

FREE DVD • WINTER AT FFESTINIOG • SUMMER ON THE CLYDACH RAILWAY
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BRITISH RAILWAY MODELLING

BRM

APRIL 2018

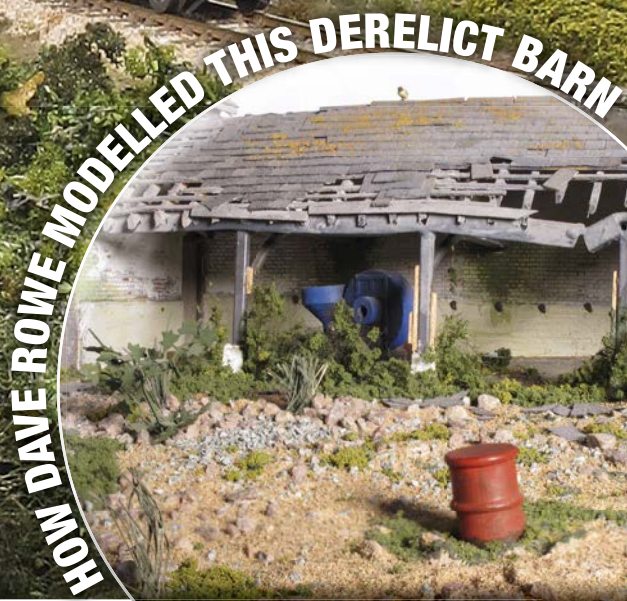
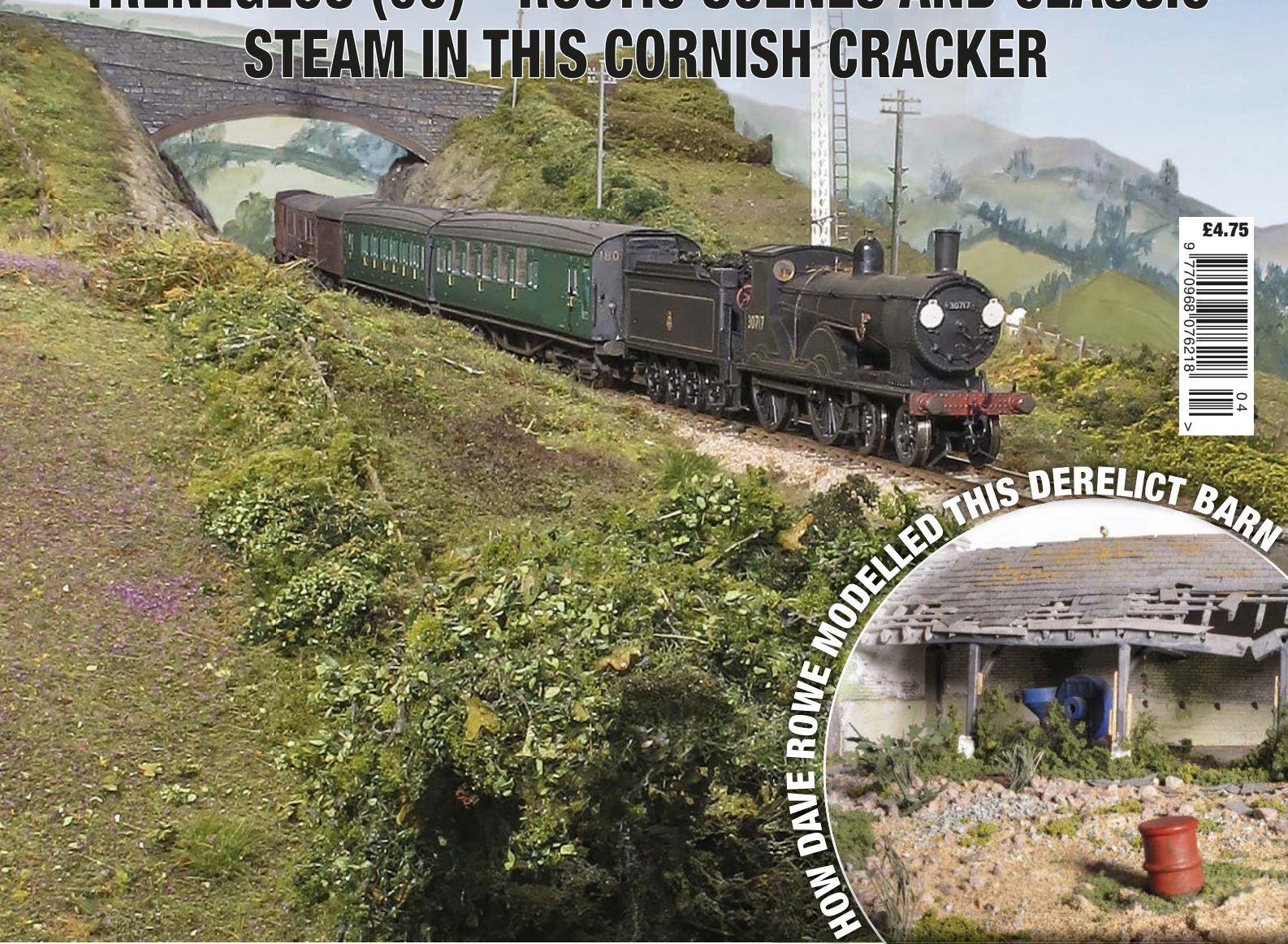
STOP PRESS!



BACHMANN'S BRILLIANT BALDWIN

COUNTRY AND WESTERN

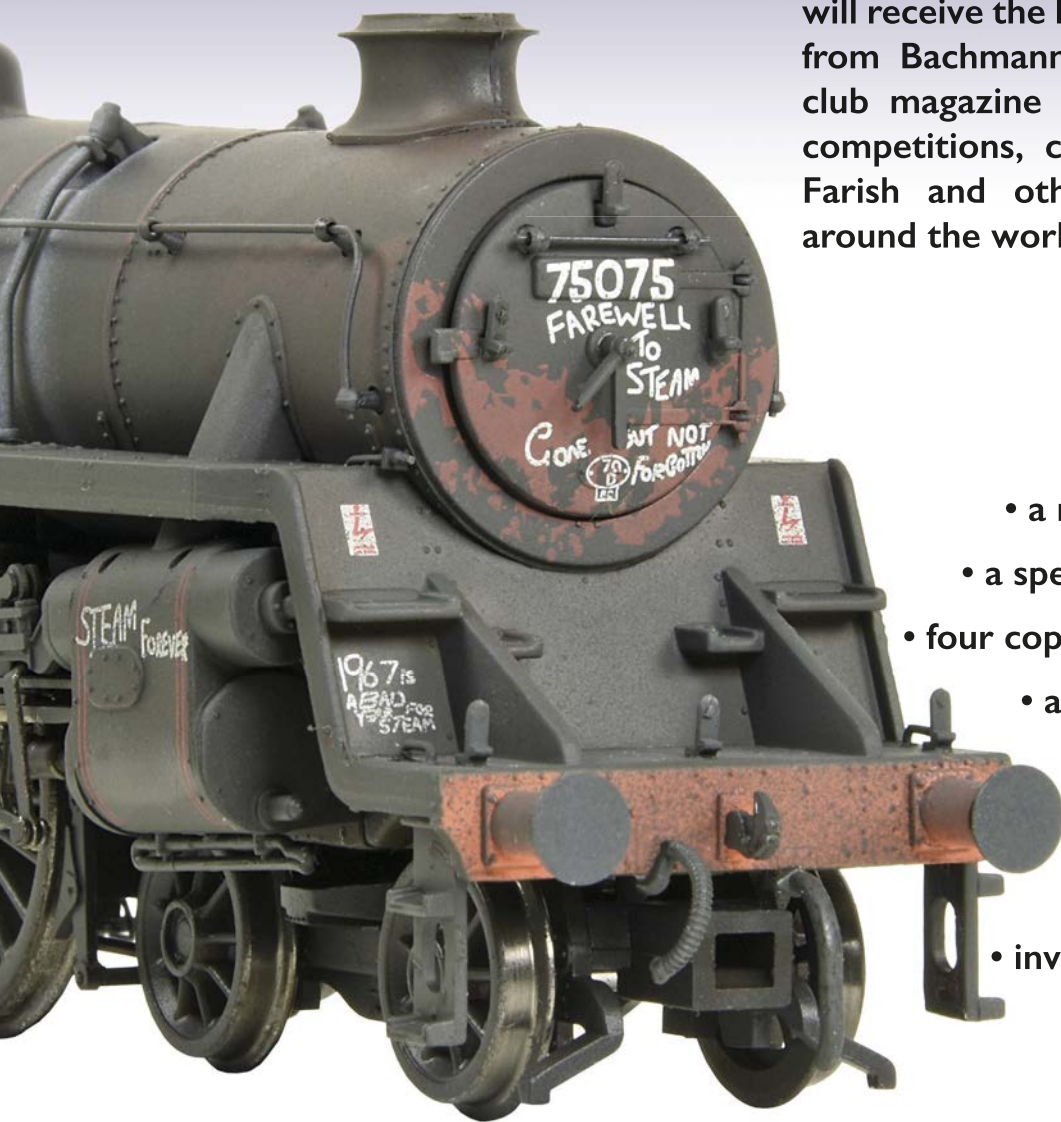
TRENEGLOS (00) - RUSTIC SCENES AND CLASSIC STEAM IN THIS CORNISH CRACKER



REVIEWED THIS ISSUE: HORNBY CLASS 800 • HATTON'S ANDREW BARCLAY
KERNOW TURBOT WAGONS • BACHMANN TEAK THOMPSON and more...

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LY/LMS/BR Pug black.....	£450.00
LNER/BR J39 0-6-0 black.....	£925.00
GWR/BR 8750 Pannier black chassis.....	£525.00
GWR City of Truro.....	£1650.00

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GTR21 LMS/BR Rebuilt Royal Scot.....	£355.00
GTR24 LMS/BR Original Patriot.....	£355.00
GTR25 LMS/BR Rebuilt Patriot.....	£355.00
GTR28 LMS/BR 2P 4-4-0.....	£315.00
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GTR50 LNER/BR Beyer Garratt 2-8-8-2.....	£620.00
GTR61 LBSC/BR/BR H1 Atlantic.....	£370.00
GTR62 SR/BR Urie King Arthur.....	£415.00
FT3 LNER/BR B16/1 4-6-0.....	£355.00
F4 LNER/BR D17/1 D17/2 4-4-0.....	£300.00
FT9 NER/LNER/BR G6/BTP 0-4-4T.....	£215.00

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JLK11 LMS/BR Long Fire Box Black Five.....	£355.00

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Includes wheels, gears and motor	
TC1 Class 02 0-4-0 Diesel Shunter.....	£240.00
TC3 Andrew Barclay 0-4-0 Steam Shunter.....	£240.00

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TC2 LMS streamlined Coronation.....	£550.00
TC4 LMS/BR not streamlined Duchess.....	£550.00
TC5 LMS/BR de-streamlined Duchess.....	£550.00
TC6 LMS/BR Sir William Stainer.....	£550.00
TC7 LMS/BR Black Five 4-6-0.....	£550.00
TC14 LMS/BR Stainer 8F 2-8-0.....	£550.00
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K301 B.R. Standard 2MT 2-6-0.....	£415.00
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K303 LMS/BR Fairburn 2-6-4 T.....	£362.00
K310A LNER/BR A3 with Corridor tender.....	£595.00
K317B BR Britannia with BR1/1A tender.....	£595.00
K324B B.R. 9F 2-10-0 BR1B/BR1C.....	£595.00
K326 B.R. Class 03 complete kit.....	£415.00
K336 LNER/BR B.R. Peppercorn A2.....	£562.00
K338 LNER/BR B.R. G5 0-4-0T.....	£415.00
K340 B.R. Class 14 complete kit.....	£415.00
K344 NEW LNER/BR Hunt Class 4-4-0-4499.....	£499.00
K345 NEW LNER/BR Thompson A2/1.....	£584.00

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LK704 Wooden lineside hut kit.....	£19.95
LK705 Brick lineside hut.....	£19.95
LK709 Ground Level Signal Box.....	£28.75
LK735 GWR Yard Crane.....	£21.50
LK741 GWR spear fencing.....	£11.00
LK742 GWR spear fencing ramps.....	£11.00
LK743 Field fencing and gates.....	£9.95
LK747 Telegraph Poles (4).....	£6.50
LK749 Loading Gauges (2).....	£12.45
LK750 Single track level crossing gates.....	£20.25
LK758 Platelayers tools.....	£6.45
LK759 Platform lamps (4).....	£8.75
LK760 Telephone boxes (2).....	£8.75
LK761 GWR Station seats (4).....	£8.30
LK762 MR/NER station seats (4).....	£8.30
LK763 SR/BR Station seats.....	£8.30
LK764 Bicycles (8).....	£8.30
LK790 GWR home or distant signal.....	£18.65

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7062 B.R. 12ton Vanwade.....	£38.00
7063 B.R. Standard Van.....	£38.00
7064 B.R. 12ton Standard/Flat Van.....	£38.00
7065 B.R. Meat Van.....	£38.00
7066 B.R. Insulated Van.....	£38.00
7067 B.R. 13 ton conflat 'A'.....	£34.00
7069 B.R. Lowfit Wagon.....	£34.00
7070 B.R. 12 ton Palvan.....	£38.00
7071 B.R. 13 ton High Goods Wagon.....	£34.00
7033 LNER/BR 20T Brake Van.....	£49.00
7053 LNER/BR 20T Brake Van.....	£53.00
70202 SEC/BR/BR 4 wheel PLV/GV.....	£79.00
70211P SR/BR Bogie Van.....	£126.00
70222 SR/BR 4 wheel BY.....	£80.00

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W601 GWR Toad brake can.....	£40.50
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W603 GWR 6 wheel brake.....	£42.30
W604 GWR 4 plank open.....	£34.00
W605 GWR Steel Open.....	£34.00
W606 GWR 10 ton Van.....	£41.65
W607 BR 16 ton Mineral wagon.....	£42.30
W608 BR 27 ton Iron Ore wagon.....	£41.65
W609 BR 20 ton Pig Iron wagon.....	£41.65

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SLE786BH Curved R/H Point.....	£54.75
SLE787BH Curved L/H Point.....	£54.75
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SLE791BH Right Hand Point.....	£43.75
SLE792BH Left Hand Point.....	£43.75
SLE797BH Y Point.....	£43.75
SLE790BH Double Slip.....	£92.25
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SL11 12 insulated railjoiners.....	£2.80
SL740BH Buffer stop.....	£2.80
TP1 Long Track pins (15mm).....	£3.25
ST700 Box (6) 393mm straight.....	£45.50
ST725 Half circle 1028mm radius curves.....	£48.75
STU750BH R/H Setrack Point.....	£41.95
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CF5A Sump Single Controller.....	£169.00
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H2 L.M.S. yellow loco and coach.....	£20.00
H2A L.M.S. black style/Crewe loco.....	£20.00
H3 L.M.S. loco lining.....	£20.00
H3A L.M.S. coach lining.....	£20.00
H4 L.N.E.R. green loco and coach.....	£20.00
H4A L.N.E.R. black loco and Gill Sands.....	£20.00
H5 L.N.E.R. loco lining.....	£20.00
H6 L.M.S. goods wagon lettering.....	£18.50
H7 G.W.R. loco and coach lettering.....	£20.00
H8 G.W.R. loco and coach lining.....	£20.00
H9 S.R. Maunsell loco and coach lettering.....	£20.00
H10 S.R. Bulleid loco and coach lettering.....	£20.00
H11 G.W.R. goods wagon lettering.....	£18.50
H12 L.N.E.R. goods wagon lettering.....	£18.50
H13 S.R. goods wagon lettering.....	£18.50
H14 BR steam loco and coach lettering.....	£20.00
H15 BR diesel loco and coach lettering.....	£18.50
H16 LNW/R/WCJS loco coach & wgn.....	£21.00
H17 LTSR/MR/SD/L/MCR gds lettering.....	£21.00
H18 N.E.R. loco and coach lettering.....	£20.00
H20 CB/NB/GSWR/HR/GNSR wgn lettering.....	£20.00
H22 B.R. mixed traffic/L.N.W.R. loco lining.....	£20.00
H24 MR/SD/JR/LTSR/MGN loco & coach.....	£21.00
H25 B.R. pre-TOPS wagon numbers etc.....	£18.50
H26 B.R. pre-TOPS wgn instructions etc.....	£18.50
H31 Pullman crests, names and numbers.....	£21.00
H32 Pullman lining.....	£18.50
H40 G.N.R. coach lettering.....	£21.00

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PS14 BR Grampus Ballast wagon.....	£32.85
PS15 BR 21 Ton Mineral wagon.....	£32.85
PS16 LNER Loco Coal wagon.....	£32.85
PS17 BR 12 ton Pipe wagon.....	£32.85
PS23 GWR/BR 13 ton open wagon.....	£32.85
PS24 GWR/BR 12 ton unfitted van.....	£32.85
PS25 BR 24.5 ton mineral wagon.....	£32.85
PS26 GWR/BR 12 ton fitted van.....	£32.85
PS27 GWR/BR 12 ton open with tarp bar.....	£32.85
PS28 GWR/BR 12 ton plywood van.....	£32.85
PS29 GWR/BR Fruit van.....	£32.85
PS30 BR 16 ton mineral wagon.....	£32.85
PS31 BR 16 ton slope sided mineral.....	£32.85
PS32 BR 16 ton mineral (ex SNCF).....	£32.85
PS33 BR 8 Plank wooden mineral.....	£32.85
PS42 LMS/BR 12 ton open wagon.....	£32.85
PS45 LNER/BR 12 ton goods van.....	£32.85
PS46 LNER/BR 12 ton fruit van.....	£32.85
PS49 GWR/BR Mica van.....	£32.85
PS100 SR/BR Banana van.....	£32.85
PS101 SR/BR Meat van.....	£32.85
PS104 BR 21 ton coal hopper.....	£32.85
PS106 SR/BR Cattle truck.....	£32.85
PS112 GWR/BR Gunpowder van.....	£32.85
PS114 LMS/BR Banana van.....	£32.85
PS115 LNER/BR Brake Van.....	£38.75

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47047 Hampton Hill Platelayers Hut.....	£19.95
47203 Low Relief Corner Shop.....	£19.95
47004 Provender Store.....	Special offer £30.00
47009 Single Engine Shed.....	Special offer £60.00
47036 Sectional Lineside Hut.....	£20.50

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0-4-2T G.W.R. or B.R.
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57XX in GWR, BR & London Transport
8750 in GWR and BR Liveries
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0-4-0 DIESEL SHUNTER
GWR No1 lined green
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NEW HELJAN CLASS 128 PARCELS RAILCAR
6 Versions
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Available NOW

NEW HELJAN CLASS 121
Passenger Railcar
Available in a range of liveries from Cats Whiskers to N.S.E
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NEW HELJAN CLASS 117
3 Car D.M.U.
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HJ6101 6106 G.W.R.
HJ6102 6114 B.R. unlined black
HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
HJ6124 5184 Great Western
HJ6125 4144 B.R. unlined black
HJ6126 5158 B.R. lined green
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7 standard versions in G.W.R. and B.R.
all un-numbered and
3 limited editions numbered
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6 versions from original green to later blue
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LAST FEW

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HJ2591 B.R. Green with chevrons early
HJ2592 B.R. Green with chevrons late
HJ2593 B.R. Blue with chevrons
HJ2594 CEGH Yellow
HJ2595 NCB Green
HJ2596 Industrial Maroon
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Dark green with yellow panel
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SPECIAL OFFER £299.95

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VERY FEW LEFT

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Blue with yellow front
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Stocks now running low

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Heljan Dogfish & Catfish RRP £99.95
OUR PRICE £79.95 or £75.00 for 6 or more
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Our price £155.00 each or £600.00 for any four

HELJAN CLASS 42 WARSHIP
Ltd Ed original green (no panel)
Green, yellow panel D827 'Kelly'
Maroon, yellow panel D869 'Zest'
Ltd Ed, Maroon, yellow panel un-numbered
Maroon, yellow front D815 'Druid'
Ltd Ed, Maroon, yellow front un-numbered
Ltd Ed, Blue, yellow ends, pre tops, un-numbered
Ltd Ed, blue, yellow ends, post tops un-numbered
RRP £699.00 our price £550.00

OUR WEBSITE CONTAINS 4,000 IMAGES AND IS UPDATED SEVERAL TIMES A WEEK

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BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Howard Smith and Andy McVittie travel to the Ffestiniog Railway to witness heavy engineering projects. Plus, see the brilliant 'Clydach Railway' in action and discover how a new range of transfers can transform your modern image die-cast vehicles.



BRM TV EXTRA

**TELL US WHAT YOU
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MONTH'S DVD**

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



WATCH THE VIDEO HERE
(You must have a wifi connection to stream video content)



PLAY

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LAYOUTS

22 TRENEGLOS (OO)

The idea for this delightful North Cornwall scene took root in moments of idleness and a visit to the pub!

46 WINSOR HILL (N)

Scenery, rockery and a sturdy stone bridge stand out here, and show that a diminutive scale needn't restrict ambition.

66 ALBION YARD (OO)

We review Paul Marshall Potter's Forest of Dean layout in all its iterations, and in moodily monochrome manner.

PRACTICAL BRM

34 TEA BREAK DIORAMA

Figure painter Claudia Everett makes a diorama that demonstrates a well-worn adage about the nation's favourite brew.

42 SCRATCH-BUILD COUNTRY COTTAGES

BMRA 'Modeller of the Year', Tony Wright, makes a pair of local cottages from little more than prototype pics and plastic card.

54 COOL RUNNINGS

Dodgy pickups and iffy locos are a thing of the past, thanks to Michael Russell's easy-to-follow advice.

60 FROM DERELICT TO DES-RES

Dave Rowe's daughter bought a dilapidated barn as a 'doer-upper', and he built a stunning model of it.

76 DIDSBURY DONE

Phil Parker's portable layout is ready for its Canadian debut. Here's how he added the finishing touches.

NEWS AND REVIEWS

78 NEWS & NEW MODELS

Alight here for the latest and greatest gear that's either in shops now or heading your way soon.

88 HORNBY CLASS 800

Already a pre-sales smash, Simon Paley gives this contemporary GWR electro-diesel the once-over.

90 HATTON'S BARCLAY

With a dozen variations in the offing and a keen price to boot, this model has success written all over it. Andy York takes up review duties.

92 KERNOW TURBOT WAGON

Ballast wagons look great in long trains, but is this latest model any good? We find out.

93 TEAK THOMPSON

Several revisions later, and Bachmann is finally ready to unveil its LNER coach, complete with its painted wood-effect finish.

94 BACHMANN BALDWIN

Phil Parker casts a critical eye over this diminutive War Dept. workhorse.

FEATURES

45 CAKEBOX CHALLENGE

'Rokeby' is our latest cakebox corks, and we get a sneak peek at Michael Russell's latest offering.

58 GRIMY TIMES

With a name bespeaking their dirty business, we grill these weathering specialists.

84 PROTOTYPE INSPIRATION - CLASS 800

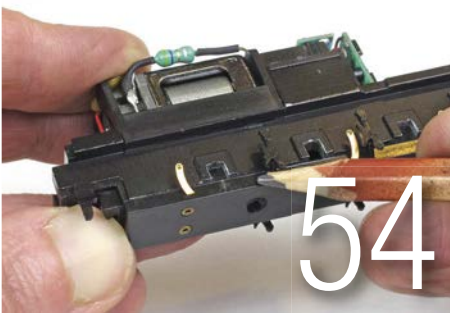
Bang up to date and recently modelled, Simon Paley sieves through the details of Hitachi's super express.

96 PROTOTYPE INSPIRATION - BALDWIN

Ben Jones looks into the history of this multi-liveried wartime loco.

138 TAIL LAMP

A late change of plan meant that Daisy Robinson's contribution was omitted last month - our apologies. She's definitely in this edition, though!



BRM

BRITISH RAILWAY MODELLING

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W www.brm-magazine.co.uk





We survive all the weather that Wales can throw at us on our day out at the Ffestiniog. Howard also squeezes in a simple transfer tutorial, DVD debutante Andy interviews a real-world coach-builder and we enjoy a look at The Clydach Railway - it's all Welsh!



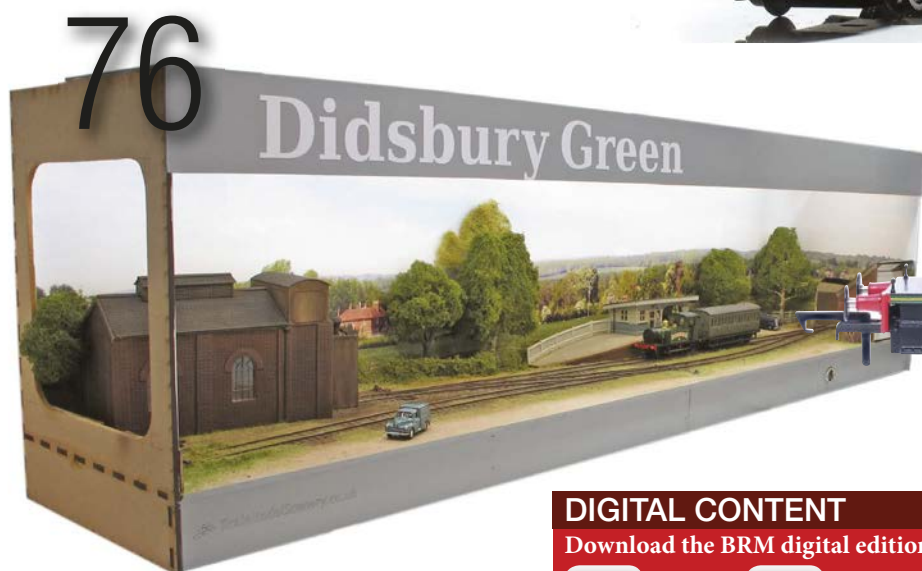
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Didsbury Green



90

DIGITAL CONTENT

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Extra video content



Hear exclusive audio opinions and insight



See a gallery of bonus images



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The most reliable turnout motors ever.

Every single batch of Cobalt iP series and Omega turnout motors is fully life-tested. Every test we do is counted using a motor's own switches so we are testing them as well. Acceptance happens only when we have simulated more than 100 years constant operations on a very, very busy club layout.

That's why we offer lifetime warranty on Cobalt iP & Cobalt Omega motors!

"World's best" for good reasons!

When we set out to create any new product, it has to be better, different... or simply easier to use for the average modeller.

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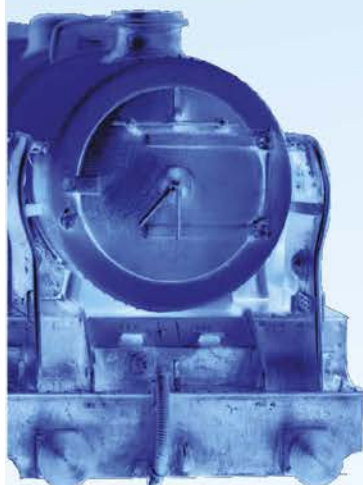
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Our recent Doncaster show was a fun and somewhat tiring experience – standing on your feet all day doesn't sound like much exercise, but I was fit to drop by the time the doors closed. Otherwise, it was brisk business at the BRM stand. Phil Parker had brought along his cakeboxes, which always go down well, and his 'Didsbury Green' portable layout was attracting a great deal of attention from show visitors. Likewise the pair of Dave & Shirley Rowe 'Emett' dioramas, which were kindly loaned to us by John Lloyd of Green Scenes. They're not directly railway-related, but they nevertheless represented modelling of the very highest order, and a reader completed the display by bringing along his own Emett-inspired cakebox – it's called 'Madeira Meadows', if you want to look it up on RMWeb.

Elsewhere, it's always great to chat with people who dropped by the stand. Most had nice things to say – some great feedback on the recent vintage-themed issue too – although I did receive a comment about the general height of layouts on show. One chap thought that many were becoming too lofty for people in wheelchairs or mobility devices to view. I have certainly seen layouts with elevated aspects, which is great for me at 6ft 3in, but I wondered if others thought this was becoming an issue too? Do please let me know what you think about this.

Another show visitor was unhappy about the running of some layouts, his point being that nothing much seemed to be happening in many instances. Being tied to the BRM stand all day, I was

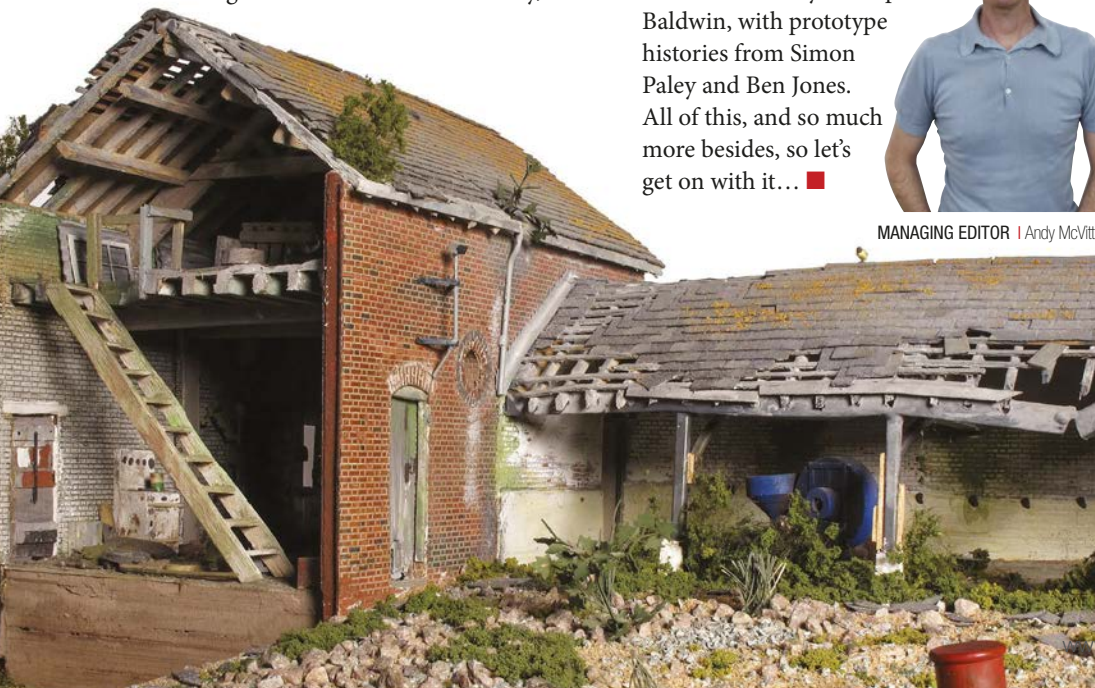
unable to verify his observation, but have you noticed this at shows too? Put another way, how important is it to see trains running with regularity versus, say, slower or more prototypical operations? Please email me your thoughts on the matter.

Later on the first day I was collared about the content of recent BRM DVDs. We've been on a few 'roadtrips' recently, and the worry expressed was that this would be the format forever more. Well, we like to try new things out, mainly in the name of staying fresh, but please rest assured that practical content, layout reviews and maybe the occasional roadtrip will all be part of the mix going forward. Indeed, that's the very recipe for this month's DVD!

Back to this issue, then, and we've got another packed one for you – three great layouts with Treneglos, Windsor Hill and Albion Yard (plus the fabulous Clydach Railway on the DVD), scratch-built plastic cottages from BMRA 'Modeller of the Year', Tony Wright, advice to enhance your loco running from Michael Russell, and a bit of modelling loveliness courtesy of the star of the recent vintage issue, Dave Rowe. Better yet, we finish up with reviews of Hornby's pre-sales smash Class 800, Hatton's new Barclay and Bachmann's hotly-anticipated Baldwin, with prototype histories from Simon Paley and Ben Jones. All of this, and so much more besides, so let's get on with it... ■



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BRM

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BRITISH RAILWAY MODELLING

is published by Warners Group Publications plc
T 01778 392059 E BRM@warnersgroup.co.uk

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

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I NEWSTRADE DISTRIBUTION

Tom Brown 01778 391135

ISSN 0968-0764

PRINTING

Warners (Midlands) plc, The Maltings,
West Street, Bourne, Lincolnshire PE10 9PH

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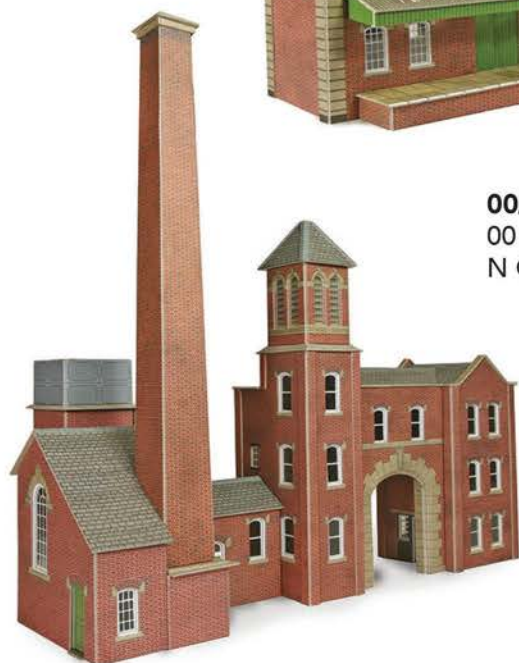
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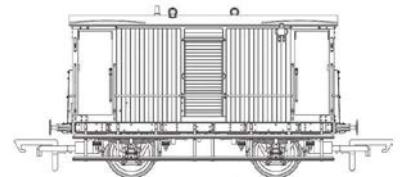
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391-052 "Nesta" in Penrhyn Quarry lined black

391-053 "Dorothea" in Dorothea Quarry lined green

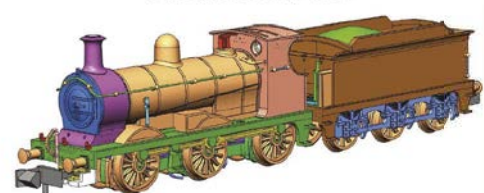


2017/18

Announcements

Class C Wainwright 0-6-0

Pre-order from £114.71
Due in Stock: TBC



372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

Class 450 4-car EMU

Pre-order for £240 (Estimated)
Due in Stock: TBC



371-725 450073 in South West Trains livery

www.hattons.co.uk/preorder

Pre-orders accepted
via credit or debit card only
Pre-order prices subject to manufacturer FRP.

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for all forthcoming releases

OO Gauge (1:76 Scale) Steam locos



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 'Sir Archibald Sinclair' in British Railways malachite green (Hor). £139.50



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) BARGAIN...£79



1301 Class 1361 0-6-OST 1363 in GWR green shirtbutton emblem (Hel). £124



1302 Class 1361 0-6-OST 1364 in GWR green (Hel). £124



1321 Class 1366 0-6-OST 1369 in Great Western green - as preserved (Hel). £124



H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ). £99



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ). £99



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac). £97.71



32-826A Class 2MT 2-6-0 Ivatt 46460 in BR lined black early emblem (Bac). £123.21



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) BARGAIN...£69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) BARGAIN...£72



31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great Western green (Bac). £123.21



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) BARGAIN...£82



32-137A Class 4575 'Small Prairie' 2-6-2T 4592 in BR black early emblem - weathered (Bac). £101.96



32-135B Class 4575 'Small Prairie' 2-6-2T 5532 in BR green late crest (Bac). £97.71



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac). £97.71



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ). £99



R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor). £67



R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in BR Green late crest - Railroad Range (Hor) (RRP £95.99) BARGAIN...£57



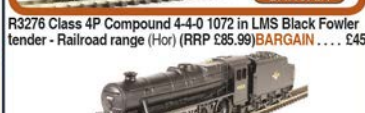
R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) BARGAIN...£58



R3547 Class 4MT 4-6-0 75008 in BR green late crest (Hor) (RRP £170.99) BARGAIN...£119



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £85.99) BARGAIN...£45



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor). £80



R3385TTS Class 5MT Black 5 4-6-0 45116 in BR Lined Black early crest - TTS sound fitted (Hor). £170



R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late crest (Hor). £144



R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (Hor) (RRP £182.99) BARGAIN...£109



31-635A Class 64xx 0-6-OST pannier tank 6424 in GWR green (Bac). £84.99



R3452 Class 6800 'Grange' 4-6-0 6825 'Llanvair Grange' in BR lined green late crest (Hor) NEW...£132



R3552 Class 6800 'Grange' 4-6-0 6880 'Aberporth Grange' in GWR green shirtbutton emblem (Hor) NEW...£132



31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' in LMS crimson (Bac) (RRP £164.95) BARGAIN...£104



R3420 Class 700 'Black Motor' 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) BARGAIN...£69



R3421 Class 700 'Black Motor' 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) BARGAIN...£69



R3419 Class 700 'Black Motor' 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) BARGAIN...£69



R3520 Class 7MT 4-6-2 Britannia 70007 'Coeur-de-Lion' in BR green late crest (Hor). £153



R3517 Class 7P 'Royal Scot' 4-6-0 6108 'Seaforth Highlander' in LMS black - 'The Final Day' special edition (Hor). £161



R3564 Class 8F 2-8-0 48045 in BR black late crest - Fowler tender (Hor). £123



R3565 Class 8F 2-8-0 8035 in LMS black (Hor). £123



R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014 'Nederland Line' in BR green early emblem (Hor). £157



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (RRP £110.99) BARGAIN...£55



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER Green TTS Sound - Railroad range (Hor). £108



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99) BARGAIN...£58



R3518 Class A3 4-6-2 108 'Gay Crusader' in LNER apple green - 'The Final Day' special edition (Hor) (RRP £189.99) BARGAIN...£129



R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (RRP £154.99) BARGAIN...£94



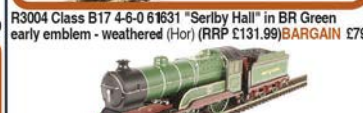
R3508TTS Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - TTS Sound fitted (Hor). £187



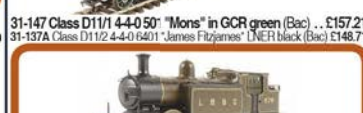
R3451 Class B1 4-6-0 61032 'Stembok' in BR Lined Black early emblem (Hor). £148



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) BARGAIN...£87



R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem - weathered (Hor) (RRP £131.99) BARGAIN...£79



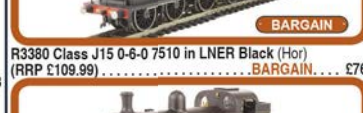
31-147 Class D11/1 4-4-0 501 'Mons' in GCR green (Bac). £157.21



31-137A Class D11/2 4-4-0 6401 'James Fitzjames' in LNER black (Bac) £148.71



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.35) BARGAIN...£80



R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99) BARGAIN...£79



R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) BARGAIN...£76



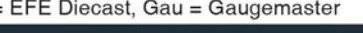
R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.99) BARGAIN...£69



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) BARGAIN...£82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) BARGAIN...£82



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor). £125

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R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN** . £108



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) . £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) . £100



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £155.99) **BARGAIN** . £88



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) . £101.96



R3524 Rebuilt 'West Country' 4-6-2 34096 "Trevone" in BR green late crest (Hor) . £144



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) . £169.96



R3500 The Sir Nigel Gresley Collection (Hor) . £480



R9292 Thomas and Friends - 4-6-0 No.3 Henry the green engine (Hor) . £79



R9291 Thomas and Friends - 4-6-2 No.4 Gordon the big blue engine (Hor) . £88



32-254A WD Austerity 2-8-0 77003 in LNER plain black (Bac) . £135.96



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) . £144.46

Diesel train packs



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99) **BARGAIN** £139

Steam train packs



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** . £150

Diesel locos



10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (RRP £105) **BARGAIN** . £94



R3577 4-wheel Sentinel 0-4-0 "Graham" in red (Hor) **NEW** £58



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) . £139.50



1409 Class 14 D9531 in BR green - as preserved (Hel) **NEW** . £110



1410 Class 14 D9537 in BR desert sand - as preserved (Hel) **NEW** . £110



1408 Class 14 D9555 in BR green - last loco built at Swindon works (Hel) **NEW** . £110



1411 Class 14 National Coal Board Ashington No.4 in NCB blue (Hel) **NEW** . £110



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** . £72



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** . £72



32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) . £93.46



2655 Class 26/0 26008 in BR railfreight coal sector grey (Hel) . £104



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** . £81



2614 Class 26/1 26026 in BR blue (Hel) . £104



2640 Class 26/1 26040 in BR railfreight grey red stripe (Hel) . £104



2615 Class 26/1 26044 in BR blue - weathered (Hel) . £104



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) . £110



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel) . £110



R3275 Class 31 31144 in Civil engineers 'Dutch' grey and yellow - Railroad range (Hor) . £59



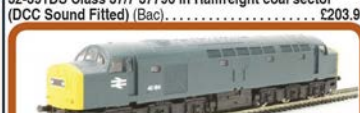
3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) . £101



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) . £88



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) . £117.26



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) . £203.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** . £74



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** . £39



31-659 Class 47/0 47001 in BR Blue - weathered (Bac) . £144.46



31-662 Class 47/3 47359 in BR Railfreight Metals sector triple grey (Bac) . £118.96



R3571 Class 50 D400 in BR blue - Class 50 50th anniversary pack - Special edition (Hor) . £144



R3590 Class 55 'Deltic' 9010 "The Kings Own Scottish Borderer" in BR blue - Railroad Range (Hor) . £56



32-5340S Class 55 Deltic 5504 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) . £225.21



R3572 Class 60 60067 "Oliver Simon" Colas Rail Freight orange/black (Hor) £149



32-983 Class 66/7 66776 "Evening Star" in BR green GBRF branding (Bac) **NEW** . £144.46



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) . £131.71

4D-022-008D Class 68 68003 "Astute" in Direct Rail Services compass - DCC fitted (Dap) . £151.16

4D-022-008S Class 68 68003 "Astute" in Direct Rail Services compass - DCC sound fitted (Dap) . £254.96

4D-022-009S Class 68 68006 "Daring" Scotrail - DCC Sound fitted (Dap) . £254.96

Electric locos



R3591 Class 73/0 electric-diesel E6002 in BR green - Railroad Range (Hor) . £59



31-677 Class 85 (AL5) B3-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) **BARGAIN** . £79



R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) **BARGAIN** . £49



R3480 Class 92 92016 "Brahm's" in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) **BARGAIN** . £52

HSTs



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) . £246

DMUs



32-287 Class 101 2 Car DMU in BR blue & grey 'Cambridge/Norwich' (Bac) (RRP £159.95) **BARGAIN** . £89

32-286 Class 101 2 Car DMU in BR green small yellow warning panel 'Shrewsbury/Aberystwyth' (Bac) (RRP £159.95) **BARGAIN** . £94



4D-008-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) . £129.95

Prices valid until 25/04/18

All prices correct
when going to press.
Errors excepted.



