tata Steel" (Hor) £120



32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) £97.71



R3182 Class 66 diesel 66736 "Wolverhampton Wanderers" in GBRf (Hor) £57



R3183 Class 67 diesel loco 67002 in Arriva Trains Wales (Hor) £108



31-587DC Class 70 PowerHaul diesel 70004 in Freightliner. DCC On Board (Bac) £112.50
31-588 Class 70 PowerHaul diesel 70005 Freightliner - weathered (Bac) £115.01
31-995 Class D16 LMS 10000 BR Brunswick green lined orange & black (Bac) £99



31-996 Class D16 LMS 10000 in BR Brunswick green, part eggshell blue waistband (Bac) £99
4010 English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £89



4011 English Electric DP2 prototype BR two-tone green (as per 1965 til withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £89



MM7071 Irish Class 071/111 diesel loco 071 in IE grey yellow and panels. Ltd production of 250 pieces (Mur) £135
MM7078 Irish Class 071/111 diesel loco 078 in IE grey yellow and panels. Ltd production of 250 pieces (Mur) £135
MM0071 Irish Class 071/111 diesel loco in IE black & silver (Mur) £125



MM0077 Irish Class 071/111 diesel loco in IE orange 077 (Mur) £125



MM0220 Irish Class 201 diesel "River Blackwater" original, single orange band on front of loco (Mur) £129
MM0210 Irish Class 201 diesel 210 in ClE orange full yellow ends (Mur) £126



4005 Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN** £79



31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) **BARGAIN** £78



R3149 Class 92 Co-Co electric loco DB Schenker (Hor) £62



R3135 Class 92 electric loco 92032 in GBRf (Hor) £62



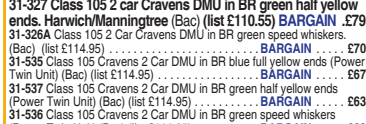
R3047 Class 101 2 Car DMU in Strathclyde PTE orange (Hor) £80



31-325DC Class 105 2 Car Cravens DMU BR blue full yellow ends (DCC on Board) (Bac) (list £129.95) **BARGAIN** £79
31-325 Class 105 2 car Cravens DMU in BR blue yellow ends. Norwich / Lowestoft (Bac) (list £114.95) **BARGAIN** £70



31-327 Class 105 2 car Cravens DMU in BR green half yellow ends. Harwich/Manningtree (Bac) (list £110.55) **BARGAIN** £79
31-326A Class 105 2 Car Cravens DMU in BR green speed whiskers (Bac) (list £114.95) **BARGAIN** £70
31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £114.95) **BARGAIN** £67
31-537 Class 105 Cravens 2 Car DMU in BR green half yellow ends (Power Twin Unit) (Bac) (list £114.95) **BARGAIN** £63
31-536 Class 105 Cravens 2 Car DMU in BR green speed whiskers (Power Twin Unit) (Bac) (list £114.95) **BARGAIN** £63



32-903 Class 108 2 car DMU in BR Greater Manchester PTE white & blue. Chester/Manchester (Bac) (list £106.05) **BARGAIN** £58



32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £114.95) £69
32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £114.95) **BARGAIN** £59



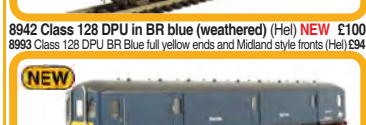
32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £134.95) **BARGAIN** £74
8940 Class 128 DPU Blue full yellow ends and flush fronts (Hel) £94



8942 Class 128 DPU in BR blue (weathered) (Hel) **NEW** £100
8993 Class 128 DPU BR Blue full yellow ends and Midland style fronts (Hel) £94



8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts (Hel) **NEW** £94
8991 Class 128 DPU BR Green small yellow panels and Midland style fronts (Hel) £94



8941 Class 128 DPU in Royal Mail red full yellow ends and flush fronts (Hel) £94
8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) £94



32-925 Class 150/1 2-car DMU in First North Western. Preston/Blackpool (Bac) (list £105) **BARGAIN** £53



Prices valid until 07/05/14

Orders received after this date for products that have increased in price will be given a refund



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac). £93.97



32-517 Derby Lightweight 2-car DMU in BR blue (Bac) £85



8705 Railbus W&M E79961 in green - gloss (Hel) (list £119.95) BARGAIN £69



8704 Railbus W&M E79962 in green large yellow panel - weathered (Hel) (list £129.95) BARGAIN £79



8710 Railbus W&M Laboratory 20 "Elliot" in RTC red & blue (Modelzone Exclusive) (Hel) £97
8800 Railcar W79975 BR light green speed whiskers & semi-gloss finish (Hel) £94

EMUs



R4529 1967 Brighton Belle Car (Pullman Trailer 1st W/ Kitchen) No.2 (Hor) £37
R4528 1967 Brighton Belle Car (Pullman Trailer 1st W/Kitchen) No.1 (Hor) £37
R4527 1967 Brighton Belle Car (Pullman Trailer 3rd) (Hor) £37



31-030 Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" Silver Link (unbranded) (Bac) (list £189.95) BARGAIN . . . £109
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) BARGAIN £127



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN £127

NEW



R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" Southeastern (Hor) NEW £132



R3161A Class 401 2-BIL 2-car EMU 2041 in SR green DCC ready (Hor) £99
R3161AX Class 401 2-BIL 2-car EMU 2041 in SR green - DCC fitted (Hor) £114
R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor) £114



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) £99



31-427A Class 411 4-car CEP EMU in BR blue & grey (Bac) (list £170.35) BARGAIN £89



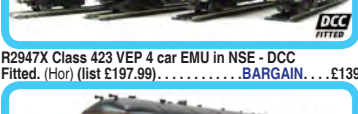
31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £119.50) BARGAIN £69



31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) £66



31-266 Class 419 Motor Luggage Van (MLV) BR Southern Region green yellow panel (Bac) £66
R2946 Class 423 VEP 4 car EMU BR Blue (Hor) (list £180.99) BARGAIN . . . £118



R2947X Class 423 VEP 4 car EMU in NSE - DCC Fitted. (Hor) (list £197.99) BARGAIN £139



R2988 Class 5BEL Pullman Brighton Belle 1967 2 Car Pack (2 x Drive MTR. Brake 3rd) (Hor) (list £184.49) BARGAIN . . . £100

Track Maintenance vehicles



B859NRBG MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail blue/grey. Pristine (B859B) (Dap) £100



B859NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap) £115



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £52



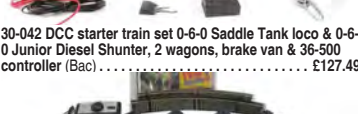
31-577 Windhoff MPV Multi-Purpose master and slave units in "Railtrack" (Bac) (list £148.95) BARGAIN . . . £82

Track cleaning fluid

Train sets - analogue



B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) . . . £7



30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) £127.49



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



R1138 GWR Passenger Freight train set GWR Class 101 0-4-0 steam loco, 2 wagons & 4 wheel coach (Hor) . . . £77



30-160 Rural Commuter set Class 105 2 car DMU in BR green (Bac) £84.99



30-125 St. Blazey Hauler set BR Blue Class 08 08839, 2 x China clay wagons & Brake van (Bac) £80.74

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



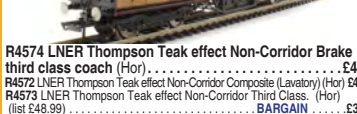
R4515 Gresley (Non Vestibuled) Suburban 1st Class in LNER teal (Hor) £44



R4517 Gresley (Non Vestibuled) Suburban Composite in LNER teal (Hor) £44



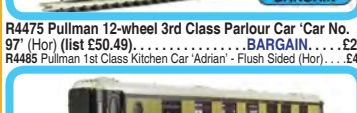
R4333 LNER Teak Brake end coach 4237 (Hor) £16



R4332 LNER teal composite (1st/3rd) coach 22357 (Hor) . . . £16



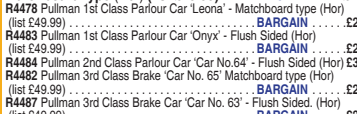
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40



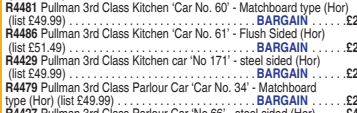
R4475 Pullman 12-wheel 3rd Class Parlour Car "Car No. 97" (Hor) (list £50.49) BARGAIN £29



R4485 Pullman 1st Class Kitchen Car "Adrian" - Flush Sided (Hor) . . . £47



R4480 Pullman 1st Class Kitchen Car "Minerva" - Matchboard type (Hor) (list £49.99) BARGAIN £25



R4478 Pullman 1st Class Parlour Car "Leona" - Matchboard type (Hor) (list £49.99) BARGAIN £25



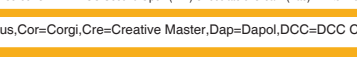
R4483 Pullman 1st Class Parlour Car "Onyx" - Flush Sided (Hor) (list £49.99) BARGAIN £25



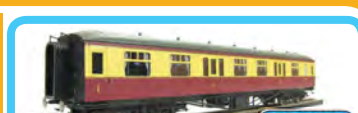
R4484 Pullman 2nd Class Parlour Car "Car No. 64" - Flush Sided (Hor) (list £49.99) BARGAIN £25



R4482 Pullman 3rd Class Brake "Car No. 65" Matchboard type (Hor) (list £49.99) BARGAIN £25



R4481 Pullman 3rd Class Kitchen "Car No. 60" - Matchboard type (Hor) (list £49.99) BARGAIN £25



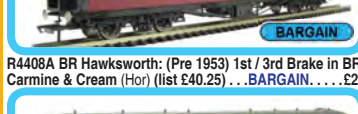
R4493A BR Hawksworth (pre 1953) 1st Class Coach (Hor) (list £38.99) BARGAIN £21



R4407A BR Hawksworth (Pre 1953) Composite coach in BR carmine & cream (Hor) (list £38.99) BARGAIN . . . £22



R4348B BR Blood and Custard Maunsell Brake Composite (High Window) B (Hor) (list £40.25) BARGAIN £21



R4344A BR Blood and Custard Maunsell Corridor 1st Class (High Window) A (Hor) £32



R4408A BR Hawksworth: (Pre 1953) 1st / 3rd Brake in BR Carmine & Cream (Hor) (list £40.25) . . . BARGAIN . . . £21



R4406A BR Hawksworth: (Pre 1953) Brake 3rd. (Hor) (list £40.25) BARGAIN £21



39-227D BR Mk1 BCK Brake Composite Corridor Crimson & Cream. (Bac) £22



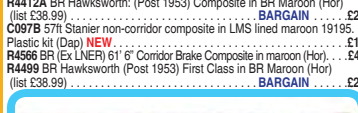
39-252C BR Mk1 RFO Restaurant Car Crimson & Cream - Weathered (Bac) (list £23.75) BARGAIN £16