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) £129.95



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) £129.95



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) £129.95



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) £123.25



4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap) £123.25



4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) £123.25



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (RRP £119.95) BARGAIN £59



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) BARGAIN £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) BARGAIN £69



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac) £123.21



4D-011-001 Streamlined railcar 12 in GWR lined chocolate and cream shirtbutton emblem (Dap) £123.25

EMUs



30-430 Capital Commuter train pack Class 416 in Network SouthEast and low relief station building (Bac) £178.46



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) BARGAIN £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) BARGAIN £62

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

Train sets - analogue



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) BARGAIN £45



R1155 Pendolino trainset Class 390 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £150

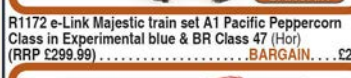
Train sets - digital



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £130



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) BARGAIN £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £264.99) BARGAIN £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99) BARGAIN £130



30-049 The Permanent Way DCC train set Digital Sound (Bac) £233.70



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) BARGAIN £199

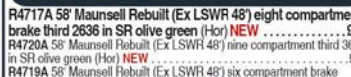
Coaches



R4717A 58' Maunsell Rebuilt (Ex LSWR 48') eight compartment brake third 2636 in SR olive green (Hor) NEW £40



R4720A 58' Maunsell Rebuilt (Ex LSWR 48') nine compartment third 364 in SR olive green (Hor) NEW £40



R4719A 58' Maunsell Rebuilt (Ex LSWR 48') six compartment brake composite 6401 in SR olive green (Hor) NEW £40



R4718A 58' Maunsell Rebuilt (Ex LSWR 48') six compartment brake third 2625 in SR olive green (Hor) NEW £40



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac) £55.21



39-601 60' ex-SECR Birdcage brake third lavatory 3518 in SR olive green (Bac) £55.21



39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) £50.96



39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) £55.21



39-620 60' SECR Birdcage brake third 1182 in SE&CR dark lake (Bac) £55.21



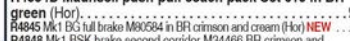
R4832 GWR A30 autocorridor W193W in BR maroon (Hor) NEW £34



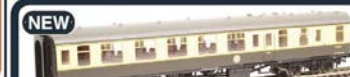
R4802 LMS 68' 12-wheel restaurant car 238 in LMS crimson (Hor) NEW £43.50



R4787 Maunsell corridor first S7212S in BR crimson and cream (Hor) (RRP £48.99) BARGAIN £34



R4798 Maunsell corridor third S1187S in BR crimson and cream (Hor) (RRP £48.99) BARGAIN £34



R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor) £73



R4845 Mk1 BG full brake M4264 in BR crimson and cream (Hor) NEW £34



R4848 Mk1 BSK brake second corridor M34466 BR crimson and cream (Hor) NEW £34



R4823 Mk1 BSO brake second open E9248 BR crimson and cream (Hor) NEW £34



R4822 Mk1 BSO brake second open W9264 in BR chocolate and cream (Hor) NEW £34



R4847 Mk1 CK composite corridor M15185 BR crimson and cream (Hor) NEW £34



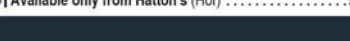
R4846 Mk1 SK second corridor M25033 BR crimson and cream (Hor) NEW £34



R4849 Mk1 SO second open M4435 in BR crimson and cream (Hor) NEW £34



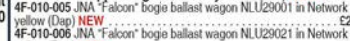
R4850 Mk1 TSO second open M4426 in BR crimson and cream (Hor) NEW £34



R6723 Drax 1021 biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6880 HEA hopper wagon - 'Hornby 2018' (Hor) NEW £14



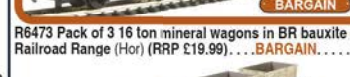
4F-010-005 JNA 'Falcon' bogie ballast wagon NLU29001 in Network Rail yellow (Dap) NEW £22.07



4F-010-006 JNA 'Falcon' bogie ballast wagon NLU29021 in Network Rail yellow (Dap) NEW £22.07



R6849 KFA container wagon Tiphook Rail 'DAL' and 'Genstar' containers (Hor) NEW £29.50



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) BARGAIN £15



37-237 Pack of three 16 ton steel mineral wagons BR grey - weathered loads (Bac) £48.41



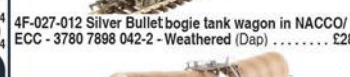
R6862 Pack of three Private Owner open wagons - 'B.O.C.' 'L.W. Baldwin' and 'F.H. Silvery' (Hor) NEW £36



38-650A PCA Metalair Bulk Powder Wagon 11017 in 'Blue Circle Cement' (Bac) £22.91



4F-027-009 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 7898 070-0 - Weathered (Dap) £28.05



4F-027-012 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 042-2 - Weathered (Dap) £28.05



4F-027-011 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 118-0 - Weathered (Dap) £28.05

Analogue controllers

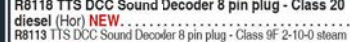


R8012 HM2000 High output power & speed controller, mains supply (Hor) £87

Digital decoders



NEW DIGITAL TTS SOUND Diesel Class 20



R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) NEW £36



R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (Hor) NEW £36

Digital control accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £40

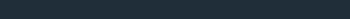


R8214 DCC Elite unit digital controller (Hor) £205



R8213 DCC Select unit (boxes) (Hor) £90

Digital control accessories



R8238 DCC reverse loop control module (Hor) (RRP £39.99) BARGAIN £12

Point motors

R8243 Surface Mounted point motor (Hor) £8.50

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Store: 09:00 - 17:00 Mon - Sun

07:30 - 18:30 Mon - Sat
09:00 - 17:00 Sun

Cables & Wires

PL-80 Power lead joiners - Code 100/124 (x4 pairs) (Pec)£5.50

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec)£2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec)£2.20

Buildings - railways



44-072 Depot Crane (Bac) (RRP £43.95) BARGAIN£21

SS78 Island Platform Shelter (WV) NEW£12



PO235 Platform kit in stone - card kit (Met)£11

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel)£199



LK-55 76ft Well type turntable (Pec)£39



R083 Box of 6 Buffer Stop (Hor)£9.50

R083 Single (Hor)£1.80



R070 Electrically Operated Turntable (Hor)£64

R537 Lineside Fencing (Hor)£7

Signals

469Ratio GWR Bracket Junction Signal - plastic kit (Rat) NEW£12

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dep)£22

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dep)£22

Buildings - general



44-0079 Grain Warehouse (Bac)£63.71

44-202 Low Relief Front Terrace Houses (Bac)£20.38

Bridges, Tunnels & Walls



R8008 Grand suspension bridge (Hor)£39

44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac)£14.41

PO245 Retaining wall in stone - 4 sections per pack - card kit (Met)£12

Grass, Ground, Lichen, Hedges & Foliage

SH150 Single flexible hedge - 150mm (K&M) NEW£2.50

People - civil



36-408 12 x Seated Coach Passengers (Bac)£11.50

SSAM101 Village Blacksmith Set (WV) NEW£7.50

Scenic tools & materials

SS71 Round-top windows (WV) NEW£7

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor)£3.50

R8090 Pack of 24 (Hor)£79

R807 2nd radius double curve track (8 make a circle) (Hor)£2.25

R807 Circle of 8 (Hor)£18

R809 3rd radius double curve track (8 make a circle) (Hor)£2.80

R809 Circle of 8 (Hor)£20



R601 Box of 24 Double Straight (Hor)£47

R601 Single (Hor)£2.10

R8072 Left Hand Standard Point (Hor)£9

R603 Long Straight - 670mm (Hor)£3

R8073 Right Hand Standard Point (Hor)£3

ST-245 Setrack curved double radius left handed point insulfrog (Pec)£14

ST-244 Setrack curved double radius right handed point insulfrog (Pec)£14

ST-241 Setrack No.2 radius left handed point insulfrog (Pec)£9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec)£9

ST-204 Setrack Quad Straight (670mm) (Pec)£3.50

ST-204 Box of 24 (Pec)£76

R821 Single 970mm length of flexible track (Hor)£3

R821 Pack of 24 (Hor)£66

R600 Standard Straight (Hor)£1.35

R600 Box of 24 (Hor)£31

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100

Wooden-sleeper nickel silver flexible track (Pec)£66

SL-100 Single (Pec)£3

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)£3

SL-102 Pack of 25 (Pec)£70



SL-E99 3 way medium radius point - electrofrog (Pec)£26

SL-99 3 way medium radius point - insulfrog (Pec)£26

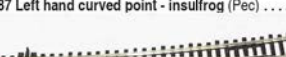
SL-90 Double slip - insulfrog (Pec)£32



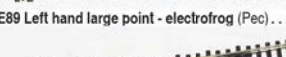
SL-E87 Left hand curved point - electrofrog (Pec)£12.50



SL-87 Left hand curved point - insulfrog (Pec)£12.50



SL-E89 Left hand large point - electrofrog (Pec)£12



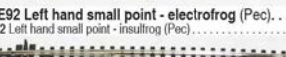
SL-E96 Left hand medium point - electrofrog (Pec)£10

SL-96 Left hand medium point - insulfrog (Pec)£10



SL-E92 Left hand small point - electrofrog (Pec)£9.50

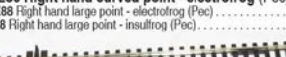
SL-92 Left hand small point - insulfrog (Pec)£9.50



SL-E86 Right hand curved point - electrofrog (Pec)£12.50

SL-E88 Right hand large point - electrofrog (Pec)£12

SL-88 Right hand large point - insulfrog (Pec)£12



SL-E95 Right hand medium point - electrofrog (Pec)£10

SL-95 Right hand medium point - insulfrog (Pec)£10



SL-E91 Right hand small point - electrofrog (Pec)£9.50

SL-91 Right hand small point - insulfrog (Pec)£9.50

Track - Code 75 Finescale

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec)£3.25

SL-102F Pack of 25 (Pec)£82

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)£72

SL-100F Single (Pec)£3

SL-100F Single (Pec)£3

SL-100F Single (Pec)£3

SL-100F Single (Pec)£3

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SL-100F Single (Pec)£3

SL-100F Single (Pec)£3



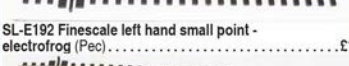
SL-E189 Finescale left hand large point electrofrog (Pec)£12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec)£11.50



SL-E192 Finescale left hand small point - electrofrog (Pec)£10



SL-E186 Finescale right hand curved point - electrofrog (Pec)£13

SL-E188 Finescale right hand large point - electrofrog (Pec)£12.50



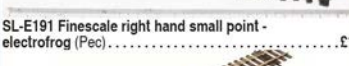
SL-E195 Finescale right hand medium point - electrofrog (Pec)£11.50



SL-E191 Finescale right hand small point - electrofrog (Pec)£10



SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec)£26



SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec)£26

Track & Points

R8262 Double 4th radius curve (8 make a circle) (Hor)£3

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16'4") (Pec)£10

Railway publications



36-2018 Bachmann Branchline 2018 Catalogue (Bac) £7.61

R8155 Hornby 2018 Catalogue - 64th Edition (Hor)£8

Buses



36-2018 Bachmann Branchline 2018 Catalogue (Bac) £7.61

R8155 Hornby 2018 Catalogue - 64th Edition (Hor)£8



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R8155 Hornby 2018 Catalogue - 64th Edition (Hor)£8



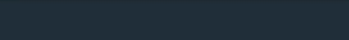
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R8155 Hornby 2018 Catalogue - 64th Edition (Hor)£8



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36-2018 Bachmann Branchline 2018 Catalogue (Bac) £7.61

R8155 Hornby 2018 Catalogue - 64th Edition (Hor)£8



76TP005 Triumph 2500 russet brown (Oxf) NEW£5

76TR4003 Triumph TR4 new white (Oxf) NEW£5

76CAV003 Vauxhall Cavalier in Steel Grey (Oxf) NEW£5

76VB008 Vauxhall FB victor cactus green (Oxf) NEW£5

76VW008 VW beetle lotus white (Oxf) NEW£4.50

76W005 Wolseley 18/85 black / ivory (Oxf) NEW£4.50

Commercial vehicles



76TD006 Diamond T balast - "Wynns" (Oxf) NEW£13.50



76SCT005 Eddie Stobar: Car Transporter - Christina Frances (Oxf)£27

76FT029 Ford Transit Mk5 LWB - high - Docklands Light Railway (Oxf) NEW£5



76FB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Corset (Oxf)£18



76FSR005 Fowler Steam Roller No.18873 "City of Truro" (Oxf) NEW£11

76LAN2017 Land Rover Series 2 LWB hard top - "RAC Radio Patrol" (Oxf) NEW£5



76MB010 Mercedes Actros Semi Low Loader JCB (Oxf) NEW£21



76VOL4005 Volvo FH4 (3) Flatbed Trailer P McKerral & Co Ltd (Oxf)£21



76DL001 JCB 531 70 Loadall JCB (Oxf) NEW£16



76J8S001 JCB JS220 Tracked Excavator JCB (Oxf) NEW£19.50



76CHT003 Churchill Tank 142 RAC Tunisia 1943 (Oxf) NEW£11

76SHP005 Leyland Sherpa van - "RAF Royal Air Force" (Oxf) NEW£5.50



76SM001 Sherman Mk3 Tank - 10th Armoured division, 1942 (Oxf) NEW£11



76BED007 Bedford J1 ambulance - "Dundalk Fire Services" (Oxf) NEW£5.50



76PR-H04 4-piece roller set for OO/HO scale locos wheel cleaning pads (Prio) NEW£59

SL-43 Loco Lift and storage unit (Pec)£12



76SHP005 Leyland Sherpa van - "RAF Royal Air Force" (Oxf) NEW£5.50



76SHP005 Leyland Sherpa van - "RAF Royal Air Force" (Oxf) NEW£5.50



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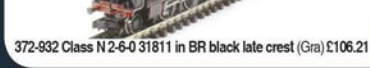


76SHP

Visit

www.hattons.co.uk/new

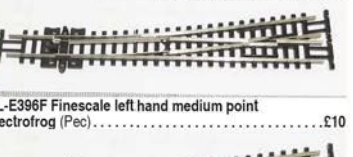
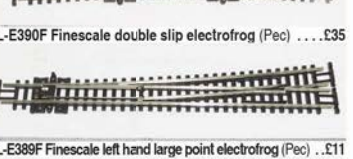
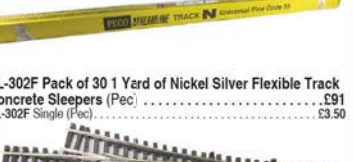
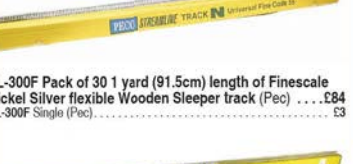
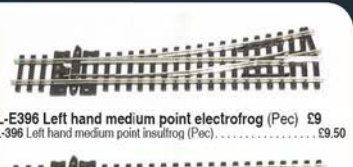
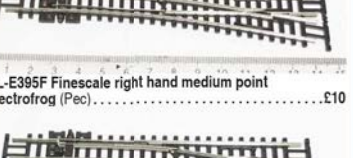
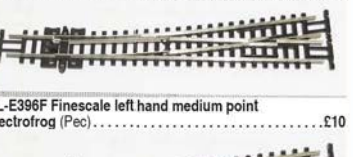
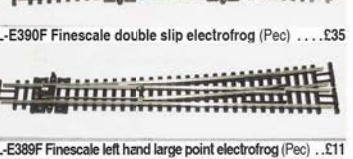
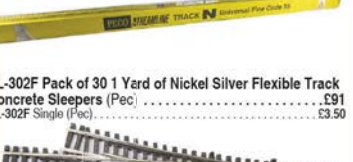
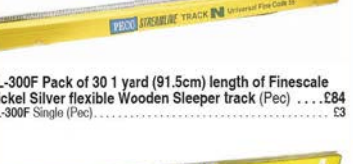
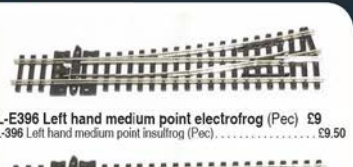
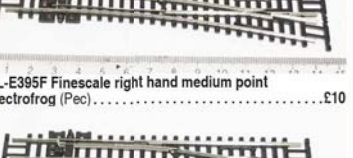
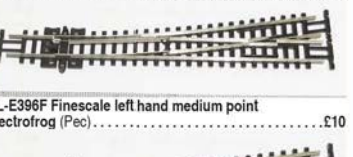
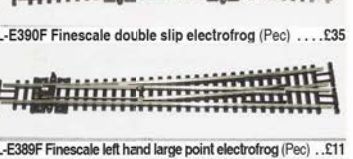
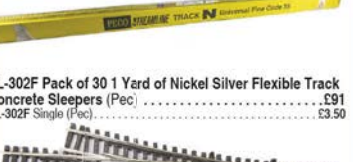
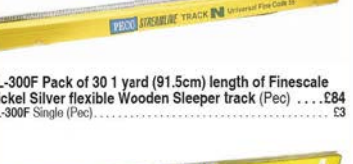
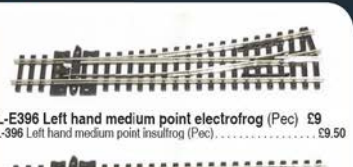
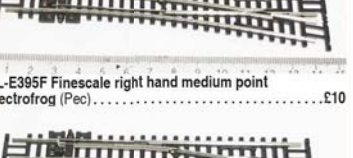
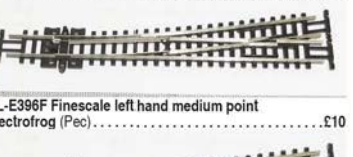
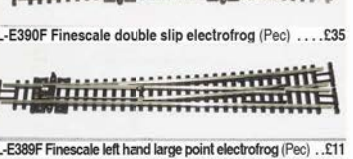
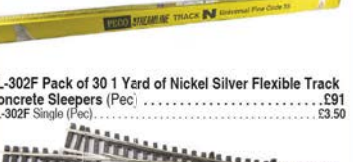
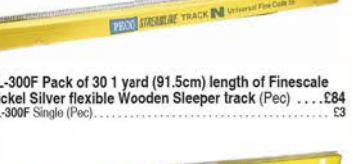
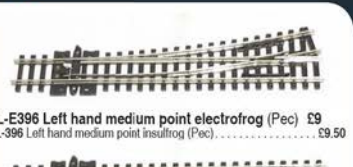
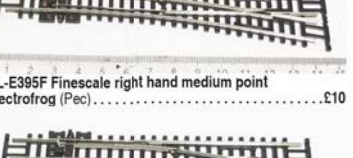
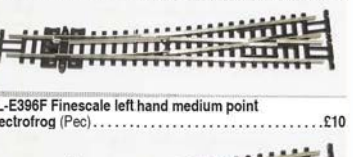
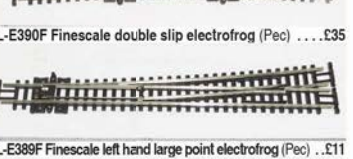
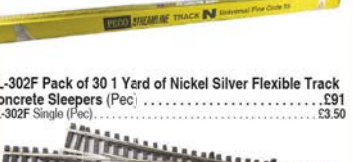
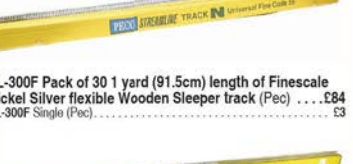
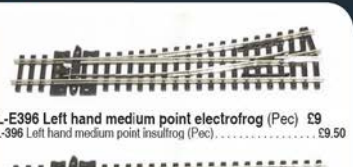
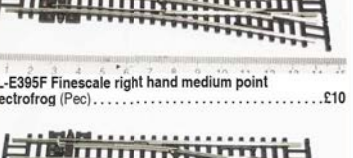
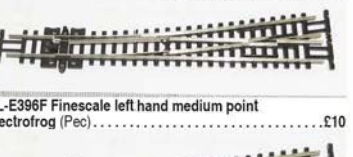
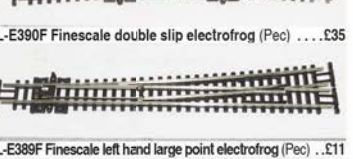
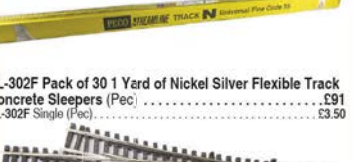
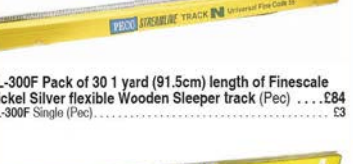
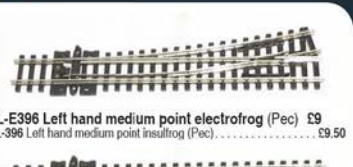
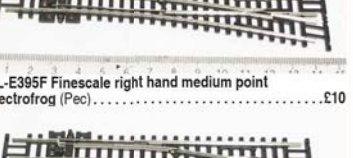
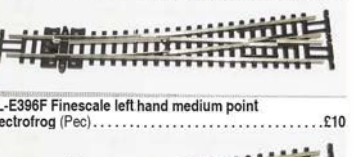
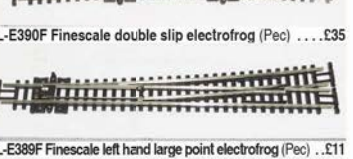
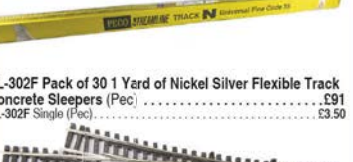
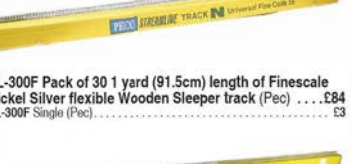
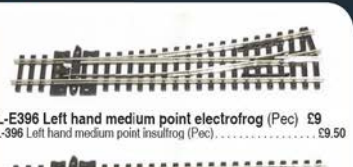
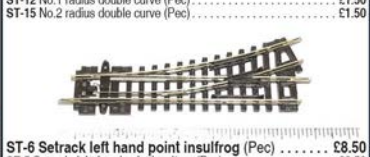
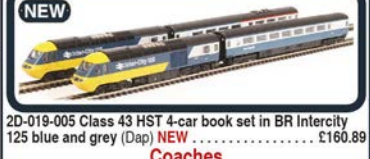
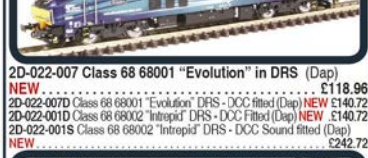
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Steam train packs



Diesel locos





UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)



7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap).....£191.25

Diesel locos



7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap).....£191.25
 7D-008-011D Class 08 shunter 08173 in BR blue (without ladder) - DCC sound fitted (Dap).....£340
 2014 Class 20 in BR blue full yellow ends; TOPS style double arrows on the cabsides and '0000' headcodes - weathered (Hel).....£470



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel).....£550
 2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel).....£470



2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel).....£470



3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel).....£470



4205 Class 42 Warship 829 'Maggie' in BR blue (Hel).....£550
 4201 Class 42 Warship 827 'Kelly' in BR1 green small yellow panels (Hel).....£550



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and a selection of nameplates.) (Hel) (RRP £549) **BARGAIN**.....£390

DMUs



8914Hel Class 128 DPU W55991 in BR blue - weathered (Hel) **NEW**.....£470
 8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel).....£470



8950 Class 128 parcels DMU M55995 in BR blue yellow ends (Hel) **NEW**.....£470
 8910 Class 128 parcels DMU M55991 in BR green speed whiskers (Hel).....£470

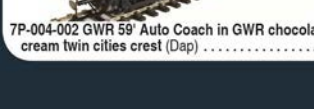


8912 Class 128 parcels DMU W55992 in BR green yellow doors (Hel).....£470

Coaches



7P-004-005 GWR 59' Auto Coach in BR crimson (Dap).....£170
 7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream crest - DCC sound and light bar fitted (Dap).....£318.75



7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream twin cities crest (Dap).....£170



4950 Mk1 BG full brake in BR carmine and cream (Hel).....£250



4993 Mk1 GUV full brake in BR blue Newspapers branding (Hel).....£250

Wagons

7F-051-048 5-plate open wagon 'Cumberland Granite Company' (Dap) **NEW**.....£38
 7F-051-049 5-plate open wagon 'Cumberland Granite Company' (Dap) **NEW**.....£38
 7F-051-049W 5-plate open wagon 'Cumberland Granite Company' - weathered (Dap) **NEW**.....£38



4377 BR green DB993608 - Dogfish (Hel).....£79



H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (Hat).....£85



H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat).....£85



H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hat).....£85



H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (Hat).....£85



H7-WW-708 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat).....£85



H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat).....£85



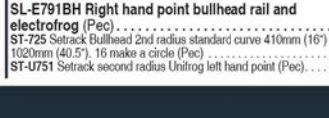
SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec).....£75



SL-700BH Single (Pec).....£6.50
 SL-790BH Double slip (8 degree angle) Electrofrog (Pec).....£85



SL-E792BH Left hand point bullhead rail and electrofrog (Pec).....£41



SL-E791BH Right hand point bullhead rail and electrofrog (Pec).....£41

Cars

43AM2003 Aston Martin DB4GT Zagato red (Oxi) **NEW**.....£21.50



43RUB002 Austin Ruby Saloon dark blue (Oxi).....£16
 43ASS006 Austin Seven RN saloon light grey (Oxi) **NEW**.....£14.50
 VA02540 Mini Cooper S Durham Constabulary (Oxi) **NEW**.....£27



43R25001 Rolls Royce 25/30 - Thrupp & Maberly Burgundy (Oxi).....£21



43RR002 Rolls Royce Corniche Conv. (Closed) Persian Sand (Oxi) **NEW**.....£21
 43VF004 Vauxhall Firenza Sport SL Sunspot (Oxi) **NEW**.....£20

43AK017 Austin Threeway van - 'Civil Service Stores' (Oxi) **NEW**.....£12

Commercial vehicles

PR-0-04 4-piece Roller set for O scale locos wheel cleaning pads (Pro) **NEW**.....£85
 PRR-0-01 Rolling Road stand for O scale locos wheel cleaning rollers (Pro) **NEW**.....£153

Tools

G Scale

Steam locos



91404 Emily Steam loco (with moving eyes) (Thomas the Tank engine) (Bac).....£239

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau).....£30



D Double/Twin track power controller (Gau).....£80
 Q Quadriga 4 circuit power controller (Gau).....£140

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau).....£37

Analogue point control

CDU Capacitor Discharge Unit (Gau).....£11
 PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec).....£57

Digital decoders



Imperium 1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap).....£19.51

Imperium 2 'Imperium' Next 18 Pin MTC 6-function DCC decoder (Dap) **NEW**.....£19.51

DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat).....£15

DCR-21PIN-Direct Box of 5 (Hat).....£88

DCR-21PIN-Direct Box of 10 (Hat).....£120

36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Hat).....£18.66

36-557 Pack of 5 (Bac) (RRP £188.75) **BARGAIN**.....£90

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat).....£17



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau).....£24

BPDC227 6 x 21-pin 4-function 1A (1.5A peak) small OMNI decoder (measures 231 x 27w x 10d mm) x 5 (Gau).....£71

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat).....£16

DCR-8PIN-HarnessMini Box of 5 (Hat).....£72

DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat).....£120

DCR-8PIN-HarnessMini Single (Hat).....£15

DCR-8PIN-HarnessMini Box of 5 (Hat).....£68

36-553 8-pin 3-function 0.75A decoder back EMF (Bac).....£15.50

R249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hat).....£16

R249 Box of 6 (Hat).....£92

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat).....£17

DCR-8PIN-Direct Box of 5 (Hat).....£77

DCR-8PIN-Direct Box of 10 (Hat).....£136

R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor).....£36

Diesel Class 37

R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor).....£36

R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' steam loco (Hor).....£36

R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor).....£36

R8104 TTS DCC Sound Decoder 8 pin plug - Class 60 diesel (Hor).....£36

R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor).....£36

R8106 TTS DCC Sound Decoder 8 pin plug - Grosley Class A1 and A3 steam locos (Hor).....£36

R8107 TTS DCC Sound Decoder 8 pin plug - Grosley Class A4 steam loco (Hor).....£36

Digital control accessory decoders

DCD-ADS-BSX 8-way accessory decoder for solenoid motors and individual CDUs (DCU).....£68

DCD-ADSF8X COBALT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC).....£50

DCD-AD8FX COBALT 8 output Accessory Decoder for Cobalt or other motor-drive point motors (DCC).....£41

Digital controllers



36-504RC Dynamis Ultina DCC System Trial copy RailController Software (Bac).....£240



50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU).....£600



524-042 NCE Power Cab 2 Amp DCC controller (NCE).....£140

DC004 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau).....£369

DCG14 Prodigy 'Advance 2' Backlit Walkaround controller (Gau).....£104

Digital control accessories



DCD-AEC Cobalt Alpha Central Integrated 12 Way Digital Switch (DCC).....£110

BPDC080 Pack of three DCC autotog polarity reversal switches - for electrofrog points (Gau).....£14

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC).....£169

DCP-CB12IP Cobalt ip slow-action digital point motor *1 (DCC).....£19.50



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC).....£200

DCP-CB8DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC).....£6

PL-10 Point Motor (Switch Machine) (Pec).....£34

PL-10 Bag of 6 (Pec).....£34

PL-10E Point Motor Extended Pin (use PL-9) (Pec).....£6

BPML10 Sleep Classic solenoid point motor - Pack of 5 (Gau).....£34

PM-2 Sleep point motor (Gau).....£4

PM-1 Sleep point motor accessory switch (Gau).....£4.50

PL-11 Side/surface mounted point motor (Pec).....£7.50

DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC).....£200

DCP-CB8DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC).....£6

PL-10 Point Motor (Switch Machine) (Pec).....£34

BPML10 Sleep Classic solenoid point motor - Pack of 5 (Gau).....£34

PM-2 Sleep point motor (Gau).....£4

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DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC).....£200

DCP-CB8DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC).....£6</

TRENEGLOS

Inspiration sometimes requires a combination of circumstances. In the case of Chris Tooth, Damian Ross and John Wardle it was having nothing to do and a night out in the pub. But whatever works...



Easing down the 1-in-73 bank, Bulleid Light Pacific 34075 *264 Squadron* passes over the viaduct and prepares to stop at Treneglos. The train will be lengthened by the addition of coaches at both Halwill and Okehampton, all eventually bound for London Waterloo.

“the ‘Withered Arm’ isn’t a medical condition, but the not very complementary name given to the Southern’s lines west of Exeter



Factfile

Layout name: Treneglos
Scale/gauge: 4mm/00
Size: 10m long 500mm deep, including a fiddle yard at each end
Era/region: BR(S) North Cornwall, late '50s, early '60s
Layout type: End to end, exhibition
Power/control: DC (Gaugemaster)
Words: Chris Tooth and John Wardle
Photography: Andy York



Almost 15 years from the start of the project, we have recently sold Treneglos to a new owner. This article serves to record how the layout came to be created, how it changed over time and our journey to deciding to sell it. A follow-on article will cover some of the elements included in the design to make the layout transportable to exhibitions and some of the key things we have learned taking it to around 40 shows.

Looking back to 2003 it's hard to believe that three friends living in the Stafford area, and whose individual interests included the Somerset & Dorset, LNWR and big blue diesels, would end up building an exhibition layout based on a station on the North Cornwall Railway. It did happen, though, and we suspect that it was the result of three separate factors:

- The three of us being at a loose end at the Stafford exhibition in February 2003, and enjoying watching the trains go by on a layout called 'Cadiford Water'.

- The introduction of new, higher standard 00 RTR stock, including Bachmann's N Class and Standard 4MT tank, and Hornby's Bulleid Light Pacific.

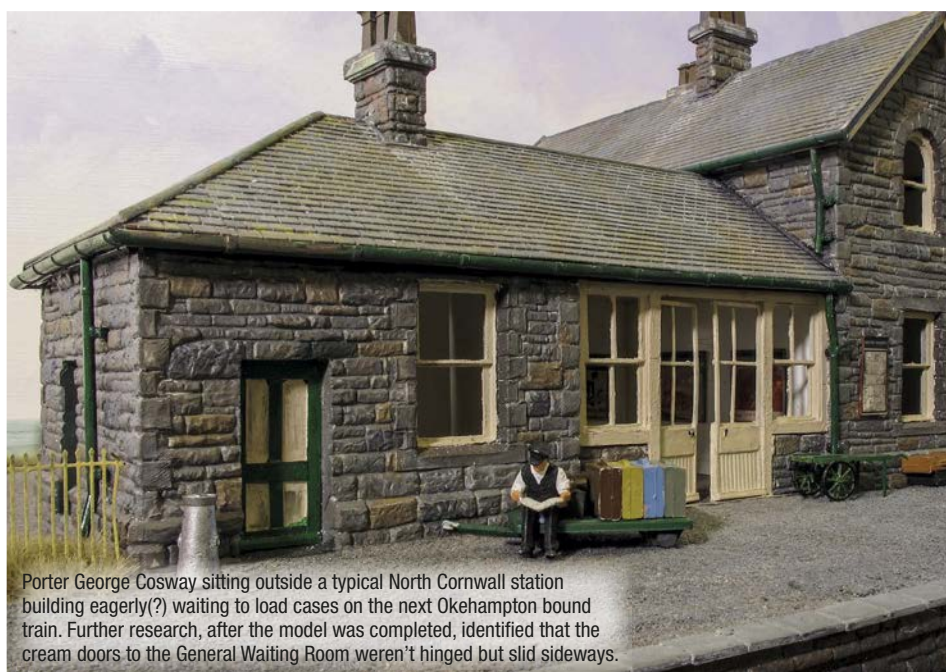
- John going to the pub one night and getting a 'crazy idea' that we should build a layout together. He put forward this idea, with a plan, in a letter to us and we both signed up. The rest is history.

So, less than a year later, we were back at Stafford exhibition in February 2004, but this time as exhibitors with our 'Withered Arm' project layout. The 'Withered Arm' isn't a medical condition, but the not very complementary name given to the Southern's lines west of Exeter, which ran to the coastal termini at Plymouth, Bude, Ilfracombe and Padstow. Of these routes the North Cornwall Railway (NCR), which ran from Halwill Junction through to Padstow, formed the inspiration for our model.

The original idea was that we'd build a relatively compact rural through station on just three 1100mm x 370mm scenic boards with a 1100mm cassette fiddleyard at each end. Something manageable and something we could easily build in a year. Having agreed the concept, the plan was amended to increase the board width to 500mm (1'8"), to give a bit more room for the goods yard sidings, and the length to 1200mm (4'), to give a bit more room for a Bulleid and three coaches in the fiddleyard.

Stock

If we were starting out building the layout



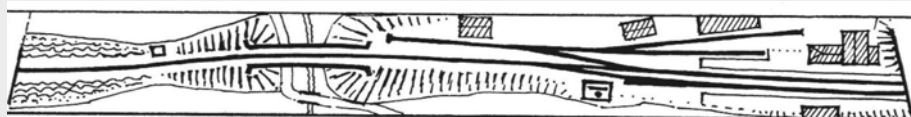
Porter George Cosway sitting outside a typical North Cornwall station building eagerly(?) waiting to load cases on the next Okehampton bound train. Further research, after the model was completed, identified that the cream doors to the General Waiting Room weren't hinged but slid sideways.