39-027H BR Mk1 SK Second Corridor (WR) Crimson & Cream - Weathered (Bac) £25.29



4P-010-011 RTR 60t Stanier corridor composite BR carmine & cream (Dap) . £14



39-333A BR Mk2 FK First Corridor in BR Green. (Bac) (list £28.95) BARGAIN £14



34-577B Bulleid 63ft 2nd open in BR (SR) green (Bac) £19



R4409A BR Hawksworth (Post 1953): Gangway Passenger Brake BR Maroon (Hor) (list £38.99) BARGAIN £22



R4413A BR Hawksworth: (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list £40.25) BARGAIN £21



R4411A BR Hawksworth: (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) BARGAIN £21.50



R4412A BR Hawksworth: (Post 1953) Composite in BR Maroon (Hor) (list £38.99) BARGAIN £22



C097B 57ft Stanier non-corridor composite in LMS lined maroon 19195. Plastic kit (Dap) NEW £11



R4566 BR (Ex LNER) 61' 6" Corridor Brake Composite in maroon (Hor) . £44

R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) BARGAIN £22

39-271C Pack of 4 BR Mk1 GUV in Maroon. Weathered (Bac) (list £119) BARGAIN £74

39-271C Single (Bac) (list £29.75) BARGAIN £19

39-271C Megapack of 8 (Bac) (list £236) BARGAIN £142

39-500 Pack of 4 BR Mk1 SLF Sleeper Car in maroon (Bac) (list £115.80) . . . BARGAIN . . . £89

39-500 Single (Bac) £24

39-502 BR Mk1 SLF Sleeper Car in maroon (Bac) £24

39-502 Pack of 4 (Bac) (list £115.80) BARGAIN £89

R4352 Mk1 BSK brake corridor second in BR maroon. New tooling for 2013 (Hor) . . . £15

R4351 Mk1 SK corridor second in BR maroon. New tooling for 2013 (Hor) . . . £15

34-608 Mk1 Suburban 2nd open in BR crimson - weathered (Bac) . £22.19

34-325C Period III 50ft Parcels Van in BR maroon - weathered (Bac) . . £20.91

4P-010-003 RTR 57ft Stanier non-corridor composite LMS maroon lined (Dap) £12

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
10am to 4pm Sun

Wagons



39-300C BR Mk1 SK Pullman Second Kitchen in Umber & Cream 'Car 335' (With Lighting) (Bac) £31.07
39-320A BR Mk1 BSP Pullman bar 2nd The Hadrian Bar (with lighting) (Bac) £29



39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £36.55) BARGAIN £21
R4468 BR Gresley (ex-LNER) Buffet Car in BR blue/grey (Hor) £44
39-225C BR Mk1 BCK Brake Composite Corridor Blue & Grey (Bac) £24.10



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £36.55) BARGAIN £21



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



39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £36.55) BARGAIN £21
39-381 BR Mk2A BSO brake open 2nd Intercity blue/grey SC9424 (Bac) (list £25.95) BARGAIN £12
39-380A BR Mk2A BSO Brake Second Open Blue & Grey (Bac) (list £28.95) BARGAIN £18
39-340A BR Mk2A FK First Corridor Blue & Grey (Bac) (list £28.95) BARGAIN £18
39-400 BR Mk2S BFK brake corridor 1st blue grey 14033 (Bac) (list £28.95) BARGAIN £12
MM5229 Irish MkII coach orange roof (Mur) £39



39-430 Pack of 4 BR Mk1 POS Post Office Sorting Van Royal Mail Letters Large Red. (Bac) (list £155.80) BARGAIN £89
39-430 Single (Bac) (list £38.95) BARGAIN £25



39-435 Pack of 4 BR Mk1 POS Sorting Van in Royal Mail Travelling Post Office Red. (Bac) (list £155.80) BARGAIN £89
39-435 Single (Bac) (list £38.95) BARGAIN £25



R4585 Bogie passenger brake van in BR blue (Scottish Region) (Hor) £28



R4542 Mk4 Buffet Car East Coast (Hor) NEW £22



R4271A Pendolino trailer standard buffet (non-working pantograph) PTRSMB (Hor) (list £41.49) BARGAIN £29



39-185 BR Mk1 BG Full Brake in Departmental Olive Green (Bac) £24.10
39-372 BR Mk2S BSO brake open 2nd Network South East (Bac) (list £28.35) BARGAIN £14
R4472 Mk3 DVT 82305 'Wrexham & Shropshire' (unpowered driving trailer) (Hor) £44
R296 Track cleaning coach (Hor) £18



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 £280) BARGAIN £159



38-475 Pack of 4 12 ton non-ventilated van corrugated ends in BR bauxite (early) (Bac) (list £43.80) BARGAIN £31
38-475 Single (Bac) £8
38-475 Megapack of 8 (Bac) (list £87.60) BARGAIN £59



38-476 Pack of 4 12 ton non-ventilated van corrugated ends in BR bauxite (late) (Bac) (list £43.80) BARGAIN £31
38-476 Single (Bac) £8
38-476 Megapack of 8 (Bac) (list £87.60) BARGAIN £59
37-903A 12 ton plank shock absorbing van corrugated ends BR bauxite (Bac) £37
38-380A 12 ton ventilated van corrugated ends in BR bauxite (early) (Bac) £3.97
38-375A 12 ton ventilated van plank ends in LNER oxide (Bac) £8.97



38-450 Pack of 4 13 ton Hyfil steel open wagon in BR bauxite (early) (Bac) (list £39.80) BARGAIN £30
38-450 Single (Bac) £8
38-450 Megapack of 8 (Bac) (list £79.60) BARGAIN £58
37-661 14 Ton tank wagon in ICI (Bac) £10.63



37-684 14 Ton tank wagon large filler in 'Esso' silver (Bac) £10.63
37-685 14 Ton tank wagon large filler in Mex Lamp Oils (Bac) £10.63
C037 16 Ton Mineral wagon plastic kit (Dap) £5.40
R6368 20 Ton brake van in BR brown (Hor) £6
B1005 21 Ton hopper wagon in BR (Dap) £9
R6586 21 Ton wagon Cambrian Wagon Works (Hor) £7
B1003 21T hopper wagon in NCS (Dap) £9



38-271A Pack of 4 22 ton Prestlo in Cement Marketing Board Snowcrete light grey (Bac) £43
38-271A Single (Bac) £12
37-502D 24 Ton ore hopper wagon in BR grey (Bac) £8.21



38-404 25 ton Pill Box brake van in BR Departmental olive green (Bac) £11
38-8256 25 Ton Queen Mary brake van in BR bauxite (Bac) £15.43
38-8268 25 Ton Queen Mary brake van in BR Departmental olive (Bac) £15.43



38-143 Pack of 4 29 ton VDA sliding door box van in EWS (Bac) (list £78.80) BARGAIN £34
38-143 Single (Bac) (list £19.70) BARGAIN £9
38-143 Megapack of 8 (Bac) (list £157.60) BARGAIN £64



37-930C 3 plank wagon in BR bauxite BD container in BR crimson (Bac) £9.27



33-928B 30 Ton bogie bolster in BR grey grey steel girders (Bac) £10.63
33-929B 30 Ton Bogie Bolster in BR grey Steel Pipes (Bac) £10.63
33-856D 30 Ton bogie bolster wagon in BR grey (Bac) £9.18



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
38-100D 34 Tonne PVA ballast/spoil 5 rib wagon Railrack - weathered (Bac) £9.95



38-120B Pack of 4 35 Ton VAA box van sliding door Railfreight red & grey - weathered (Bac) (list £86.40) BARGAIN £52
38-120B Single (Bac) (list £21.60) BARGAIN £14
38-120B Megapack of 8 (Bac) (list £172.80) BARGAIN £99



38-125A Pack of 4 35 Ton VBA box van sliding door in EWS (Bac) (list £78.80) BARGAIN £42
38-125A Single (Bac) (list £19.70) BARGAIN £11
38-125A Megapack of 8 (Bac) (list £157.60) BARGAIN £79



33-879A Pack of 4 45 Ton bogie well wagon in LNER grey boiler load (Bac) £36
33-879A Single (Bac) £10
33-879A Megapack of 8 (Bac) £70
37-584 45 ton TTA tank in Ciba-Geigy (Bac) £10.88
37-586 45 Ton TTA tank in Fina (Bac) £10.88



37-578A 45 ton TTA tank in ICI Methanol (Bac) £10.88
37-582C 45 ton TTA tank in Shell black (Bac) £10.37



37-603A Pack of 4 46 Tonne glw VGA sliding wall van in EWS - weathered (Bac) (list £84) BARGAIN £46
37-603A Single (Bac) (list £21) BARGAIN £6
37-603A Megapack of 8 (Bac) (list £168) BARGAIN £89



33-080D 5 plank china clay wagon hood in BR bauxite - weathered (Bac) £7.99
4F-051-011 5 Plank wagon SR 27369 (Dap) NEW £9.49
37-036 5 plank wagon steel floor in Tarbitumac (Bac) £7
37-036 Pack of 4 (Bac) (list £37.60) BARGAIN £26
37-061C 5 plank wagon wooden floor in BR grey (Bac) £8.42
B500MULTI 5 x Cattle wagon Multipack - weathered (Dap) £39



4F-031-010 6 wheel milk tanker 'Express Dairy' - weathered (Dap) £12
4F-031-001 6 wheel milk tanker 'SR United Dairies' (ex-B887) (Dap) £11
4F-031-019 6 wheel milk tanker 'United Dairies' (Dap) £11
37-081F 7 plank end door wagon in BR grey (Bac) £8.67



37-086 Pack of 4 7 plank end door wagon in Tir Pentwyns (Bac) (list £39.80) BARGAIN £27
37-086 Single (Bac) £8
37-188 7 plank wagon coke rails 'Moy' - weathered (Bac) £10.16
37-182A 80 ton BDA bogie bolster wagon EWS maroon (Bac) (list £21.80) BARGAIN £12
38-152A Pack of 4 (Bac) (list £87.20) BARGAIN £44



38-159 Pack of 4 80 Tonne BDA bogie bolster wagon in Railfreight steel beam load. (Bac) (list £95) BARGAIN £46
38-159 Single (Bac) (list £23.75) BARGAIN £12
38-159 Megapack of 8 (Bac) (list £190) BARGAIN £89



38-150A Pack of 4 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £87.20) BARGAIN £39
38-150A Single (Bac) (list £21.80) BARGAIN £13
38-150A Megapack of 8 (Bac) (list £174.40) BARGAIN £76



38-151A Pack of 4 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £87.20) BARGAIN £58
38-151A Single (Bac) (list £21.80) BARGAIN £15
38-151B 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £21.80) BARGAIN £13
38-151B Pack of 4 (Bac) (list £87.20) BARGAIN £49
38-151A Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £174.40) BARGAIN £104
38-151B Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £174.40) BARGAIN £96
38-352A BAA steel carrier steel coils in Railfreight red & black (Bac) £19.98



R6638 BR 12 Ton Fish Van (Hor) £10
R6639 BR 12 Ton Parcels Van SPV A. New tooling for 2013 (Hor) £9