This shows the original three-board plan. Trains entered the layout from the left-hand (Padstow) fiddleyard, travelled over a three-arch concrete viaduct, past the goods yard and into the station. The station used the typical NCR trackplan and buildings from intermediate stations such as Tresmeor and Egloskerry which, with platforms scaling out at around a board length, suited our purposes very well. On this plan the two tracks that made up the loop both ran, under a bridge, into the right-hand (Okehampton) fiddleyard. Armed with John's sketch, Damian set off and in no time at all delivered three baseboards for the scenic section. Treneglos was very much not a 'flat earth' layout, as the majority of the landforms were below the trackbed. To

address this Damian cunningly built the boards almost step-like with the bases progressively rising from left to right.

The next step was for Chris to add the basic landforms to the layout prior to laying the track and wiring up. This fitted in better with the time we each had free but also meant that there was no risk of the trackwork getting damaged or receiving big dollops of plaster. It was around this stage that we became uncomfortable with the scenic exit at the Padstow end of the layout – coming straight off the viaduct gave little scope for hiding trains entering the fiddleyard. Our solution was to add a fourth board.



The extra 1200mm long section enabled us to take the line off in a cutting and under a bridge. This bridge was based on the one carrying a lane to the real hamlet of Treneglos over the NCR. This extra board changed the whole look of the layout, created a great scenic break and the undulating scenery and rock face helped plant the layout firmly in North Cornwall.

With the layout in its 4-board format we progressed the build with individual boards clocking up quite a few miles as they travelled between our houses. Boards built at Damian's, to Chris's for base scenics, to John's for trackwork and ballasting, to Damian's for electrics and back to Chris's for adding the green stuff. In the background we'd also each taken on the construction of various buildings and scenic items, the control panel, lighting rigs, displays and fiddleyard cassettes. So February 2004 duly arrived and the three of us turned

up at the Stafford Showground with various bits of layout and rolling stock in tow. It all went together with a few last-minute subtle adjustments and the trains ran. We were very happy!

Thinking back to that first show, though, there were a few things that operation over the two days highlighted:

- The stock was a bit of a mishmash, not all of it suitable for, or prototypical of, NCR trains, but we ran what we were able to pull together on the day.
- The layout needed a backscene, as the view got lost in whatever was behind us.
- The right-hand fiddleyard was not easy to use as a result of two parallel tracks going off scene. The storage cassettes in the fiddleyard were too wide to fit side by side and therefore it unacceptably delayed the flow of trains entering or leaving.



Maunsell N Class 31844 on the through goods from Wadebridge to Halwill Junction, Okehampton and Exeter. The Ns were the mainstay of freight services in the area but were also equally at home on local passenger workings. The class originated in 1917 incorporated many advanced features for their time. 31844 is typical of the majority that ran on the NCR: right hand drive and with a 3,500 gallon straight-sided tender.



Drummond T9 30709 waits patiently in the station loop for Maunsell N Class 31844 to arrive. The Up goods will be allowed to pass through the station at a crawl allowing the exchange of tablets. It is not scheduled to stop or shunt at Treneglos and the Down service was the 'pick-up' goods.

now in 2018 we'd have available just about every item of locomotive and rolling stock that ran on the NCR in the BR period. Back in 2004, though, all we had were Bachmann's BR Standard 4MT tank, N Class mogul and Hornby's Spamcans. Coaching stock was restricted to some generic Southern coaches from Hornby (which looked a tiny bit like Maunsell coaches) and Bachmann's Bulleids and BR Mark 1s. There was therefore a need to build some stock!

Whilst happy to build plastic coach and wagon kits, we decided that we needed help with brass kits. Here we enlisted the skills of Geoff Cook, another member of the Stafford club, and he built us a Finney Drummond T9 4-4-0, DJH BR Standard 3MT tank and a three coach rake of Bulleid / BRCW Comet coaches. Hornby later came to our rescue on two key items of stock for a NCR based layout: a RTR T9 (2 cab and 2 tender variations) and Maunsell coaches (which formed the mainstay of local services). Since then, the picture for RTR stock improved every year, with the only omissions now being the Maunsell U and U1 2-6-0s that were occasional visitors to the NCR.

A plain white MDF backscene was added in time for our second show at Macclesfield

we became uncomfortable with the scenic exit at the Padstow end of the layout – coming straight off the viaduct gave little scope for hiding trains entering the fiddleyard

Manufacturer	Locomotive / Unit	Running dates
Hornby	Drummond T9 4-4-0	1901-1961
	Drummond 700 0-6-0	Rare to 1962
	Bulleid Light Pacific 4-6-2	1947-1964
	BR Std 4MT 4-6-0	1964
Bachmann	Maunsell N 2-6-0	1924-1964
	Ivatt 2MT 2-6-2T (a)	1962-1964
	BR Std 3MT 2-6-2T	1964
	BR Std 4MT 2-6-4T	1962-1964
	BR Std 4MT 4-6-0	1964
	WR 45xx 2-6-2T (a)	1948-1964
Dapol	WR 57xx / 8750 0-6-0T (a)	1960-1962
	Class 121 & 122 DMUs	1965-1966
	Class 22 D63xx	1961-1966
	Beattie 0298 2-4-0WT (b)	1893-1962
Heljan	AC Railbus (a)	1964-1967
	WR 1366 0-6-0T (b)	1962-1965
Kernow	Adams O2 0-4-4T (a)	1928-1962
(a) Padstow / Wadebridge to Bodmin		
(b) Padstow / Wadebridge to Wenford Bridge		



CLICK AND SWIPE FOR MORE GALLERY IMAGES

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GAUGE

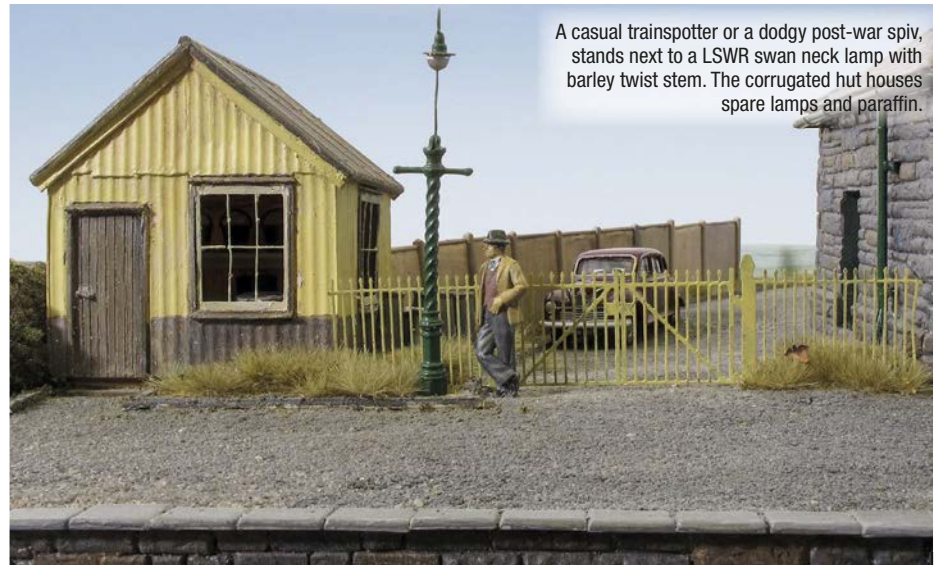
in April 2004. Visually, this was a big improvement and, along with the lighting pelmet, fiddleyard screens and information panels, gave the professional presentation we wanted. All the artwork was produced by John. John's brother Nigel was drafted in to weld up the steelwork that supported the pelmet and the rest of the woodwork was hewn by Damian.

The Okehampton fiddleyard issue was more of a problem but we persisted using the layout in 4-board format for at least one more exhibition. Finally though we admitted defeat and decided that the best solution was to add a fifth scenic board at the Okehampton end of the layout to complete the station loop on-scene and take a single track into the fiddleyard. This board completed the second half of the station road bridge, included a pair of LSWR workers cottages, a stream and a mill building (based on a prototype between Launceston and Egloskerry).

The second extension was more involved than the first, as it required us to lengthen the backscene, lighting pelmet and the display boards. Operationally, though, it was a massive improvement, running was a lot more balanced between the two fiddleyards and using the Okehampton cassettes was easier. In a break between shows John took the plain white MDF backscene sheets away and hand-painted a superb 7m (24') long North Cornwall scene including distant moors and a sighting of the Atlantic coast near the viaduct.

At this point we also had offers of help from other Stafford club members which we gratefully accepted. Fred Shilton offered to build us two outer home signals, the one at the Padstow end being an excellent double-acting tall lattice post example to give sighting over the bridge. Andy Banks made the mill building on the second extension which shielded the entry to the fiddleyard.

Up to now, with all the turnouts being on one board, operation was mechanical and linked to a GEM lever frame. The fifth board made this difficult and so Damian installed Tortoise slow acting point motors instead. The Macclesfield show generated our one and only track failure, a point blade came loose from a tiebar. We never had other track issues and the electrics have always worked faultlessly – both testament to John and Damian's work. After this we steadily added detail to the layout and more appropriate stock to the roster, with Chris getting carried away buying Bulleids, as we attended 4-6 shows a year.



A casual trainspotter or a dodgy post-war spiv, stands next to a LSWR swan neck lamp with barley twist stem. The corrugated hut houses spare lamps and paraffin.



Terrance, the local tramp, sits in the afternoon sun oblivious to the SR concrete provender behind him. Perhaps he's dreaming of owning a recently repainted Ford Popular 103E?



Outside holiday periods, the mainly agricultural North Cornwall generated little passenger traffic for the railway. The close up shot gives a better view of the backscene painted by John, with colours muting into the background.



salvation came from a reply to a post made on the RMweb Treneglos thread and in January 2018 the layout was sold



Pulling away from Treneglos up the 1-in-73 gradient 34066 *Spitfire*, with carriages from the Atlantic Coast Express (ACE) in tow, passes over the viaduct and is due to arrive at Padstow a little after 5pm.

Amendments

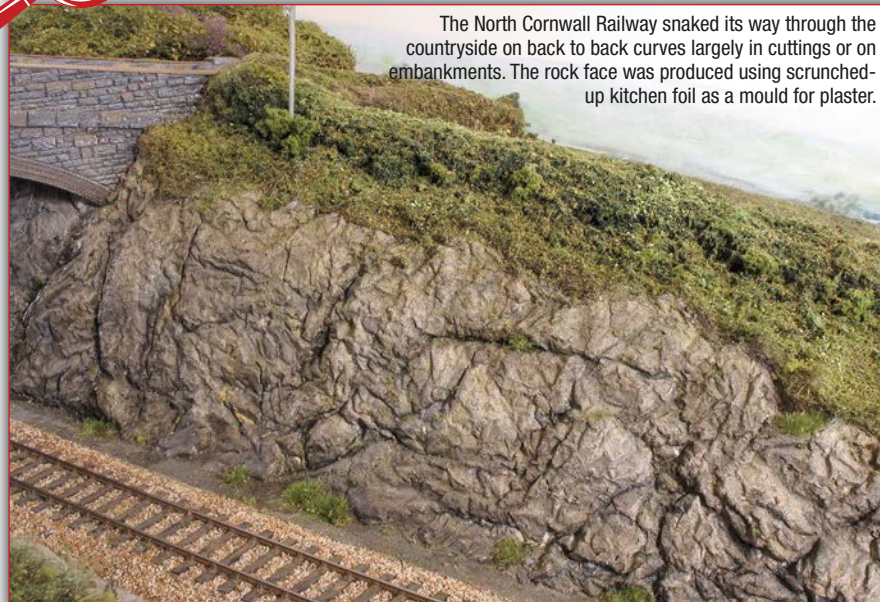
The only major change after this was to change from a cassette fiddleyard system to train turntables. We did this because:

- We wanted to run longer trains than the existing 1200mm fiddles would allow.
- Fuel, van and accommodation price increases meant exhibition organisers didn't want to pay for 5 operators and two vehicles, so we needed fewer operators.
- Handling the cassettes over a long 2-3 day show was becoming quite tedious.

The new 1800mm (6') long train turntables enabled us to run five coach trains with ease and almost completely did away with stock handling. In combination to relocating the control panel to the Okehampton end, they meant we only needed three operators (two on, one off) all of whom fitted in the van. Costs and operator workload were reduced. It's something in hindsight we should have done much sooner.

Sadly though all good things come to an end. Exhibition invites dried up, we'd done just about all those we wanted to do, and

KEY DETAILS



The North Cornwall Railway snaked its way through the countryside on back to back curves largely in cuttings or on embankments. The rock face was produced using scrunched-up kitchen foil as a mould for plaster.

An element of the layout that generated a lot of 'how did you make that' questions at shows were the cutting rock faces. To make these Chris used nothing more than kitchen foil and Artex / plaster. To start a long length of foil was folded in half to give a double thickness, this was then screwed up into a loose ball. The ball was carefully re-opened up into a roughly straight but heavily crinkled sheet. Adjustments were made to the foil crinkles to introduce layers and strata. Once satisfied with the shape, the crinkled foil was used as a mould into

which a sloppy mix of Artex was poured to a depth of around 10-15mm. Once dried, the foil was teased away from the Artex revealing a rock face. This was then fixed into the cutting with more dabs of Artex and painted by John painted by John using a technique of layered acrylic washes on the surface, each mixed with plenty of water and left to dry overnight. After building up the colours, varnish was carefully added to represent water running down the stone and collecting in the cess.



A local farmer fords the stream passing under the three-arch viaduct constructed from concrete blocks completed in 1892. On the real NCR, the embankment at Treneglos was originally planned to be a viaduct but this was prevented by unstable ground conditions. The LSWR used pre-cast concrete blocks to build Derrington Viaduct on the Bude Branch and this was used as the basis for our model, which was hand scribed from plain plastic sheet.



Drummond T9 30709 with a late morning service from Exeter to Padstow. Coaches would have been detached at Halwill for their onward journey to Bude. The combination of a T9 and Maunsell 2-set P coaches will forever be associated with the North Cornwall line.



some twice. Increasing work pressures made it difficult to commit to shows and booking Fridays off. We also started working on our own layout ideas: Diesels in the Duchy for Damian and a Wild West layout for John. We also became part of the team that built the Black Country Blues project layout in 2013 for BRM. Treneglos sat gathering dust in Chris's attic and, whilst we didn't want to scrap the layout, it was clear we'd all moved on. Salvation came from a reply to a post made on the RMweb Treneglos thread and in January 2018 the layout was sold and moved down to the South East with its new owner. We hope that the layout brings him as much joy and as many happy memories as it has given us.

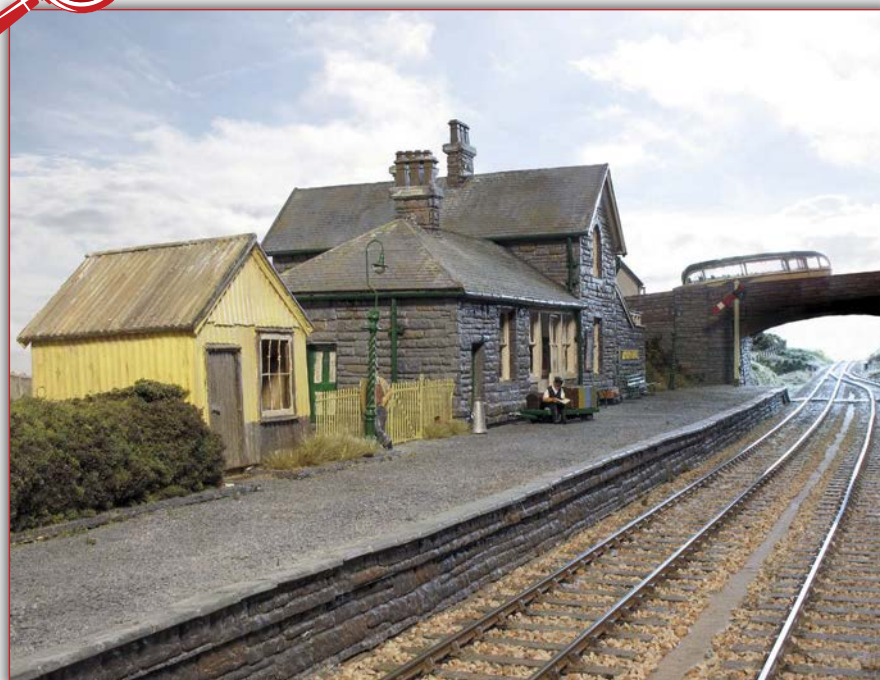
Finally, a big thank you to everyone that has contributed or helped operate the layout over the years and, of course, to our respected significant others for putting up with our little NCR obsession. ■

What we think...

Whilst still living in France and a committee member of our local model railway club, TGV 086, I recall extending the invitation to the team of 'Treneglos' to bring the layout across the channel for the re-birth of the club's model railway exhibition - RailModels 2008. From a point of view of variety, it was the sole British layout at the exhibition, and went down well with the visitors to the show in Châtelleraut.

Howard Smith, Features Editor

KEY DETAILS

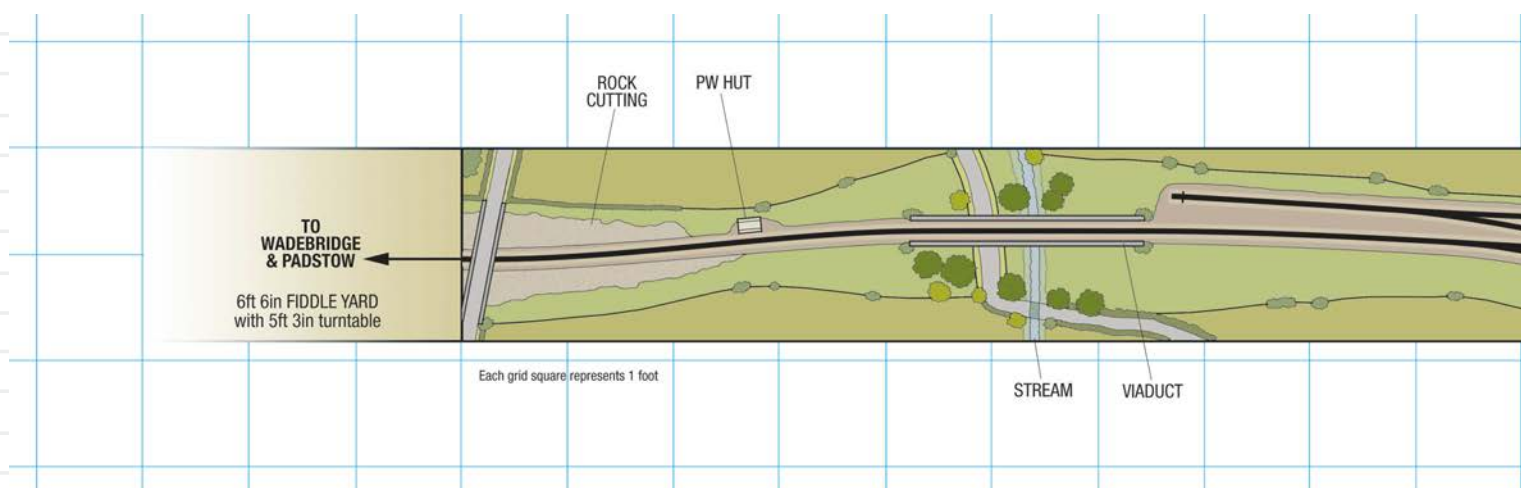


An element that adds to the character of the railways of 'the Withered Arm' is the ballast which originates from the local quarry at Meldon, near Okehampton. When freshly quarried it is generally grey, but weathers to a lighter buff colour, with highlights of yellows and greys. John studied photographs from the early 1960s taken by Peter Gray and did his own field studies, before producing a 'Meldon

mix' of ballast from Woodland Scenics and Jarvis products. After painting the rails and the sleepers, the mix was applied carefully to the track hand-built by John and Damian, to recreate our version of the permanent way of North Cornwall. Finally, the sleepers were weathered back to represent wood exposed to the elements on the edge of Bodmin Moor!

Trackplan

TRENEGLOS





Drummond T9 30709 glides gracefully over a culverted stream on its final approach to Treneglos. The T9 class dated from 1899 were known by crews as 'Greyhounds' due to their spritely performance. 51 were built with narrow cabs, as 30709, and 15 with wide cabs. They generally ran on the NCR with eight-wheel, 4,000 gallon 'watercart' tenders but a handful had the shorter 3,500 gallon variety. Hornby has produced all these variants.

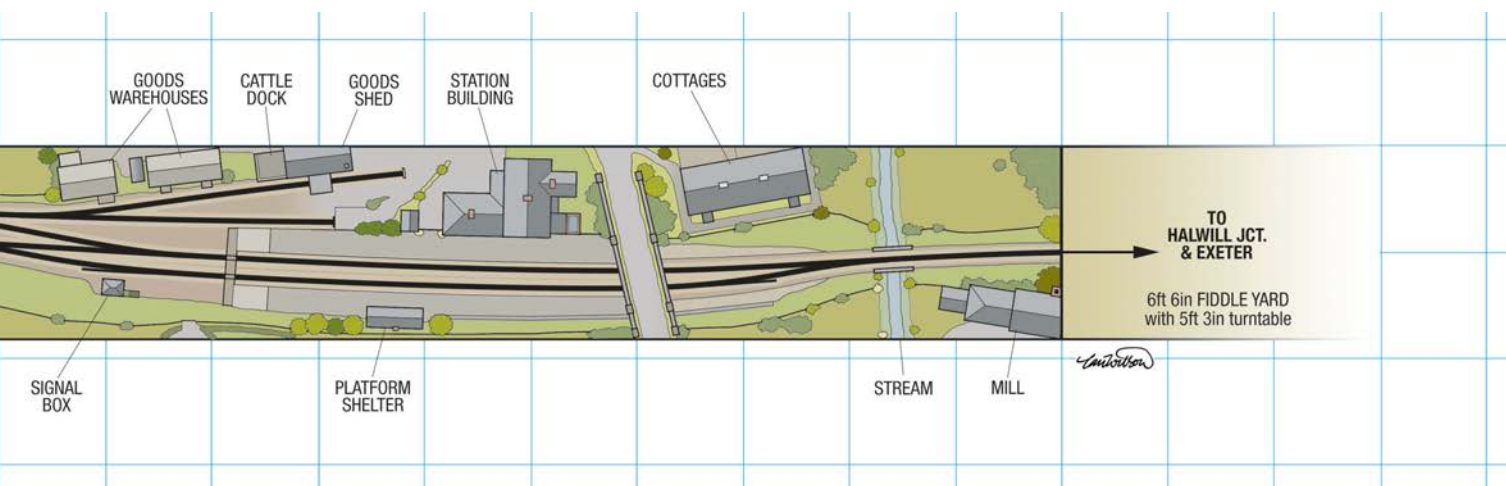


Meet the modellers...

'Treneglos' was built by three friends – Chris, Damian and John – who, at the time, were all members of Stafford Railway Circle. We'd previously worked together with others on various club projects as diverse as 'New Haden Colliery', an EM gauge layout based on a real North Staffordshire coal mine, through to a light-hearted 'Thomas the Tank Engine' themed layout built to entertain children at the Club's annual show.

Between us our railway interests cover a range of periods, themes and continents: American Wildwest, LNWR, LYR, LSWR, LNER, Lynton & Barnstaple, Somerset & Dorset, Scottish and Cornish diesels. After building Treneglos, Damian went on to build 'Diesels in the Duchy' (an EM diesel depot based on St Blazey) and John started his 'Once Upon a Time... in the West' (Santa Fe in New Mexico project. We were all part of the larger group that built the BRM Project Layout 'Black Country Blues' in 2013/14.

Chris is currently building a 7mm layout 'Pencarrow' based on Bodmin North in Cornwall, Damian is building a cameo of Inverness diesel depot in P4 and John another cameo of a railway under construction 'The Contract'.





TEA BREAK

The nation's favourite beverage became the focal point of Jeremy and Claudia Everett's diorama. A gathering of locomotive crew drinking tea at the end of a hard-working day.

So much effort is made by modellers to get the moving parts of their railway correct and operating properly, but often there's only a token presence of figures. Railways are about people, the movement of passengers or the movement of goods to be used by people. There is a large range of figures in virtually all scales, from Victorian through to the present day.

With the advent of 3D printing, there's now an even bigger range of figures available from suppliers such as ModelU. These are superb miniatures of real people in realistic poses in any scale you choose. Even larger scales are available to order. When everything is operating smoothly, why not create small but interesting cameos, dioramas or vignettes around your layout?

I have been an artist for many years and one day my partner asked me to paint some figures that he hadn't used on his O gauge layout. Cameos like this aren't difficult to achieve. Figures remain relatively cheap if you're prepared to paint them yourself. Our cameo for BRM is O gauge but could easily be done in OO or N. The figures are in static

poses as they must be on a moving railway. Figures playing football or in running or active poses for example should be avoided.

We purchased five ModelU figures, all but one drinking tea. Three painters and a tramp from S&D Models together with a couple of step ladders and buckets. Some '50s chairs and a small table from Petite Properties. These were actually 1:48 scale, but they work for this scene. My partner needed the guttering and the door for the hut and these were bought from Invertrain.

Posing figures is left to the imagination and I left that to my partner. The painting methods apply to all scales, but don't overdo the shading and highlighting on the smaller scales like OO and N as it won't look right. ■



For this project I bought four figures and accessories from S&D Models – a Bearded tramp, Painters/Decorators, a pair of floor standing buckets, hanging buckets, a wooden step ladder kit and oddments. Five figures were sourced from ModelU and finally, a set of table and chairs from Petite Properties.

Shopping list

- S&D Models OF92, OF48, OF152 & OF257 figures
- S&D Models AB13 floor standing buckets, AB14 hanging buckets, AB41 Wooden step ladder kit, AB48 Decorators, AB19 Oddments
- ModelU locomotive 1060, 1066, 1071, 1084 and 1081 crews
- Petite Properties VKT48 kitchen table and VCh48 chair
- Invertrain Guttering

2»



The figures have been cleaned of moulding imperfections. We carefully removed the resin feeds keeping only those attached to the feet. This enables us to hold the figures more easily. The stripped-down figures can then be washed and primed with a spray primer.

5»



Starting with the base colour again, we add a little white to emphasise the high points. We try to complete stages of painting on as many figures as possible at a time.

8»



Facial and clothing details can add much to the finish of the figure. This painter is working outdoors so may have some blushing in his cheeks and/or some spots of paint on his clothes.

11»

When the painting is complete and dry we will use Vallejo colour washes, black and umber, to get a bit of grime on the clothing. Then, after 24 hours, we will varnish the completed figures with Tamiya matt varnish.



3»



We use Plaka, a fast-drying paint, and a ready supply of clean water to dilute them. For the first layer of colour, establish your base colour. The consistency of the paint must be thick enough to cover the primer but liquid enough so as not to fill detail. A sable brush number 00 is recommended.

6»



We are mixing flesh colour with red, yellow or brown, according to the skin tone we want to obtain for the figure. Then, with a 0000 pure sable brush we add the last details, like – small lines, eyes details or buttons. A steady hand is a necessity.

9»



Choosing good mouldings is very important. This tramp is an excellent pewter figure and will result in a very realistic model. We research details like the Harrod's emblem on his bag.

4»



Using a 00 pure sable brush we add a very fluid paint in the same colour as the first layer but a tone darker, to emphasise the shadowy areas, such as creases in clothing. For this, we mix the original colour with a bit of black. In the difficult areas, we use Windsor & Newton Artists' Acrylic Slow Drying Medium, to have time to work.

7»



Always work only when the previous layer of colour is perfectly dry. We sometimes use a hair dryer to speed things along a bit. Clothes can then be weathered according to the scene.

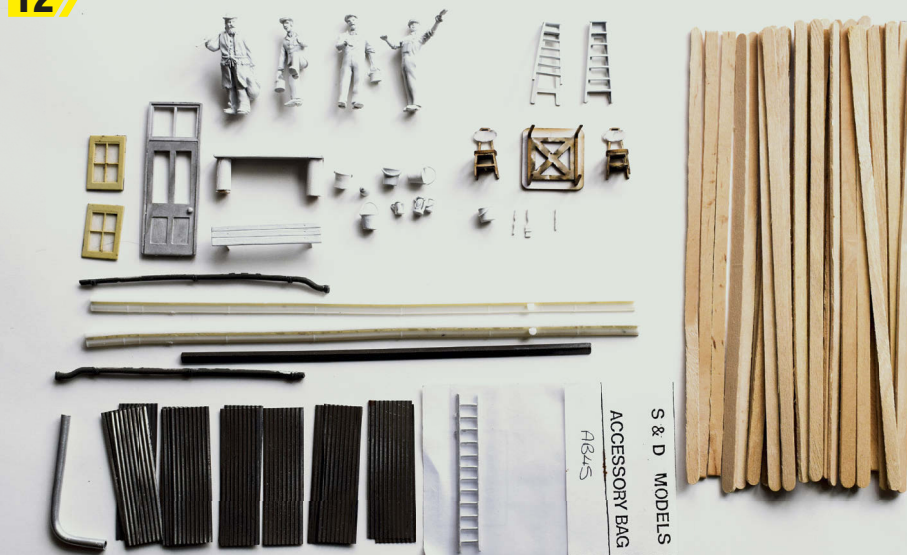
10»



Colours should be realistic. Try them on a piece of paper and let them dry if you are unsure how they'll look. We rarely use paint directly from the pot. With the exception of blacks, greys and whites, most colours as supplied are too garish.

the first step in creating a cameo, vignette or diorama for your model railway is to imagine the finished project

12»



Building a diorama or cameo doesn't need to be expensive. We simply browsed through all those bits and pieces that we kept tucked away 'just in case'. As we have been modelling since 1985, we have accumulated vast quantities of spare materials, which we can now use now for windows, doors, roofing and a few other elements. Coffee stirrers, for example, make, very realistic planks in most scales with a little work.

14»



The 3mm MDF carcass has had the stirrers, door and windows glued in place. Note the different shades of wood. Tiny gaps are filled with Polyfilla.

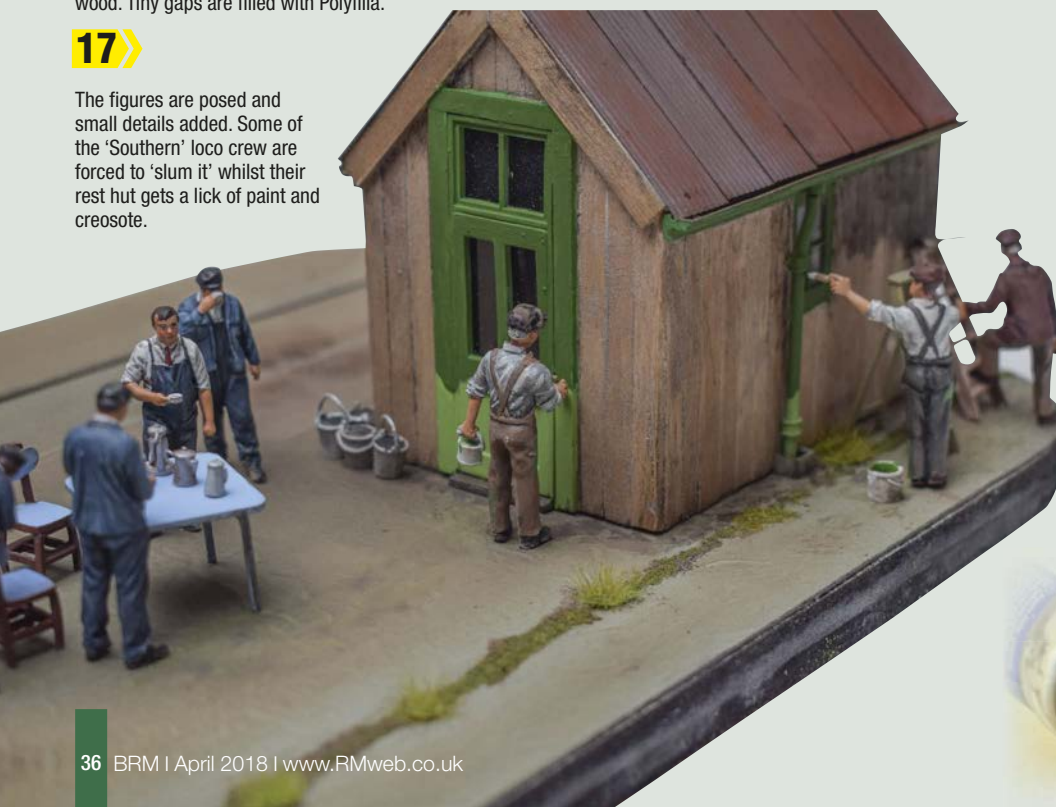
15»



Corrugated sheet roofing has been added after grey priming. Resin gutter, plastic window and metal downpipe are also added.

17»

The figures are posed and small details added. Some of the 'Southern' loco crew are forced to 'slum it' whilst their rest hut gets a lick of paint and creosote.



13»



Here three pieces of 6mm pre-shaped MDF (obtainable at any builder's merchant) are glued together leaving a gap for a piece of track - in this case Peco 7mm. Cut strips of floor tiles can be used to cover the whole surface including the gap in the tracks and allow, when appropriately painted, the tiniest of contour to the 'concrete'.

16»



Some 'undercoat' 9 is added to the door. The timbers have now had an Ultimate 'Earth' wash to age them a bit.

Top tip

Sable brushes are best for figure painting. If allowed to deteriorate, they can't be used. To prevent this, I clean them with shampoo and then rinse them using hair conditioner. It is handy to have a Windsor & Newton No. 5 water colour brush for applying the washes in one go. I also use Daler Rowney Filbert No. 2 to rapidly emphasise fine details or light on objects. To do this, I dry brush the figures softly until I get the desired effect.



Selling your model railways?

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INBOX

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Congratulations to Mr. G Shally, winner of Briml Components CP600 Scenic Sound Generator, as featured in the March 2018 issue of BRM. Pulled at random from a box at The Festival of British Railway Modelling at Doncaster Racecourse by our designer, Ruth, assisted by Ian Hale of Real Sounds, we wish Mr. Shally many years of use out of his new system.

ANYTHING GOES

I would just like to comment in the 'anything is possible' category regarding the photo of an Ex-LNER BZ on page 87 of the February issue of BRM. Here we have an ex-LNER six-wheeled passenger brake van on the ex-LMSR / SR Somerset & Dorset being hauled by an ex-GWR locomotive and trailed by what appears to be an ex-GWR Brake Second (or Brake Composite). Most interesting! In the 'wouldn't it be nice to have category' this van fits right in there and it is different, travelled widely and lasted well into the BR 'blue' period. For other photographs of this type of van, see pages 39 & 40 of *BR Parcels and Passenger-Rated Stock, Vol. 1*, by David Larkin.

Mark Collier

Collett-built GWR 0-6-0 No. 2217 pauses at Evercreech Junction with a lightweight train for Highbridge in September 1963.



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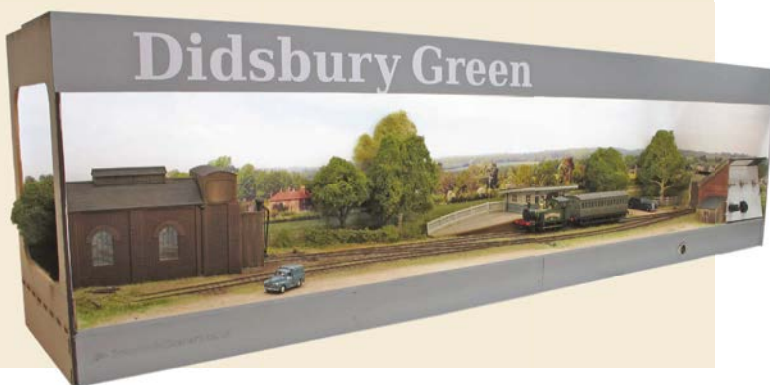
DITCH THE SHED?

I've been following the development of 'Didsbury Green' with interest, having a penchant for the light railway/rural cameo scene. I particularly liked the use of static grass in the ballast and the view at the foot of P.62 has a real 'light railway' feel about it with nicely flowing weedy trackwork.

A station the size of Didsbury Green is unlikely to have stabled an engine overnight, especially as there is no siding accommodation for carriage stock. Locomotive facilities would have been little more than a watering point and coal stage.

My view? Ditch the shed and create a lovely little cameo of a weedy, ash covered siding, coal stage, maybe even room for a bit of a yard for the local merchant and a simple stand-pipe for water. Otherwise - carry on the good work!

Steve Howe, Cornwall



FOR SALE

My late husband was a minister in a small chapel in a Dorset village for 15 years. He was always interested in modelling and trains, so set up a layout going three quarters of the way around his office, divided into three sections. The first, a 3ft x 2ft section depicting the village of Bere Regis, with a fictitious station at the front and a hill at the back, our cottage and church, which were modelled using cereal packets and look life-like. The second, a 6ft x 4ft area, the largest part, again fictitious, is a town with surrounding countryside, two station platforms and a viaduct on a two-level part at the back of this section. A 2ft x 1ft small part of Weymouth Harbour with boats and a train that used to run along the quayside forms the latter part.

All sections are connected by track running behind bookcases. He had DCC-chipped several locomotives, so many trains ran at the same time on different levels. The model railway has been lovingly created, but must now be dismantled for the office to be cleared for a new minister. Along with the main layout there are carriages, goods wagons, a controller, diesel locomotives, modelling equipment, rolling stock, cars, buses, DVDs and books. I'd like to sell it as a whole. Any reasonable offer will be considered.

Janet Morris

Interested? Contact jimjan.morris192@yahoo.co.uk



WHAT WOULD YOU DO?

Hi **BRM** team. Love the magazine and DVDs. I recently had a small layout in my garage, nothing special, and it never really got off the ground. I had to give up my garage space so my son can come home from the army and re-build an old Nova.

I have had a mancave/shed built by my father-in-law (who doesn't do things small) in the garden so I can re-start with my hobby. I have the baseboard all up and it measures 15ft 8in x 11ft 11in with three operating openings. Unfortunately, this is as far as I've got as every time I go to make a start I look at the space I have and I've so many ideas of things I want to have on the layout that I get confused on where I should begin. I really want this to be right from the start as it is a big project, so I ask for your expert help and advice.

Ian Jacobs

Howard Smith comments:

Thanks for getting in touch Ian, you've a good space for a project and ideas might be floating around your head, but prioritise which of these you want the most. It's rare to get all your needs and wants into a layout and you'll find there's a little compromise to be had at times.

Take a look at the **BRM** guide to Trackplans and Layout Design Volume Three, for trackplans that are ready-to-use or that you could adapt easily. I thought it would be interesting to put the question to readers.

How would you fill this space? Send your ideas, photographs, sketches or plans to howards@warnersgroup.co.uk for a chance to win some fantastic books for your home library.



MEMORIES FOREVER MORE

Reading the March issue of **BRM** brought back memories of simpler times. Going to a large department store at Christmas and standing, spell bound at the sight of a Hornby display layout, the smell of warm oil from a Hornby Dublo 'Castle'. Tin coaches with metal wheels on metal rails. Tri-ang bright plastic models. The rocket. Battle space and the turbo car. Running trains for the fun of it. Now the world has moved on. It's much more serious. Fine scale track. Buildings with realistically modelled gardens. Static grass and every detail so correct it could be Pendon. But we've lost something. Fun!

Bob Pryor, Kent



KINGS CROSS IN GERMANY

A few years have passed since my previous layout, Chipping Cleghorn appeared in **BRM** magazine.

Meanwhile, we have moved house and refurbished it. I also started a new large layout from scratch. The aim was to fulfil my long-term dream of building a freelance model of Kings Cross station. Free-lance because some compression was needed. I also wanted a large six-road engine shed to cater for my collection of mainly ex-LNER and ex-Southern steam locomotives. Last, but not least, I wanted to incorporate my village of Chipping Cleghorn again. Quite ambitious but I do have a large room at my disposal which is aptly called the Signal Box by my wife.

The station consists of a model of Kings Cross shed with five platforms and 10 tracks. The shed measures 120x70cm. The station is scratch-built, based on internet research and two visits. All the main structures were drawn on the computer first and then laser-cut and clad with Slaters Plastikard. The roof trusses were also laser-cut. The acetate panels were cut by hand and lined with over a thousand Evergreen strips! Tracks 0 and 9 are outside the shed. Over the station throat is a gantry with working light signals, controlled by a decoder. If I set the road for a particular platform, the corresponding signal changes to green. The station throat is modelled as close as possible after the prototype, taking into account some compression. In between is a scratch-built model of the old Kings Cross signal box, completely made from photographs available on the internet. The layout is still very much a work in progress. I am currently working on the backscene of Kings Cross, building retaining walls and houses from Metcalfe and Scalescenes kits. This layout will give me another few years of building pleasure!

Ed Wijninga, Kleve, Germany



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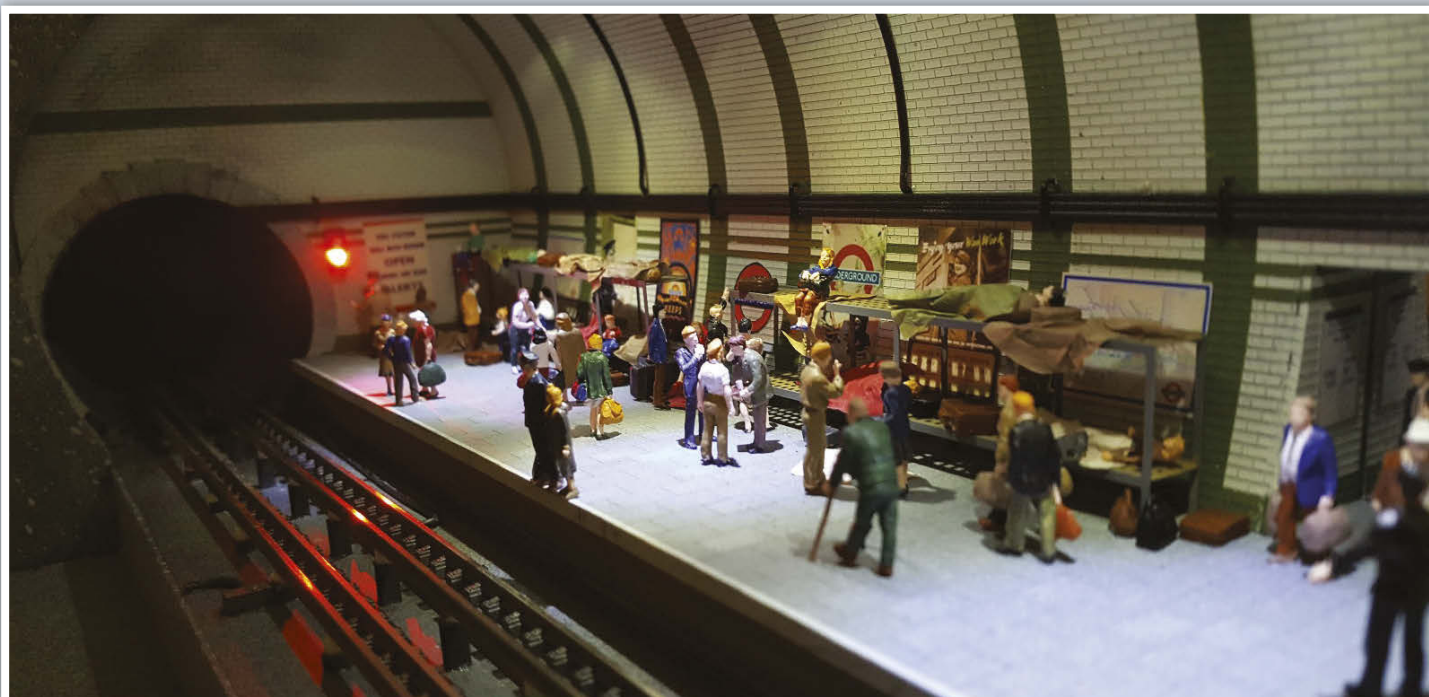
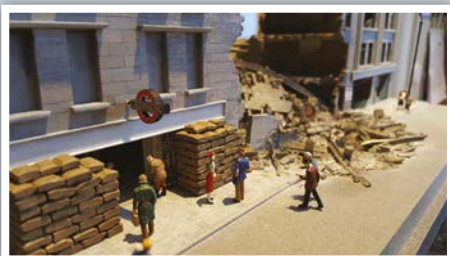
SCHOOL PROJECT

I've just been reading Howard's Cake Box challenge article in February's 2018 **BRM**. I thought I would share my daughter's summer holiday project. Not quite 'Cake Box', more 'Shoe Box'. She had to make a London-themed model, so after routing around in the workshop and a few cardboard tubes later, we came up with a 1940s-take on a tube station. She then had a 1940s war-time project the following term so added the top scene. Not 100% accurate, but fun all the same.

Simon Kuschel

Howard Smith comments:

*Great to see your daughter's school projects on the pages of **BRM**. Very fine they are too – I'm sure she'll make a talented architect if she was so inclined! I'm promising I'll finish my underground cakebox for **BRM** soon, with new products out from ScaleModelScenery.com to help. As far as concepts go it's great fun. Well done!*



ALL FOR CHARITY

The Association of Bexley Charities '78, now 40 years old, has nine members, some are local charities and others branches of national charities. We organise several fundraising events each year and for the last six years the Erith Model Railway Society, of which our chairman is a member, has very generously afforded us the opportunity to organise a raffle.

The exhibition, one of the largest of its kind in south east England, is held at the Longfield Academy, Longfield, Kent, with around 35 layouts and over 100 stands. This January it attracted more than two thousand visitors over the two days, many of whom supported us by buying raffle tickets.

We raised almost £600 this year, and British Railway Modelling has been very generous over the years. We were grateful, this year, to receive a number of Amberley railway titles, some of them pictured with Mandy and a very pleased Joshua.



John Salt

Howard Smith comments:

John, congratulations on organising another successful event, I'm sure it'll be equally as excellent next year and it's nice to see it all being done for good causes.

TOO SMALL?

The detail on the new generation of RTR products on the market is a marvel in miniature, but occasionally a closer look might give more than you bargained for. On closer inspection the text 'This sign is far too small to read. Good luck' can be made out tampon-printed to the chassis of R6809 – a Hornby HOP21 wagon.

On being sent the photo via Twitter, Hornby responded: "A member of the Dev team was a bit red-faced when we showed him your tweet! With details like this too hard to read on source images, we've recreated the detail in such a way that it looks correct, but with a little 'Easter egg' in there for collectors."

In future I will be looking a little closer at the fabulous quality of the tampon-printing on new releases. The fact that the text could be read under magnification is a testament to just how good modern RTR models are.



Jenny Kirk, Bolton

Your opinion

We are always interested to receive your letters, hear your comments and see pictures of your layouts - send them to BRM, Warners Group Publications, West Street, Bourne, PE10 9PH.



Send us your Letters



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How to...

SCRATCH-BUILD PLASTIC COTTAGES

With modelling inspiration practically on his doorstep, Tony Wright describes how he scratch-built a pair of local buildings.

I've always advocated modelling an actual prototype. For one, all the principal decisions are made for you. How big should a station be? What is the track layout? What are the non-railway buildings like...? It's with reference to the latter that this piece is concerned. In this respect, modelling real buildings requires, perhaps, a greater 'discipline' than is needed for structures that are just made up, although they might follow regional styles.

My model of 'Little Bytham' is definitely prototype-based and has been created largely by the process of bartering. By that I mean I've built locomotives, painted backscenes and taken photographs in exchange for others making things for me, such as baseboards, trackwork, signals, structures and freight stock. It's worked very well, and it's rather good to have the work of many friends on my layout. However, one of my resolutions this year is to be more self-reliant in my own modelling. With most of the structures on Little Bytham built by Ian

Wilson, Bob Dawson and Scott Waterfield, what was left to make was a trio of dormer cottages situated at the south end of Station Road. I photographed these and scaled them. The following pictures show how I got on building the first two of these cottages. ■

1»



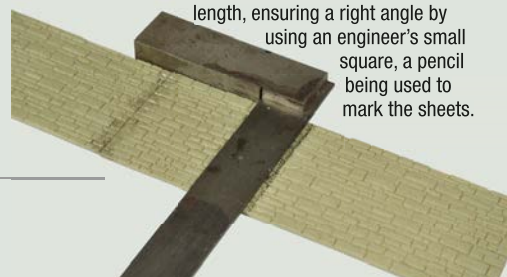
Little Bytham is in limestone country, so these cottages were made of the local material. Wills coarse stone was a reasonable representation. A strong knife and coarse file were the principal tools used.

2»



This is the pair of photographic mock-ups. The current windows are made of UPVC, and some of the apertures appear to have been altered down the years. Since I have no pictures of these cottages from 60 years ago, I chose what I thought would be the most appropriate of the Wills range of windows.

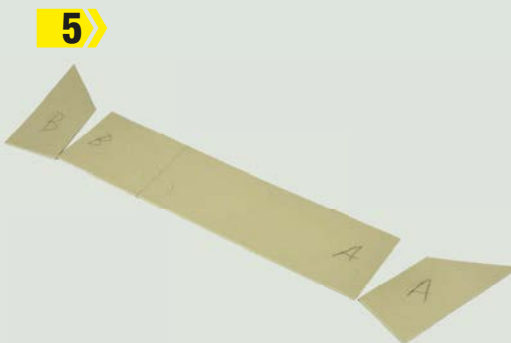
3»



The sheets weren't big enough to make whole length sides, so were joined together with Mek Pak. The sides were then cut to length, ensuring a right angle by using an engineer's small square, a pencil being used to mark the sheets.



I always use a new blade in the Stanley knife for any work like this. Any cutting was achieved against a safety rule. Using an ordinary rule, one slip and all your lovely work will be covered in blood!



Because of tight site restrictions, I made the cottages in half-relief. Here are three elevations cut to size. When building more than one model I always mark the parts.



Window positions were plotted and marked undersized using a soft pencil. The dimensions were taken from pictures and the size of the Wills windows. A series of holes were then drilled using a suitable-sized bit in a mini drill, well inside the pencil lines.



The holes were then joined up using the Stanley knife, cutting through from both sides, and pared to near the right size using the Stanley knife. This procedure should always be done by cutting away from your fingers. A slightly less-coarse file was then used to open out the reveals to the right size.



The corners were mitred to give a neat appearance, though some filler was necessary in places. The window frames were fixed with Mek Pak at this stage.



To support the corners, plastic off-cut gussets were glued in place. Where butt-joints were necessary, a strengthening piece was also glued in place. Some of the Wills windows weren't entirely appropriate, so I used some from Jerry Freestone's printed window range. All glazing was fixed with Mek Pak.



With the pantile roof fixed, chimney stacks were added. These came from the Dornaplas range, only three sides being necessary. Chimney pots came from the Dart Castings' range, superglued in place.



All the 'pots in place. The old, distant views showed three chimney stacks, so that's what I made. The 'stone' lintels were cut from the tops of the Wills window frames. The window sills were cut from plastic strip.



Both part-built cottages were placed *in situ* to see how they'd fit – and they did.



The dormers were made from plastic section and the Wills window frames. Rather than cut through the roof, I 'cheated' by merely painting the insides matt black. The roofs were cut from the pantile sheets and glued in place after the glazing was fixed and curtains 'painted' on the insides. Barge boards were made from plastic strip. I made a start on weathering the roofs at this stage.

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Any 'lead' flashing was represented by Deluxe Materials Glue 'n' Glaze very fine PVA. This was allowed to thoroughly dry.

The Ratio guttering and downpipes were then fitted. The flashing was painted light grey and the roofs and walls weathered using a range of Humbrol matt paints (black/brown/grey) using both the dry-brush technique and thin washes, some areas then being picked off using a cotton bud.



The plan is to add a further tree or two to disguise the missing half of the cottages. The levelling strips of card are visible. These will eventually be bedded in using deep crack filler.



As on the prototype, there is a slight gradient on Station Road. The cottages are level, so the 'foundations' were laid using strips of stout card. A spirit level ensured a non-leaning pair of cottages.

any cutting was achieved against a safety rule. Using an ordinary rule, one slip and all your lovely work will be covered in blood!

Seen from the west side of the railway, I'm delighted how these cottages look. The half-relief is nowhere near as evident in this shot. Ian Wilson's stationmaster's house is to the left. Various little structures came from Harburn Hobbies, Wills, Scenic Route Models or were scratch-built. The total cost for all materials came out at £25.00 – £30.00, but much is left over for future projects.



Cakebox Challenge

There's nothing better than cakeboxes, but more cakeboxes, and this month we've got a couple of belters.

Entry Name: 'Rokeyby'

Modeller: Peter Blay

Scale: 009

I was encouraged to enter the challenge by my wife, who shares my liking for small layouts. The only constraint she placed on the entry was that it should be made without purchasing any additional items.

Construction of the layout started with a basic foamboard frame. I raised the base by about an inch to locate some electrics, so that the layout could be powered to add an extra layer of interest (and complication). The track is Peco flexitrack, which was secured to the board with PVA. Due to the tight curve on the upper track it was pinned in place until the glue had set.

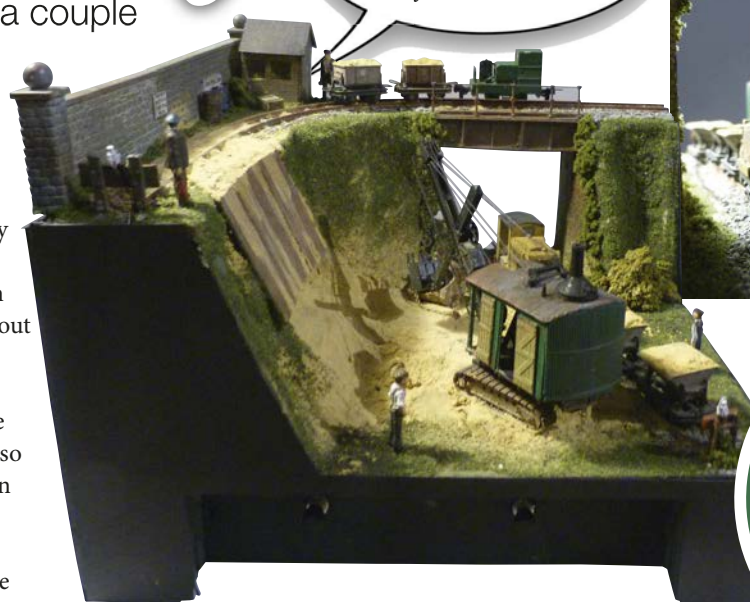
Initial checks were made for the 'look' of the finished items – and minor mods were made before construction was too advanced. The scenery was constructed using standard methods – mod-roc and flock. The sand was simulated using a material designed for use to create mortar for dolls houses.

A key feature is the steam shovel. This is a plastic kit of an Erie shovel, made by Highway Miniatures. The buffers are Peco items to which I added lamps with LEDs linked to the power in the respective tracks.

The shed is a cut down laser cut item from Ancorton. The figures are a mixture of Dapol and white metal castings. To add operational interest I have a removable fiddlestick – which is beyond the challenge dimensions – which allows the lower train to shunt off the layout. Power can be provided from my trusty Hornby controller – which can be plugged in to a connection point under the layout.

RMweb

Great job. Nice composition and a heck of a lot going on for a cakebox



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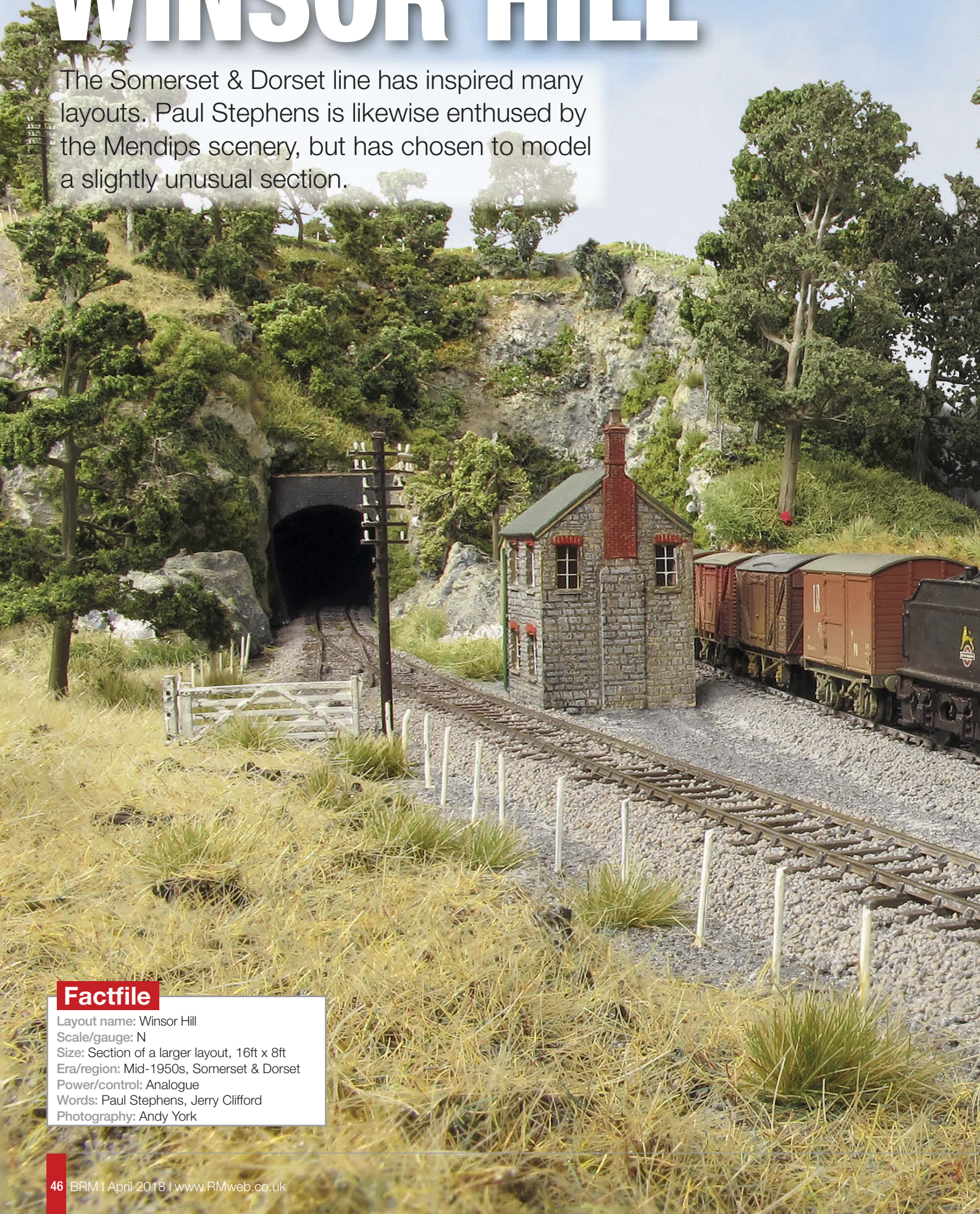
Special entry

We couldn't let the Cakebox Challenge go by without letting our star contributor, Michael Russell, try his hand. This wintry, and delightfully barren diorama plays a couple of tricks with perspective – the front rail is 00, the rear is N and the fauna is in layers and reduces in scale towards the back. Michael may yet roll a locomotive into the scene too, but he has prepared a tutorial about its construction for a future edition in the meantime. The only name he could think of was 'View Across the Tracks', which, while not setting the world alight, describes exactly what's going on in the model. Here's a brief preview of it, then.



WINSOR HILL

The Somerset & Dorset line has inspired many layouts. Paul Stephens is likewise enthused by the Mendips scenery, but has chosen to model a slightly unusual section.



Factfile

Layout name: Winsor Hill
Scale/gauge: N
Size: Section of a larger layout, 16ft x 8ft
Era/region: Mid-1950s, Somerset & Dorset
Power/control: Analogue
Words: Paul Stephens, Jerry Clifford
Photography: Andy York

readers will note a theme
developing here, I like tunnels!



S&D 7F 53809 emerges from the short, northbound tunnel and climbs steadily toward Masbury summit, 811 feet above sea level. When the line was doubled in 1892 it was found that by slightly diverting the new line a tunnel of just 132 yards was required as opposed to the 242 yards of the original bore – a not inconsiderable saving for the cash-strapped company. In the foreground, only the entry point off the down line and gate remain of the once extensive Winsor Hill quarry sidings.



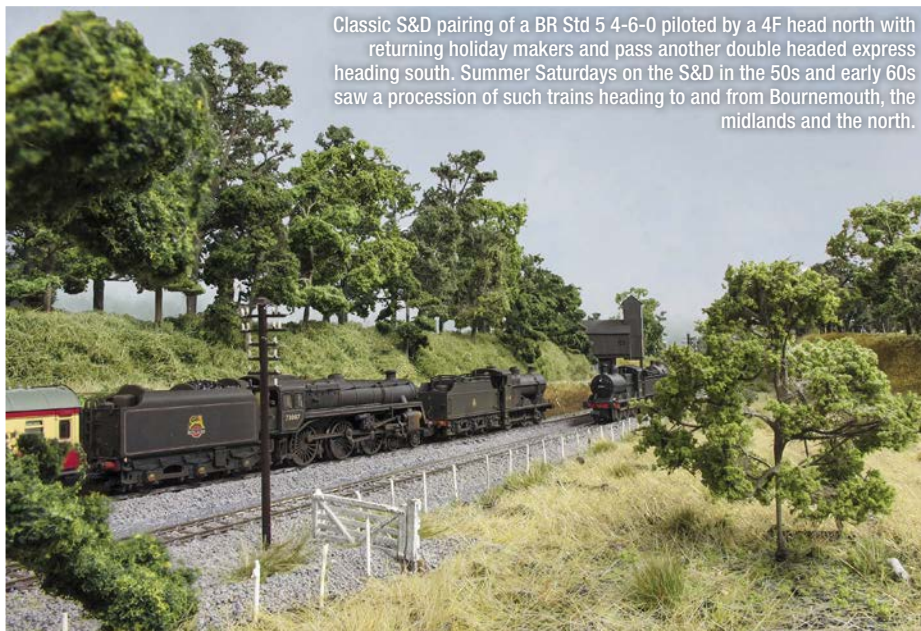
Few of those who witnessed the passing of the last passenger trains on the Somerset & Dorset Railway 52 years ago in March 1966 could have imagined that more than half a century later the line would still be held in such devoted affection, and mainly now by people who would have had no first-hand experience of the line. Not surprisingly the interest has also resulted in a great deal of model railway layouts that continue to appear with great regularity.

My model of Midsomer Norton Station first appeared in the model railway press over eight years ago. In more recent times I have been building more scenes from my beloved S & D, including Bath bank and the entrance to Devonshire tunnel, a section of Lyncombe Vale and the northern portal of Combe Down tunnel, the southern end of Chilcompton tunnel and, in particular, the fascinating section of the S & D that passes Winsor Hill tunnels and quarry sidings before crossing the beautiful and secluded Hamwood viaduct. Readers will note a theme developing here, I like tunnels!

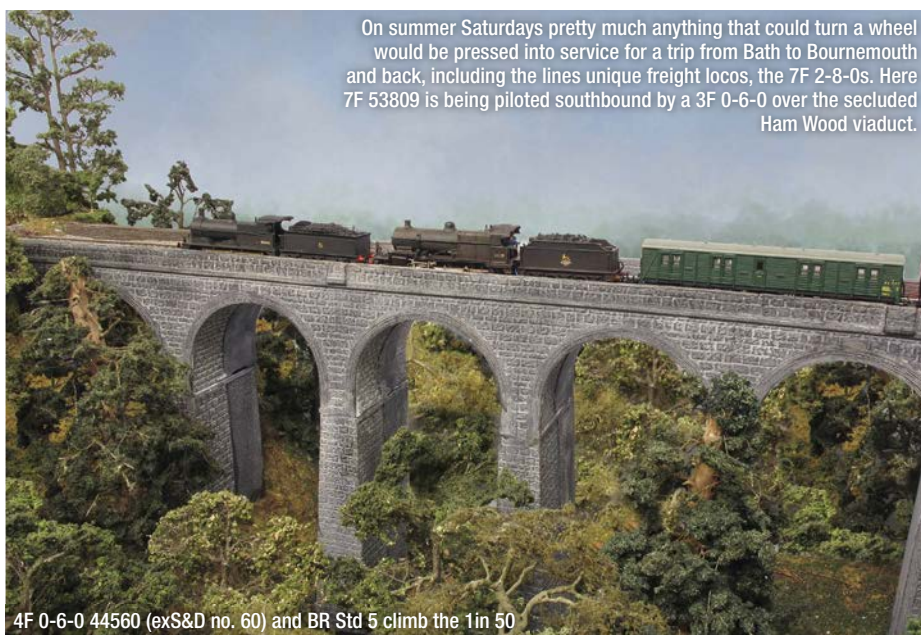
As the S & D climbed into the Mendip Hills north of the Radstock/Midsomer Norton area, the collieries gave way to the second major freight revenue for the railway – quarries, with their associated and, it must be confessed, rather ugly stone crushing plants. The stretch modelled was typical of the line on the southern slopes of the Mendips and for the S & D connoisseur there was plenty to enjoy at Winsor Hill. There were two single track tunnels, the first dating from the opening of the line in 1874, the second added in 1892 when the Midford to Templecombe section of the line was doubled.

A most unusual signal box was located between the two running lines, the only one on the line built entirely of stone controlling the sidings on each side of the running lines. Those on the up side served Hamwood quarry whilst those on the downside, Winsor Hill quarry. A little further north the line crossed Ham Wood viaduct over a deeply wooded ravine. The nearest road was several miles away, and was just the place to watch and listen to trains travelling the long stretch of 1 in 50 in a northerly direction.

The period for my model is the mid-1950s some ten years after the quarries had closed. The signal box is no longer in use, although the Ham Wood sidings remained in situ, albeit becoming increasingly overgrown, until the S & D closed in 1966. Winsor Hill sidings on the down side were removed in



Classic S&D pairing of a BR Std 5 4-6-0 piloted by a 4F head north with returning holiday makers and pass another double headed express heading south. Summer Saturdays on the S&D in the 50s and early 60s saw a procession of such trains heading to and from Bournemouth, the midlands and the north.



On summer Saturdays pretty much anything that could turn a wheel would be pressed into service for a trip from Bath to Bournemouth and back, including the line's unique freight locos, the 7F 2-8-0s. Here 7F 53809 is being piloted southbound by a 3F 0-6-0 over the secluded Ham Wood viaduct.



4F 0-6-0 44560 (ex-S&D no. 60) and BR Std 5 climb the 1 in 50 past the long abandoned stone crushing plant of Ham wood quarry with yet another train of holiday makers heading north.

“the continued interest and devotion for this truly wonderful line more than 50 years after its demise is something like a triumph!”



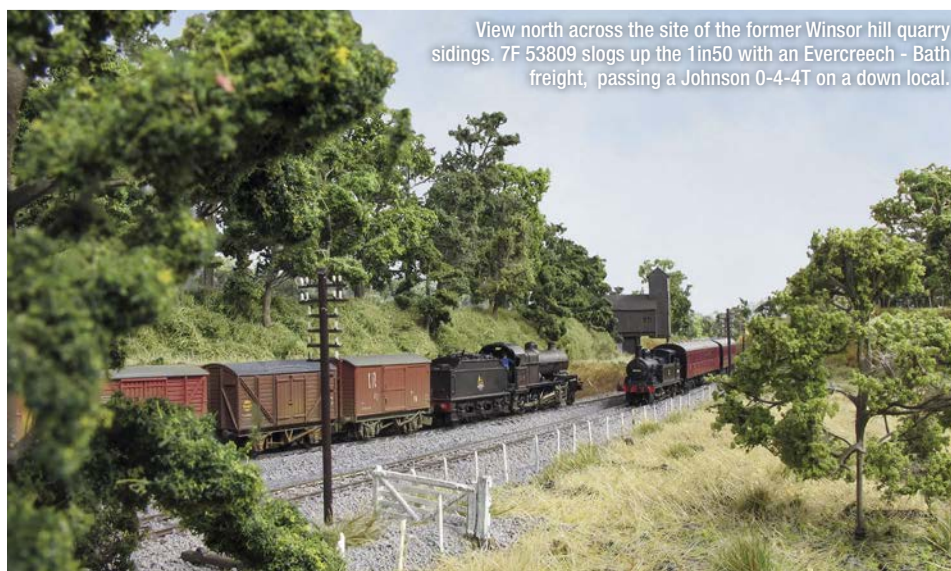
Ex S&D 3F and 7F roll gently down the southern slopes of the Mendips with a Bournemouth bound express.



Winsor Hill signal box was unique in being the only all stone box on the line. It closed, along with the two quarries on either side of the line, in 1947 but remained in situ, albeit becoming increasingly decrepit, until the end in 1966. The model was built for me by Jerry Clifford.



North and southbound expresses cross at Winsor Hill.



View north across the site of the former Winsor Hill quarry sidings. 7F 53809 slogs up the 1in50 with an Evercreech - Bath freight, passing a Johnson 0-4-4T on a down local.

the early 1950s. The trackbed, viaduct and tunnels can still be walked, offering some stunning views out over the Mendip hills. Concrete pads can still be seen inside the original, longer tunnel, evidence of its use for testing aero engines following closure of the line.

The choice of N gauge

Like anyone living in a very average three-bed semi, the reasons for choosing N gauge are clear enough. How else can you run double headed 12 coach trains in typical Mendip scenery? Were I to replicate the same scene in 4mm scale a room measuring 26' x 18' would be required!

Trackwork

Having made two great friends in the 2mm Scale Association in the last 20 years, namely John Greenwood and Jerry Clifford, I have come into close proximity to the much more attractive 2mm Finescale trackwork. I therefore decided to ask Jerry to lay the track at Winsor Hill. The plain track is the Finetrax plastic sleeper-based system with code 40 bullhead rail. The points are PCB sleepers with code 40 rail soldered in place using components from the 2mm Scale Association. The overgrown trackwork in the quarry sidings is Peco and is actually laid at an incline of 1 in 50. On the prototype the sidings are level but the mainline is climbing steadily. This wasn't possible on the model, but this visual trick works surprisingly well at giving the impression of a steeply inclined line.

Buildings etc

Jerry Clifford also built the signal box using embossed plastic card, whilst John Greenwood has scratch-built a number of super locomotives for me, including a large boilered 7F 2-8-0, a Johnson 1P 0-4-4T and 2P 4-4-0s.

Everything else on the layout was my own work. Ham Wood Viaduct is a heavily adapted Faller HO single track stone kit, which was split down the middle and extended for double track. This was done in brick, typical of viaducts on the northern extension of the S&D which were originally built, in stone to accommodate single track. When the line was doubled in the 1890s the new bits were invariably in brick. The stone crushing plant was built of plastic card and expertly weathered by Jerry. The tunnel mouths are also in plastic. The original tunnel has an unpretentious, brick portal set into the rock cutting and the later second

LAYOUT FOCUS

bore has a tunnel mouth made by modifying a suitable Z gauge viaduct arch.

Scenery

For basic scenery I always use polystyrene blocks stuck together with PVA glue and carved with a bread knife – a fine mess, guaranteed. These are then coated in filler, which has large amounts of PVA included to give a tough skin. Rock faces and strata are carved into the filler before the lot is sprayed with grey car primer to seal it ready for further colouring and detailing. Once painted ground cover is built up from the usual sources of flock, such as Woodland scenics, although a great deal of use is made of the long grass matting available from Heki and Gaugemaster.

The tunnel section has of course to be accessible for track maintenance so the polystyrene blocks here are arranged so they can be easily lifted out of the way. The trees are a mixture of hand-made and the superb examples available from the 4D Model shop in London.

Conclusion

I am very pleased with the finished model. It is perhaps not the most usual S & D location but is one that typifies the Mendip section of the line. Alas, the sight of steam has vanished like the mists around Valhalla, but the continued interest and devotion for this truly wonderful line more than 50 years after its demise is something like a triumph! ■

Johnson 0-4-4T 58086 heads south across Ham Wood viaduct with a Bath-Templecombe local. The beautiful little loco is completely scratch-built by John Greenwood, one of several that grace the line.



58086 again coasting downhill past the overgrown quarry sidings.



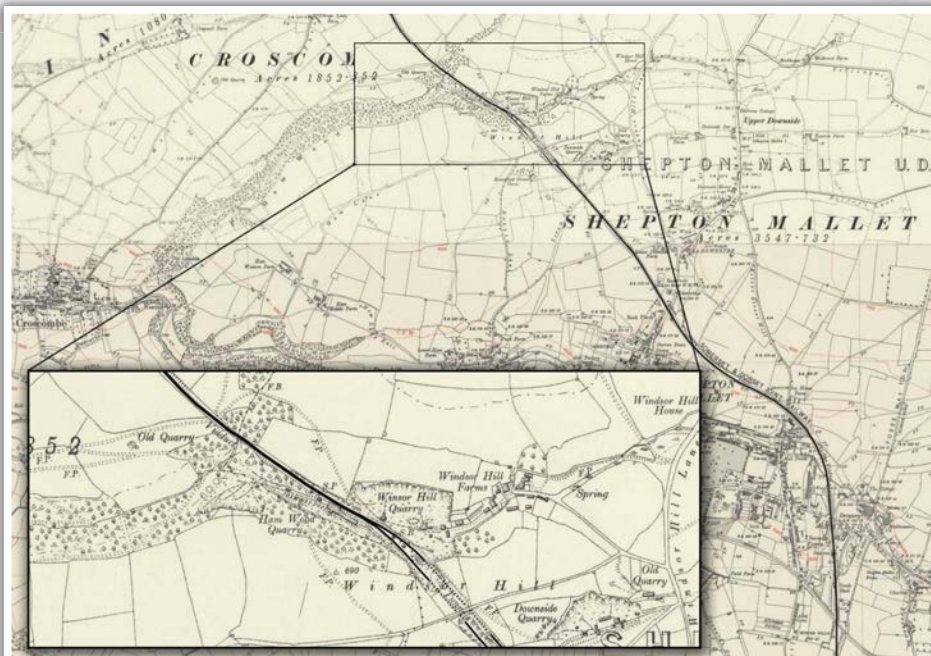


Our last view of 58086 this time passing 53809 on a northbound freight. The 7F has a Gem body on a scratchbuilt chassis, again by John Greenwood.

What we think...

I am a big fan of N layouts. The diminutive scale obviously allows more space for modelling, but I'm still impressed with the amount of scenery and variety that Paul has managed to fit in here - the tunnels are a great feature and I'm always a sucker for a big bridge. Winsor Hill is just one part of a much larger layout, so I'm looking forward to seeing what else he has in store.

Andy McVittie,
Editor





How to...

ADD SUSPENSION AND FLYWHEELS

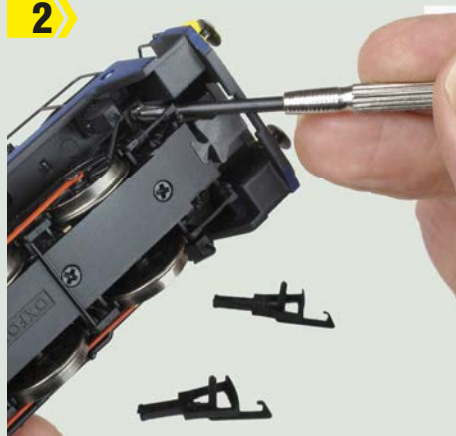
Fitting a flywheel

1»



I used a piece of brass tube from Hobby Holidays with an outside diameter of 1.5mm and an internal diameter of 1mm, and a 10mm diameter brass flywheel from Branchlines.

2»



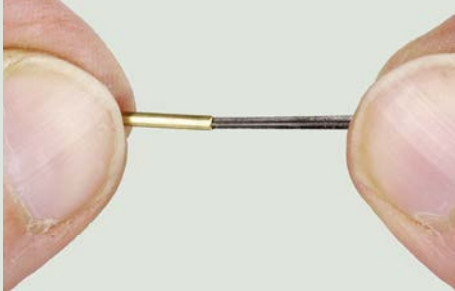
Pull out the coupling from either end of the locomotive and undo the four screws in each corner.

3»



Use a razor saw and a mitre box to cut a 6mm long piece of tubing. Tidy up the cut end with a file.

4»



Use a round file or a tapered reamer to clean out any burr on the inside of the tube.

5»



Slide the flywheel onto the tube – you should find that it is an interference fit.

6»



Now slide the flywheel into place on the motor shaft and use a drop of Loctite or superglue to hold it in place. Get the flywheel as close to the end of the motor as you can without fouling wiring. Test the locomotive with the body off and, if all is well, reassemble.

In the second of a three-part series, Michael Russell explains how compensation and momentum can enhance the running of your locomotives.

One of the best ways to avoid stalls, no matter what the condition of the track, is to fit compensation. This is complicated to fit retrospectively, although even adding springing to a single wheelset will make a dramatic improvement. Few tools and parts are required, however.

It is very important at the outset that I make clear that you should not try to add suspension to any axle that is geared to the motor, as you must not disrupt the gap between the worm and gear. On most

locomotives this will be obvious, but with others it is not so clear. DJ Models' 0-6-0ST 'Austerity' for example, has gears on all its coupled axles so you can't make adjustments of this nature.

Flywheels are another great asset to locomotive performance and aren't difficult to fit if there's space. Motors with double-ended shafts are a rare fitment in ready-to-run models unfortunately, but one obvious example is Golden Valley Hobbies' 'Janus' 0-6-0 diesel shunter, as used here.

Note

On my model there was much more play in the rear motor bearing than in the front bearing, which caused the flywheel to oscillate more than I would like. This is fine as long as you keep the model to a low speed, as the prototype would have been operated. If you have DCC operation I would suggest that you set a low top speed using CV 5 or a suitable speed table.