R6613 BR 20 Ton Car (Railfreight) Brake Van (Hor) NEW £14
R6614 BR 20 Ton Car Brake Van (Hor) NEW £14



R6641 BR 4 Wheel CCT Van in crimson. New tooling for 2013 (Hor) £12
R6641A BR 4 Wheel CCT Van in crimson. New tooling for 2013 (Hor) £12



R6623 BR Horse Box (Ex GWR). (Hor) NEW £17
C044 BR Lowmac Wagon plastic kit (Dap) £6.19



R6619 BR Macaw Bogie Bolster wagon. (Hor) NEW £16
4F-036-004 Bulk grain hopper wagon BR #8885312 - weathered (ex-B502AW) (Dap) £10



38-350A BZA steel carrier steel coils in EWS (Bac) £19.98



5105Hel Pack of 4 Cargowagon IPE/GE557 bogie flat 4647 007 Corus Rail brandings (Hel) (list £132) BARGAIN £56
5105Hel Single (Hel) (list £33) BARGAIN £15
5107 Cargowagon IPE/GE557 bogie flat 4747 028 in weathered Cargowagon (Hel) (list £38) BARGAIN £17
5107 Pack of 4 (Hel) (list £152) BARGAIN £62
4F-037-102 Conflat wagon & container 'Pickfords' (Dap) £11
37-960 Conflat wagon in BR bauxite A container in BR crimson (Bac) £9.82



4100 Dogfish ballast wagons - Civil Engineers 'Dutch'. Lightly weathered, unloaded - Pack of 4 (Hel) (list £69) BARGAIN £39
4098 Dogfish ballast wagons in sectorisation engineers liveries (3 Dutch and 1 Loadhaul) - Pack of 4 (Hel) (list £59) BARGAIN £37



38-347 FNA nuclear flask wagon sloping floor & oval buffers in standard Buff (Bac) (list £26.95) BARGAIN £19
38-346 FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff (Bac) £21
R6366 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) £12



4F-013-105 Gunpowder van 'Blue Circle' - weathered (Dap) £10



38-678 GWR Shunters Truck BR Black 'Loco Dept.' (Bac) £10.58
38-679 GWR Shunters Truck BR Black 'Margam Jn' Weathered (Bac) £11.69
38-676 GWR Shunters Truck GWR Grey 'Newton Abbott' (Bac) £10.58
38-677 GWR Shunters Truck GWR Grey 'Old Oak Common' (Bac) £10.58

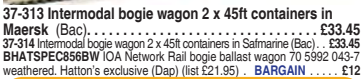
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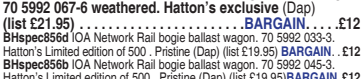
R6644 Hornby 2013 wagon - 21 Ton Open wagon (Hor) £9



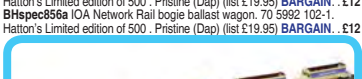
37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) £33.45



37-314 Intermodal bogie wagon 2 x 45ft containers in Sealmine (Bac) £33.45



BHATSPEC856BW IOA Network Rail bogie ballast wagon 70 5992 043-7 weathered. Hattos exclusive (Dap) (list £21.95) BARGAIN £12



BHATSPEC856CW IOA Network Rail bogie ballast wagon 70 5992 067-6 weathered. Hattos exclusive (Dap) (list £21.95) BARGAIN £12



BHATSPEC856D IOA Network Rail bogie ballast wagon 70 5992 033-3. Hattos Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN £12



BHATSPEC856E IOA Network Rail bogie ballast wagon 70 5992 045-3. Hattos Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN £12



BHATSPEC856F IOA Network Rail bogie ballast wagon 70 5992 077-1. Hattos Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN £12



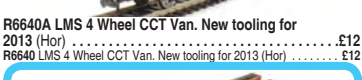
BHATSPEC856G IOA Network Rail bogie ballast wagon 70 5992 102-1. Hattos Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN £12



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £151) BARGAIN £110



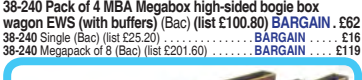
38-212A Single (Bac) (list £37.75) BARGAIN £28



38-212A Megapack of 8 (Bac) (list £302) BARGAIN £214



38-210A Pack of 4 JJA auto ballaster outer generator in Railtrack (Bac) (list £151) BARGAIN £88



38-210A Single (Bac) (list £37.75) BARGAIN £23



38-210A Megapack of 8 (Bac) (list £302) BARGAIN £170



BHATSPEC855C JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29102 weathered. Hattos exclusive (Dap) (list £21.95) BARGAIN £17



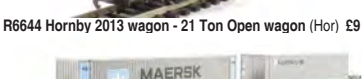
BHATSPEC855D JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29161 weathered. Hattos exclusive (Dap) (list £21.95) BARGAIN £17



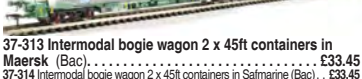
BHATSPEC855E JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29161 weathered. Hattos exclusive (Dap) (list £21.95) BARGAIN £17



38-300 Pack of 4 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) (list £99.80) BARGAIN £77



38-300 Single (Bac) BARGAIN £20



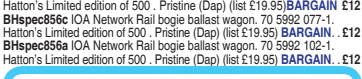
38-301 Pack of 4 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £99.80) BARGAIN £77



38-301 Single (Bac) BARGAIN £20



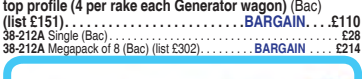
37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) £33.96



37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) £33.37



37-096 Pack of 3 7 plank 'Coal trader' BR (P numbered) wagons - weathered (Bac) £27.16



37-095 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £25.88



37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) £33.50



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) £33.45



B913B Pair of 2 FEAB spine wagons GBRF containers 640627 & 640628 (Dap) £29



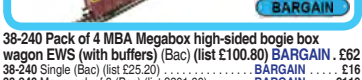
R6640A LMS 4 Wheel CCT Van. New tooling for 2013 (Hor) £12



R6640 LMS 4 Wheel CCT Van. New tooling for 2013 (Hor) £12



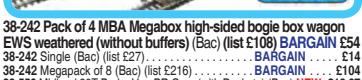
R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) BARGAIN £33



R6371 Single (Hor) BARGAIN £6



R6534 PGA Hopper Wagon 'Yeoman' (Hor) £13



C043 Prestwin Twin Silo cement wagon plastic kit (Dap) £5.40



4F-039-001 Telescopic hood wagon in Tiphook blue & grey #589 9 061 5 (Dap) £21



4F-039-002 Telescopic hood wagon Tiphook blue & grey #589 9 091 2 (Dap) £21



A008 Unpainted 16T Mineral wagon (Dap) £6

A021 Unpainted 6 wheel milk tanker (Dap) £9.99

38-242 Pack of 4 MBA Megabox high-sided bogie box wagon 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

38-550 Midland 20T Brake Van BR Grey (with Duckets) (Bac) NEW £12.67

38-551 Midland 20T Brake Van BR Grey (without Duckets) (Bac) NEW £12.67

38-553 Midland 20T Brake Van LMS Bauxite (without Duckets) (Bac) NEW £12.67

R6565 Mot 20 Ton Hopper Wagon (Hor) £12

R6565 Pack of 4 (Hor) (list £49.40) BARGAIN £45

R6250 Standard Train Controller (an alternative to R965). Use R964 or P9200 transformer (Hor) £21

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AN3-05 Leyland Atlantean - Northern (Br) (list £33.99) BARGAIN £8
AN5-01 Leyland Atlantean yellow "Northern General" (Br) (list £33) BARGAIN £8
26807 Leyland Duple Coach "Barton Transport" (EFE) £23
B006 Leyland Leopard/Duple Dominant II coach "Crosville NBC - DE Cambria" (circa 1979-1968) (Bas) (list £1.55) BARGAIN £11.50
LLB-08 Leyland Lowlander "East Midland" #17 Matlock (Br) (list £32.99) BARGAIN £10
LLB-09 Leyland Lowlander "East Midland" #21 Bawtry (Br) (list £33.99) BARGAIN £9
16134 Leyland PD2 Highbridge "Yorkshire Woollen" (EFE) £24
16014 Leyland PD2 Lowbridge "Newcastle Corporation" (EFE) £24
28822 Leyland Titan 2 door bus "London Transport" (EFE) £24



15717 Plaxton Panorama "Penline Motor Services" (EFE) £24
OM46113B Plaxton Panther, Oxford Bus Company "London Victoria, Baker Street & Marble Arch X90" (Cor) NEW £32



OM46113A Plaxton Panther, Oxford Bus Company "Oxford City, Brookes Uni & High Street X90" (Cor) £32



31806 RMA Routemaster "Clydeside Silverline" (EFE) NEW £24
32104EFE RMF Routemaster d/deck bus "Big Bus Company - Sightseeing Tour of London" (EFE) £24
32105EFE RMF Routemaster d/deck bus "Northern General" (EFE) £24
31909 RMA Routemaster d/deck bus "London County N.B.C." (EFE) £24
OM46306A Routemaster "Blackpool Transport" 12 Blackpool dual destination (Cor) £28
R404 Scania Alexander R - Stagecoach East London (Br) (list £33.99) BARGAIN £8

UK9010 Scania Omni City Stagecoach London special Scania 100 years branding (Nor) £48



27628 Wright Volvo Renown "Blackburn Transport" (EFE) NEW £24

Cars

76FF001 Ford Fiesta Mk1 in Venetian red (Oxf) £4
76SE07A Morris Minor Triple set (Oxf) £11
76HB001 Vauxhall Viva HB in Peacock blue (Oxf) £4

Cars - racing

76LE001 Lotus Elan Plus2 in Yellow/Silver (Oxf) £4
76LTE001 Lotus Elite in red (Oxf) £4
76LEV001 Lotus Evora in red (Oxf) £4

Commercial vehicles

DA70 AEC Mammoth Major d/ropside tipper "BRS North Derbyshire Group" (circa 1951-1961) (Bas) £8.99
DA71 AEC Monarch Artic low loader "Thomas Nield & Son" (circa 1937-1947) (Bas) £8.99



D-84 AEC Monarch Flatbed flat trailer (Bas) (list £9.99) BARGAIN £7

DA25 Albion CX5 Flatbed & crates - BRS Airedale (Bas) (list £9.99) BARGAIN £7
DA61 Albion HD57 Flatbed "BRS Scottish Parcels Group" load of long packing cases (circa 1958-1968) (Bas) £9
DA19 Albion LD Artic flatbed "BRS - Midlands" (Bas) (list £7.99) BARGAIN £8
13502 Atkinson 4-axle Tanker "Bulwark" (EFE) £22
13702 Atkinson 8 wheel tanker lorry "Texaco" (EFE) £17
76ATK001 Atkinson Borderer Flatbed Trailer "Pollock" (Oxf) £12
76CMP003 Bedford CMP Truck LAA Tractor in Royal blue (Oxf) £8.95
34501 Bedford TK Bull Tipper "Thomas Carey" (EFE) £16



24107 Bedford TK D/ropside "Crosville N.B.C." (EFE) NEW £22
36304 Bedford TK Short D/ropside "Russell of Bathgate" (EFE) £22
D-81 Bristol HA Artic van "British Road Ferry Services" (Bas) (list £6.99) BARGAIN £4
76ATK001 BRS Atkinson 8-wheel Flatbed lorry (Oxf) £10



76TCAB004CC Coca Cola T Cab Box Trailer (Oxf) £19
76PB004 Commer PB Minibus Crosville (Oxf) £4.95



A012A Commer Superpoise Tanker in pale blue/silver (circa 1966-1976) (Bas) NEW £7.49
A012B Commer Superpoise Tanker in red (circa 1958-1968) (Bas) NEW £7.49
76DAF01CT DAF D-TEC CombiTrailer "Deben Transport" for Intermodal Freight Containers (Oxf) £16
76DL4002 Dennis Light 4 "New World" Fire Engine LMS Crews (Oxf) £9



A011B Dodge "Parrot Nose" Tipper in dark blue/black (circa 1955-1965) (Bas) NEW £7.49
A011A Dodge "Parrot Nose" Tipper red/black (circa 1955-1965) (Bas) NEW £7.49
DA20 Dodge Kew Artic & empty pallet load "BRS - Guilford" (Bas) (list £9.99) BARGAIN £7
DA10 Foden 8w Flat & 6 Medium Crates - "BRS - Bous Talostril" (Bas) (list £8.99) BARGAIN £7



A010B Foden DG 3 Axle Flatbed in dark blue (circa 1948-1958) (Bas) NEW £8.49
A010A Foden DG 3 Axle Flatbed in yellow (circa 1947-1957) (Bas) NEW £8.49
D-34 Ford D series d/ropside "London County" (Bas) (list £6) BARGAIN £5



76FT006 Ford Transit high top LWB van in plain white (Oxf) £4
76FT005 Ford Transit van high top LWB "Network Rail" (Oxf) £4
76FT002 Ford Transit van low roof "Royal Mail" (Oxf) £4



76FOW001 Fowler B6 road loco "Atlas Norman E Box" (Oxf) £13
D-95 Karrier Bantam D/ropside - RAF (blue/grey) (Bas) (list £6.99) BARGAIN £4.50
DA69 Karrier Bantam flatbed coal & coke load "S.B.Tawn & Son Solid Fuels" (circa 1964-1974) (Bas) £9.99



A009B Karrier Bantam Refuse Truck "Cleansing Department" in dark blue (circa 1954-1964) (Bas) NEW £7.49
A009A Karrier Bantam Refuse Truck "Cleansing Department" in dark red (circa 1954-1964) (Bas) NEW £7.49



76KRS002 Konecranes Reach Stacker (for freight containers) "W H Malcolm" - Fully posable (Oxf) £20



76KRS001 Konecranes Reach Stacker (for freight containers) in Konecranes blue. Fully "posable" (Oxf) £17
76LAN2001 Land Rover Series II "British Rail" (Oxf) £4
76SET16 Land Rover Transporter set transporter & 8 vehicles (Oxf) £40
DA11 Leyland 4w Flat & 6 Pallets of Paving Stones - "S. Marshall" (Bas) (list £8.99) BARGAIN £7
DA56 Leyland Beaver flatbed & trailer "British Railways" (Bas) £12
IE01 Leyland Comet Flatbed "C.I.E." (Bas) £8.99



D-85 Leyland FG - Whittles Bakery - Sunblest (Bas) (list £6.99) BARGAIN £4
D-82 Leyland FG Crewbus "British Railways" - new casting (Bas) (list £6.99) BARGAIN £4.50
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D-28 Leyland FG van "Hanson" (Bas) (list £5.99) BARGAIN £3
DA28 Leyland FG Van - Mothers Pride bread (Bas) (list £6.99) BARGAIN £4.50
DA65 Leyland Flatbed & Drawbar Trailer "Jacob's Biscuits" (circa 1950-1960) (Bas) £12



DA09 Leyland Mastiff Artic Van - "BRS - Islandlink" (New Casting) (Bas) (list £6.99) BARGAIN £5
DA27 Leyland Mastiff Low loader forklift - Pickfords (Bas) (list £11.99) BARGAIN £9.50
D-98 Leyland Octopus Flatbed "Smith of Maddison" (Bas) (list £6.99) BARGAIN £4.50
D-96 Leyland Super Comet Tanker - "National Benzole" (Bas) (list £6.99) BARGAIN £5
76MJ004 Morris J Van "Royal Mail" (Oxf) £4
DG225005 Ruston Bucyrus 19 - Crane NEW TOOLING (Cor) £16
DG225004 Ruston Bucyrus 19 - Drag Shovel - GWR (Cor) £16
DG225003 Ruston Bucyrus 19 - Skimmer - Green circa 1937 (Cor) £16



DG225007 Ruston Bucyrus 19 face shovel in Southern railways green. (Cor) £17
76SC110001 Scania 110 Flatbed "BRS" (Oxf) £13



76S94001 Scania 94 6 Wheel Curtainside TNT (Oxf) £12



76SHL01TK Scania Cab BP Tanker (Oxf) £20



76SHL03TK Scania Highline Petrol Tanker "Eddie Stobart" (Oxf) £18

76SHL01FR Scania Highline Stobart Super League "Huddersfield Giants" (Oxf) £16



76TCAB001 Scania T Cab Low Loader "Ridgway Rentals" (Oxf) £16



D-30 Thames Trader Van "Hanson Haulage - Leeds" (Bas) (list £5.99) BARGAIN £3
32702 Trader 2-axle flatbed "Milk Marketing Board" (EFE) £10
D-79 Trader Artic Tanker "Pickfords" (Bas) (list £6.99) BARGAIN £4.50



DA74 Trader Tipper "Thomas Nield & Son/Edward Beck & Son" (circa 1954-1964) (Bas) NEW £7.99
76VOL01LED Volvo FH12 Eddie Stobart "LED Teletubby" mobile LED daylight screen (Oxf) £15

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76SET12 Baler, Livestock Trailer & Farm Trailer tripleset (Oxf) £12



76AEC008 AEC Matador Artillery Tractor British Army "Mickey Mouse" (Oxf) £10
76MWD001 Bedford MWD British Army "Mickey Mouse" (Oxf) £4
76BSA005 BSA M20/MW20 Motorcycle & sidecar 34th Armoured Brigade 1945 (Oxf) £3.50



76DSC001 Dingo Scout Car 50th Royal Tank Regiment 23rd Armoured Brigade Tunisia (Oxf) £4.95



76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" (Oxf) £9

Motorcycles & Scooters

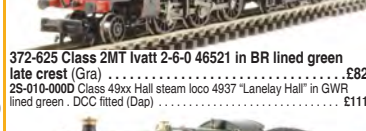
76BSA001 BSA M20/MW20 Motorcycle & sidecar "AA", early front forks (circa 1937-47) (Oxf) £4



76BD002 Bedford OW Fire Engine "Essex Fire Brigade" in red (Oxf) £9
76F106002 Dennis F106 Rear Pump London Fire Brigade (Oxf) £10
76F106001 Dennis F106 Side Pump "London Fire Brigade" (Oxf) £10
76F8003 Dennis F8 Fire Engine "Glasgow" (Oxf) £11
76DL4003 Dennis Light 4 "New World" Fire Engine Durham (Oxf) £11
76DL4001 Dennis Light 4 "New World" Fire Engine East Sussex (Oxf) £9



76LC001 Leyland Cub FK7 1936 fire engine Newcastle City Fire Brigade (Oxf) £9.50
76SF008 Scania CP31 Pump Ladder Merseyside Fire & Rescue (Oxf) £12



CE00609 Tram 69 Birkenhead Corporation tramways. Motorised (Bac) £57



CE00610 Tram 70 Birkenhead Corporation Tramways. Motorised (Bac) £57

Tools

DCG-14.5 Brass gauge to measure "Back to back" distance for OO scale (DCC) £15.95
BS-HO-01 HO/OO Scale Ballast Spreader (Pro) £11

N Gauge

Steam locos

372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) £82
2S-010-0000 Class 49xx Hall steam loco 4937 "Lanely Hall" in GWR lined green - DCC fitted (Dap) £111

2S-010-001 Class 49xx Hall steam loco 4951 "Pendeford Hall" in BR lined green late crest (Dap) £95



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Please specify surface or airmail



372-750 Class 4MT Fairburn 2-6-4 tank 2691 in LMS black (Gra) £84.96
2S-007-007 Class 57xx Pannier #4607 BR black early crest (Dap) £61



2S-007-009 Class 57xx Pannier #5724 GWR Green 'GWR' Lettering (Dap) £61
2S-007-008 Class 57xx Pannier #5764 GWR green 'Great Western' lettering (Dap) £61
2S-007-003 Class 57xx Pannier tank steam loco 8762 GWR green (Dap) £61



2S-007-004 Class 57xx Pannier tank steam loco 9741 in British Railways green (Dap) £61



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 "Tornado" BR lined Brunswick green (Gra) £133.75



372-800B Class A1 4-6-2 60163 "Tornado" in BR Express blue (as preserved) (Gra) £133.75
ND129G Class A3 steam loco 2744 "Grand Parade" LNER apple green (Dap) £99



ND129D Class A3 steam loco 4472 "Flying Scotsman" LNER Green (Dap) £105
ND129F Class A3 steam loco 60106 "Flying Fox" BR lined green late crest (Dap) £99
ND129AD Class A3 steam loco and tender 60045 "Lemberg" in BR lined green late crest. DCC fitted (Dap) £115
ND128D Class A4 steam loco #22 "Mallard" in LNER Garter blue (Dap) £105



2S-008-002 Class A4 steam loco 4498 "Sir Nigel Gresley" in LNER blue double chimney (Dap) NEW £101
2S-008-003 Class A4 steam loco 60004 "William Whitelaw" in British Railways Garter blue (Dap) NEW £101



ND128G Class A4 steam loco 60005 "Sir Charles Newton" in BR lined green late crest. DCC fitted (Dap) £99
ND128GD Class A4 steam loco 60005 "Sir Charles Newton" in BR lined green late crest. DCC fitted (Dap) £115
2S-008-001 Class A4 steam loco 60012 "Commonwealth of Australia" in BR green early crest (Dap) NEW £101
2S-008-000 Class A4 steam loco 60019 "Bittern" in BR green late logo and double chimney (Dap) NEW £101



372-077 Class B1 61251 4-6-0 "Oliver Bully" BR black late crest (Gra) (list £121.95) BARGAIN £82



ND079f Class B17 4-6-0 2863 "Everton" LNER Apple green (Dap) £93



372-402 Class J39 0-6-0 64791 in BR black late crest & stepped tender (Gra) £72
372-401 Class J39 0-6-0 64960 BR black early emblem & flat sided tender (Gra) £72



ND207B Class Q1 0-6-0 33011 in BR black early crest (Dap) £90
ND207D Class Q1 0-6-0 C7 steam loco in SR black (Dap) £83
372-427 Class WD Austerity 2-8-0 90201 BR black late crest - weathered (Gra) £111