Adding Suspension

1



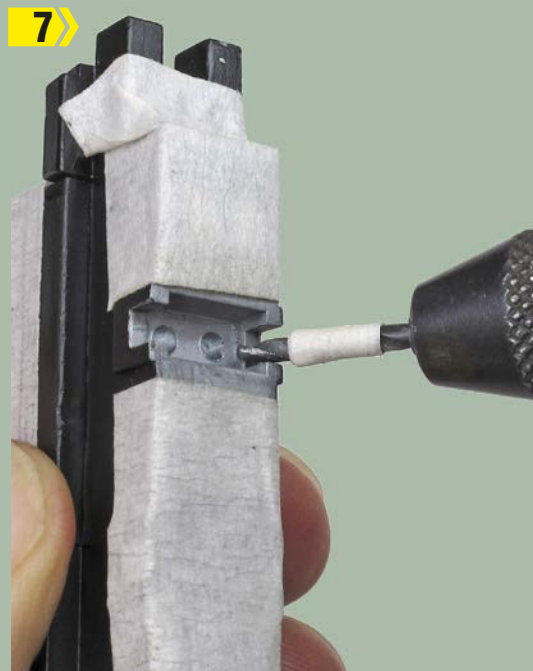
The Bachmann 03 diesel only needs the couplings and four screws to be removed in order to release the baseplate. The lack of wires to the pickups makes the job much easier.

2



The leading axle isn't geared and the coupling rod pivots because it is made of two pieces joined at the centre driver – an ideal arrangement for our purposes.

7



Drill two holes to hold the springs directly below the front axle. Space them equidistantly. The hole depth needs to be about half the length of the spring and you can mark the drill bit with some tape to indicate this. Ensure the chassis has enough depth to accommodate the holes.

3



I obtained two small springs from the buffers of an old Hornby/Dapol austerity tank. Be very careful, as it is easy to lose small springs. You can purchase suitable springs or you may have some left over from a previous job.

5



Cover the motor and gear space with masking tape to prevent any ingress of foreign matter.

4

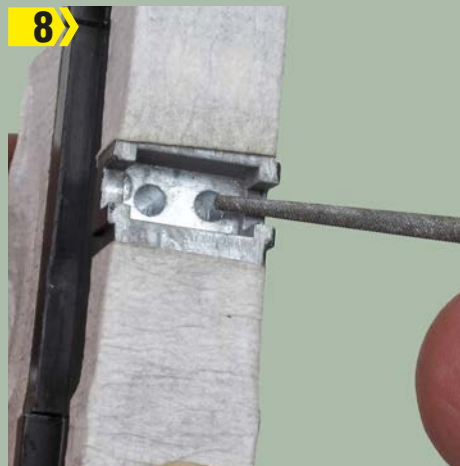


Undo the screws holding the engine jack drive connections in place and lift the wheels away.

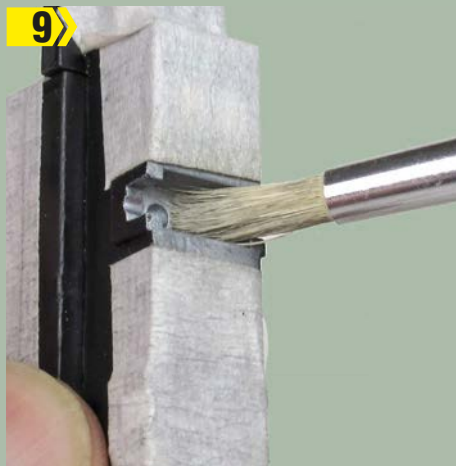
6



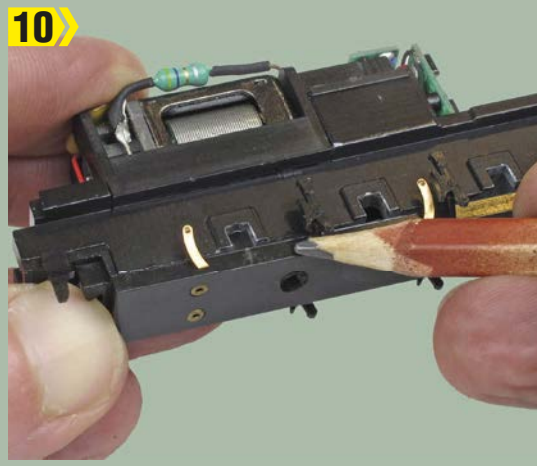
Measure the diameter of your springs and choose a drill that is slightly larger. My springs were 1.85mm in diameter, so I chose a 2mm drill.



Using a fine round file, slightly indent the axle bearing surfaces. You only want to remove a little material. Make sure you remove the same amount on each side.



Carefully clear away all swarf left over from drilling and filling using a hog's hair brush. Remove the masking tape.



Using the same file, remove a small amount from the baseplate where it holds the front axle. Mark the filling points using a pencil beforehand by holding the baseplate in position over the chassis.



Temporarily refit the wheels and baseplate and ensure that you are happy with the play in the front wheels – you only want a millimetre or so of movement.



Drop the springs into the holes, locate the pressure plate and check that the front wheelset moves up and down freely. Rectify any issues at this stage.



Add a drop of oil to the new pressure plate and reformed bearing surfaces on the chassis.



Make a small pressure plate from phosphor bronze (brass will suffice too) that is slightly smaller than the recess in the chassis. This has to move up and down in the recess, so round the corners off with a file and smooth the edges.



Now put everything back together, being careful to avoid upsetting the front axle springing arrangement.

Conclusion

The suspension has dramatically improved the running of my Class 03 diesel, and I have successfully added suspension to many other small locomotives from several manufacturers. As usual, the precise implementation depends upon the specific locomotive being fitted, but the instructions listed here are as generic as possible and the principles expounded should allow you to achieve success in the vast majority of cases. Next time we'll look at adding pickups to tender locomotives in order to improve current collection.

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A success story: GRIMY TIMES

Cheshire-based model shop, Grimy Times, has established a loyal following, with customers seeking its locomotive and rolling stock weathering and detailing services. Owner Steve Johnson, recalls how his business grew to serve the modelling community.



187 Orford Lane, Warrington, Cheshire WA2 7BA, home to Grimy Times model railways.

BRM: How did Grimy Times begin life?

Grimy Times: I never imagined that one day I would be earning my living from what had been my hobby for many years. As a result of an operation, I was immobile and wanting something to do, so decided to 'play' with the airbrush I had rarely used. I enjoyed it and developed my skills. One thing led to another and soon I was being asked to supply weathered locomotives and weather friends' rolling stock. With imminent changes at work, I decided to take the plunge and make a go of it.

BRM: How do you "make a go of it" at the start?

Grimy Times: I was already converting the garage into a layout room, so I accommodated a working space, spray booth and shelving into the design. Growing the business through recommendation of others was good, but getting out there on the exhibition circuit and on the internet was important so others could see the quality of work. This naturally led to the stocking of pre-weathered locomotives for sale.

The mainstay of Grimy Times was the bespoke weathering of customers' locomotives and rolling stock as well as renumbering and identity changes. This side of the business grew at a tremendous rate and space became a real issue.

Boxes full of locomotives were arriving daily in addition to customers who were dropping off items at home or at exhibitions. Space was such an issue that the spare bedroom was quickly becoming a storeroom and there was no space to build my layout! I didn't want a lack of space to impede the business...

BRM: So, you needed new 'digs'?

Grimy Times: Yes, a coincidence of circumstances helped the business move to the next stage. For a number of years, I had sourced new locomotives for customers and the exhibition stand from a long-established model railway shop in Warrington.



Fresh from the workshops of Grimy Times, a re-numbered and weathered Hornby BR 2-6-0 K1, now posing as 62006. Discover how Grimy Times weathers models on your DVD.

The owner let me know that he would be retiring and the shop would close. I knew that there was probably plenty of space upstairs to accommodate a workshop and storage area. I asked the owner if I could visit and realised that with minor modifications, working from there would streamline operations. But, there was the shop to consider.

BRM: What was going through your mind at the time?

Grimy Times:

Lots! How would the shop run? What would be stocked? Who would run it? Was it viable? It was going to be a big step! I consulted with close friends and colleagues and we discussed everything. The decision was made - Grimy Times moved into the shop at the end of July 2015.

BRM: What had to be done for the move?

Grimy Times: The first thing was to allocate a block of time – you can't weather locomotives whilst setting up a shop. Upstairs, the workshops were fitted out with new lighting, extractor fans and spacious working spaces. Newly-built sturdy shelving in the store room allowed us to efficiently store items and prioritise work. Downstairs, the existing shop stock was packed away. In one week with a strict timetable and budget, the shop was transformed and the retail space doubled. The installation of large display cabinets allowed us to showcase pre-weathered locomotives and a range of shop items.

BRM: How has the shop changed since that first day?

Grimy Times: We've worked hard over the last few years to build up a wide range of stock to cater for railway modellers. Not only do we offer rolling stock and

accessories from the major manufacturers but also an extensive range of detailing parts, kits, glues, paints, plastics and scenic items. We've had to treble the shelving space to accommodate the extra stock we now carry. We've also increased the space of pre-owned items which always proves popular. The customer base has increased tremendously and continues to do so.

BRM: You're still working hard at weathering models...

Grimy Times: It's great - providing people with customised weathering services continues to be at the core of the business, with our existing customer base and new customers coming on-board weekly. The shop has allowed us to expand and provide

customers with value-added experiences. The additional space in the workshop has made working more efficient and helped to narrow the turnaround period for weathering too.

BRM: So, no regrets opening a shop because it has worked out well?

Grimy Times: Very well indeed, but it has been hard work to get to the point we are at now. However, we realise that the work isn't over as we constantly strive to meet new and old customers' expectations regarding weathering services or stock in the shop. It has also allowed home life to get back to normal, have the spare bedroom back and get the layout built!

BRM: Thanks for your time Steve, we'll see you at an exhibition soon. ■



It's not just locomotives and rolling stock that Grimy Times can weather. This country pub saw application of weathering powders.





FROM DERELICTION TO DOMESTIC BLISS

Dave Rowe has been absent from the scene for years, but he never stopped modelling. Here he describes how he and wife Shirley renovated and then made a stunning replica of a depilated Victorian barn.

A phone call came from my daughter. She and her husband thought it time they bought a house. One had come onto the market that they were interested in. Would I carry out a structural survey please? Damp floors, damp walls, a poor quality extension with roof problems, rotted windows etc. We all left in silent gloom.

The next morning brought another phone call. They had found a very different property near Devizes, would I go and look at that one please? The photo on the right shows the sight that greeted me – and I thought the first property had enough defects to rule it out!

A builder converting an adjacent barn said he could do the work, and if we wanted to do some of the easier jobs, that was fine. We started by removing the slates and lifting the damp brick flooring while the builder put in concrete etc. At the end of two months he submitted a horrendous bill for not a lot of work and that not all done properly, so his services were dispensed with.

We decided to continue labouring until another contractor could be found, but soon realised that most of the tasks required toil and common sense, but not much brainpower, so we never contacted another builder.

The local library filled in the gaps in our knowledge, and if we were still in doubt we called in the building inspector who



was always pleased to advise. For the large areas of brickwork and plastering we hired labour as both trades need at least two years of constant practice to produce proficient work and, although we put up the new roof timbers ourselves we employed someone to lay the slates. All the other trades were DIY, including the use of an excavator, which our daughter had to master.

all the interior walls had been whitewashed in times past, but with the passing of years they had deteriorated into 50 Shades of Grey



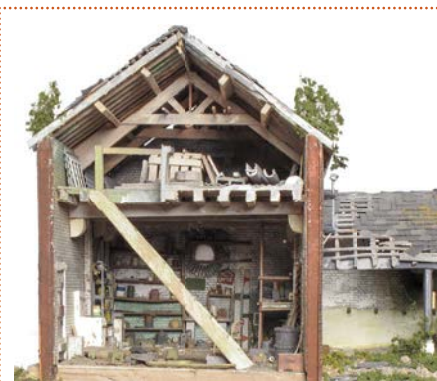
Before work commenced Shirley said, "Oh dear there won't be anything I can do until right at the end when I can tackle the painting." Two years later, she had put up roof timbers, dug drainage trenches by hand, helped install a septic tank, sawn thermal blocks, blasted whitewash off walls with a pressure washer, put up ceilings, installed windows and put in hardwood floors. Good job there wasn't an S.P.C.G.P.A (Society for the Prevention of Cruelty to Grannies of Pensionable Age).

There were times when the rain persisted all weekend, as we laboured on in a roofless shell, but at the end of those two years we were super fit and had the satisfaction of building a finished home for their first Christmas. These pleasurable feelings were greatly enhanced by the presence of newborn twins. One of my gifts to the new

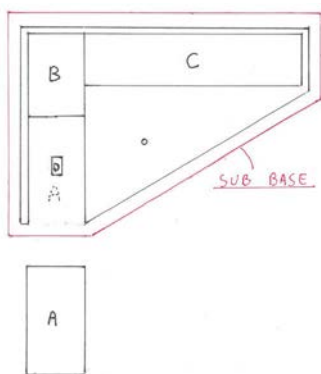
parents was a 4mm scale model of the derelict barn as purchased.

The work on their home had been completed the previous summer, so I had plenty of time to make a super detailed model as, fortunately, they had taken many photos. I borrowed these on the pretext of deciding which ones I would like to have copies of. The ploy ensured that the gift would be a complete surprise.

The barn is L-shaped and the model is 270 mm by 380 mm, but to have displayed it on a rectangular base would have meant a large area of rather boring rubble and weeds, so a five-sided configuration was opted for.



Now, a farmer who is selling a barn in this condition doesn't bother to clean out the many years of junk that had accumulated inside the two storey section. This detritus was part of the decrepitude of the whole building and I wished to have this visible, but how? A removable roof over the two storey section would reveal the first floor rubbish, but leave the ground floors accumulation invisible. The only openings on the ground floor were two small round windows and three doors, only two of which would give any view of the interior. The best solution seem to be that of having the whole single storey wing as a removable section, but this still wouldn't give a view into the first floor unless the whole end wall of the two story part came away. This would be an odd way of working, but I pressed ahead...



...That decision meant having two bases, one upon the other. B and C in this diagram were constructed on a piece of 20mm thick beech, but with the section that would hold a cut away to allow it to be inserted and removed. While this base was kept at 20mm thickness under B and C, the remainder of the wood was given a taper with the aid of a large bandsaw and given uneven contours with a hand belt-sander fitted with a 40 grit belt.

The sub base was of 18mm thick beech, 20mm larger all round than the upper base and with its edge routed to an ogee profile. This lower base had a recess morticed into it D to hold a PP3 9V battery to provide illumination into Section B of the barn, for although the end wall was removable, all those years of dirt and the absence of windows meant that the gloom was such that a torch would have otherwise been necessary to see all the detail.

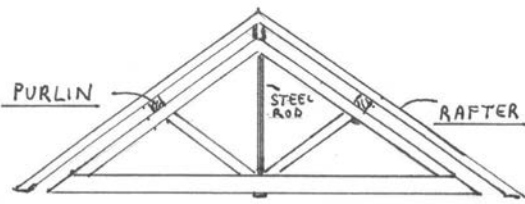
Section A was modelled with a 6mm plywood floor to which 4mm MDF walls were to be pinned and glued. When these walls were cut out they had brick embossed styrene glued to the inner surfaces using contact adhesive. This adhesive is the most suitable for fixing styrene, but the surfaces must never be brought together until they have been allowed to dry out for some hours. Doing so as soon as they are "touch dry" will result in bubbling of the styrene as the solvent attacks it. I suppose I should have carried out experiments to determine just how long it can be left to dry without

losing its adhesive powers, but I did find that leaving it overnight was too long.

All the interior walls had been whitewashed in times past, but with the passing of years they had deteriorated into 50 Shades of Grey. Photos allowed me to capture the real walls in miniature. There were small areas where the whitewash had flaked, revealing the colour of the bricks whilst other random bricks had, for reasons unknown, become almost black and others were green with algae. It takes time to paint individual bricks but, by jingo, it looks so much better if you make the extra effort.

I glued on the styrene for the external wall surfaces and here I should confess to cheating because I used Slaters Flemish Bond, which is incorrect. The real building has 353 mm solid walls laid to a band of alternate rows of headers and stretchers, and I wasn't prepared to scribe thousands of bricks by hand. The 40mm square opening gave a good view of the underside of the roof, so it was necessary to make it accurately.

FIG. 2



There were two trusses that bore the purlins and the ridge board, and supported the laths to which the slates were nailed. The trusses, purlins and rafters were made from beech

cut with a bandsaw, but the laths were cut with a Stanley knife from 0.5 mm plywood. The laths used on this barn 120 years ago were of a heavier cross-section, so they were not too difficult to cut out. The slates were formed from 0.5 mm black styrene sheet, cut out in strips and laid in overlapping staggered rows.

Left of the opening was a small compound formed from a wooden frame and chain link fencing. It had a lockable door bearing the sign "Danger. Farm chemicals". This, with the installation

of a chemical toilet and a curtain pinned around it for privacy, was our only toilet for the first year. The mesh from a kitchen sieve gave an excellent representation of the chain link.

The slates had a prolific growth of orange lichen. Some lichens spread out quite flat, but this orange variety had a depth of growth. I used oil paints to show this, mixing vermilion hue and lemon yellow. These needed to be mixed straight from their tubes and a small stiff bristle brush was used to pick some up, but not enough to form a blob. Oil paint applied in thick spots will, of course, take some time to harden, so no handling until you are sure it's dry.

The lead flashing was from grey paper stepped to the courses of the brickwork with a fine pointed craft knife. Photos also show the sole piece of gutter on the building. In the model these were made from the spokes of an umbrella. They are too large for a 4mm scale model, but can be used for large industrial structures and are perfect for 7mm buildings. The long ridge tiles were of slate and several of them had split in two along their length. As I was making mine by joining two strips of styrene, it was easier to leave some in halves, either clinging to the roof or on the ground.



This image shows a prominent oil drum towards the centre of the weedy, rubble strewn area. There was a real oil drum in this section, but for the model I've used the drum as a push button for the lights.





There were lights downstairs but not upstairs so I've tried to be discrete and hidden the upstairs ones behind trusses.

two years later, she had put up roof timbers, dug drainage trenches by hand, helped install a septic tank, sawn thermal blocks, blasted whitewash off walls with a pressure washer, put up ceilings, installed windows and put in hardwood floors



And finally...

In order to save paying rent on their flat, the family moved in as soon as there was a bathroom. The decrepit electric cooker on the ground floor was kept for some months (two of the three hobs worked) and along with a door resting on two trestles they had a working, though somewhat inelegant kitchen. Conditions like that can be a laughable adventure when you're young.

So, they have a home on a half-acre plot with a 10m long living room, four bedrooms, two bathrooms, kitchen, utility room, study, large work room and a double garage. The Building Society had the policy of not charging any upfront fees to first time buyers, so they qualified for this as their starter home. When you have a barn converted, at least two-thirds of the cost is for the labour involved. Cut out

that cost and this can be the result. A wealthy person could have bought the place and paid for all the necessary work to be carried out, but what his money could never buy, and which the four of us have, is summarised by the principle which has governed my life:

"Creative work, however humble a kind, is the source of man's most solid, least transitory happiness." Aldous Huxley

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ALBION YARD

Paul Marshall-Potter's Western Region layout has seen many changes over the years, including a house move, but has remained gorgeous throughout...

Albion Yard has had a varied history. My layout prior to this was in EM gauge and was sold on at the time of a house move. A short while afterwards, and once established in the new home, I decided to build another layout. I wanted a quick route to get something up and running, time being at a premium. Peco had just released its Code 75 three-way point and an Iain Rice plan had grabbed my imagination. It was called 'Cornfield Street' and was based in the east end of London. The plan was followed pretty faithfully, but elements of it weren't working for me. As part of the modifications I added a couple of points to make it operate better, in getting more play value out of it. For speed, simplicity and reliability I chose Peco Code 75 track and Peco point motors. The reliability of them in the fifteen years or so the layout has been in existence has been

exemplary, with no failures of note.

The layout was kept in a modified studio and as we'd downsized to a smaller house, it sat above a pair of tall bookcases. This meant the track bed height was around 55 inches from floor level. This gave a close to eye-line presentation and my subsequent layouts have followed suit, the viewpoint being more realistic. Because the original inner London design hadn't worked for me, the layout spent a good few years being fairly non-descript, and I often used it as a photo set for magazine articles and hobby photography.

Waning Interest

After five years I started to lose interest in the layout – it was interesting enough to operate, but there was definitely something missing, and it took a while to find out what that was. I think it was partially caused by the flexibility I'd inadvertently built into the

layout. All the structures could be removed and placed in different locations, however getting a really pleasing and plausible overall appearance was eluding me. I could mock up scenes for photography which was interesting and challenging, but they were temporary and the appearance wasn't carried across the layout, just sections of it at a time. The layout had no backscene or fascia and didn't need them, as the layout location was a narrow corridor with white walls and ceiling. The light that bounced around lit the model well, and the white walls gave an infinity view for a back scene. The layout stayed this way until a further house move about five years later.

Time for Change

This time we made the move the right way, the result being a larger house and a better home for Albion Yard in a former French polishing studio, which was well lit, well



The Goods office manager checks his timings as Pannier 7781 pauses during shunting the yard. The locomotive origins are a Bachmann DC 57xx pannier. To capture the everyday look, the fire iron hooks are populated with a set of etched fire irons, the rear cab shutter has been opened, the lamp brackets replaced and three link couplings fitted. Note the Fireman's shovel wedged in the handrail, ready to move coal in the bunker. Small details such as these add to a locomotive's personality.



This is part of the view the operator gets looking into the layout. What you see is what you get, and there's no manipulation in terms of added backscenes. The corner of the backscene lies behind the last house and the banner material forms a seamless curve for both viewer and layout operator. The proscenium arches and pelmet constrain any viewer's sightline, so they can't see the edges of the sky. Track is Peco Code 75 and is heavily weeded to give that backwater run-down look. The locomotive and wagons are typical of the forest. The 21T mineral on the left-hand side would be unusual - perhaps the yard manager is wondering why it's on his patch!





This is the sort of image that the layout has been used for. As far as I know 08s didn't work in the Forest of Dean, almost certainly not in the 'blue' era. However, the layout provided opportunities for use as a photo set. When RMweb first started in 2005 it was partly as an idea to get more images onto the web, rather than the hyperlinks often required in Yahoo! groups and other similar media. The layout, with the variations that were possible by moving structures around, was particularly well-suited to act as a photo set and this is typical of the types of images that were produced.



This is an example of how the view-blocking works. Three or four trees are placed at locations on the very foreground of the layout, forcing viewers to look through and around the trees as you would in real life. This technique can also hide entry and exit points on layouts. The brake van is a Southern Railway version and some may think looks a little odd in this context. However, the locomotives and rolling stock are modelled on images I have of the types working within the Forest of Dean in the late 1950s through to the 1960s.



CLICK TO FLIP IMAGE



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GAUGE



57xx Pannier 7781 is seen again from the layout operator's position. I even view-block for the operators with trees and buildings. For me it's key to get the operator to enjoy both operating and looking at the layout, particularly at an exhibition. Pete Kirmond's 'Blea Moor' layout was partly the inspiration for this approach. The operator on Blea Moor sat at the front of the layout looking in to the scene, and often you'd find yourself just immersed in enjoying running the trains. By making a layout pleasing to look at, as well as engaging to operate, it can make a long day at an exhibition seem far shorter.



LAYOUT FOCUS

insulated and secure. This studio interior was also painted white and for the first time I was able to stand back from the layout and see it in its entirety, rather than being constrained by the corridor. I'd accepted an offer to exhibit the layout at the Manchester exhibition in 2011, so the layout needed completing. Going back to Iain Rice designs had inspired me to try something similar. I'd also been impressed with Barry Norman's 'Petherick' layout, which had had a similar constrained viewpoint and semi-theatrical presentation as Iain Rice had been using and designing. I'd been going through various photographic album books, and was struck by the similarity of many of them – very staid photography, lots of platform three-quarter front images, and none of them 'floating my boat' at all.

Being interested in off-the-beaten-track railways, some photographs from these albums started to stand out for me; in particular the work of Ben Ashworth, who has an impressive catalogue of images from Gloucestershire and the Forest of Dean. These particularly captured my imagination and I looked at the layout with a view to making it more prototypical. One thing that stood out was the number of trees and the challenge of making them. I wanted to capture the feel of being in a wooded area, so I started experimenting with deliberately blocking viewpoints with trees and buildings.

Room with a view

At this point I had a good idea that I wanted the backscene to complement the model and not overpower it, also that there should be no visible seams in the sky. This meant searching for a suitable material that could be portable for exhibition and not crease or show any joins. Chris Nevard had offered me the use of an image of his which could be digitally printed to get a woodland backdrop. With this in mind I tried to find a suitable material with a degree of strength and thickness that would offer a durable print.

Most commercial printers have a variety of materials they can offer, but it took a while to find what I needed. The first trial was looking at curtain side truck canvasses. These had the strength and rigidity I wanted but, as the cotton used as a strengthening weave showed through, there was an unwanted visible texture. Finally I found a commercial printer that had experience of printing theatrical backdrops, so immediately understood what I wanted and needed. He was able to supply an opaque matt banner material and spent time doing test prints. We achieved the correct

colour balance by taking a small diorama section of scenery made to the same colours as the layout to the printer and checking the test prints against the diorama. Once the backscene was printed and hung on the layout, any alterations and additions have subsequently been tried and tested with the layout lighting to maintain consistency.

Control Interchangeability

The layout was built for DC operation and to operate as a one engine in steam branch line. This means that because there was only

ever one locomotive to operate at a time, all track sections are live, though there are a few isolating sections, for play value. When I tried DCC out, all rail sections were live, so it was a simple case of adding an NCE controller socket to the track feed to allow DCC operation. At some exhibitions I've run DC one day, DCC the next with sound-fitted GWR 57XX 0-6-0 'Panniers'. A DC controller failed at one show, and the ability to swap in a matter of minutes to DCC was useful. In the event of DCC failure, I can easily swap back to DC.



This view looks into the fiddle yard and has changed significantly. Whilst the overall composition was pleasing and allowing for the fact the large warehouses are 'off stage' the view was unbalanced and dominated by the large structures. Online I found a set of houses built from the same Howard scenic kits as the other structures, so I purchased them substituting them for the warehouses. The right-hand foreground low warehouses also didn't 'hang' well. Nothing wrong with them, but I knew I could find something better, so they were replaced with workers cottages. If you compare this image to the leading image, you can see the dramatic change, all part of the layout's evolution.



No Distractions

From the outset the layout had been designed to be operated from the front and I wanted the operator as well as the public to get the impact of the print, and overall appearance. I've kept the presentation to a letter box shape, which keeps the viewer's eye on the modelled area. I only have the layout name on the fascia, with no other distracting information. Lighting is from a fluorescent strip behind the fascia panel, the wrap round back scene bounces light back into the viewing area giving a bright overcast weather feel to the display.

Meet the modeller...

My background in the hobby is from childhood and my late father's influence. We always had a model railway, which he'd built, and after he passed on I've built my own. On leaving school I spent five years in one of the best shops in the country, selling models and running its mail order department. I've built layouts in N, OO and EM, and collaborated on various friends' projects across the three major scales of 2mm:1ft, 4mm:1ft and 7mm:1ft. My interests are primarily branch and industrial lines rather than mainline railways, and most of my layouts and models reflect this.





7781 appears again, hogging the limelight! This engine raises questions at shows for two reasons. Firstly, it's DCC sound fitted using one of the first South West Digital chips, so is very much a version 1 release. The speaker is hidden within the bunker, with the chuff rate synchronised to wheel revolution, and volume is discrete so that it sounds and looks nice. Secondly, I get asked why a Great Western (GWR) Livery so late, roughly ten years after nationalisation. Well 7781, was one of the few locomotives that retained its GWR colours well into the late 1950's, possibly as far as the 1960's as some did. There are images of this engine within the Forest of Dean, so to do something a bit different amongst the fleet of black panniers, I rung the changes and modelled a Great Western livery.





CLICK TO FLIP IMAGE

00
GAUGE

Studying images

Getting the railway equipment looking 'right' started my association with Pannier Tanks and Western Region locomotives and stock that operated around the Forest of Dean.

As I tightened the criteria of how and what

I'd include on the model, I found that the process was becoming more enjoyable and 'life' was coming back into the layout. Part of that was the discipline of weeding out what was needed in terms of rolling stock and locomotives. Using Ben Ashworth's images, I

chose specific locomotives to model, copying the detail variations. I found myself with a familiar locomotive at one point – a real déjà-vu moment – as I realised that I'd made the same locomotive twice! At some point the locomotive had a major overhaul and the boiler and tank details had been swapped. I got around this by digging through my reference images to find a suitable locomotive with the right details, and changed the number to suit.

Traffic flows

I looked at specific traffic flows through the forest, and two types were well known and illustrated. Coal from the Forest of Dean coalfield was the most prevalent traffic. The majority of coal traffic was carried in either 16 ton steel mineral wagons or twelve ton wooden bodied wagons and as such it's quite easy to build representative trains using a mix of modified ready to run wagons and kit-built stock. Bitumen trains were associated with the Forest of Dean, inbound to the small receiving plant at Whimsey. This has been a more challenging traffic flow to model as there are only a few 14 Ton tank wagons available in either kit or



Fittingly, as we come towards a close, we see the face of the new generation of motive power. Here is a Class 14 'Teddy bear', which would have been one of the natural successors to the Western Region Pannier fleet. There was a problem as these useful machines came on line, however, as the very work that had been anticipated for them was rapidly drying up, so they had a pretty short life under British Rail. They were recognised as a good design and many lived on in industrial use with such organisations as the National Coal Board, a number of these working at Ashington in Northumbria, well away from their western roots!



A Berry Wiggins Bitumen train arrives into Albion Yard. Occasionally we run something a little different. Not often, though, as too much of that removes the illusion of the 'ordinary' which the layout tries to portray. Bitumen trains would have been heavy when loaded, so this time we've double-headed the train inbound. This image shows the 'hidden' entry and exit point of the fiddle yard, the background houses giving the illusion of a parallel street to the inbound track whilst not overpowering the foreground. The steam you can see here and on an earlier image is dry ice – an idea originally shown to me by Pete Piczeck. For the photo session, myself and Chris Nevard obtained some dry ice from a commercial supplier and spent a few hours seeing what effects we could achieve. Some of them turned out surprisingly well, but it's not for the faint-hearted. Properly handling -75c gas and pouring it over your train set requires a certain amount of commitment, as well as the acceptance of potential damage!





ready to run form. The stock I've used for the train is purely representative rather than accurate. I've re-liveried tank wagons from the Peco and Bachmann ranges using decals from Modelmaster, and the overall effect has been very satisfying. More recently I've been working on a ballast train as there were quarries which despatched ballast in 'Herring' wagons. This wagon has recently become

available in the Cambrian Models range and a few of them have been acquired to make a further recognisable train from the forest.

Moving on

In some ways it's a bit odd that I've started a ballast train, as the layout has been retired from the exhibition circuit. It did a handful of shows and was well received, but I've a desire

to build more Forest of Dean type layouts that are closer to the prototype in accuracy and operation. 'Albion Yard' taught me a good deal about presentation, particularly with regard to consistency of approach across the different skills required to build a successful, reliable and good-looking layout. ■

In a nutshell



Albion Yard is fictional, and depicts an imagined small yard at Cinderford in the Forest of Dean, Gloucestershire. The era is firmly set in British Rail Western Region 1950s through to the end of Steam in the Forest in the early 1960s. Locomotives are modified ready to run models based on those seen working in the forest during that era. Rolling stock is a mixture of kit-built and modified ready to run wagons depicting vehicles using the same principle as the locomotives. Passenger stock isn't required because it's a goods-only facility. A few examples of diesels very occasionally run - including a Class 22 and Class 14, both types that were seen during the final years of Forest railways, and could logically cross over with the steam motive power.

What we think...



So typical of small yards across the country, which fell victim after the demise of steam to line closures or rationalisation, the somewhat leafy 'Albion Yard' creates an illusion of being in and around the Forest of Dean. At

its heart is the humble Western Region 57XX 'Pannier' - a small fleet of which keep the layout sufficiently occupied during an exhibition.

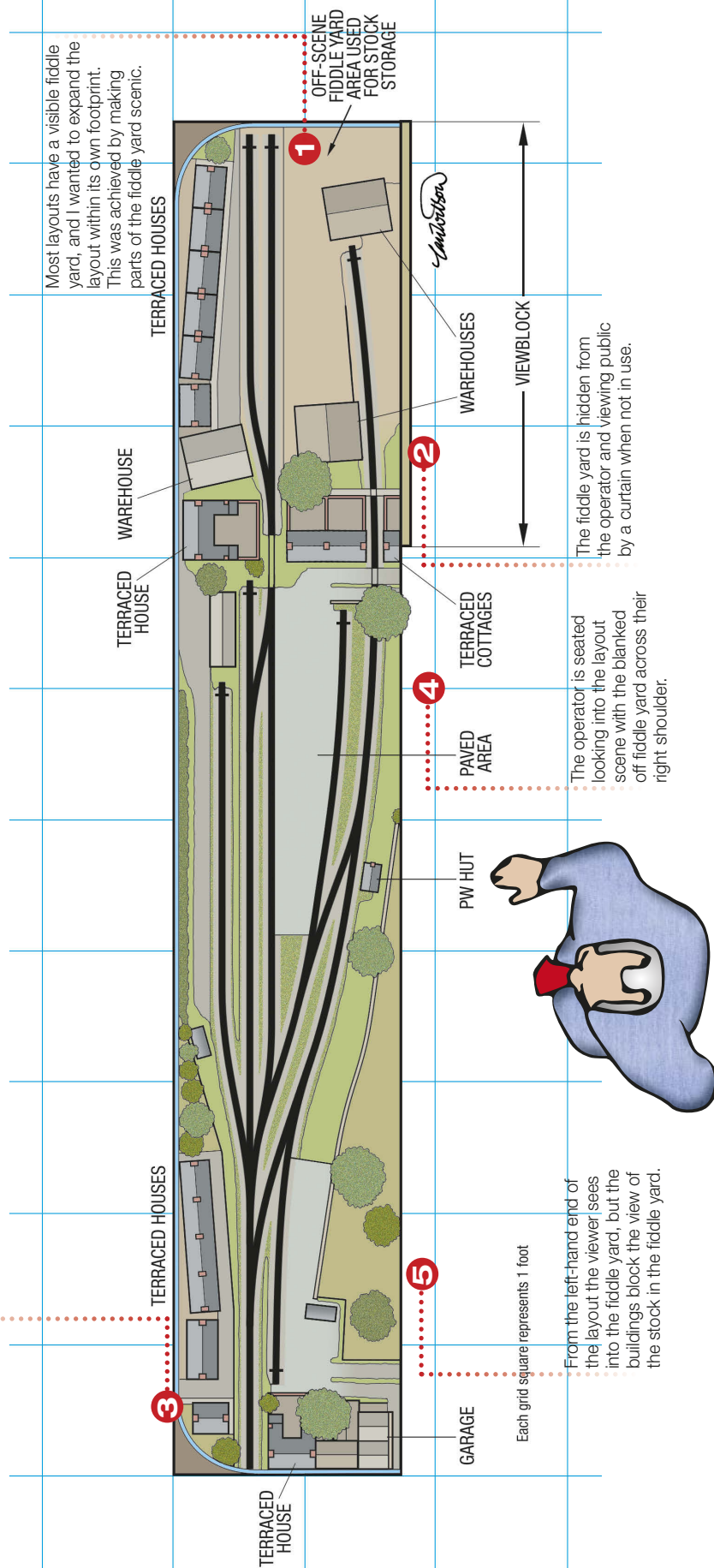
Howard Smith, Features Editor



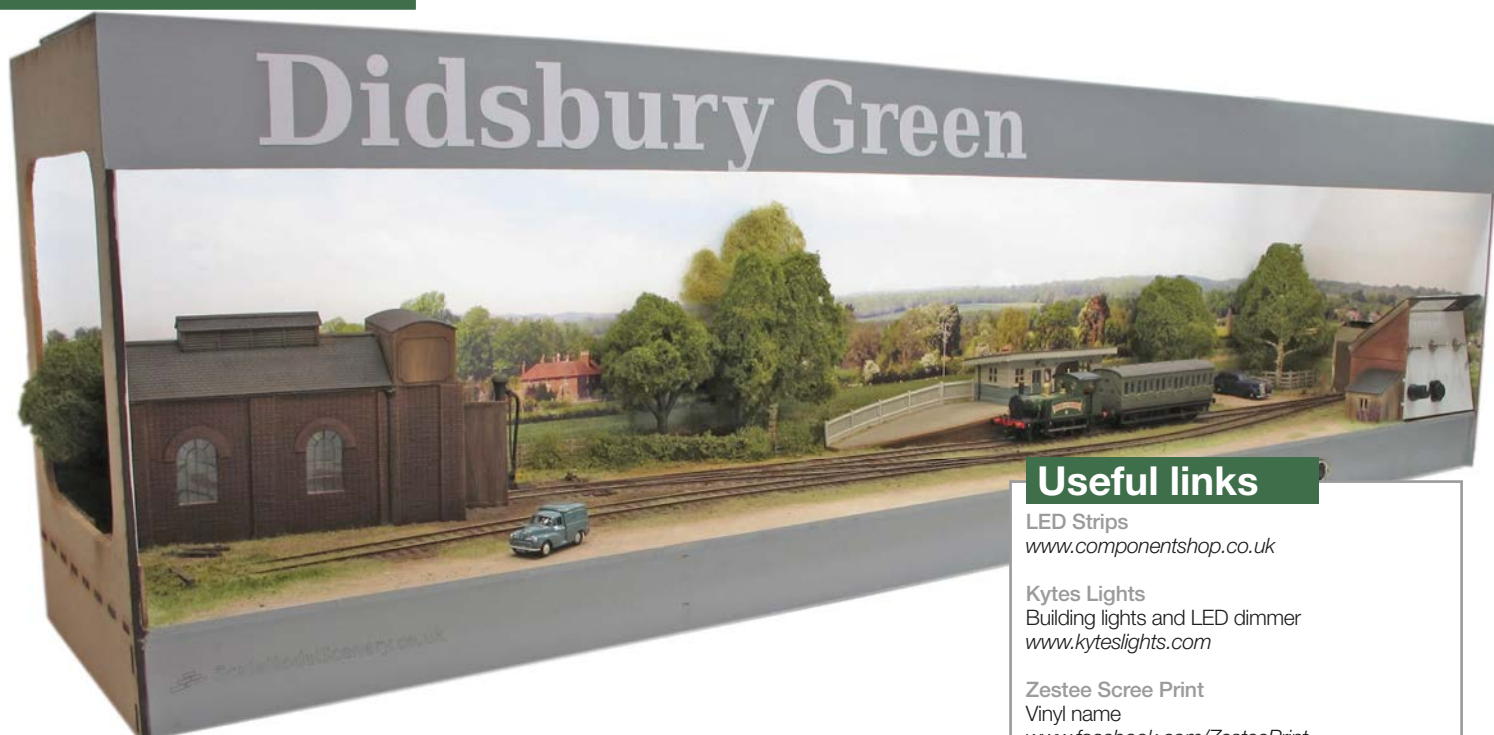
KEY DETAILS

The locomotive below is one of twelve panniers. At a show I will have a minimum of four to five engines that are serviceable and tested. Typical of the fleet it's had a number of modifications, the most noticeable being the removal of the top feed and pipework on the side of the tanks. Windows have been replaced as well as renumbering to reflect the detail changes, and a light weathering reflecting a locomotive well cared for or relatively fresh from a works visit.