372-425 Class WD Austerity 2-8-0 90732 "Vulcan" in BR black early emblem (Gra) (list £129.70) BARGAIN £79
372-726 Standard Class SMT 4-6-0 73068 BR lined green late crest & BR1C tender (Gra) £99



372-727 Standard Class SMT 4-6-0 73082 "Camelot" in BR lined black early emblem BR1B tender (Gra) £99
372-726 Standard Class SMT 4-6-0 73158 BR lined black late crest BR1B tender (Gra) £99

Diesel locos



371-015B Class 08 diesel 08856 in BR blue wasp stripes (Gra) £65.15
371-019 Class 08 diesel 08897 in EWS - weathered (Gra) £71.70



371-020 Class 08 diesel shunter 13029 in BR black early emblem (Gra) £56
371-022 Class 08 diesel shunter D3729 BR green wasp stripes - weathered (Gra) £59



372-953 Class 14 diesel D9526 in BR green wasp stripes - weathered (Gra) £72.08



371-032 Class 20 diesel 20063 in BR blue indicator discs - weathered (Gra) £80



371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) £76



2D-012-000 Class 22 diesel loco 6326 in BR blue full yellow ends (Dap) (list £136.89) BARGAIN £99
2D-012-001 Class 22 diesel loco D6318 in BR blue full yellow ends (Dap) (list £136.89) BARGAIN £99
2D-012-001D Class 22 diesel loco D6318 BR blue full yellow ends. DCC fitted (Dap) £130



2D-012-003 Class 22 diesel loco D6319 in BR green small yellow panels (Dap) (list £136.89) BARGAIN £99
2D-012-003D Class 22 diesel loco D6319 in BR green small yellow panels. DCC fitted (Dap) £130



2D-012-002 Class 22 diesel loco D6320 in BR green small yellow panels (Dap) (list £136.89) BARGAIN £99



372-979 Class 25/3 diesel 25279 BR blue (Gra) £45
371-080 Class 25/3 diesel 25279 BR blue (Gra) (list £94.05) BARGAIN £45



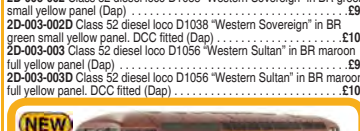
ND145F Class 26 diesel 26026 in BR blue snowploughs & headcode discs (Dap) £86
ND145J Class 26 diesel loco D5326 BR green (not blue as previously announced) (Dap) £85
ND205C Class 27 diesel 27008 in BR blue plated gangway doors (Dap) £86
ND205D Class 27 diesel 27032 in BR blue plated gangway doors (Dap) £86



ND205B Class 27 diesel D5381 in BR green small yellow warning panels and gangway doors (Dap) £86
2D-003-000 Class 52 diesel loco D1035 "Western Venture" in BR blue full yellow panel (Dap) £91



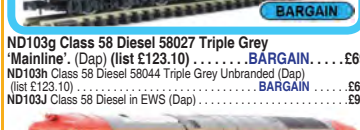
2D-003-001 Class 52 diesel loco D1029 "Western Legionnaire" in BR maroon small yellow panel (Dap) £91
2D-003-002 Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel. DCC fitted (Dap) £108
2D-003-003 Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel (Dap) £91
2D-003-003D Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel. DCC fitted (Dap) £108



2D-004-005 Class 56 diesel 56089 in EWS (Doncaster built) (Dap) NEW £101
371-655 Class 57/3 diesel 57605 "Tolnes Castle" First Great Western (Gra) £91.76



ND103g Class 58 Diesel 58027 Triple Grey "Mainline" (Dap) (list £123.10) BARGAIN £69
ND103h Class 58 Diesel 58044 Triple Grey Unbranded (Dap) (list £123.10) BARGAIN £69
ND103J Class 58 Diesel in EWS (Dap) £95



371-355 Class 60 diesel 60011 DB Schenker (Gra) £90.49



371-384 Class 66 diesel 66209 EWS - weathered (Gra) £99.41



371-385 Class 66 diesel 66546 Freightliner (Gra) £89.21
2D-007-000 Class 66 diesel 66709 in MSC/GBRF "Sorrento" ship (Dap) £70

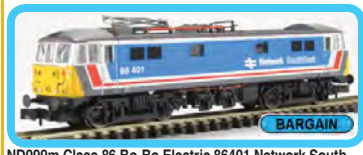


371-396 Class 66/9 diesel 66731 "InterhubGB" in GBRF (Gra) £89.21
371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) £101.11



371-396 Class 66/9 diesel 66731 "InterhubGB" in GBRF (Gra) £89.21
371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) £101.11

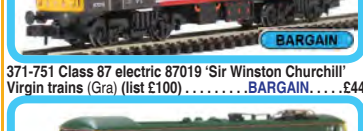
Electric locos



ND099m Class 86 Bo-Bo Electric 86401 Network South East new style panto (Dap) (list £117.89) BARGAIN £59



ND099S Class 86 electric 86605 Freightliner Triple Grey, Dummy (Dap) (list £43.95) BARGAIN £26
ND099Q Class 86 electric Freightliner Power Haul new style panto (Dap) (list £117.89) BARGAIN £59
ND147 Class 86 1win pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £69

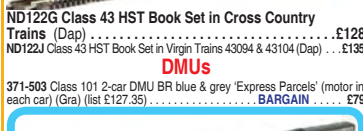


371-751 Class 87 electric 87019 "Sir Winston Churchill" Virgin trains (Gra) (list £100) BARGAIN £44



371-777 Class 90 electric 90046 Freightliner (Gra) (list £100) BARGAIN £54

HSTs



ND122G Class 43 HST Book Set in Cross Country Trains (Dap) £128
ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135

DMUs



371-503 Class 101 2-car DMU BR blue & grey "Express Parcels" (motor in each car) (Gra) (list £127.35) BARGAIN £79



371-511 Class 101 3-car DMU in BR blue & grey (Gra) (list £127.35) BARGAIN £69
371-516 Class 108 2-car DMU in BR blue (Gra) £68
ND208B Class 122 Gloucester RCW "Bubblecar" single car DMU 55000 (122100) in Regional Railways (Dap) £86
ND113A Class 156 2-car DMU dummy "Northern Rail" (Dap) £45



371-557 Class 158 2-car DMU 158783 in East Midlands Trains (Gra) (list £121.95) BARGAIN £74



371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) £110.46



371-741 Class 251 Blue Pullman 6 car Midland set Nanking blue full yellow ends. (Gra) (list £269.95) £171

EMUs



371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) (list £159.20) BARGAIN £99



371-700 Class 350/1 Desiro 4-car EMU 350 111 "Apollo" in unbranded Silverlink (Gra) (list £159.20) BARGAIN £89

Train sets - DCC



NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Hatton's

Serving the model railway community for over 65 years

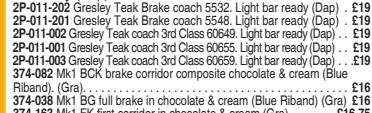
Coaches



2P-011-301 Gresley Teak Buffet coach 9129. Light bar ready (Dap) £19



2P-011-101 Gresley Teak coach 1st Class 31863. Light bar ready (Dap) £19



2P-011-202 Gresley Teak Brake coach 5532. Light bar ready (Dap) £19



2P-011-201 Gresley Teak Brake coach 5548. Light bar ready (Dap) £19



2P-011-001 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



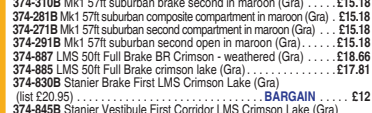
2P-011-002 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



2P-011-001 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



2P-011-001 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



2P-011-001 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



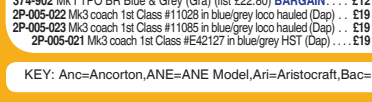
2P-011-001 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



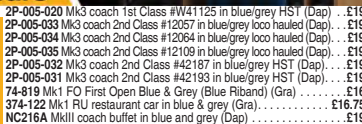
2P-011-001 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



2P-011-001 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



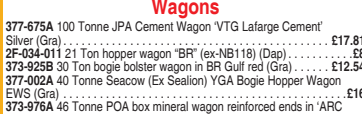
2P-011-001 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19



2P-005-020 Mk3 coach 1st Class #W41125 in blue/grey HST (Dap) £19



2P-005-033 Mk3 coach 2nd Class #12057 in blue/grey loco hauled (Dap) £19



2P-005-034 Mk3 coach 2nd Class #12057 in blue/grey loco hauled (Dap) £19



2P-005-035 Mk3 coach 2nd Class #12109 in blue/grey loco hauled (Dap) £19



2P-005-032 Mk3 coach 2nd Class #42167 in blue/grey HST (Dap) £19



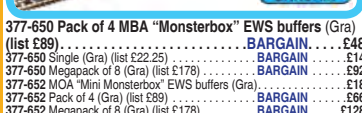
2P-005-031 Mk3 coach 2nd Class #42193 in blue/grey HST (Dap) £19



74-819 Mk1 FO First Open Blue & Grey (Blue Riband) (Gra) £16



74-122 Mk1 RU restaurant car in blue & grey (Gra) £16.75



NC216A MkIII coach buffet in blue and grey (Dap) £19



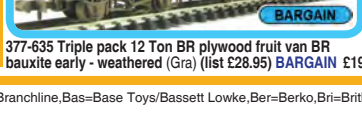
NC216E MkIII coach buffet in Intercity Swallow #40422 HST (Dap) £19



2P-005-410 Mk3 Coach Buffet Virgin Trains without buffers (ex-NC055A) (Dap) £17

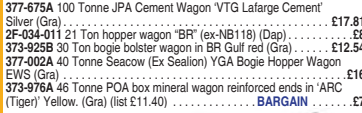


NC216F MkIII coach buffet in Intercity Executive #40407 HST (Dap) £19



377-675A 100 Tonne JPA Cement Wagon 'VTG Lafarge Cement' Silver (Gra) £17.81

Wagons



2F-034-011 21 Ton hopper wagon 'BR' (ex-NB118) (Dap) £8



373-925B 30 Ton bogie bolster wagon in BR Gulf red (Gra) £12.54



377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16



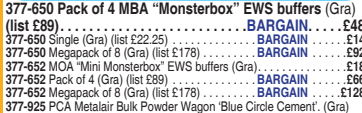
373-976A 46 Tonne POA box mineral wagon reinforced ends in 'ARC' (Tiger) Yellow. (Gra) (list £11.40) BARGAIN £7



377-225Z 6 X BR grey 16 Ton weathered steel mineral wagons 2nd door & different run no. Ltd ed of 500 (Gra) £37.50



2F-022-001 Cargowagon ferry wagon #2797 509 (Dap) £14



2F-047-006 CCT parcel van M527015 in BR maroon (Dap) £13



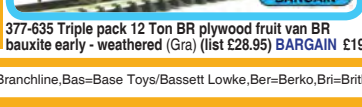
2F-047-008 CCT parcel van S23945 in BR Southern Region (Dap) £13



377-095 Coal Trader Triple Pack - 7 Plank Private Owner Wagons - weathered (Gra) £21.21



377-096 Coal Trader Triple Pack - 7 Plank Wagons BR (Ex-Private Owner) P Numbers - weathered (Gra) £21.21



377-801 FNA Nuclear Flask Wagon Flat Floor, Changeover Valve & Round Buffers - Flask 23 (Gra) £21

2F-014-008 Fruit D wagon #W2036 BR maroon straw lettering & grey roof (Dap) £12

377-365 Intermodal Bogie Wagons With Two 45ft Containers '2XL'. (Gra) (list £36.95) BARGAIN £19

377-356 Intermodal Bogie Wagons With Two 45ft Containers 'Samskip'. (Gra) (list £36.95) BARGAIN £22

377-700 JJA Mk2 Auto-Ballaster Generator Unit Railtrack (Gra) £23

377-650 Pack of 4 MBA "Monsterbox" EWS buffers (Gra) (list £89) BARGAIN £48

377-650 Single (Gra) (list £22.25) BARGAIN £14

377-650 Megapack of 8 (Gra) (list £178) BARGAIN £92

377-652 MOA "Mini Monsterbox" EWS buffers (Gra) £18

377-652 Pack of 4 (Gra) (list £289) BARGAIN £66

377-652 Megapack of 8 (Gra) (list £178) BARGAIN £128

377-925 PCA Metalair Bulk Powder Wagon 'Blue Circle Cement'. (Gra) (list £10.30) BARGAIN £6

377-075E PCA taper bulk powder wagon 'Ketton Cement' Yellow (Gra) (list £9.95) BARGAIN £6

2F-027-004 Silver Bullet wagon Nacco # 33 80 7898 044 - weathered (Dap) £23

377-726 SPA Wagon Steel Coils Railfreight Metal Sector. (Gra) £9

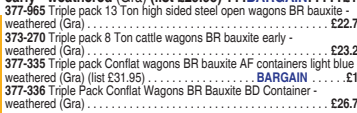
377-726 Pack of 4 (Gra) (list £63.40) BARGAIN £33

373-557 TEA 100 ton bogie tank wagon in 'Gulf' - weathered. (Gra) £13

377-635 Triple pack 12 Ton BR plywood fruit van BR bauxite early - weathered (Gra) (list £28.95) BARGAIN £19



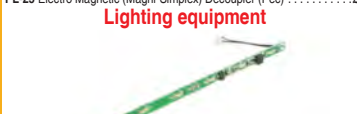
377-990 Triple pack 12 Ton ventilated vans BR bauxite early - weathered (Gra) (list £29.95) BARGAIN £19



377-965 Triple pack 13 Ton high sided steel open wagons BR bauxite - weathered (Gra) £22.74



373-270 Triple pack 8 Ton cattle wagons BR bauxite early - weathered (Gra) £23.29

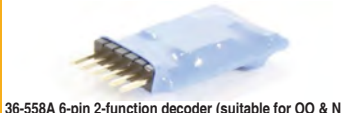


377-335 Triple pack Conflat wagons BR bauxite AF containers light blue - weathered (Gra) (list £31.95) BARGAIN £19



377-336 Triple Pack Conflat Wagons BR Bauxite BD Container - weathered (Gra) £26.78

DCC decoders



36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

DC22 8-pin 2-function 1A (2A peak) very small decoder (Gau) £25

Switches & Levers

PL-25 Electro Magnetic (Magni-Simplex) Decoupler (Pec) £4

Lighting equipment



NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII Plug&Play) (Dap) £7

NC040b Light bar coach lighting unit for older coaches (Collect coaches 'Plug&Play') (Dap) £8

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) £6

Spares

2A-000-006 1 pair of coupling magnets (ex-NSPARE7A) (Dap) £5



2A-000-008 5 pairs of magnetic NEM couplers (ex-NSPARE8) (Dap) £17

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £150

2A000011 Magnetic couplings - short arm multipack - 5 pairs (Dap) £18

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £150

Wheel sets

379-412 Axles coach wheels - Pack of 10 (Gra) £5

Buildings - railways



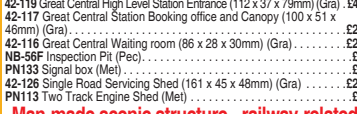
42-099 Blue Anchor Signal Box (51 x 28 x 54mm) (Gra) £24



42-087 Bluebell Waiting Room (Gra) (list £42.95) BARGAIN £23



42-083 Carriage Shed (Gra) (list £34.95) BARGAIN £16



42-050 Four Road Engine Shed (155 x 206 x 51mm) (Gra) £60

42-119 Great Central High Level Station Entrance (112 x 37 x 79mm) (Gra) £49

42-117 Great Central Station Booking office and Canopy (100 x 51 x 46mm) (Gra) £28

42-116 Great Central Waiting room (86 x 28 x 30mm) (Gra) £23

NB-56F Inspection Pit (Pec) £5

PN133 Signal box (Met) £9

42-126 Single Road Servicing Shed (161 x 45 x 48mm) (Gra) £28

PN113 Two Track Engine Shed (Met) £6

Man-made scenic structure - railway-related

SL-340 Buffer Stop Rail Built Type (Pec) £140

N-CAT 1 Overhead Catenary Single Mast (Pack of 10) (Dap) £4

NB-55 Turntable kit, well type, deck length 151mm (Pec) £12

Signals

NSIGN1 Signal - Motorised, GWR home lower quadrant (Dap) £22

2L-001-003 Signal - motorised, GWR home round post (Dap) £22

NSIGN3 Signal - Motorised, LMS home upper quadrant (Dap) £22

Buildings - general

42-103 Farm house (60 x 61 x 51mm) (Gra) £24

42-077 Georgian Townhouse (61 x 51 x 59mm) (Gra) £21

42-214 Low Relief Railway Hotel (93 x 22 x 77mm) (Gra) £22.91

42-217 Low Relief Three Storey City House (55 x 48 x 73mm) (Gra) £14.03

42-125 Rural Workers Cottages (72mm x 43mm x 65mm) (Gra) £21

Man-made scenic structure - non-railway

NB-45 Flexible Field Fencing (Pec) £2.25

GM390 Tarmac road 40mm wide (1m) (Gau) £6.95

Bridges, Tunnels & Walls

42-127 Covered footbridge (114 x 44 x 49mm) (Gra) £23.76

42-121 Great Central Single Track Blue Brick Bridge (120 x 84 x 56mm) (Gra) £21

NTM2 Tunnel mouth - single track straight walls kit (Anc) NEW £7.45

Grass, Ground, Lichen, Hedges & Foliage

NH100 6 x 150mm lengths of hedge (K & J) £10

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50

ST-19 N Setrack No. 4 radius double curve (Pec) £2

ST-17 N Setrack No.3 radius double curve (8 form a circle). 288 5mm/11.75" radius (Pec) £1.75

ST-12 No.1 radius double curve (Pec) £1.20

ST-3 No.1 radius single curve (Pec) £1

ST-15 No.2 radius double curve (Pec) £1.25

ST-6 Setrack left hand point insulfrog (Pec) £8

ST-5 Setrack right hand point insulfrog (Pec) £8

ST-300 Starter Track Set (Pec) £42

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £2.70

SL-302 Pack of 25 (Pec) £53



The UK's largest model railway and diecast retailer



BL99059 3 Plank Wagon in NE grey (Bas) (list £35.50) **BARGAIN**... £20
BL99066 3 Plank Wagon in SR brown (Bas) (list £35.50) **BARGAIN**... £24



7F-051-013 5-plank wagon "Southern Railway 9567" (Dap) £33
7F-071-016 7-plank wagon "Kestell" (Dap) £33
7F-080-005 8-plank wagon "BR" P308271 (Dap) £29



7F-080-012 8-plank wagon "Rose, Smith" (Dap) £33
BL99034 Set of 3 3-Plank Wagons British Rail grey (Bas) (list £101.99) **BARGAIN** £67

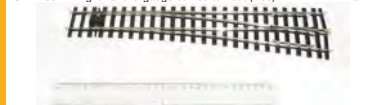
Buildings - railways
LK-709 Ground Level Signal Box kit (footprint 85x68mm) (Pec) £20
Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £60
SL-700BH Single (Pec) £6



SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £75
SL-E786BH Right hand O gauge curved turnout (Pec) £47



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £36
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6.50
SL-E797BH Y Point bullhead rail & electrofrog (Pec) £36

Cars



43AP001 Austin Princess (Early) in Black. (Oxf) £18



VA13304 Ford Capri Mk1 3.0GT, Thames Valley Police (Cor) **NEW** £22



VA13303 Ford Capri Mk1 3000GT, Roger Clark 1973 Avon Tour of Great Britain, DNF (Cor) **NEW** £23
VA11907 Ford Cortina MkIV 2.0 Ghia Oyster gold SPECIAL EDITION (Cor) £19



VA12507B Ford Fiesta Mk1 XR2, Diamond White LHD (Dut) (Cor) **NEW** £20
VA12507A Ford Fiesta Mk1 XR2, Diamond White RHD (Cor) **NEW** £20
VA06518 Rover P6 3.5 V8 VIP Platinum (Cor) £20

Commercial vehicles



43AT003 AFS Low Loader Taxi (Oxf) £17

G Scale
Steam locos
91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £205

Track & Points
A11060 12 pieces of 2 foot Euro straight track (An) (list £217) **BARGAIN** £96
18000 Curved track radius 5 15 degrees (LGB) £13



91405 Toby the Tram Engine (with moving eyes) (Thomas the Tank range) (Bac) £157.25

Any or Multiple Scales

Analogue controllers
DS Double power controller brake simulator (Gau) £119
DF Double power unit feedback (Gau) £79



D Double track power controller (Gau) £69



Q Quadruple 4 circuit power controller (Gau) £125
W Walkabout circuit controller (Gau) £29

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau) £37
T1 Uncased 2 x 16V AC Transformer (Gau) £18

Analogue point control

A002Smart 4 Servo control & operation set (SmartFrog) complete switches, control board & digital readout for Analogue operation (ANE) £90



A001Smart 4 Servo control & operation set complete switches, control board & digital readout for Analogue operation (ANE) £57
CDU Capacitor Discharge Unit (Gau) £11
PL-15 Twin Microswitch (Pec) £6

DCC decoders



10311-02 2-function 2-sided 0.5/0.8A Silver mini decoder NEM651 plug (Len) £29



10321-01 21-pin 4-function 1-sided 1.1A Silver decoder (Len) £25



36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £15



DCR-8PIN-01 8-pin (harness) 4-function 1.1Amp decoder back EMF (see description for full specifications) (Hat) £10