Didsbury Green



Useful links

LED Strips
www.componentshop.co.uk

Kytes Lights
 Building lights and LED dimmer
www.kyteslights.com

Zestee Scree Print
 Vinyl name
www.facebook.com/ZesteePrint

FINISHING TOUCHES AT DIDSBURY GREEN

Phil Parker adds a fascia, lights and officially christens his Canada-bound project layout.

There's nothing like an exhibition deadline to concentrate the mind. With the London Festival of Railway Modelling approaching (at the time of writing), I need to solve the problem of providing 'Didsbury Green' with a fascia and some lighting.

Going to a show without lights is never a good idea. You can't guarantee you'll not be put in the gloomiest corner of a hall, and even if your spot is nice and bright, as soon as the crowds arrive, they will cast a shadow on your efforts. More to the point, any model railway looks better when properly illuminated. Bright lights make your efforts look a lot better. A mediocre model is improved, whereas a superb model without lights will always look poor.

Plan 'A' had been to make the fascia out of lightweight foamboard. Even with a strengthening plastic angle running the length of the layout to provide support, the overall weight would be tiny. There were only a couple of problems with this idea – I couldn't find a foamboard sheet long enough to avoid a very obvious join.

Worse, the stuff is pretty fragile. Reaching into the model for uncoupling or re-railing and catching your arm on it would dent or even break the panels. I like my trains to look well worn, not the layout itself.

Substituting MDF for the foamboard solved both problems. My local hardware store could cut 1.2m lengths to avoid joins and even the thin stuff can take a few knocks.

The fascia supports LED light strips. We tested these three months ago to see if they would give enough illumination and now it's time to fit them properly.

Next, the layout needs a coat of paint. Choosing a colour isn't easy but I've gone for a pale grey, as anything dark will dominate

the scene. If you model a specific company, its livery can be a useful guide and will certainly make the model stand out.

The finishing touch is a layout name and, just as I was looking for something, Lucy from Modellers Mecca announced she had set up a new business (called 'Zestee Print') screen printing vinyl signs and such, so I leapt in to become her first customer. £3.50 later, I had the name in a typeface of my choice ready to stick in place.

We made it with a few days to spare and fresh, bright and tidy, 'Didsbury Green' looked great at the show. It might be small, but quite a few people went home thinking that they might have a go at something similar. ■



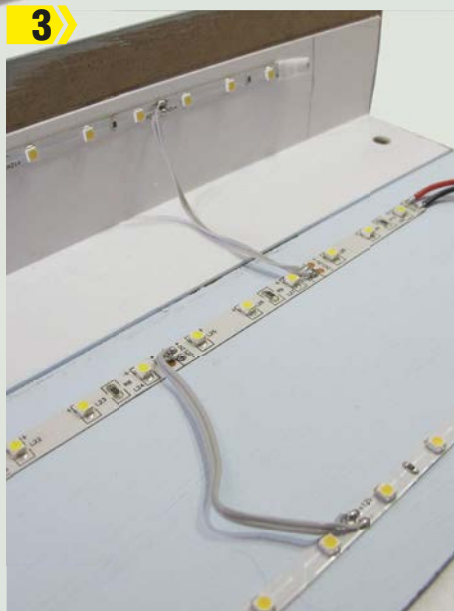
Fascias need to be able to take a few knocks, so the core of this one is plastic angle. It's bolted to some supports made from offcuts of 2mm MDF left over from the fiddle yard construction shown last month.

2»



2mm MDF, the thinnest I could find, is fixed to the angle with plenty of contact adhesive.

3»



4»



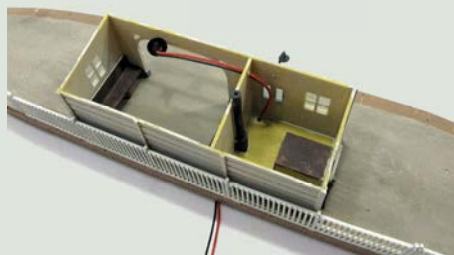
LEDs can be a bit bright in such a small space so, I'll fit a dimmer switch to turn them down. It's simple to wire in – 12V in one pair of screw terminals and a pair of wires to the light strips.

5»



Self-adhesive lengths of LED strip are fixed in place and wired together. The outer lengths are warm white and the centre cool white giving a pretty good colour balance for a layout set in the endless English summer. I'd like to say the inside of the fascia is painted blue to reflect a nice sky colour, but I've just run out of white...

6»



Lights are fitted into the station building, and engine shed. The hardest thing about using these pre-wired LEDs is gluing them into place so the lampshades hang down correctly, then routing the wires through the bottom of the board.

9»



Finally, the fascia and front board are given a coat of Rust-Oleum Mineral Grey paint and the vinyl name is fixed in place using some masking tape to line it up with the bottom edge. This is easy – just peel the backing off the lettering and push firmly on the board. When happy, peel the front sheet away. It's far neater than I could paint by hand!

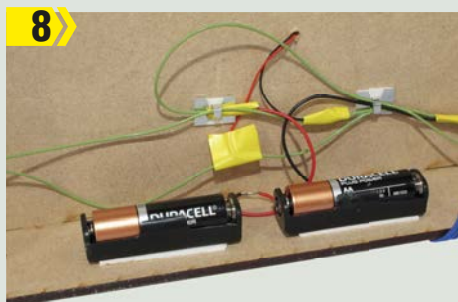
7»



Ready-made lamps are fixed on the platform and station entrance. These have 12v bulbs and by running them at 3V, the same as the LEDs, they glow but don't cast too much light. I want to avoid illuminating the backscene photo, which never looks right.



8»



Rather than fit another transformer, power for the building lights comes from a couple of AA batteries fitted under the board. The power drain shouldn't be huge and I expect them to last a show as long as I switch them off occasionally.



Leftover plastic channel is perfect to support the baseboard while I paint the bottom edge. It lifts the layout clear of the worktop and stops me sticking it down with paint. I'll hang on to this for the future.

RAILS ANNOUNCE 812 CLASS 0-6-0S

Flying the flag for Scotland, Caledonian Railway McIntosh 812 Class 3F-J 0-6-0 No. 828 (17566/57566) emerges from Bewdley Tunnel bound for Bridgnorth with a rake of LMS coaches on the Severn Valley Railway on September 23, 2011.



Rails of Sheffield has commissioned Bachmann Europe Plc to produce OO gauge models of the Caledonian Railway 812 Class 0-6-0 locomotives. Working in conjunction with the Caledonian Railway 828 Trust, the models exclusive to Rails of Sheffield are under development, following site surveys of the sole preserved prototype at the Strathspey Railway's Aviemore shed.

Five liveries of the locomotives are to be made available, with pre-order deposits of £30 being taken. These are Caledonian Railway blue livery No. 828 (as preserved), Caledonian Railway blue livery No. 828 (as originally built), LMS black livery No. 17566, BR black livery with early emblem No. 57565 (weathered) and BR black livery with late crest No. 57566.

The Caledonian Railway 812 Class designed by John F. McIntosh saw service in

Scotland from 1899 until the final locomotive was withdrawn in 1963.

The first 17 mixed-traffic locomotives (Nos. 812 - 828) were built by the Caledonian Railway at its St. Rollox works, turned out in the distinctive Caledonian blue livery with a further 12 later that year.

At the turn of the 20th century the Caledonian found itself to be short of engines suitable for mineral traffic. With St. Rollox fully committed to other work, it turned to three outside contractors. A further 50 locomotives were built between Neilson Reid, Sharp Stewart and Dübs using the Class 812 drawings at the turn of the 20th Century, following a shortage of motive power for mineral traffic. The locomotives differed from the original batch only in having Drummond-style number plates (the originals having the McIntosh type) and

three-link couplings.

Some locomotives had Westinghouse pumps and screw-link couplings to enable them to be used on passenger services, but under LMS ownership after 1923, the pumps were removed as the class were painted into black. The remaining members of the class spent much of their time working coal and other mineral trains around Scotland.

No. 828 is preserved at the Strathspey Railway, running between Aviemore and Broomhill in the Highlands and starred at the Severn Valley Railway's Autumn Steam Gala in 2011, allowing a little modeller's license.

For regular updates on the project and to pre-order your model, see Rails of Sheffield website.

W www.railsofsheffield.com

REVOLUTION TRAINS TO PRODUCE 'STURGEON'

Revolution Trains announced at Model Rail Scotland its latest crowd-funded project, a Sturgeon engineers wagon – its second model for transition era N gauge modellers and its ninth crowd-funded model.

RevolutionN Trains has chosen the 'Sturgeon' A batch, the most common of variants, many of which were later converted into air-braked 'Tench' wagons. The manufacturer will offer the models with and without side doors. NEM couplers, a diecast chassis for weight and five liveries are to be offered as follows: black, Indian red, olive green, departmental yellow and engineers grey/yellow. Variants with and without side doors are also to be offered with a variety of single and triple wagon packs.

Subject to receiving enough orders and deposits, the models will be produced to pre-orders. RevolutionN has released artwork of the models, whilst it finalises research, but it expects each model to cost in the region of £28-30.

Based on an earlier LNER design adapted for BR's engineering department as bogie rail, sleeper and ballast carriers, more than 900 Sturgeons were built from 1952 to 1960 by Head Wrightson and BR.

The majority had seven dropside doors, but these were often removed along with



the ends to carry 60ft track panels. In later years some were fitted with airbrakes and recoded 'Tench'. The versatile wagons lasted in mainline service until 2003, with some in use within depots beyond 2010.

In service, 'Sturgeons' were seen in departmental trains alongside 'Salmon' track carriers, 'Dogfish', 'Sealion', 'Seacow' or 'Grampus' ballast wagons.

In other news, Revolution Trains has

received painted samples of its now tooled N gauge IZA Cargowagon twins. The models depict vans introduced in 1986 which are still in service, used to carry products including mineral water, bagged china clay, electrical parts, steel and alcoholic drinks from the continent to the UK and from Cornwall to Scotland. Visit its website for updates on these models.

W www.revolutiontrains.com

END OF LINE FOR JLTRT

An announcement made by Pete Waterman on Facebook, sole director and shareholder of his O gauge locomotive and rolling stock kit company, Just Like The Real Thing (JLTRT) declared he is to close down the company and appoint a receiver to liquidate it.

"I made the agonising decision to close down the company and appoint a receiver to liquidate it. I was no longer prepared to fund its annual losses and could not see any way of making it profitable" read the post. "My passion for model railways remains undimmed. I will concentrate on my Leamington Spa layout. In the coming months, I expect to announce new plans, so watch this space."

His announcement continued "I believe there is a small niche for a high quality designer and manufacture, and that will



likely be my focus. The best models for discerning modellers and collectors." Follow updates on his Facebook page 'Railnuts'.

TMC'S LNER G5 EXCLUSIVE

The Model Centre has revealed its plans that it is to produce OO gauge models of the LNER G5 0-4-4T – the model shop's first exclusive newly-tooled locomotive – working in conjunction with Bachmann Europe.

Models are to feature a Next-18 decoder interface, a speaker and firebox LEDs. In traditional style from the weathering specialist, in addition to the factory-fitted DCC ready versions, DCC fitted, sound-fitted and weathered options will be available from the TMC workshop. Ten variants of the G5 have been commissioned, each with detail variations, making them unique. Differences extend to boilers, bunkers, smokeboxes, smokebox doors, whistle positions and safety valves.

Its model in NER Lined Green depicts the new build G5, with the Class G5 Locomotive Company Limited receiving £10 from the sale of each sale of this variant to assist bringing back a long-lost locomotive of the North East.

The price of the models had yet to be announced as this issue went to press, but is expected to be determined as the models approach delivery. Ongoing since March 2017, TMC declared that the project is at the detailed research stage with models to be produced as follows:

35-250Z NER Class O 0-4-4T Tank 1779 NER lined green with Westinghouse pump and two-rail bunker

35-251Z NER Class O 0-4-4T Tank 1759 NER lined green - new build locomotive

35-252Z LNER G5 Class 0-4-4T Tank 1752 LNER lined black with Westinghouse pump and cage bunker

35-253Z LNER G5 Class 0-4-4T Tank 2082 LNER lined black push-pull fitted with cage bunker

35-254Z LNER G5 Class 0-4-4T Tank 67263 BR lined black early emblem with cage bunker

35-255Z LNER G5 Class 0-4-4T Tank 67342 BR lined black early emblem with Westinghouse pump and hopper bunker

35-256Z LNER G5 Class 0-4-4T Tank 67250 BR lined black early emblem push pull fitted with cage bunker

35-257Z LNER G5 Class 0-4-4T Tank 67322 BR lined black early emblem with Westinghouse pump and two-rail cage back bunker [Great Eastern area locomotive]

35-258Z LNER G5 Class 0-4-4T Tank 67327 BR lined black early emblem with Westinghouse pump and two-rail cage back bunker [Scottish Region locomotive]

35-259Z LNER G5 Class 0-4-4T Tank 67281 BR lined black late crest push pull fitted with hopper bunker

Designed by Wilson Worsdell for the North Eastern Railway, 110 of these locomotives were built between 1894 and 1901. The NER designated them as Class O, becoming Class G5 in LNER days and they served on passenger trains throughout the North Eastern Region, lasting into BR days. The G5's could also be found on branch Freight and as station pilots. Some were transferred away



Built in 1897, G5 No. 1693 didn't receive its new number until 1946, when it became No. 7301. In 1929 a vacuum ejector was fitted and it became 67301 under BR, until withdrawn in 1955 from Hull Botanic Gardens. STEVEN GORICK

from the North East in the 1930s, a small group migrating to the Great Eastern section at Stratford and then Cambridge. Another group was transferred to Scotland primarily for employment on pilot duties at Aberdeen and Inverurie Works, as well as at Keith and on the Banff branch. None of the class were preserved but The Class G5 Locomotive Co. Ltd is well advanced with its new build locomotive.

The Class experienced numerous detail alterations throughout their lives, the most obvious being the fitting of push/pull gear to a number of G5s during the 1930s. The first withdrawal of the class occurred in June 1948, but it was several years later before withdrawals gathered pace as DMUs took over traditional duties. A few locomotives gained the BR 'late crest' and at the beginning of December 1958, 11 were still in service, the last withdrawals being at the end of that month.

Chris Yates, proprietor of TMC, commented "With 26 members of the class based sometime during their lives at either Whitby, Pickering or Malton sheds, they were no strangers to the North Yorkshire Moors Railway and consequently it seems a totally logical choice for us to commission this locomotive given that so many of them would have passed so close to our premises during their operating lives."

W www.themodelcentre.com

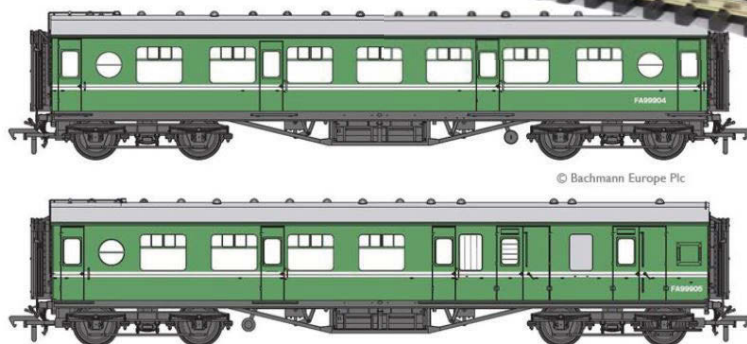
WALL ART

A selection of limited edition prints and original oil paintings by artist Wrenford Thatcher are available to purchase from the Norfolk art and craft studio, 'Norski Noo's'. Wrenford Thatcher paints from memory – see a selection of his oil paintings on the website.

W www.noskinoogallery.com/wrenford-thatcher

INVICTA SPECIALS ARE BACK

Following a short lull in its limited edition release program, Invicta Model Rail of Sidcup, Kent, is to release a coach pack (39-000Q) containing two Bachmann OO gauge ex-LMS Porthole coaches in Fisons Weedkilling train livery. Exclusive to the model shop and anticipated to arrive later this year, the limited run of 504 models depict coaches FA99904 and FA99905 which formed part of the Fisons Weedkilling train that was seen across much of the rail network until their retirement and scrapping in the late 1980s.



The coaches match its previously released water tank wagon set (37-576T) enabling a good representation of the train to be made up. Priced at £109.99, pre-order your coaches to avoid disappointment.

W www.invictamodelrail.com



© Bachmann Europe Plc

EILEENS EMPORIUM



MINERVA TOOLS SECOND VAN

Minerva Model Railways, is preparing tooling for its second ready-to-run van in O gauge – a Great Western Railway gunpowder van. Minerva's second injection-moulded model in its range of rolling stock is now available from its website.

The first iron Gunpowder Van preceded the GWR Iron Mink by some years – Minerva's first RTR van – being built in 1885, but the diagram modelled was introduced in 1897, with further batches at intervals until the First World War. Some were converted later to Iron Minks, but then reverted to their original purpose as further hostilities loomed in the 1930s. The long-lasting vehicles had known examples surviving into the early 1980s. Minerva's model has an injection-moulded plastic body and chassis, metal-tyred wheels on pin-point axles fitted in compensated axle-boxes, sprung buffers and hook draw-gear with three-link couplings.

Four liveries are available, GWR with 25in lettering, GWR with 16in lettering, the later 'Improvised' markings and British Railways unfitted grey. Minerva is to retail the wagons at £42.00, with a discount of £2.00 per van for orders of five or more. See Minerva's website for more details.

W www.minervamodelrailways.co.uk



Eileen's Emporium is now stocking Parkside N, OO and O Gauge kits, available to purchase singly, in packs of four or ten via its website or at shows. The brand now owned by Peco features over 200 wagon kits across N, OO and O gauge scales, plus model accessories kits.

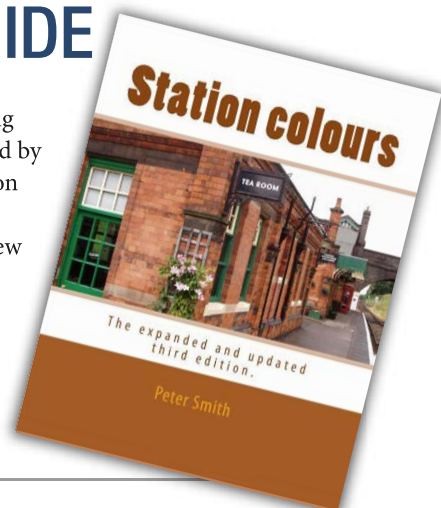
Eileen's Emporium intends to maintain the availability of the kits to all modellers, with a special focus for EM and P4 modellers. Eileens is offering all its OO gauge kits with an option to replace the wheels with EM or P4 Gibson wheels, sold separately, and Modelmaster transfers. Visit its website to see the full range.

W www.eileensemposium.com

STATION COLOURS – A MODELLER'S GUIDE

Peter Smith's Station Colours book has an expanded and updated third edition, covering all station colours used by the 'Big Four'. Used by modellers as a reference when painting station buildings or furniture, the 134-page book is available from Amazon for £13.95. See his new and updated website for colour charts and a history on the use of colours around stations from 1899 up to nationalisation in 1948.

W www.stationcolours.com



THE HOLDEN F5 STEAM LOCOMOTIVE TRUST



Recreating a Great Eastern Railway Classic

The Holden F5 Steam Locomotive Trust is building a full-size working replica of 2-4-2T No.789.

Set up in the year 2000, the Trust's aim is to help fill a substantial gap in the Heritage Railway market.

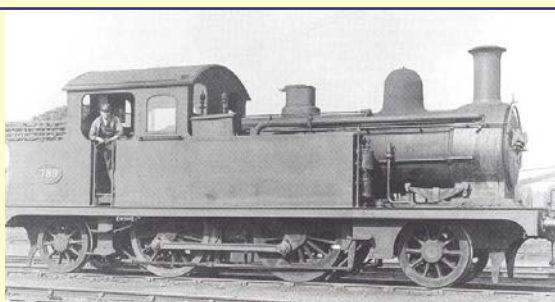
The original GER 789 was built in 1904 as Class M15 (LNER F4). This was one of several locomotives to be rebuilt (GER M15r / LNER F5). However, No.789 and sister locomotive No.790 were rebuilt with GER Class G69 (LNER F6) cabs. As a result of this, the two locomotives were incorrectly classified, which affected their route availability.

The class was associated with the east London suburban routes; in particular the branches from London Liverpool Street to Chingford and Enfield Town. No.789 was renumbered No. 7218 under the 1946 LNER scheme. Under British Railways, 60000 was added to the ex-LNER locos' numbers. In December 1948 BR gave No.67218 her correct F5 classification.

No. 67218 was one of seven F5s to be fitted with trip cock working and push-and-pull gear, for branch line operation. Initially based at Yarmouth, No. 67218 was relocated to Epping, where she would see out the rest of her working days on the line to and from Ongar.

Electrification had begun to take hold of the suburban routes by the mid-1950s and the 2-4-2 tank engines were fast becoming obsolete. By the end of May 1958 all of the F4s, F5s and F6s had been scrapped.

60 years on and the Trust is progressing well with the rebirth of No.789. At the time of writing the frame plates, cylinder blocks, motion bracket, star stay and buffer beams are awaiting assembly at Tyseley Locomotive Works, Birmingham. This is subject to the agreement of a lease at the Whitwell and Reepham Railway in Norfolk.



There are several ways that you can help the Trust.

For more information, visit our official website: **www.holdenf5.co.uk**.



We also have a Facebook group: The Holden F5 Steam Locomotive Trust.

You can also find us on Twitter and Instagram: @holdenf5.



See us at the London Festival of Railway Modelling, Alexandra Palace. March 24th & 25th
The Trust will be on Stand 54 – we are looking forward to meeting you!

NEW MODELS

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BACHMANN (31-663) 47209 'HERBERT AUSTIN' RAILFREIGHT DISTRIBUTION

Following hot on the heels of the release of its N gauge counterpart last month and continuing Bachmann Europe's Railfreight-themed releases for 2018, its Class 47/0 with 21-pin DCC socket sees a new guise of 47209 *Herbert Austin*. Named after the founder of Austin Motors to recognise the partnership between British Rail and traffic from the British Leyland works at Longbridge, the model is supplied with etched Tinsley depot, double arrows and nameplates, and is suitable for running from August 1990 to September 1994.

Price £159.95

W www.bachmann.co.uk

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GRAHAM FARISH (373-657) 14T TANK WAGON RONUK LIVERY NO. 34

Founded in Portslade, Brighton in 1896 and trading under the same name until purchased by Izal Ltd. in 1960, Ronuk was a wax polish manufacturer, specialising in floor products. You too can have a 14T tank wagon on your layout destined or returning from Brighton, contributing to help keep those pre-1960s model floors looking as good as new.

Price £21.95

W www.bachmann.co.uk

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OXFORD RAIL GWR 'DEAN GOODS' 0-6-0 NO. 2516 - LOCOMOTION MODELS EXCLUSIVE

Available exclusively from Locomotion Models, the National Railway Museum's preserved GWR 0-6-0 'Dean Goods' is portrayed in late 1920s Great Western livery and now available to order online or in-store. GWR No. 2516 spent most of its working life in Wales and the Borders, until withdrawn for preservation in May 1956. A gloss finish has been applied to the limited run of 500 models produced by Oxford Rail, in-keeping with the rest of the 'National Collection in Miniature' model series. Supplied in a presentation box with a numbered certificate and colour booklet written by Anthony Coulls, Senior Curator of Rail Transport and Technology at the National Railway Museum.

Price £125.00 DCC-ready or £225.00 DCC sound-fitted W www.locomotionmodels.com

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BACHMANN (38-125Y) RTC TRIBOLOGY COV-AB VAN - INVICTA MODEL RAIL EXCLUSIVE

Depicting Derby Rail Technical Centre (RTC) ZXR RDB 999900 from its Tribology wheel-slip measurement train, Invicta Model Rail has commissioned 504 of these models. The prototype, a COV-AB van was often seen between vehicles 975046 and 975076 and used to study wheel - rail traction. It was fitted with gangway connections (not represented) and survived until August 2009, when it was scrapped at Booths in Rotherham.

Price RRP £27.50

W www.invictamodelrail.com

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BACHMANN (32-983) CLASS 66779 EVENING STAR AND (32-983NRM) - LOCOMOTION MODELS EXCLUSIVE

As an homage to the name carried by British Rail's last-built steam locomotive to enter traffic, 9F No. 92220 Evening Star, GB Railfreight's 66779 sports BR lined green and carries the same name, after a naming ceremony in May 2016 at the National Railway Museum in York - it being the last Class 66 to enter traffic. Bachmann's model of the prototype (32-983) is now available from all stockists or as an exclusive with a gloss paint finish (32-983NRM) from Locomotion Models. DCC-ready and fitted with a 21-pin socket.

Price RRP £169.95 (32-983NRM Exclusive £169.00)

W www.bachmann.co.uk / www.locomotionmodels.com





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Our bulk pack of trees are an economical way of filling large areas at a keen price. These trees also make ideal starting points for providing extra detail using the complimentary range of **GAUGEMASTER** Scenics.

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GM165
Dark Green Lichen (80g)
£4.95



GM166
Mixed Lichen (80g)
£4.95

Full details of our Scenic range can be found in the Gaugemaster Full Catalogue.

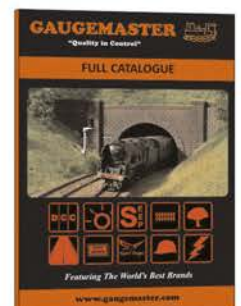
It also contains details of our Analogue and Digital Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

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GM353
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Gaugemaster 2016 New Items Leaflet

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N/00

TRAIN-TECH SC300 DAPOL SEMAPHORE CONTROLLER

Train-tech new SC300 can power and control two Dapol semaphore signals directly from a DCC track or bus. It also features inputs for Train-Tech's new ST1 Track Sensors, allowing Semaphore signals to operate automatically when trains are detected on the track. The SC300 can be linked to Mimic Switches and Mimic Lights if required, so that Dapol semaphore signals can be controlled and monitored from a Mimic panel. The SC300, Track sensor and Mimic switch features can be used on analogue DC and DCC layouts.

Price £40.00

W www.dcpexpress.com or see your local stockist



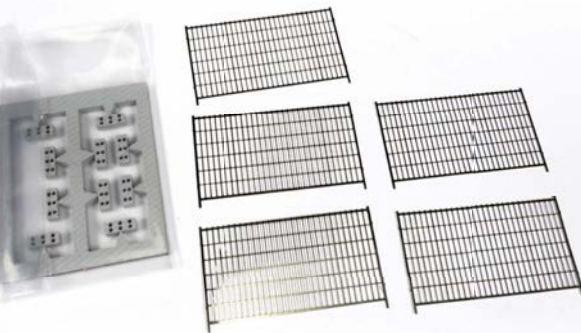
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BUSCH 1024 CONSTRUCTION SITE FENCE

Useful for securing temporary construction sites or placing around a modern-day Network Rail stores compound, this new etched nickel silver fence from Busch is supplied with ten laser-cut textured 'concrete-effect' feet. Measuring 23mm high, each of the five fence panels is 40mm in length.

Price £15.50

W www.goldenvalleyhobbies.com



ANY SCALE

TRAIN-TECH SL50 SMART LIGHT

Smart lights from Train-tech are easily fitted to buildings, trains, vehicles or other areas of your layout, with a choice of six different effects. Choose from Disco Lights (SL10), Random Lighting (SL20), which simulates a room light being turned on and off, Emergency Vehicle (SL30), Fire (SL40), Arc Welding (SL50) and Television effect (SL60). DCC users should look to its Custom Smart Light (SL100), which can be programmed to display 14 colours or an automatic colour cycle, choose from eight effects such as fading, flickering or flashing and alter its level of brightness from 10 to 100%.

Price £15.00 each

W www.train-tech.com



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MURPHY MODELS LEYLAND FIRE ENGINE AND DAIMLER APC TWIN PACK

On the outbreak of the Easter Rising in Ireland, the British Army leased a number of Daimler flat-bed trucks from Guinness, which were converted at Inchicore Railway Works with the addition of locomotive smoke boxes to the rear and locomotive cab roofs, fitted over the lorry cabs. Gun ports were cut into the sides and dummy ports added to confuse snipers. These were the forerunners of modern day APCs. Another first is the vehicle which accompanies the APC - a Leyland Fire Engine, made in 1909 to a CFO Purcell design. The prototype survived in service until the early 1950s, when it was sent for scrap at Hammond Lane in Dublin. Read our review of these two interesting Irish layout or collectors vehicles next month.

Price £55.00 (approx. £48.50)

W www.murphymodels.com



ROCO Z21 (V.2.3.20) APP FOR IOS AND ANDROID

Roco has updated its Z21 'App' giving users of its DCC system a more user-friendly experience when using a handheld device to control their layout using a WiFi connection. Compatible with iOS and Android devices, the download makes programming user-friendly and speed curve CVs can be adjusted using a visual speed curve. Aside from the ability to create your own trackplan and use the device to control your entire layout, it's also free to download.

Price £FREE

W App Store or Google Play



SCALE MODEL SCENERY DC022-00 'MIND THE GAP' AND YELLOW LINE PLATFORM MARKINGS

'Mind the gap' wording and yellow platform lines are now part of Scale Model Scenery's Decal and Weathering range. The self-adhesive labels are simply peeled and stuck to your platforms and tests found them to be flexible around platform curves. The prominent markings are common around stations on the Southern and Underground networks, and stem from similar painted markings reading 'Please mind the gap' that date back to the 1930s.

Price £4.95

W www.scalemodelscenery.co.uk

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00 SCALE MODEL SCENERY AX061-00 LEVEL CROSSING ANTI-TRESPASS KIT

Ready to paint and add around your 00 gauge level crossings from the 1980s to the present day, these new 3D-printed plastic items are used to prevent pedestrians from trespassing on the railway. In recent years, these wooden-style boards are being replaced with moulded rubber point alternatives.

Price £3.95 (single track), £5.75 (double track)

W www.scalemodelscenery.co.uk





Class 800/3 800 303 Bi-Mode IEP in Great Western Railway green livery is caught on the Highland Main line between Kinraig and Aviemore on test working 5X71 Craigentenny T&R.S.M.D to Inverness Motorail Siding. ALEXANDER JOHNSON

THE CLASS 800S

Network Rail Assistant Signalling Designer, Simon Paley, explains the differences and development of Britain’s newest Inter-city Express Trains, set to replace the Class 125 HSTs.

The Class 800s, also known as Intercity Express Trains (IETs) or Super Express Trains (SETs), are the UK’s latest generation of high speed, intercity trains and are slowly being introduced across the Great Western, and soon, East Coast networks.

Class 800 History

In 2005, the Department of Transport (DfT) launched its program to replace the fleet of Intercity Class 125 ‘High Speed Trains’, with the project being called HST2. In November 2007 the initial specification for an Intercity Express Program was issued, not only for trains but also construction and maintenance facilities.

This specification identified the need for three different versions of the trains based on their power supply; electrically powered via overhead line equipment, diesel powered or a new concept of bi-mode, the ability to use either OLE or diesel power as well as being able to change between the two on the move.

Orders

Class (TOPS)	No. on Order	Formation	Power Source	Operator	Notes
Class 800/0	36	5-Car	Bi-Mode	GWR	-
Class 800/1	13	9-Car		Virgin East Coast	-
Class 800/2	10	5-Car			-
Class 800/3	21	9-Car		GWR	Converted from Class 801s
Class 801/0	12	5-Car	Overhead Line	Virgin East Coast	-
Class 801/1	30	9-Car			Ordered to Replace Class 91 Sets
Class 802/0	22	5-Car	Bi-Mode*	GWR	Not part of the Intercity Express Programme
Class 802/1	14	9-Car		Trans Pennine Express	
Class 802/2	19	5-Car		Hull Trains	
Class 802/3	5				

* Fitted with uprated diesel engines

Construction of the trains started in earnest after the order, with the first test train arriving in the UK in March 2015. In April 2016, Virgin Trains East Coast unveiled its ‘Azuma’ (Japanese for ‘East’) brand name,

although GWR has yet to apply a generic name to its fleet. The first service train operated by a Class 800 was on October 16, 2017 by GWR, with the fleet gradually increased over the following months.

Design and construction

The Class 800 units are based on Hitachi's AT300 product which spans the Class 395 and the rest of the Class 80x units. The AT300 is based on Hitachi's highly successful Bullet Trains for Japanese Railways. Initially its design was similar to the HST, with the end driving cars being non-passenger and containing transformers or electrical generators, with distributed power motors on each coach. This was changed in 2010 to use underfloor transformers with diesel engines allowing them to carry passengers.

The unit's bodies are constructed from aluminium using friction stir welding techniques at Hitachi's Facility at Kasado, Japan. The bodies are then shipped to Hitachi's assembly facility at Newton Aycliffe in County Durham where they are fitted out with interiors, electrical equipment, MTU engines from Germany and bogies from Italy. Despite being an international train, the IET has several UK suppliers. The first three 'pre-series' trains were entirely built in Japan before manufacturing switched to the UK.

The units are marketed in 5- or 9-car formations, but the design allows the trains to be extended up to 12-cars in length, although no operator has taken up the offer. Some issues with IETs along intended routes have required platforms to be lengthened or modified to cope with the additional overhang of the coaches on curves. The formations for the 5- and 9-car are as follows:

- 5-Car = DPTS (Driving Pantograph Trailer Second)-MS (Motor Second)-MS-MC (Motor Composite)-DPTF (Driving Pantograph Trailer First)
- 9-Car = DPTS - MS - MS - TS (Trailer Second) - MS - TS - MC - MF (Motor First) - DPTF

Passenger Facilities

Class 800s have seating for between 270 and 526 standard class passengers in 2+2 seating and between 45 and 101 first class passengers in 2+1 seating depending on the train formation. The seating has been described as firm by many, but will improve over time.

The catering arrangements for the trains depend on the operator with GWR opting for a trolley service for standard class passengers and a full kitchen service for first class passengers. Virgin has specified a buffet in one of its trailer seconds for its standard class passengers and kitchen service for First Class passengers.

The First Class of a GWR Class 800. SIMON PALEY. Taken with the kind permission of Hitachi Rail Europe.



The Cab of a GWR Class 800 showing the ATP Speedometer (left), the ETCS Driver Machine Interface (centre) and Train Management / GSM-R Systems (right) SIMON PALEY. Taken with kind permission of Hitachi Rail Europe.

Bi-Mode Operation

All IETs are electric multiple units because the drive to the axles comes from a bogie-hung electric motor via a gear box. However, what makes the IETs different is how the motors obtain their power.

Each Class 800 train is fitted with a number of diesel engines, MTU V12 1600 R80Ls, that are connected to an electric generator, as well as a pantograph on each driving car. On Class 800 units, three (for a 5-Car) or five (for a 9-car) engines are fitted to the trailer cars, whilst the Class 801 units have only a single diesel engine for emergency use. These diesel generator sets can be dropped from the unit to be removed or swapped for a new engine.

The Class 800 units are capable of running off both the electricity from the on-board generators and the overhead wires, this has resulted in some key lineside details being added in the form of Eurobalises and traction change-over signage in the areas where the procedure takes place. There are two different horn volumes; one for 'neighbour friendly' urban areas at speeds less than 100mph and a louder horn for over 100mph.

Operations and Future

The Class 800s are currently maintained by Hitachi at dedicated facilities at North Pole (opposite Old Oak Common), Stoke Gifford (Bristol) and Doncaster. Hitachi is planning facilities at Maliphant Depot in Swansea, Bounds Green in London and Clayhills in Aberdeen. Daily servicing will also take place at GWR / VTEC depots by Hitachi.

Over the next couple of years, the beloved HSTs on the GWML and ECML will be replaced by IETs and these cascaded to Scotland and the Midland Mainline, so I guess it's time to think of a proper name for the 800s. I would suggest 'Lizards'. ■

Virgin Trains East Coast Class 800 'Azuma' No. 800101 stands on Road 2 of North Pole Depot in West London © SIMON PALEY 2017. Photo taken with kind permission of Hitachi Rail Europe.



HORNBY HITACHI IEP CLASS 800/0



Hornby is well known for creating models of high speed streamline trains, with the A4, HST, Pendolino and Class 395 Javelin all featuring in its catalogue. The latest in this range is the Hitachi Class 800 Bi-Mode Multiple Unit 'Intercity Express Train', the model of which was announced at Warley 2016.

Kindly supplied for review, this Train Pack contains a five-car Class 800 finished in GWR's Dark Green Livery as No. 800004 and named *Sir Isambard Kingdom Brunel / Daniel Gooch* on each driving car. Hornby is also producing a pack of two driving cars finished in Hitachi's Red and White Test unit No. 800002, these are limited to 500 pieces. Available later in the year will be packs of two driving cars and three trailers in GWR colours.

FIRST IMPRESSIONS

Hornby has captured the streamlined look of the Class 800 well. The detail on the roof of each coach includes all the necessary air-conditioning, electrical conduits and diesel engine exhaust of the real thing. The body and underframe detail are just as impressive, even extending down to glazed internal doors. The only slight let-down is a plastic non-working pantograph, which on our sample refused to stay in the raised position.

Hornby has done a superb job of scaling the GWR Brunswick Green Livery, effectively capturing the white edges around the doors. The printing of smaller details is well defined, although the edges of the open nose cone should be yellow rather than black and the washer port on the nose should be silver.

It should be noted that the real 800004 has additional Network Rail and DfT branding on the driving cars and hasn't got the First Class designations applied, although these should be white on the model instead of black.

PERFORMANCE

On uneven track one bogie of coach B derailed on curves when being propelled by the power car

Built for speed, but rather handsome nonetheless, Hornby has captured the sleek profile of the Class 800 well.

FACT FILE

MANUFACTURER Hornby
CATALOGUE REF R3514
 Hitachi IEP Bi-Mode Class 800/0 GWR Five Car
PRICE RRP £393.99
WORDS Simon Paley
PHOTOGRAPHS Andy York

Some fine details in the printing, including legible destination panels and white edges around the doors.

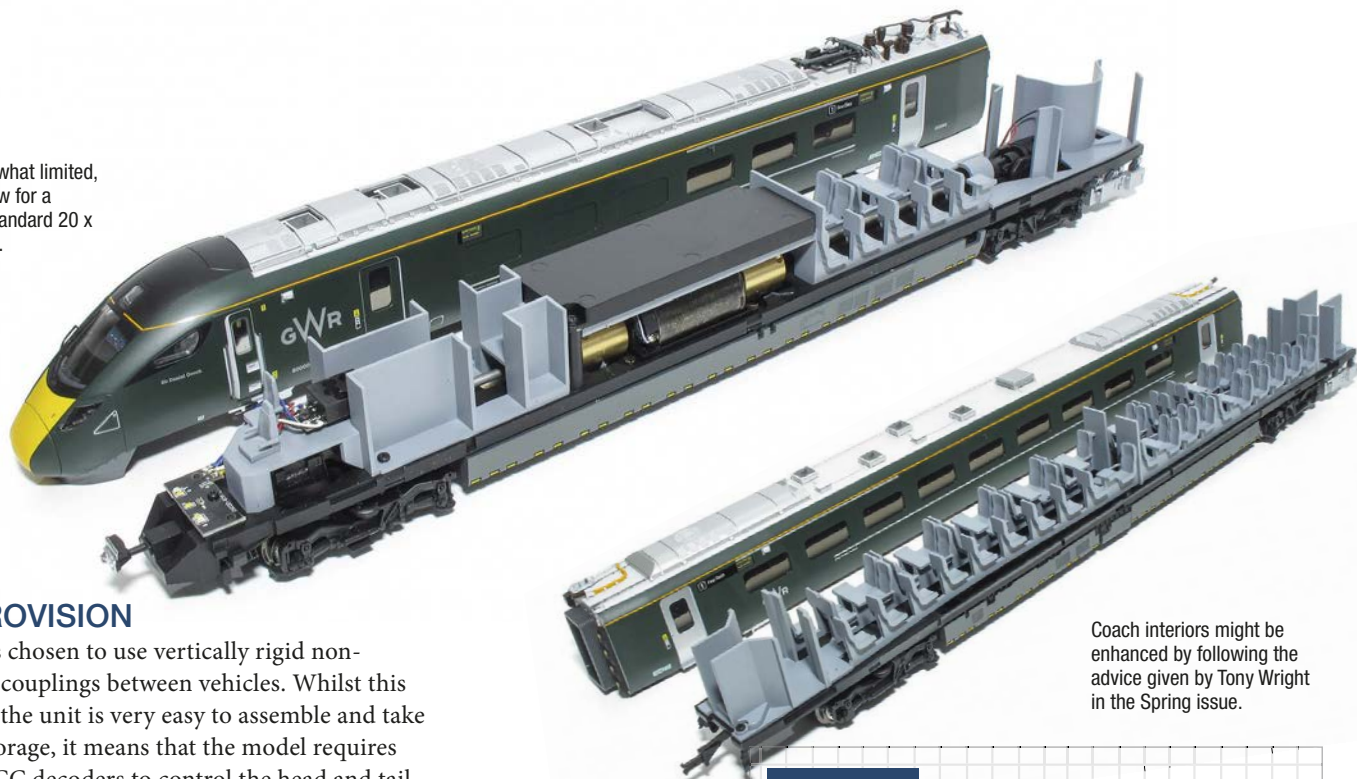
at the back. This was due to the clearance between the suspension damper anchor and the suspension damper on the bogie. This issue was not present when running with the power car leading or after the track was levelled out. However, this isn't always possible, so a more permanent fix would be a thin washer on the bogie mount of any affected bogies.

Once this issue was ironed out, the unit ran smoothly and quietly throughout the speed range and in both directions, and through point work and curves. The model is provided with directional head and tail lights as well as interior lighting, although the headlight above the screen should be much dimmer, smaller and a yellow shade. The interior lights are a little disappointing under DC, as they should be brighter and white rather than yellow, but this maybe hampered by the tinted glazing.

Modellers should be aware of the additional overhang of this model compared with previous models, which may cause some clearance problems on some layouts. Therefore a cautionary run should be undertaken.



Space is somewhat limited, but should allow for a decoder and standard 20 x 40mm speaker.



Coach interiors might be enhanced by following the advice given by Tony Wright in the Spring issue.

DCC PROVISION

Hornby has chosen to use vertically rigid non-conductive couplings between vehicles. Whilst this means that the unit is very easy to assemble and take apart for storage, it means that the model requires a pair of DCC decoders to control the head and tail lights on each driving car.

A standard 8-pin DCC decoder socket is located on the underframe of each of the driving cars. Once the moulding has been unscrewed, the blanking plug can be swapped for a decoder. It is recommended that a decoder with a thin pin interface is used due to the limited space between the PCB and bottom of the underframe. At inner end of each moulding there is a cavity for either a decoder or a standard 20mm x 40mm speaker, but no provision has been made to independently control the interior lights.

OPINION

Despite some curable performance issues and reduced DCC provision, Hornby has done a great job with the Class 800. Whilst the cost may be high for some people, the finish and attention to detail makes me think it is value for money. Overall, this model is a very worthy representation of the future of high speed intercity rail travel.



Glazed interior doors are a welcome bonus, but note the electrical conduits and printing details.



The full five-car set, topped and tailed by driving cars Sir Isambard Kingdom Brunel and Daniel Gooch.

datafile

BASICS

Manufacturer: Hornby Hobbies
Catalogue Refs: R3514 Hitachi IEP Bi-Mode Class 800/0 GWR Five Car Train Pack
RRP: £393.99
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 9
Company/Operator: Great Western Railways
Region: London, South West
Weight: Motorised driving trailer 494g, unpowered driving trailer 167g, intermediate coaches 178g
Body: Plastic
Chassis: Die-cast metal and plastic
Minimum Curve Radius: 438mm (R2)
Wheel Profile: RP25
Couplings: Dedicated plug and sockets

ELECTRICAL/MECHANICAL

Power System: 12V DC
Motor: 5 Pole Skew Wound
DCC Provision: 8 Pin Socket underneath each Driving Car with speaker space
Pick-ups: All Wheel pick up on Motorised driving trailer and 1 bogie on each trailer car
Pick-ups: All Wheel pick up on Motorised driving trailer and 1 bogie on each trailer car
Lighting (exterior): Directional Head & Tail Lamps
Lighting (interior): Cab & Saloon Interior Lamps
Flywheel: Two
Traction tyres: n/a

SERVICING

Body Removal: Unclip
Lubrication: See accompanying instructions
Packaging: Foam trays within cardboard outer
Instructions: Exploded diagram sheet for maintenance
Spares/warranty: www.hornby.com

HATTON'S 14IN & 16IN ANDREW BARCLAY 0-4-0STs



It's less than five years ago when I tried bending some manufacturers' ears about the possibility of small industrial steam locomotives, such as Pecketts and Barclays. Maybe they weren't ignoring my ramblings after all? To be fair, Hatton's Model Railways were not one of the companies I'd badgered as, at that point, it wasn't a manufacturer.

Time has moved on and this is its second locomotive, directly produced in China following its excellent SE&CR 'P' Class which we reviewed last month.

Andrew Barclay Sons & Co. was a locomotive building company based in Kilmarnock, Scotland. It became known for producing standardised saddle tank locomotives, mainly for industrial use. It had a small selection of options available to prospective buyers, with variations including two different cab front windows, four different cab rear windows, two types of buffer shanks, two types of buffers, tank steps (where appropriate), lubricators (where appropriate), two different front spring heights and two different water tank heights.

The most numerous type produced was the 14in and 16in versions, referring to the diameter of the cylinders. Thousands of 0-4-0s were built by Andrew Barclay, starting in the late 1800s. Many survived longer than mainline steam under BR, with some still running in the late 1970s. A substantial number found life in preservation, especially in formative heritage schemes.

FIRST IMPRESSIONS

Once again, the model is nicely packaged and protected. We are becoming a little more used to diminutive models and, at 93mm in length, the little Barclay is certainly small. However, there is a respectable weight to it of 120g, which gives the feel that it will be up to the job. The quality of paint finish and decoration is excellent too, with appropriately

Three samples sent in for review. From left to right, the W.T.T., NCB No.6 and GWR 705 variants. A dozen livery options will be available, however.

FACT FILE

I MANUFACTURER
Hatton's Model Railways
I CATALOGUE REF H4-AB14-002 - 14in 2047 '705' in GWR green with shirtbutton roundel
H4-AB14-005 - 14in 2134 'WTT' in lined green
H4-AB16-002 - 16in 2043 'No.6' in NCB green
I PRICE RRP £99.99
I WORDS & PHOTO-GRAPHS
Andy York

coloured motion dependent on the individual locomotive through to lining and lettering to the highest standards.

We received three models that show most of the potential variations within the range. Firstly, the GWR green model with shirtbutton crest portrays similar locomotives, which were under the ownership of the Swansea Harbour Railways Trust when acquired by the Great Western at grouping and displays a livery worn in preservation on the East Somerset Railway in the 1990s. Although neatly printed, the cabside numberplate would have looked better as an etched plate, but this is something that the modeller can address. The all-over green body colour shows an area of the model that drew criticism from RMweb observers, with less undercut beneath the boiler in the middle of the locomotive than would be seen on the real thing. This is because of the need to accommodate the mechanism and is not particularly noticeable in use or, indeed, when painted black. Close-up photography makes it look worse than it is.

Diminutive but pleasingly weighty at 120g apiece. Some nice printing on this W.T.T. model too.



Crew



Driver Fireman

These models are crying out for a crew, particularly when it's an open-backed cab so Hatton's, in another first, has commissioned Modelu, (runner up in the 'Innovation Category' of this year's BMRA awards) to produce a 3D printed crew scanned from suitably-dressed modellers. These are now available to order as unpainted models at £9 per crew.

GWR 705 has the smaller 14in cylinders, the smaller sized saddle tanks, a fully enclosed cab with square windows, whereas the W.T.T liveried model has elongated oval cab windows to the rear and lubricators to the running plate. The works plate on the cabside of W.T.T. is beautifully printed, but I would be heading straight to Narrow Planet to order some etched plates. Of the three models provided, my favourite is NCB No. 6, with its open-backed cab showing the level of detail on the backhead. Inside the cab it's evident that a single glazing piece is used for the front spectacle glasses, something I would probably remove and replace in detailing the model.

A little care is needed in removing the body from the chassis. A small pair of tweezers to loosen the piping beneath the middle of the tanks should make it easy to drop the chassis out to then fit a decoder inside the model. In front of the small but capable motor, the circuit board with decoder socket is tidily mounted between clips. Just remove the board from the retaining clips and plug in a direct six-pin decoder – Hatton's recommends the Gaugemaster DCC23 as a suitable fit.

On test the model proved to be smooth, quiet and very capable, easily taking six Mk1 carriages around the track and four over 1-in-30 gradients. Although it's a short wheelbase I didn't experience any hesitation over short and long radius pointwork, so I was really quite pleased with the performance overall.

OPINION

There are many more liveries to choose from in the future, but I have my eyes on the usefulness of the base product to replicate some of the more unusual variations seen in industrial life; the open-cabbed trio of locomotives at Stewarts & Lloyd's steelworks at Bilston are calling me. Hatton's launch line-up has many attractive and unusual liveries in the range and I'm a bit of a sucker for late steam industrials with wasp stripes, so the Corn Products 16in model will be irresistible.

Well done Hatton's for making my wishlist come true! There is a little work to do to bring it up to top notch for the modeller but it's a very good product, although I think the P class just edges it for decoration and cuteness. ■



An open-back cab wins in terms of additional modelling opportunities – just insert a crew and perhaps replace the window glazing. All 12 of Hatton's Barclays are attractive in their own ways, however.

SPECIFICATION

- RP25 wheel profile
- 6-pin DCC socket in tanks
- 5-pole motor
- All wheel pickup
- NEM coupling pockets
- Chemically blackened wheels
- Separately fitted handrails
- Separately fitted drain cock detailing and oil lubricators
- Fully detailed and painted cab interior



Fine printing aside, the W.T.T. variant might also benefit from the addition of etched plates.



The open back on NCB No. 6 allows a view of the cab interior.



A few negative comments about the depth of undercut beneath the boiler, although this is barely noticed in use.

datafile

BASICS

Manufacturer: Hatton's Model Railways

Catalogue Refs:

H4-AB14-001 - 14in 2047 '705' in BR black early crest
H4-AB14-002 - 14in 2047 '705' in GWR green with shirtbutton roundel
H4-AB14-003 - 14in 2134 *Coronation* in lined green
H4-AB14-004 - 14in 1863 in Caledonian Railway lined blue
H4-AB14-005 - 14in 2134 *WTT* in lined green
H4-AB14-006 - 14in 2069 *Little Barford* in Acton Lane Power Station blue with wasp stripes
H4-AB14-007 - 14in 1927 'No.1' in Burnley Corporation Gas Department blue
H4-AB14-008 - 14in 2134 'No.3' in Fina lined blue
H4-AB16-001 - 16in 2244 'No.10' in NCB lined black
H4-AB16-002 - 16in 2043 'No.6' in NCB green
H4-AB16-003 - 16in 2226 *Katie* in lined maroon
H4-AB16-004 - 16in 1964 in CPC UK blue

RRP: £99.00

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 2 to 9

Company/Operator: Industrial

Region: All

Weight: 125g

Body and chassis: Diecast metal and plastic

Accessories: Cosmetic couplings and brake pipes

KERNOW MODEL RAIL CENTRE YCV 'TURBOT'



A departmental wagon with almost a thousand examples found right across the network from the 1980s to 2000s and which has not appeared in ready-to-run format before? Yes, it's surprising, but thanks to Kernow Model Rail Centre we now have the 'Turbot' bogie ballast wagon.

British Railways designed and produced the Bogie Bolster E wagon in 1960/1 but, as steel traffic declined in the 1980s, the wagons still had a useful chassis life and were converted to have steel drop-side doors for transporting ballast for permanent way works. The wagon ends received angled plates to reduce the amount of spillage between the wagons.

Turbot wagons could be found in longer rakes or singly mixed with other fishkind wagons across the country; normally battered, bruised and dirty, but we now have the start point to add to track maintenance workings.

The accuracy and detail levels of the wagon body are good, with crisp and clear decoration. There is planking inside the wagon bed and this is carried over to the underside of the floor, with good brake rigging and cylinder detail. Some comment has been made about the depth of the queen posts and trusses, but I feel that the model is broadly correct in this respect. The appearance that they are too low may be the result of the brake gear V-hangers being a couple of millimetres undersized.

Observations have been made that the wagon rides too high. The bogies and wheels are the correct size, but there is a greater than prototypical space between the tops of the bogie and wheels and the body. This looks to be the result of a spacing disc on both the bogie frame and body underside to allow sufficient slope for operating on typical model track. If the spacing was as per the prototype there would inevitably be some catching. If the modeller wishes to improve this aspect it is a relatively easy task to pare away the spacing disc.

Overall this model is a great addition to infrastructure workings and I can't be alone in hoping that we see a Bogie Bolster E at some point utilising the same underframe. ■



Above right - a spacing disc, apparently inserted to aid running, results in a greater than prototypical gap between the bogie frame and the wagon body.

FACT FILE

MANUFACTURER Kernow Model Rail Centre
MODEL SB006B YCV Turbot Bogie Ballast Wagon number DB978015 Dutch
 SB006H YCV Turbot Bogie Ballast Wagon number DB978488 EWS
PRICE RRP £29.95 each
WORDS & PHOTO-GRAPHS Andy York

datafile

BASICS

Manufacturer: DJModels for Kernow Model Rail Centre
Models Produced: SB006A YCV Turbot Bogie Ballast Wagon number DB978110 Dutch
 SB006B YCV Turbot Bogie Ballast Wagon number DB978015 Dutch
 SB006C YCV Turbot Bogie Ballast Wagon number DB978115 Dutch
 SB006D YCV Turbot Bogie Ballast Wagon number DB978002 Dutch
 SB006E YCV Turbot Bogie Ballast Wagon number DB978105 EWS
 SB006F YCV Turbot Bogie Ballast Wagon number DB978354 EWS
 SB006G YCV Turbot Bogie Ballast Wagon number DB978356 EWS
 SB006H YCV Turbot Bogie Ballast Wagon number DB978488 EWS
 SB006 DUTCH YCV Turbot Bogie Ballast Wagon Bulk Pack (4) - £109.99
 SB006 EWS YCV Turbot Bogie Ballast Wagon Bulk Pack (4) - £109.99
RRP: £29.99
Gauge/Scale: 16.5mm gauge, 1:76 scale 00
Era: 8 to 9
Company/Operator: BR and EWS
Weight: 57g
Chassis: Plastic
Minimum Curve Radius: 438mm (R2)
Wheel Profile: RP25
Couplings: NEM mounted cranked tension loc
Accessories: cosmetic screw-link couplings

BACHMANN LNER 'TEAK' THOMPSON STOCK



Last year saw Bachmann launch its all-new Thompson coach range, with the BR crimson and cream liveried examples. The models were very well received for the accuracy and decoration, achieving a second place in the coaching stock category in the BMRA results to its Birdcage stock; no mean feat.

I know that the team at Barwell went through several iterations of the decoration sample stage to achieve a faux teak finish for the LNER livery versions as delivered in the 1940s. Now happy with the results, the late LNER and early BR modeller has another treat to look forward to.

The steel-sided prototypes had what described as an 'ersatz' teak finish applied by brush to the flat sides to mimic the teak panels of the earlier Gresley stock, which they would initially run with in service. Prototype images show that the finish varied somewhat and heritage repaints show an even greater variety, so it was difficult for Bachmann to determine what to match these to. Even when I've shown initial images of these models to RMweb readers the reactions have ranged right across the board. I feel it's actually a very pleasing effect, the artificial panelled appearance is well captured with different grain directions and intensity. The effect is achieved by tampon printing a lighter grain effect over a darker base layer on the sides and ends of the coaches. At normal viewing this gives a subtle variety to the sides, although our close-up images serve to show how the effect has been achieved.

The decoration of the lettering and numbers with five different colours is particularly neat and vibrant. The metallic printing of the class identification and smoking symbols on the inside of the windows bears very close scrutiny. I'm sure the off-white roof wouldn't have stayed looking like that for long, even the coach sides seemed to dull down and attract dirt a lot in any colour images seen. The 'white-walled' tyres on the russet painted wheels add a touch of post-war glamour and the door furniture is accurately picked out with metallic gold.

The 3rd Brake is still on its way, but I note that it lacks any LNER branding and is numbered E1914, so is appropriate for immediately after nationalisation. A nice follow-up to the initial range launch last year. ■



Two models were supplied for review - to the left, First Class Corridor No.138 and No.1146 Composite Brake on the right.

Tampon printing a lighter faux grain over a darker shade provides a subtle, and rather pleasing effect.



datafile

BASICS

Manufacturer: Bachmann Europe PLC

Models Produced:

34-385 Thompson 3rd Class Corridor in LNER Teak livery No. 1090
34-410 Thompson Composite Corridor in LNER Teak No. 18510
34-435 Thompson Composite Brake in LNER Teak No. 1146
34-460 Thompson 3rd Class Brake in LNER Teak No. E1914
34-485 Thompson 1st Class Corridor in LNER Teak No. 138

RRP: 54.95

Gauge/Scale: 16.5mm gauge, 1:76 scale 00

Era: 3

Company/Operator: NER

Weight: 165g

Body: Plastic

Chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted cranked tension loc

Accessories: Cosmetic buckeye couplings, connecting bars and brake pipes

FACT FILE

MANUFACTURER

Bachmann Europe PLC

MODEL 34-435

Thompson Composite Brake in LNER Teak No. 1146

34-485 Thompson 1st Class Corridor in LNER Teak No. 138

PRICE RRP £54.95 each

WORDS & PHOTO-GRAPHS Andy York

BACHMANN BALDWIN CLASS 10-12 D 4-6-0T

Ready-to-run manufacturers in 4mm scale have faced a dilemma for some time - they are running out of prototypes, or at least prototypes that will have enough appeal to sell in reasonable numbers. Upgrading older models can be popular, but the market wants something new.

Bachmann surprised us four years ago when it announced a range of models in 009 - that is 4mm: 1ft scale running on 9mm (N gauge) trackwork to represent narrow gauge prototypes. To tie-in with the anniversary of the start of WWI, the first locomotive was to be a War Department (WD) Baldwin. These locomotives found homes on many different lines after the hostilities, and an excuse can be made for them to appear pretty much anywhere in the country, in virtually every era.

First Impressions

To differentiate the 009 gauge range from other Bachmann products, a mid-green box is used, but otherwise the packaging is familiar. A clear plastic sleeve retains a clam-shell plastic inner that holds the model securely. Inside are accessories, etched name and works plates.

Extracted from the box, first impressions were surprising. It helps that for review is the pretty Ashover Light Railway edition (maroon and fully lined as opposed to black), but this is a very detailed and surprisingly small model. At 73mm over its buffer beams, it's small compared to 00 gauge locomotives. Running a rule over the model and comparing this with the Roy Link drawing in *Narrow Gauge and Industrial Railway Modelling Review* issue No. 76 shows the dimensions are spot on.

Despite the size, the model is festooned with detail. Behind the vacuum pipes, a balance pipe connects tanks. The smokebox door has the requisite number of rivets. Moving back along the boiler, a baffle is fitted to the back of the chimney. Two domes, the front a sandbox in traditional American style follow,



Definitely the pretty locomotive from the range, the fully lined out Ashover livery is certainly eye-catching.

then a maze of pipework between the tank backs and cab front. All seem firmly fitted and compared to prototype photographs, as close to scale thickness as possible using plastic.

'Peggy' has an open-backed cab, but the closed version is also fitted to the appropriate models. Half-moon shaped shades are fitted above some spectacle plates, however, when you look inside the cab, the window glazing with a single clear moulding is very obvious. This won't be a problem for closed cab variants and those with open cabs can cure the problem with a little matt back paint. The eye is drawn here because of the nicely modelled cab fittings, so the effort of this and adding a crew would be well worthwhile.

Decoration is up to Bachmann's usual standards. The lining is neat and well-applied with sharp paint edges. All panels are lined including the cab front and buffer beams. Brass items are painted but in a realistically dull sheen - nothing gaudy here. Name and works plates are printed, but etched versions are included for modellers who wish to fit them.

Under the footplate

The firms' experience with the Lilliput range of narrow gauge models has paid dividends. Inside the tanks, removed by loosening three pipes and undoing a pair of cross-head screws underneath, is a flywheel-fitted coreless motor. The gear train is arranged inside the firebox driving the rear axle. American prototypes feature bar frames with a large gap between them and the bottom of the boiler. This too is on the model, you have to get down to eye-level to see, but you can't fail to be impressed by the engineering.

An 18-pin DCC socket is fitted, designed around Bachmann's Next-18 decoder, although any Next-18 decoder at 10mm by 20mm or smaller should fit. If you want sound you'll be pleased to know a speaker is integrated. Turning the model on its back reveals

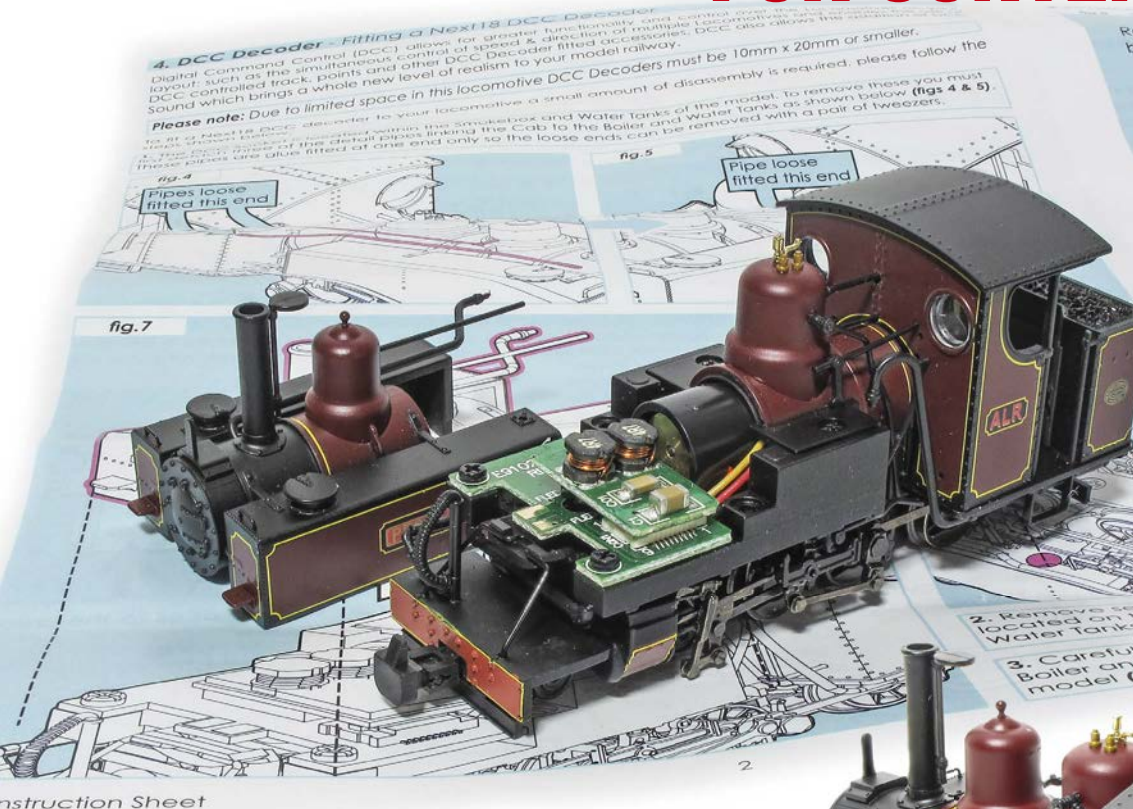
FACT FILE

I MANUFACTURER
Bachmann
I CATALOGUE REF
391-027
I PRICE RRP £144.95
I WORDS Phil Parker
I PHOTOGRAPHS
Andy York

Following American practise, the model has bar frames resulting in lots of correctly modelled open space under the boiler.



CLICK HERE FOR CONTENT



Inside, room for a next-18 decoder. Removable boiler and tanks is a clever move.

another bit of clever engineering. The prototype is a 4-6-0, but this model is a 2-2-6-0. The rear front bogie wheels are firmly attached to the chassis, only the front set swing as a pony truck. Talking to the designer, there was a problem with bogie swing behind the cylinders, so this was the pragmatic solution. The subterfuge isn't apparent from the side and as a bonus, we get an extra set of wheels fitted with pickups.

Running, even straight from the box, is very sweet with a suitably low top speed. Nine inch radius Peco Setrack 009 curves are fine and I suspect you might manage a little tighter if you really need to. The tiny valve gear moves well and seems robust enough to stand up to careful handling and running.

Opinion

If this isn't a very serious contender for model of the year at the next BMRA awards, I'll be astounded. The longer I spend looking at it from every angle, the more impressed I become. It's also a model that 009 modellers have been waiting for. More to the point, many 00 modellers will be considering adding a narrow-gauge feeder line to their layouts.

Most retailers are selling the model for around 20 pounds less than RRP, which seems very reasonable. You don't get a massive model for your money, but it is a real gem. With the Ashover Light Railway coach promised, or already available in kit form from Dundas Models, will there be a rush of 009 gauge layouts? I'd hope so. ■

The open cab cries out for a suitably posed set of crew figures, although it would be a shame to hide the backhead detail.



Peek under the locomotive and you see the trick that Bachmann has employed for the bogie due to restricted clearance behind the cylinders.



The tanks don't reach the cab front, leaving the designer with a very narrow boiler to hide the gear train inside.

datafile

BASICS

Manufacturer: Bachmann

Catalogue Refs:

391-025 - WW1 ROD weathered black
391-025A - No. 542 in WW1 ROD black
391-026 - No. 590 in Welsh Highland Railway black
391-027 - Peggy in Ashover Railway crimson
391-028 - Hummy in Ashover Railway weathered black
391-028A - Bridget in Ashover Light Railway black
391-029 - Glyn Valley Tramway lined black

RRP: £144.95

Gauge/scale: 1:76 Scale

Era: 2-9

Region: All including Europe during WW1

Weight: 83g

Motor: Coreless motor with flywheel

Pickups: All driving wheels and front truck wheel

Accessories: Etched name and works plates, water tank filling hose where relevant

MINIATURE HEROES: THE WD'S 10-12-DS

Ben Jones profiles the US-built narrow gauge 4-6-0PTs that played a vital role in the British Army's battles during the 1914-18 'Great War' – and discovers how some found a new life in Britain afterwards.

The driver of Ashover Light Railway Baldwin 10-12-DS *Hummy*, looks to camera as it hauls a single coach. Date unknown, but the locomotive fell out of use by 1946 and would be scrapped five years later. RAIL ARCHIVE STEPHENSON



Despite its pioneering role in developing light railways across the world, Britain was a relatively late convert to their deployment on the battlefield. Extensive use of light railways to support military action, providing lines of communication between rear bases and battlefields, started after their usefulness had been demonstrated in the American Civil War. Towards the end of the 19th century, the British Army's Royal Engineers developed strategic light railways for use in frontier areas of the British Empire, most notably the North West Frontier of India. In peacetime they also provided new links to open up many rural areas for economic development.

Unlike many previous conflicts, the 1914-18 'Great War' stabilised into 'fronts'

in France and Belgium, where the opposing sides faced each other for many months, fighting from extensive networks of trenches.

Constant shelling from both sides, bad weather and the mass movement of men, horses and heavy equipment turned the fields of Flanders and the Ardennes into an almost impassable morass of sludge, rendering the existing forms of transport – horses, mules and primitive early lorries – almost useless.

Standardisation

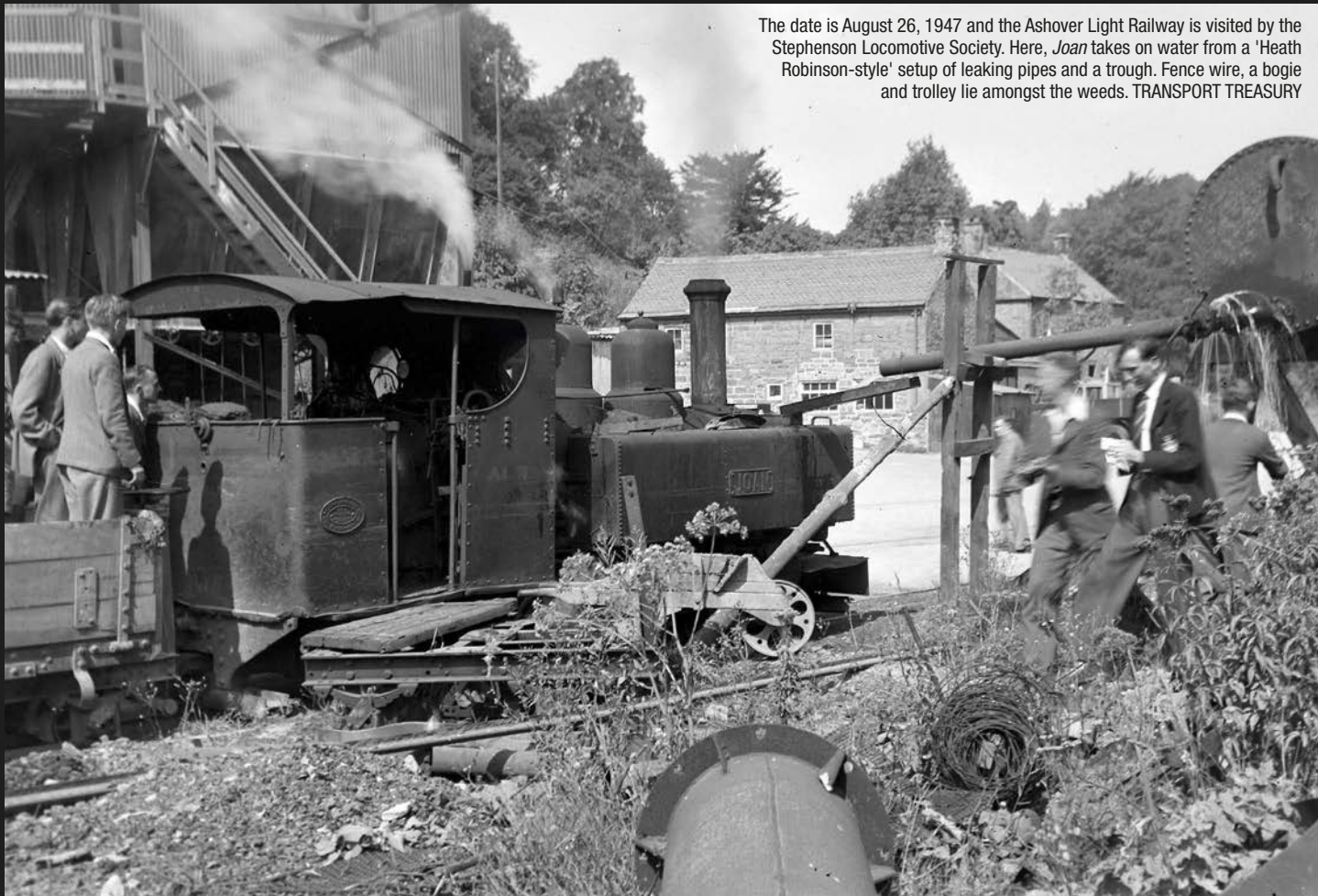
From 1915 onwards, the British War Department Light Railways (WDLR) developed a highly standardised system of field railways, using 4-6-0T steam locomotives for the main lines of communication and 20hp petrol tractors in various forms for movements at the

front. Standard bogie wagons – opens and vans – were built in large quantities to carry everything from munitions to food and, in the opposite direction, casualties of the fighting.

The most numerous and best-known of the WDLR's narrow gauge steam locomotives was the Baldwin 10-12-D 4-6-0PT, 495 of which were built in the USA in just seven months between October 1916 and April 1917. Of those, all but nine locomotives lost at sea during shipment from the USA saw service in Europe and became the WDLR's standard 4-6-0T. Hunslet of Leeds also built a batch of 4-6-0T locomotives to a similar specification, but the British locomotive building industry was already fully engaged and could not match the prodigious output of Baldwin's works in Philadelphia. It manufactured no fewer than 5,551 locomotives – and more than six million artillery shells – for the Allied war effort during the First World War.

As is often the case with locomotives built for war, the 10-12-Ds were simple, robust, quick and cheap to build and easy to maintain in difficult conditions. Their maximum load was only six 10-ton wagons, although this was often considerably reduced by poor track conditions.

Although most were deployed in north-eastern France and Belgium in 1916-18, fighting at locations such as Arras, Passchendaele and Ypres, some of the class found their way to other theatres of war. Baldwin Nos. 45163-222 were renumbered by the War Office to WDLR, Middle East Nos. 581-640 and shipped to Egypt for use in Sinai and Palestine during the 1917 offensive against the Ottoman Empire and German forces. Most remained in the Middle East after the war.



The date is August 26, 1947 and the Ashover Light Railway is visited by the Stephenson Locomotive Society. Here, *Joan* takes on water from a 'Heath Robinson-style' setup of leaking pipes and a trough. Fence wire, a bogie and trolley lie amongst the weeds. TRANSPORT TREASURY

Army Surplus

After November 1918, many of the still-serviceable Baldwins were sold and went on to work in France, Britain and India. Being light, reasonably powerful and cheap to buy and operate, they were ideal for many light railways, which were often lightly-built and perennially on the verge of bankruptcy. The Indian North Western Railway obtained 50 locomotives which became NWR Nos. 1-50.

A small number were brought back to the UK by the War Department and sold to minor railways in England and Wales. At the time, the Baldwins were seen as ideal, affordable replacements for Victorian narrow-gauge locomotives, in some cases dating from the opening of their railways.

The Welsh Highland Railway, linking Porthmadog and Caernarfon in north Wales, was part of the Col. Stephens light railway empire and obtained Baldwin No. 590 to bolster the indigenous fleet, consisting of Vulcan 0-6-4T *Moel Tryfan* and Hunslet 2-6-2T *Russell*. Unfortunately, the new 4-6-0T proved unpopular with crews – being regarded as unreliable and a rough rider with difficult controls and inadequate adhesion. Stephens' plans to buy more Baldwins never

materialised. By 1936 it was out of use at Boston Lodge Works and it was withdrawn a year later when the WHR closed.

Russell and No. 590 were stored in Dinas shed, and when the Second World War broke out they were examined by Ministry of War officials with a view to restoring them to use. Although *Russell* was removed for further use, No. 590 was broken up at Dinas. Despite its unpopularity at the time, a similar Baldwin 4-6-0T was imported from India by

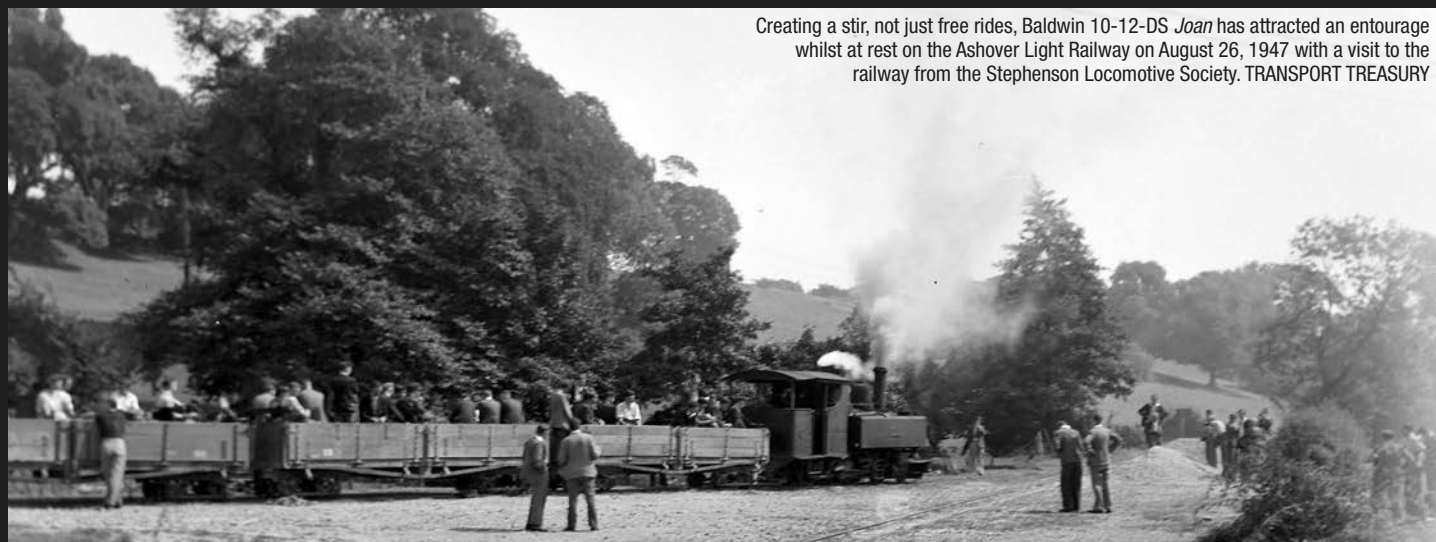
the Welsh Highland Heritage Railway and is currently being restored in Porthmadog to create a replica.

The Glyn Valley Tramway (GVT), which linked quarries in the Ceiriog Valley to the Great Western Railway main line at Chirk, acquired a lone Baldwin 10-12-D in 1921. Works number 45211 of 1917, the locomotive became GVT No. 4 and was obtained primarily to haul freight trains from the granite quarries above Glyn

Looking cleaner than its classmates illustrated on these pages is Glyn Valley Tramway No.4, works number 45211 of 1917.