DCR-8PIN-ValuePack05 £48

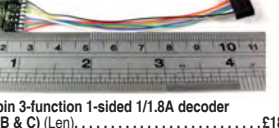
DCR-8PIN-ValuePack10 £94

DCR-8PIN-2SAX-01 8-pin 2-function 1.1Amp small & thin decoder back EMF (Hat) £11

DCR-8PIN-2SAX-ValuePack05 £50

DCR-8PIN-2SAX-ValuePack10 £99

DCC-102SAP-5 5-pin 2-function M Series decoder Stay Alive x5 (DCC) £104.95



10231-01 8-pin 3-function 1-sided 1/1.8A decoder (Outputs A, B & C) (Len) £18

36-553 8-pin 3-function 1A decoder back EMF (Bac) £12
10330-01 8-pin 4-function 1-sided 1.0/1.8A Silver Direct decoder (Len) £28
10331-01 8-pin 4-function 1-sided 1.1A Silver decoder (Len) £24
36-564 8-pin decoder socket harness x1 (Bac) £5
36-559 DCC 21-pin to 8-pin adaptor/converter. For locos 21-pin sockets to use an 8-pin decoder in (Bac) £3.50

DCC controllers

DCP-AD1 Cobalt 1-way accessory decoder (DCC) £11



50200 ECoS ESU Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509
36-520 EZ Command 5 amp booster transformer (Bac) £165
36-508 EZ Command Dynamis Pro Box to allow up to 4 36-507 wireless handsets (Bac) £145



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £199
DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) (list £479.95) **BARGAIN** £395



DCC49 Prodigy 8 Amp booster unit (Gau) £144
DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124
524-027 SBS Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144

DCC accessories

A004Smart 4 Servo control & operation set (SmartFrog) complete switches, control board & digital readout for DCC operation (ANE) £115
A003Smart 4 Servo control & operation set complete switches, control board & digital readout for DCC operation (ANE) £79
4A-001-001 DCC Signal controller for 2 signals (all scales) (Dap) £24
11150 L11150 (L1150) Switch Module 6 AC Outputs (Len) £41
23151 USB DCC computer interface and ethernet gateway software. (Len) £124

Point motors



DCP-CB1 Cobalt slow-action analogue point motor x 1 (DCC) £15
DCP-CB1D Cobalt slow-action digital DCC point motor x1 (DCC) £21
PL-10W High performance turnout point motor (Pec) £6
PL-10WE High performance turnout point motor extended pin (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
PL-50 Turnout switch module (makes wiring points easy) (Pec) £14

Switches & Levers

GM510 A5H Single Pole Double Throw Momentary Contact Mini-toggle for Point Motors (Gau) £2.50
PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £2.50
DCP-CBS Cobalt S - Lever all accessories - unpainted x1 (DCC) £16



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x12 (DCC) £165

DCP-CBS6 Cobalt S - Lever all accessories - unpainted x6 (DCC) £90

PL-22 Lever Operated On/Off Switch (Pec) £5.50

PL-26W Passing Contact Switch - White Lever (Pec) £4.50

PL-26Y Passing Contact Switch - Yellow Lever (Pec) £4.50

PL-27 Switch Console Unit (Pec) £3

PL-51 Turnout switch module add-on (makes wiring easy) (Pec) £5

Electronic components

HF-2 Electronic twin track cleaner (Gau) £37

DCS-SFNC Sapphire No Clean Flux Liquid (59ml) (DCC) £9.95

TLU Tension lock uncoupler (Gau) £9

26211 Turntable Mounting Set (Exp) £21

Accessories

PL-41 Rail Cleaning Rubber (Pec) £2.50
SL-14 Track Fixing Pins (Pec) £1.25

Cables & Wires



PL-34 Pre-wired Wiring Loom for use PL-10 and PL-10E motors (Pec) £3.50

Spares

LB-901 Loco service bench for N, OO, HO and TT scale loco's (Pro) £49.98

Grass, Ground, Lichen, Hedges & Foliage

GM702 Large Countryside Backscene 2744x304mm (108"x12") (Gau) £7

Scenic tools & materials

GM100 Mod Roc plaster bandage 2.75m (Gau) £4

Track underlay

GM130 Cork sheet - 1/16 thickness 3' x 2' (600x900mm) approx (Gau) £5.50



JCS116S Cork Sheet - 1/16" Thick - 12" x 36" (Jav) £2



JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

Railway publications

R8144 RailMaster PC Model Railway Control System on DVD (Hor) £49

Glues

AD-57 Roket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Del) £5.20

Tools



XU2175B Flexible track cutters (XURON) (Gau) £15



PL-71 Loco servicing kit - servicing cradle, infills, Powerlube, brush & scraper (Pec) £16



DCM-RR6A Rolling Road - Active Set - For N Gauge, OO Gauge & Others - See Description (ex DCP101) (DCC) £61

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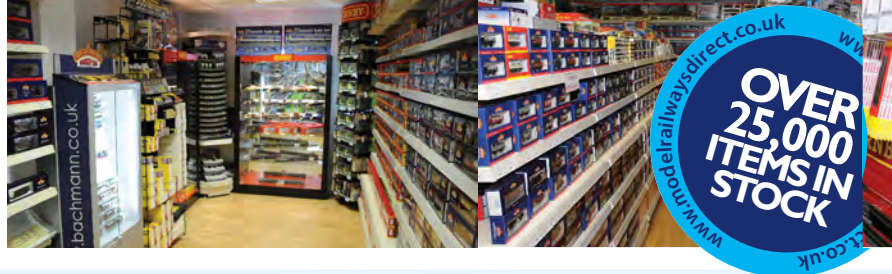
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Graham Farish 370-500
Cumbrian Mountain Express
Train Pack
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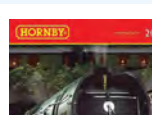
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The Western Wanderer
Electric Train Set
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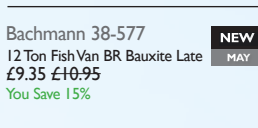


Wagon Essentials WE004
Imitation load of coal for all styles of Hornby open top HAA Wagons
£1.55
Wagon not included



Hornby R4534B
BR Pull Push Coach Pack
£70.70 ~~£77.25~~
You Save 8%

NEW
MARCH



Bachmann 38-577
12 Ton Fish Van BR Bauxite Late
£9.35 ~~£10.95~~
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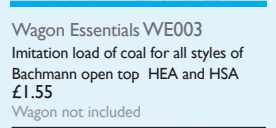


Bachmann 30-105
The Midland Marvel
Electric Train Set
£113.00 ~~£124.95~~

NEW
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Wagon Essentials WE006A
Imitation load of ballast for all styles of Bachmann MFA open wagons
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Wagon Essentials WE003
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£1.55
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Bachmann 38-650
PCA Metalair Bulk Powder
Wagon Blue Circle Cement
£12.05 ~~£14.15~~
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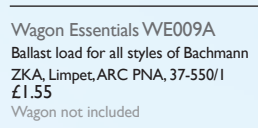
Bachmann 38-651
PCA Metalair Bulk Powder
Wagon Grey
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NEW
MAY



Bachmann 30-170
Thames Clyde Express Electric
Train Set
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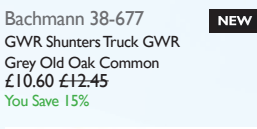
NEW
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DCC READY



Wagon Essentials WE009A
Ballast load for all styles of Bachmann ZKA, Limpet, ARC PNA, 37-550/1
£1.55
Wagon not included



Wagon Essentials WE008A
Imitation load of ballast for all styles of Hornby Clam open wagons
£1.55
Wagon not included



Bachmann 38-677
GWR Shunters Truck GWR
Grey Old Oak Common
£10.60 ~~£12.45~~
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NEW



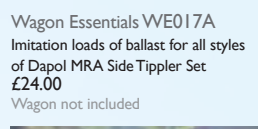
Bachmann 38-652
PCA Metalair Bulk Powder
Wagon Grey Weathered
£13.30 ~~£15.65~~
You Save 15%

NEW
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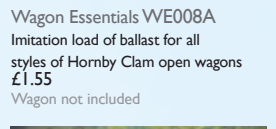


Bachmann 30-325
Ambulance Train No 40
Train Pack
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Train pack does not include track or controllers

NEW
SEPT
DCC READY



Wagon Essentials WE021
Lumped Coal load for all styles of Bachmann MEA open wagons
£1.75
Wagon not included

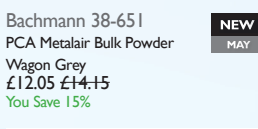


Wagon Essentials WE018
New Ballast loads for all styles of Bachmann JJA Autoballaster
£1.65
Wagon not included



Bachmann 38-501
Covhop Wagon Soda Ash
Light Grey
£14.55 ~~£17.10~~
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NEW
MARCH



Bachmann 39-001
Mk1 Coach Pack Works Test
Train BR Blue & Grey Weathered
£50.60 ~~£59.50~~
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NEW
MAY



Bachmann 30-525
The Shakespeare Express
Train Pack
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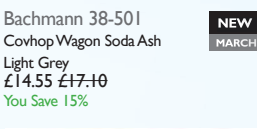
NEW
SEPT
DCC READY



Wagon Essentials WE061A
Iron Ore load for all styles of Hornby 27T Iron Ore wagon
£1.65
Wagon not included



Wagon Essentials WE023A
Ballast load for Dapol IOA
£1.85
Wagon not included



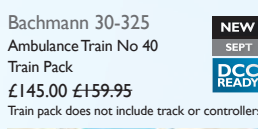
Bachmann 38-502
Covhop Wagon British Industrial
Sand Bauxite and Black
£14.55 ~~£17.10~~
You Save 15%

NEW



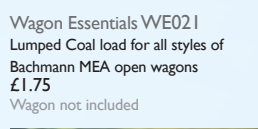
Bachmann 30-408
The Highlander Digital
Sound Train Set
£265.00 ~~£294.95~~

NEW
SEPT
DCC SOUND

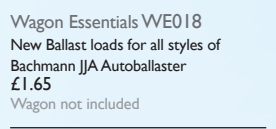


Bachmann 30-575
The Railway Children
Train Pack
£117.50 ~~£125.95~~
Train pack does not include track or controllers

NEW
SEPT
DCC READY



Wagon Essentials WE069A
Ballast load for all styles of Hornby Trout open wagons
£1.75
Wagon not included



Wagon Essentials WE062A
Iron Ore load for all styles of Hornby 20T hopper wagon
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Wagon not included

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R3105	GWR Castle Class 'Wellington' GWR Green Hawksworth Tender	£122.95
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R3207	LNER 2-8-2 P2 Class 'Cock O' The North'	£107.95
R3221	LMS 'Duchess of Sutherland' and Support Coach Train Pack	£148.95
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R3234	BR 4-4-0 D16/3 Class - Early BR Locomotive	£95.95
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R8214	DCC Elite Controller	£175.95
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30-170	Thames Clyde Express Electric Train Set	£144.46
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31-441DC	Invatt Class 2MT 2-6-2 Tank #41291 BR Lined Black Late Crest	£81.13
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OO GAUGE

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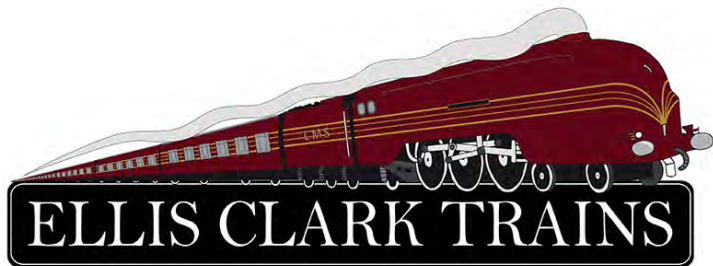
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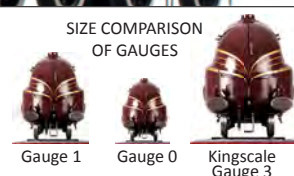
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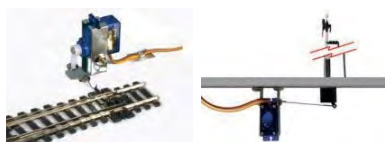
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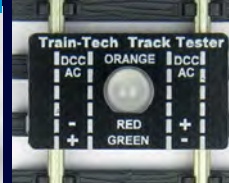
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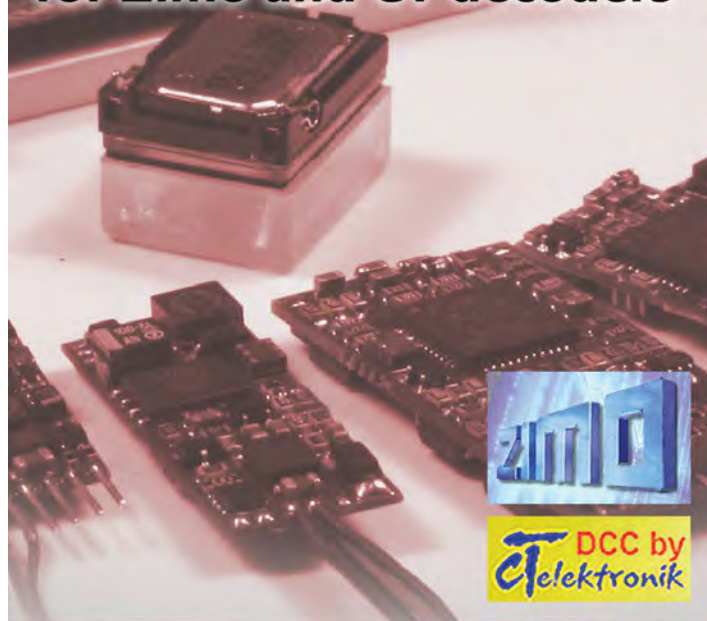
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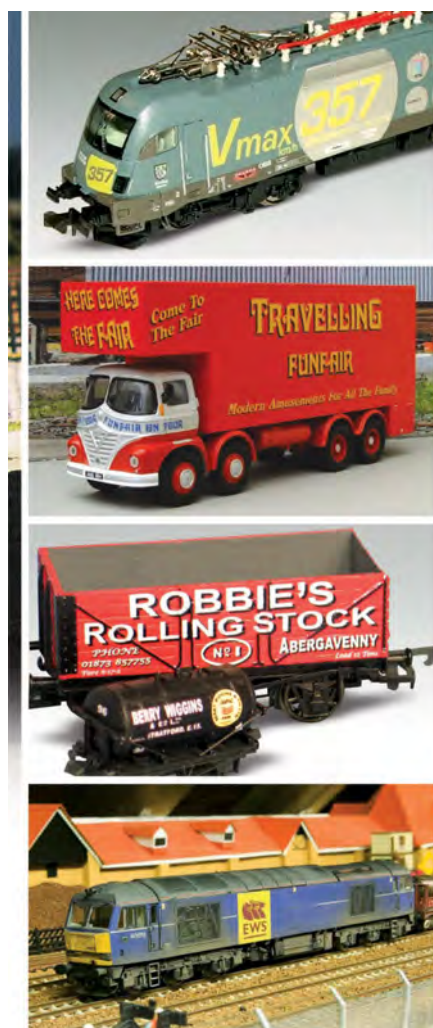
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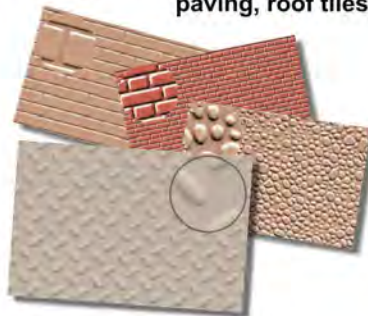
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Durham Trains of Stanley Proprietor Michael Worrall

Mick's previous employment HGV driver gave way to one of businessman when he opened the Stanley based business in 2007 in small premises in Royal Road Stanley, but in July 2010 moved to a larger shop rather appropriately situated in Station Road Stanley, just a few metres away from the old premises. Durham Trains fulfils a very great need in the model railway sector and is probably the only shop devoted almost entirely to model railways in the County Durham area. As such it is patronised by all manner of experienced modellers and beginners alike. Beginners especially are encouraged by Mick's enthusiasm for the hobby as he not only sells the items they need but also has a wealth of knowledge in the field being a long time railway modeller himself with a large 'OO' layout in the loft at home. He is always happy to pass on his knowledge to anyone who asks. It goes without saying Durham Trains of Stanley is not the kind of model shop

for dashing in and straight out. There's always a welcome for all. Durham Trains which also boast a model repair centre, DCC decoder fitting, and a painting service complimented by a weathering service as part of the range of facilities provided to modellers which makes this shop a must visit for anyone in the area of Stanley in County Durham.

In addition Durham Trains of Stanley sponsor an internet forum 'BR Blue' which specialises in furthering knowledge and encourages modelling of the BR blue/blue grey diesel era locomotives and stock.

Mick is supported by his friends and his wife and daughter Liz and Sophie.

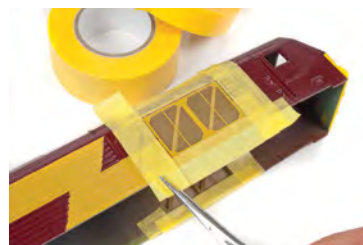


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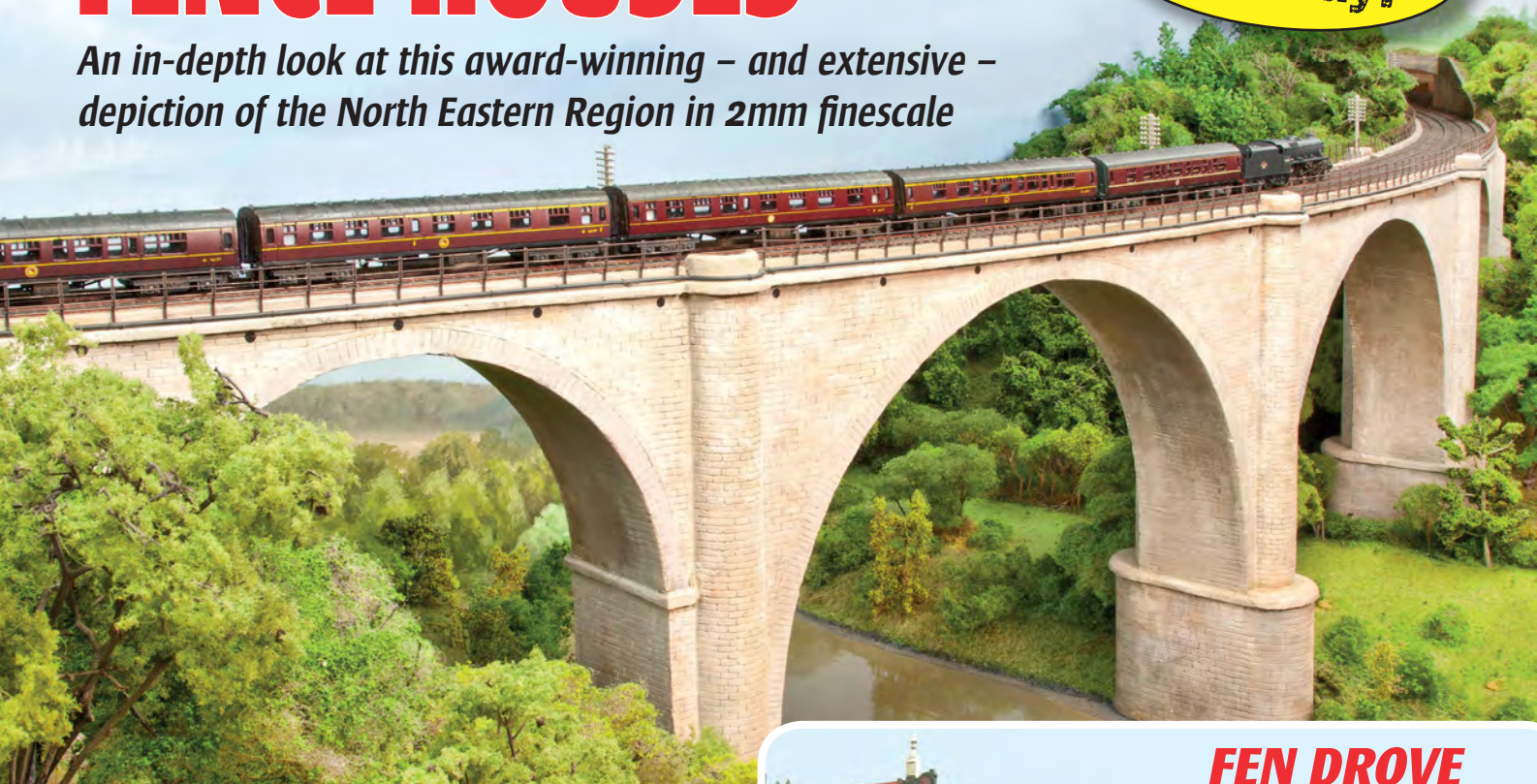
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2S-006-002 - 14xx Green GWR 1467

+ Autocoach in Choc/Cream GWR Crest 186

2S-006-001 - 14xx BR Black Early Crest 1456

+ Autocoach in Carmine/Cream W198W

2S-006-002 - 14xx BR Black Early Crest 1464

+ Autocoach in Maroon W191W



2F-023-009 - Siphon H - GWR 1426

2F-023-013 - Siphon H - GWR 1426 Weathered



2F-013-013 - Gunpowder Van - NE

2F-013-014 - Gunpowder Van - NE Weathered

Also released this month include;

2S-001-000 - Draycott Manor BR Lined Green with Late Crest 7810

2S-012-001 - Terrier Earlswood in Improved Engine green Livery 83

2S-001-000D - Draycott Manor BR Lined Green with Late Crest 7810 DCC Fitted

All product release dates correct at time of going to press

'OO' releases in April



4F-080-104 - 8 Plank - Larporte Ltd

4F-080-105 - 8 Plank - Larporte Ltd Weathered



4F-040-009 - 4 Plank - Cadbury

4F-040-010 - 4 Plank - Cadbury Weathered

Also released this month include;

4P-010-027 - 57FT Stanier Non Corridor Comp LMS Maroon Lined 19195

4F-052-015 - 5 Plank - Alfred Jukes

C098B - 57FT Stanier Non Corridor Brake LMS Maroon Lined 25248

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