PROTOTYPE INSPIRATION



Creating a stir, not just free rides, Baldwin 10-12-DS *Joan* has attracted an entourage whilst at rest on the Ashover Light Railway on August 26, 1947 with a visit to the railway from the Stephenson Locomotive Society. TRANSPORT TREASURY

Carrying what appears to be a jack and coupling shackles, *Joan* with a fairly distorted running plate and bent front girder pauses on the Ashover Light Railway. Date unknown. RAIL ARCHIVE STEPHENSON



Ceiriog. GVT passenger trains ceased at the beginning of 1933, followed by freight services in July 1935, and No. 4 was scrapped along with the line's other locomotives a year later.

English narrow gauge

Snailbeach District Railways in Shropshire was another part of the Col. Stephens light railway empire from 1923. Two army surplus Baldwins were acquired to re-equip the line that year, rebuilt to the unusual gauge of 2ft 4in. Built to carry lead ore from mines to a GWR railhead at Pontesbury, on the Shrewsbury-Minsterley branch, it also carried stone in later years, and brought coal from Pontesford up the branch.

Baldwins Nos. 44383 and 44522, built in 1916/17, were acquired from the WDLR and became SDR Nos. 3 and 4. When the lead

mines closed the line lost much of its traffic but was rescued by a new flow of stone from Callow Hill Quarry. However, by 1947 the railway was moribund and all three surviving steam locomotives on the line were unusable. They were cut up at Snailbeach in 1950.

The Ashover Light Railway was a late addition to the ranks of British light railways and operated a passenger service between 1925 and 1936. Four 'army surplus' Baldwins were given the names *Peggy*, *Hummy*, *Joan* and *Guy*, with *Bridget* and *Guy II* arriving later.

Guy was reportedly worn out after being used to haul construction trains on the line and was used as a source of spare parts until broken up in 1939. *Guy II* was out of use by 1936 and scrapped in 1943. *Bridget*, *Hummy* and *Joan* had fallen out of use by 1945, 1946 and 1948 respectively, leaving *Peggy* to

handle the remaining traffic until the line closed March 31, 1950. After a last inspection trip in October of that year, the surviving Baldwins were scrapped in 1951.

Four 10-12-DSs have been preserved. No. 778, the prototype used by Bachmann to research its 4mm:1ft scale model, is active at the Leighton Buzzard Railway in Bedfordshire, while No. 794 is under restoration at the Welsh Highland Heritage Railway in Porthmadog. Both were imported from India. Baldwin works numbers 44657 (WDLR No. 779) and 45190 were imported from the Ryam Sugar Railway in India by the Statfold Barn Railway in 2013 and are awaiting restoration.

Baldwin No. 45215 of 1917 is preserved at the Dreamworld Railway in Queensland, Australia. ■

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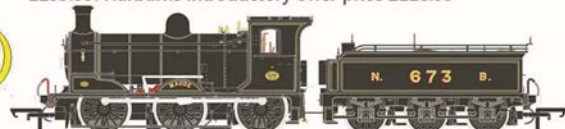
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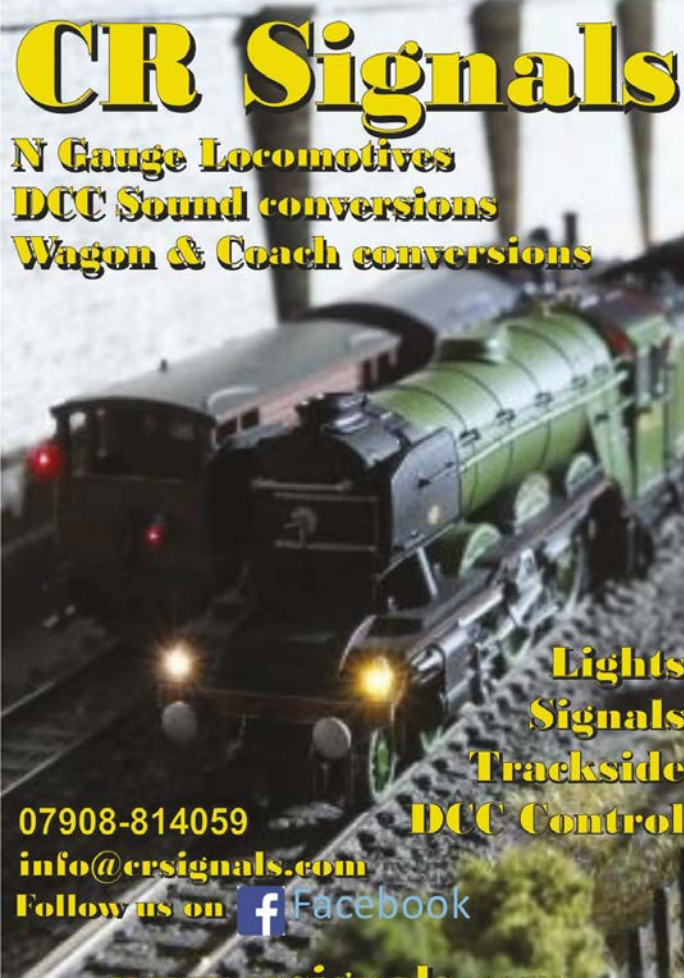
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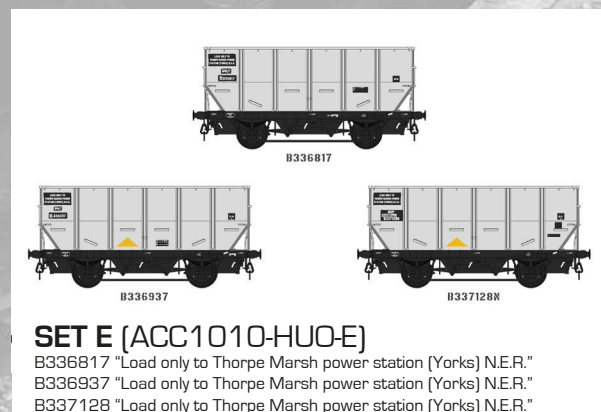
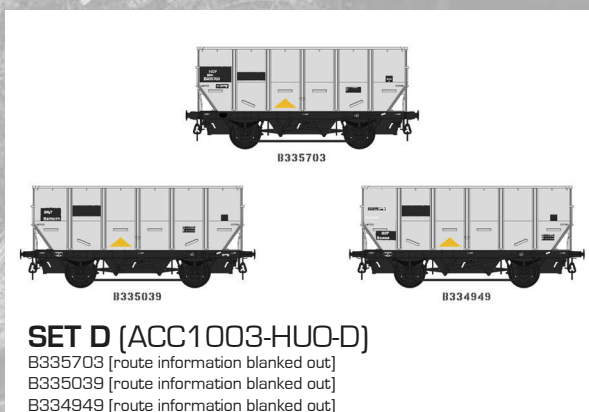
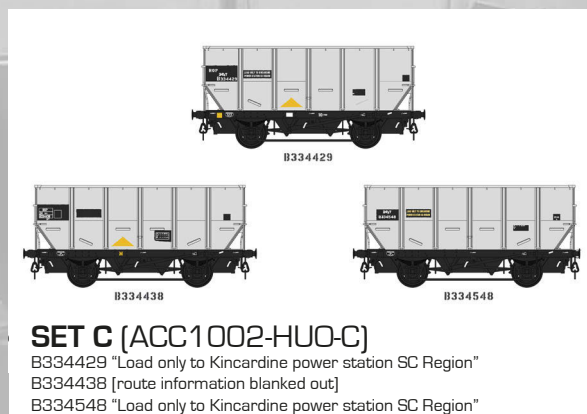
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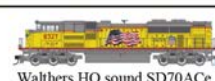
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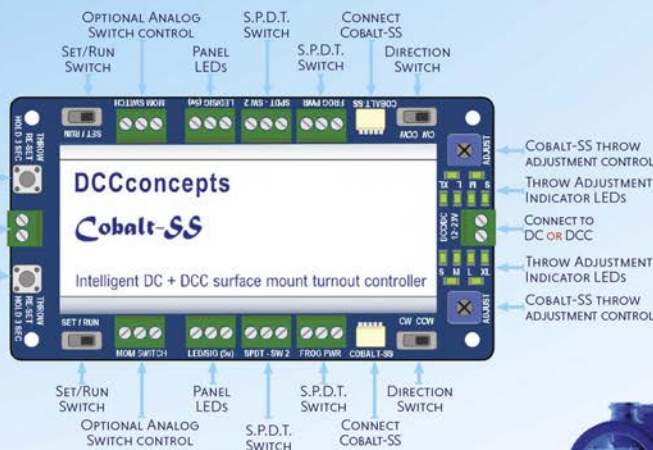
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R3110	61XX BR.....	£78.45
R3074	King GWR (Stamp Collection).....	£112.99
R3318	B17 Gilwell BR Early.....	£121.95
R3380	J15 LNER.....	£96.90
R3381	J15 BR Early.....	£96.90
R3316	Fowler 2P SDJR.....	£87.45
R3329	BR Late S15.....	£123.99
R3327	SR S15.....	£123.99
R3325	J50 BR Early.....	£69.45
R3242A	K1 BR Early.....	£116.95
R3243B	K1 BR Late.....	£116.95
R3395TTS	A4 Mallard.....	£102.25
R3413	S15 Late.....	£119.45
R3463	52XX BR.....	£106.45
R3465	LNER Class N2.....	£82.95
R3356	BR Crosti 9F Weathered.....	£104.45
R3457	SR T9 Olive Green.....	£116.45
R3424	LNER Q6.....	£125.45
R3425	BR Early Q6.....	£125.45
R3411	S.R. S15.....	£125.95
R3419	SR 700 Class.....	£99.45
R3421	BR/E 700 Class.....	£99.45
R3311	BR Schools Westminster.....	£119.45
R3426	BR Late Q6.....	£125.45
R3333	BR Early Adams Radial.....	£107.95
R3334	BR Late Adams Radial.....	£107.95
R3335	LSWR Adams Radial.....	£107.95
R3416	J15 BR Late.....	£99.45
R3415	J15 BR Early.....	£99.45
R3418	K1 BR Early.....	£114.45
R3422	Adams SR.....	£109.45
R3423	Adams BR.....	£109.45
R3499	Hall Class BR Late.....	£72.45
R3414	LNER J15.....	£99.45

R3456	BR N15.....	£137.45
R3468	Battle of Britain.....	£144.45
R3405	J50 LNER.....	£78.50
R3407	J50 BR Early.....	£78.50
R3445	BR W.C. Camelford.....	£147.45
R3453	BR Black 5.....	£134.00
R3432	B12 BR Late.....	£127.95
R3586	Railroad Schools.....	£75.99
R3525	BoB Archibald Sinclair.....	£131.99
R3533	J94 Lord Phil.....	£67.45
R3557	LMS Royal Scot.....	£142.00
R3558	BR Late Royal Scot.....	£134.00
R3559	SR class Q1.....	£89.45
R3560	Q1 BR Late.....	£89.45
R3553	LMS Duchess.....	£159.45
R3385TTS	BR Black 5.....	£169.45
R3559	SR Q1.....	£89.45
R3566	BR Merchant Navy.....	£154.95
R3564	BR 8F with Fowler tender.....	£134.00
R3565	LMS 8F.....	£134.00

TRAIN PACKS & SETS

R3397	LMS Suburban Train pack.....	£220.25
R3302	Return from Dunkirk.....	£229.75
R2815	Southern Suburban Ltd.....	£159.00
R2986	Date with the Duchy.....	£179.90
R3059	Tornado Train Pack.....	£128.45
R3098	BR Tornado.....	£93.45
R3401	The Bristolian.....	£234.45
30-165	The Thanet Flyer Set.....	£152.95
30-285	The Midlander Set.....	£178.45
R1180	Postal Express Set.....	£124.45

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R3340	BR Green 2Hal.....	£119.75
R3353	Sentinel Balfour Beatty.....	£49.45
R3346	Class 92 DB Schenker.....	£70.45
R3161B	SR 2 Bil Green.....	£120.60
R3290A	BR 2 Hal Green.....	£113.90
R2647X	CL56 BR Grey.....	£83.95
R3180	Tarmac Sentinel.....	£44.95
R3268	Class 67 Arriva.....	£122.90
R3283	Bagnall Shunter.....	£25.75
R2962	Cl. 56 BR Grey 'Oystermouth'.....	£96.50
R3261	Class 08 Network.....	£84.45
R3343	Class 08 FGW.....	£104.45
R3342	Class 08 BR.....	£104.45
R3373	NRM Class 71.....	£134.95
R3374	BR Blue Class 71.....	£134.95
R3376	BR Green Class 71.....	£134.95
R3483	Sentinel Crossley.....	£51.45
R3484	Class 08 BR Green.....	£109.45
R3485	Class 08 Laira Blue.....	£109.45
R3585	Class 90 Intercity.....	£75.00
R3394TTS	BR Class 20 Sound.....	£84.45
R3573	Class 66 GBRF.....	£79.45

HORNBY TRACK

R083	Buffer Stop.....	£1.65
R207	Track Fixing Pins.....	£2.50
R394	Hydraulic Buffer.....	£4.95
R600	Straight.....	£1.15
R601	Double Straight.....	£1.85
R605	Double Curve 1st Rad.....	£2.05
R606	Curve 2nd Rad.....	£1.40
R607	Double Curve 2nd Rad.....	£1.95
R608	Curve 3rd Rad.....	£1.65
R609	Double Curve 3rd Rad.....	£2.25
R610	Short Straight.....	£1.10
R614	LH Diamond Crossing.....	£9.25
R615	RH Diamond Crossing.....	£9.25
R617	Uncoupling Ramp.....	£2.60
R618	Double Isolating Rail.....	£6.85
R620	Railer Uncoupler.....	£4.35
R628	Half Curve 3rd Rad.....	£1.80
R643	Half Curve 2nd Rad.....	£1.20
R8072	LH Point.....	£7.95
R8073	RH Point.....	£7.95
R8074	LH Curved Point.....	£12.60
R8075	RH Curved Point.....	£12.60
R8076	Y Point.....	£8.95

R8077	LH Express Point.....	£12.60
R8078	RH Express Point.....	£12.60
R8261	4th radius curve.....	£1.85
R8262	4th radius double curve.....	£2.65

HORNBY TRACK ACCESSORIES

R076	Footbridge.....	£15.10
R169	Junction Home Signal.....	£10.35
R170	Junction Distant Signal.....	£10.35
R171	Single Home Signal.....	£7.95
R172	Single Distant Signal.....	£7.95
R189	Single Brick Bridge.....	£7.95
R406	Colour Light Signal.....	£19.00
R574	Trackside Accessories.....	£12.95
R626	Point Underlay.....	£4.20
R636	Double Level Crossing.....	£20.15
R638	Track Underlay.....	£10.55
R645	Single Level Crossing.....	£12.45
R657	Girder Bridge.....	£13.50
R658	Inclined Pier Set.....	£12.65
R659	High Level Pier Set.....	£6.95
R660	Elevated Track Side Walls.....	£18.95

HORNBY CONTROL EQUIPMENT

R044	Point Switch.....	£8.45
R046	Two Way Switch.....	£8.45
R047	On/Off Switch.....	£8.45
R602	Power Connecting Clip.....	£1.65
R8014	Point Motor.....	£6.75

BACHMANN STEAM LOCOMOTIVES

31-088	BR Black Earl.....	£118.95
31-089	GWR Earl.....	£118.95
32-085	Class 56XX BR.....	£76.45
31-980	Standard 3MT BR.....	£110.45
31-981	Standard 3MT BR.....	£101.95
31-782	Thirstaine Hall.....	£114.70
31-783	Fountains Hall.....	£114.70
35-075	E4 LBSC.....	£93.45
35-076	E4 Southern.....	£93.45
35-077	E4 BR Early.....	£93.45
35-078	E4 BR Late.....	£93.45
31-635	GWR 64XX.....	£72.21
31-001	Robinson BR Late Crest.....	£94.99
31-002	Robinson BR Early Crest.....	£94.99
31-003	Robinson LNER.....	£94.99
31-127	CL3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
31-136DC	D11/2.....	£115.90
31-528A	A2 Pearl Diver.....	£144.45
32-227B	LMS 3F Jinty.....	£72.20
32-235	BR 3F Jinty.....	£80.70
31-628DC	Class 3F BR weathered.....	£93.20
31-931	LMS Compound.....	£112.90
31-933	BR Compound Late Crest.....	£112.88
31-932DC	BR Compound.....	£127.75
31-465	C Class BR.....	£93.46
31-138	D11/2 Black Early.....	£106.20
32-129A	Prairie BR Black.....	£72.20
32-154A	N Class BR Black Withd.....	£99.10
32-233	3F SDJR Blue.....	£62.00
32-828A	Ivatt 2MT BR Green.....	£89.20
31-626A	3F BR Black Early.....	£76.45
32-880	Fairburn LMS.....	£106.20
32-882	Fairburn BR Late.....	£106.20
31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20
31-433	Midland Class 1F LMS.....	£81.55
31-434	Midland Class 1F BR.....	£81.55
31-003A	Robinson LNER.....	£110.45
31-004A	Robinson BR Early.....	£118.95
31-435	1F BR Early.....	£81.55
31-480	G2A LMS.....	£101.95
31-481	G2A BR Early.....	£114.70
31-119	BR Class 4MT Black.....	£135.95
32-279A	LNER Class K3 Black.....	£118.95
31-614	BR Late V3.....	£110.45
31-615	BR Early V3.....	£110.45
32-575A	LMS 4MT.....	£114.70
31-728	GWR City Class.....	£118.95
32-353	4MT BR Green.....	£110.45
32-359A	4MT BR Early.....	£110.45

32-360A	4MT BR Late.....	£110.45
31-635A	64xx GWR.....	£81.55
31-638	64xx BR Green withd.....	£90.05
32-176	BR Crab.....	£123.20
35-051	LMS Coal Tank.....	£101.95
35-052	BR Early Coal Tank.....	£101.95
31-014	Class 7F SDJR Black.....	£125.75
31-015	Class 7F LMS Black.....	£125.75
31-691	Stanier Mogul.....	£135.95

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

32-376A	Class 37 Regional Railways.....	£123.20
31-266	MLV Green with yellow panel.....	£62.45
31-268	MLV NSE.....	£83.26
31-269	MLV Jaffa.....	£83.26
31-327	CL105 BR Green.....	£79.45
31-575	Windhoff MPV NWR.....	£104.00
31-576DC	Windhoff MPV NWR.....	£114.00
31-679	Class 85 Electric Blue.....	£118.95
32-389	Class 37 COLAS.....	£117.25
32-680	Class 45 Blue.....	£101.95
32-786	Class 37 EWS.....	£106.20
32-937	Class 150 Centro.....	£127.45
32-928	Class 150 Sprinter.....	£135.95
31-363	03 BR Blue Withd.....	£76.45
31-364	03 BR Green Withd.....	£76.45
31-365	03 BR Blue.....	£70.50
32-066	Class 43 Pegasus.....	£118.95
32-067	Class 43 Royal Oak.....	£118.95
32-044	Class 20 BR Green.....	£93.45
32-034A	Class 20 BR Green weathered.....	£97.70
32-390	Class 37 Petroleum Sector.....	£101.95
32-981	Freightliner Class 66.....	£127.45
32-982	DRS Class 66.....	£127.45
32-992	Wickhams Trolley Yellow.....	£67.95
32-993	Wickhams Trolley Yellow.....	£67.95
32-068	Class 43 BR Maroon.....	£127.45
31-040	SWT Class 450.....	£271.95
31-041	SWT Class 450 withd.....	£297.45

0 GAUGE

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EVENTS

EXHIBITIONS

APRIL 7

Tring and District MRC - Beacon Rail 2018

Pitstone Memorial Hall, Vicarage Road,
Pitstone, Bedfordshire LU7 9EY
Opening Times: Saturday 1030 - 1630
Prices: Adult £3.00 Concession £3.00
Children £1.50 Family £7.00

APRIL 14

Cambridge Model Railway Exhibition

Village College New Rd, Sawston, Cambs
Opening Times: Saturday 1000 - 1600
(Last Admission 1530)
Prices: Adult £4.50 Concession £3.50
Children £2.00 (under 16) Groups with 2
or more children, 1 child FREE Under 5
FREE Must be accompanied by an adult.
T: 07758577855
W: www.cambridge31a-mrc.org.uk

APRIL 21 - APRIL 22

Liverpool MRS Merchant Taylor's School, The Ian Robinson Sports Centre, Merchant Taylor's School, Liverpool Road, Crosby, Liverpool L23 0QP

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1630
Prices: Adult £5.00 Retired £4.50
Families £12.00 (2+2)
Children under five free

CONTACT US

DIARY DATES are now **ONLINE!**

As of the December 2016 issue
of BRM, only a select number
of Events will be listed within
the magazine. For an extensive
list of all Diary Dates please
visit our website at the address
below.

www.brmm.ag/brmevents

WEBSITE

Enter your event on our
website
www.world-of-railways.co.uk

Closing date for the June
issue is April 23rd

Suitable for disabled visitors.

APRIL 28

Mainly Narrow Gauge Manchester 2018

The Garratt Suite, First Floor, Museum
of Science & Industry, Liverpool Road,
Manchester, M3 4FP
Opening Times: Saturday 1000 - 1700
Prices: Adult £6.00
Child £4.00 (under 11 Free)

MAY 06

Bredgar & Wormshill Open Day Model Railway Show

The Warren, Swanton Street, Bredgar,
Sittingbourne, Kent ME9 8AT
Opening Times: Sunday 1030 - 1630
Prices: Adult £10.00
Child £4.00 (4-15)
Under 4 Free
Family £25.00 (2+3)

MAY 12 - MAY 13

Mickleover Model Railway Group - Derby Model Railway Exhibition

The Roundhouse, Roundhouse Road,
Pride Park, Derby, Derbyshire DE24 8JE
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1630
Prices: Adult £8.00 Under 14s free
(when accompanied by an adult)
T: 07973 640746

OTHER EVENTS

MAY 04

Great Eastern Model Railway Goes Scenic

199 Plumstead Road, Norwich, NR1 4AB
Opening Times: Friday 1000 - 1500
T: 01603 431457

MAY 05 - MAY 07

Heritage Steam Gala

Bressingham Steam Museum,
Nr Diss, Norfolk
Opening Times:
Saturday/Sunday/Monday
T: 01379 686900
W: www.bressingham.co.uk

MAY 20

Buckinghamshire Railway Centre Diesel Day

Station Road, Quainton,
Nr Aylesbury, Buckinghamshire
HP22 4BY
Opening Times:
Sunday 1030 - 1700
T: 01296 655720

JUNE 09 - JUNE 10

West Somerset Railway Diesel Gala

West Somerset Railway, Minehead,
Somerset TA24 5BG
Opening Times: Various
Prices: £26.00 Day Rover on the Day
Rover Ticket **T:** 01643 704996

TRAIN & TOY FAIRS

APRIL 02

Toy & Train Fair - Bridgnorth

Leisure Centre, High Town,
Bridgnorth, Shropshire WV16 4ER
Opening Times: Monday 1030 - 1500
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

APRIL 05

Joe Lock Toy & Train Fair - Theydon

Bois The Village Hall, Coppice Row,
Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100
Prices: Admission £1 **T:** 07866 641215

APRIL 08

Barry Stockton Train & Toy Collectors Fair - Haydock Park Racecourse

The Exhibition Centre, Haydock Park
Racecourse, Warrington Road,
Newton-le-Willows, Merseyside
WA12 0HQ **Opening Times:** Sunday
1030 - 1430 **Prices:** Adult £2.00 Child
£0.50 **T:** 0151 334 3362

APRIL 15

Reading Vintage Toy Fair & Exhibition

Rivermead Leisure Complex, Richfield
Avenue, Reading, Oxfordshire RG1 8EQ
Opening Times: Sunday 0830 - 1500
Prices: Early Ent 0830 £10.00
0930 £7.00 1030 - 1500 £4.00
1030 - 1500 £8.00 Family
Accom Children under 14 Free
T: 01270 652773 Tony Oakes

APRIL 21

Toy & Train Fair - Chester

Plas Newton Lane, Chester,
Cheshire CH2 1PR **Opening Times:**
Saturday 1030 - 1430 **Prices:** Admission
£2.00 **T:** 01270 652773 Tony Oakes

APRIL 28

Toy & Train Fair - Worcester

Perdiswell Leisure Centre,
Bilford Road, Worcester, Worcestershire
WR3 8DX
Opening Times:
Saturday 1030 - 1400
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

Bluebell Railway

The Station, Station Approach, Horsted
Keynes, Haywards Heath, West Sussex
RH17 7BB
Opening Times:
Saturday 1000 - 1600
Prices: Admission Platform ticket,
or free with train travel ticket
or Bluebell membership card
T: 07866 641215

APRIL 29

Barry Stockton Train & Toy Collectors Fair - Port Sunlight

Hulme Hall, Port Sunlight, Wirral,
Merseyside CH62 5DH
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00
Child £0.50
T: 0151 334 3362

Jim Corr Toy & Train Fair - Chester-le-Street

Park View School,
Lombard Drive, Chester-le-Street,
Co Durham DH3 4BB
Opening Times:
Sunday 1000 - 1500
Prices: Early Ent £5.00
Adult £3.00
OAP/Child 2.00
T: 07504 035955

MAY 06

Ray Heard Train & Toy Fair

- Newton Abbott,
The Racecourse,
Newton Road, Kingsteignton,
Newton Abbott, Devon TQ12 3AF
Opening Times:
Sunday 1000 - 1530
Prices: Admission £2.00
T: 01823 480097

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 Saturday 5th May 10am - 6:30pm
 Sunday 6th May 10am - 5pm

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Bideford,

Devon

EX39 5HW

Closing date for advanced ticket

applications Fri 27th April 2018

or in person at

Modelmania, Bristol

Cheltenham Model Centre

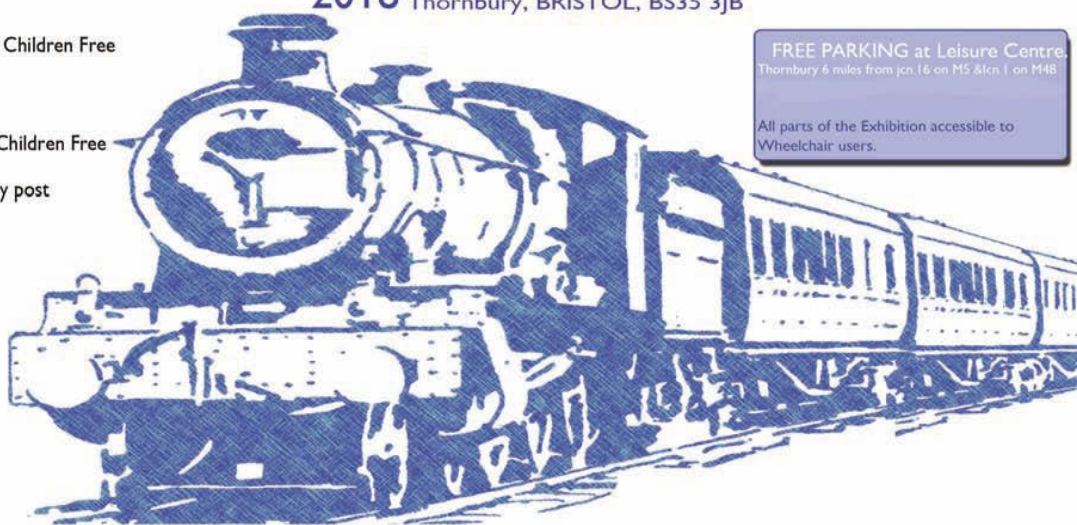
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INTRODUCING THE NEW, FREE,

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BRMEXPRESS

BRM Express is our new monthly bulletin. Delivered on the last Friday of every month, it's full of exciting features for railway modellers...

Phil's Blog

I'm always out and about enjoying our hobby and I'll bring you behind the scenes photos from exhibitions, attractions and events. Next month you'll find out why I had to keep my hands firmly in my pockets at SAS Auction services recent sale, you'll see what it's like being transported like a letter on Mail Rail and you'll enjoy all the fun of the show at the London Festival of Railway Modelling.



Breaking news

Sometimes major news breaks after the magazine has gone to print. There's no need to wait until the next issue to read it, as we'll bring it to you electronically.

How to

You'll get a great modelling project each month, with step-by-step instructions to help you enhance your layout.



Picture of the month

Howard trawls the BRM picture gallery to bring you a stunning shot from the archives.z

First looks

BRM has the best reviews, but we always start with a quick look at what's in the box. First impressions count and you can now see ours. We give locos a quick run, poke around in kits and fiddle with tools.

Reader Offers

We'll be putting together some cracking packages, but you might need to get in quick to take advantage.

Handy Hints

Quick and clever ideas to make modelling easier for you.

Friday Funny

Do you think we get everything right first time when shooting our DVDs? No chance. Now our video team gets revenge by editing the out-takes for your entertainment. Howard the street dancer? Andy York fondling some sensuous curves? Oh yes...



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Mainly Narrow Gauge Manchester 2018

Saturday
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10am-5pm



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Squires will be exhibiting at the following shows in 2018 –

Diary updated as bookings are confirmed.

Mar 31 - April 2 - YORK Model Railway Show, The Knivesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10 - 5, Monday 10 - 4.30. Coming to York Show? Why not try Sunday??? or Monday??? The show is less busy - See more of the layouts AND a lot easier to get to our stand!! :-)) **Plenty of FREE Parking**

April 7 - NORWICH Model Railway Exh, Hellesdon High School, NR6 5SB. Sat 10 - 4.30pm.

April 14/15 CORSHAM Trainwest 2018 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**

April 14/15 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. PLENTY OF FREE PARKING

April 21/22 - BANGOR Co. Down. North Down Model Railway Society Model Railway Exhibition, Bangor Grammar School, Gransha Road, Bangor, Co. Down, BT19 7QU. Sat 10-5, Sun 12-5.

April 28/29 - SUTTON COLDFIELD MR Exh, Bishop Walsh School, Wyld Green Road, Sutton Coldfield, B76 1QT **Plenty of FREE Parking** Sat 10-5, Sun 10-4.30. SCRS 50th Anniversary.

May 4 - 6 - The 50th Bristol Model Railway Exh The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Friday 1pm - 7pm, Sat 10 - 6.30pm, Sun 10 - 5pm. Coming to Bristol Show? Why not try Saturday??? or Sunday??? The show is less busy

May 12 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30. *FREE entry to ALSRM Members*

May 19 LITTLEHAMPTON South Downs 7mm NGA Group SWING Model Railway Exhibition, The Littlehampton Academy, Fitzalan Rd, Littlehampton, W/Sussex BN17 6FE 10-4.30. 10th Anniversary - New Venue - plenty of FREE Parking www.swing.model-railway.org.uk

June 2 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, DN4 7PD. Sat 10 - 4.00.

June 2/3 - SHILDON Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm. *Free Car Parking & Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-))

June 9/10 - GLASGOW 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*

June 23/24 - PERTH Model Railway Exh, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5

July 14/15 - BARRY & PENARTH Model Railway Exhibition - Clubs 40th Anniversary. St Cyres School, Sully Road, Penarth, Vale of Glamorgan, CF64 2XP. Saturday 10 - 5, Sunday 10-4.30.

July 28/29 - North Shields RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. NE29 9PU Sat 10-5, Sun 10-4.30.

Aug 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD Saturday 10 - 5pm Sunday 10-4.30pm. **Plenty of FREE Parking.**

Aug 11 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 - 5pm ***Plenty of FREE Car Parking on site!***

Aug 11/12 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Sept 1/2 - TELFORD GUILDEX 2018, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Saturday 10 - 5, Sunday 10 - 4.

Sept 22/23 - HALIFAX M/R Ex, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10 - 5.

Oct 6/7 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. *Free Car Parking and Free Entry to Museum & Exhibition - Yes that's Free Entry!!!!* :-))

Oct 13/14 - ALDERSHOT Farnham MRC 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30. www.farnhammrc.org.uk

Nov 3/4 - ANGEMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH, Sat 10-5 Sun 10-4 *Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!**

Nov 10/11 - TELFORD IPMS SCALE MODEL WORLD 2018 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10-6, Sun 10-4.00 FREE Entry for IPMS Members.

Nov 16-18 - WAKEFIELD 57th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30

Nov 17/18 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10 - 5, Sun 10 - 4. **5th Year at this NEW VENUE**

Nov 24/25 - BIRMINGHAM Warley National Model Railway Exhibition, Hall 5, NEC Birmingham B40 1NT. Saturday 9.15 - 6pm, Sunday 9.15 - 5pm. www.warley-mrc.org.uk

EXHIBITIONS & SHOWS IN 2019

Jan 26/27 - KENDAL Model Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Feb 22-24 - GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW

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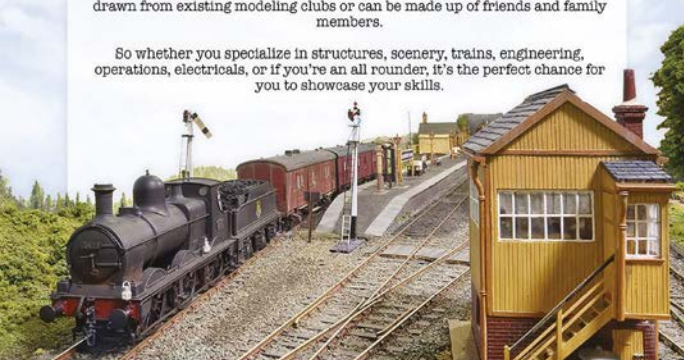
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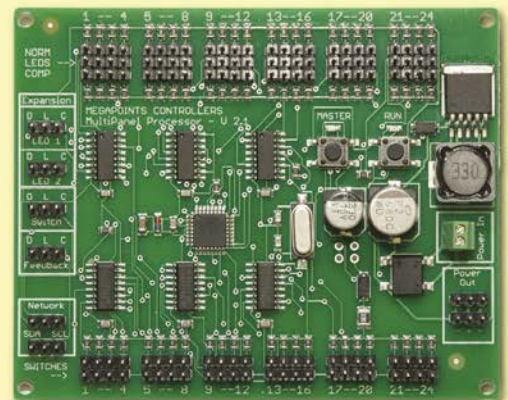
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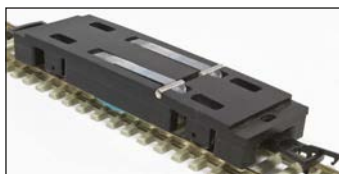
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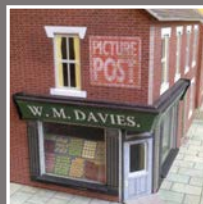
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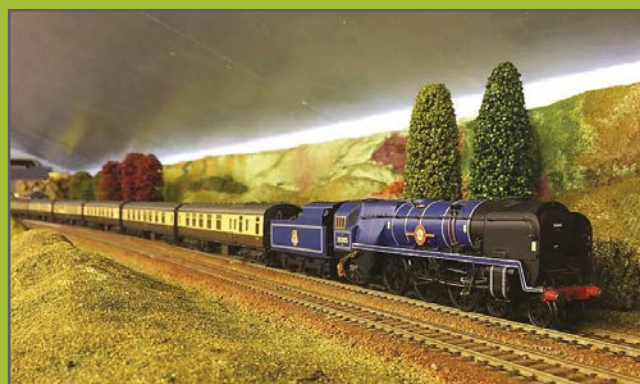
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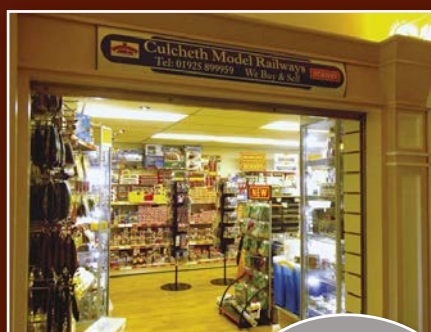
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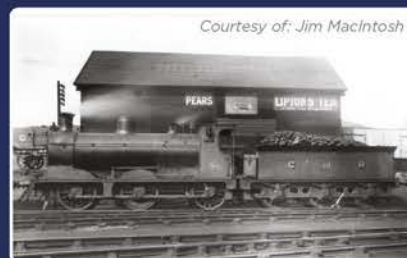
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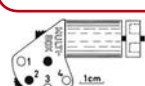
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TAIL LAMP

How we can encourage more youngsters to investigate the railway modelling pastime, wonders North Norfolk Railway's Education Manager, Daisy Robinson.

We all love our hobbies. They fulfil many things for many people, and frankly we can't understand why more folks don't get the same kick out of the subject as us. So it is for collectors and makers of model railways, and the answer is 'get them young'.

It should be easy! Children are inundated with trains from an early age. Peppa Pig has a land train, Sylvanian Families have their own train, 'Thomas' has numerous locomotive friends, both steam and diesel, The Polar Express, the Railway Children, and train sets still rate on the nation's top ten Christmas gifts. 'Train mania' is everywhere.

The railway preservation movement is certainly doing its bit; they have trains, the real thing, and many heritage lines and museums also have working model railways in a variety of scales. Not only this, but some, through specialist education departments teach thousands of young visitors about the life and history of all aspects of the amazing railway world.

Some of these organisations, such as the North Norfolk Railway, run active Young Volunteer Clubs, encouraging a new generation of 'train buffs' to get involved, setting days aside for younger enthusiasts to have hands-on experience of 'big trains' and the opportunity to run some of the model sections on their own. So why are there not more young people involved in railway modelling? Moreover, what can we do about it?

For me, the picture simply has to be bigger. If we want to encourage a new generation of modellers, as many people as possible involved in the hobby need to be out there helping to make it happen. Model manufacturers could be looking at the model kits they create too. Are there entry level starter kits suitable for a younger modeller, do they all require a degree in engineering to build, and does the cost of kits make the hobby unobtainable for some younger enthusiasts?



A young visitor tries out the controls to a 00 gauge A4 Class live steam locomotive, during a BRM show.

Modelling magazines could produce a 'Junior Club' edition with age appropriate projects, 'the history of', articles, challenges and competitions. Children love winning things. You would have to have been living in a cave for the last 60 years not to remember writing poems, stories and answering questions just to win a 'Blue Peter' badge.

But, at the end of the day the best people to encourage the 'new kids on the block' are those makers and collectors out there asking "How can we get younger people interested in our hobby?" Those of us on the rock face can make the biggest impact.

Approach local schools and take exhibition layouts to show-and-tell sessions. Borrow the school hall for the weekend to set out your club's display and offer the children a 'have a go' day. Think about the shop brand created specifically for the 'War Gaming' hobby – never has model painting been so popular. We should be tapping into

this enthusiasm, so start a junior section in your modelling club and be there helping the younger members to build and work on themed projects. Encourage them, bring the hobby to life and make it real. ■



Daisy Robinson in period costume during one of the North Norfolk Railway's themed events. LEIGH CAUDWELL

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Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Mk2f coaches & DBSO	hattons.co.uk/mk2f	from £46.71	Mar 2013							

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Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge 50t Warwell Wagon	hattons.co.uk/ogaugeww	from £85	Oct 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							Due 20th Mar
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							Due 9th Apr
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£600 (EST)	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hltachi IEP Class 800	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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Information correct at the time of going to press on 09/03/18.