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IN THIS EPISODE...

Andy York and Phil Parker take to the road for a trip to Pendon Museum where they discover what it takes to build and maintain the numerous attractions on display.



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THE CONVERSATION.



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PLAY

Contents | February 2018

LAYOUTS

22 THE CLYDACH RAILWAY (009)
Richard Holder's sunny scene is packed with seaside details, but his realistic water will really whet your modelling appetites.

38 REDFORD JUNCTION (3MM)
Paul Hopkins contributed a single board to a club project, although this soon became a rather more substantial undertaking.

60 BRINKLOW (N)
Milton Keynes MRS' adaptable layout offers a wealth of running options, as club member Wayne Webb explains.

74 BOSTCROFT (00)
A fine debut from Stephen Mullen, whose modesty only adds to the interest.

PRACTICAL BRM

48 BUILD A GROUNDED GOODS VAN

Kevin Phare shows how you can use an old or broken wagon to fill an awkward corner on your layout.

54 GOING UNDERGROUND
Howard Smith recreates a London Underground scene within the confines of an 8" cakebox.

68 BRM PROJECT LAYOUT – PART TWO

Phil Parker tangles with the electrics, starts on the scenery and kit-bashes a special control panel!

82 PRINT-AT-HOME CARD KITS
Printable card kits are a great way to fill your layout. Michael Russell shares a few tips for getting the best results.

NEWS AND REVIEWS

90 NEWS
The Warley show is a fabulous showcase for new products. Here are the highlights.

95 NEW MODELS
Oxford's triple wagon pack, Hatton's Andrew Barclay and more.

97 NEW GEAR
We have hand-painted figures, new digital signals and other items incoming.

98 BACHMANN BIRDCAGE
Andy York appraises the latest livery of this attractive coaching stock.

99 CEMENT BUBBLE
A splendid depiction of this bulbous Irish wagon, and there's good news for modellers nationwide too.

101 ON THE WAGONS
Phil Parker examines Bachmann's D Class Open Bogie in WD and Welsh Highland liveries, and Bogie Ambulance Van.

FEATURES

34 CAKEBOX CHALLENGE
With cakeboxes popping up all over the place, here are some scrumptious selections that caught our eye.

50 INTERVIEW – LITTLE LAYOUT COMPANY
BRM meets the team behind this diminutive but surprisingly prolific outfit.

58 MIND THE GAP
Howard Smith delves into the useful details of London Underground stations.

86 DISHING THE DIRT
Pip Dunn analyses prototypical weathering from all eras, and Howard shows how you might model them.

130 MY MODELLING MONTH
Phil Parker experiments with new water products for his aquatic diorama.

146 TAIL LAMP
Why don't more RTR locos run smoothly out of the box? asks Michael Russell.

82



54

38



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101



On this month's new format DVD:
Andy York and Phil Parker take a road trip to the Pendon Museum

48



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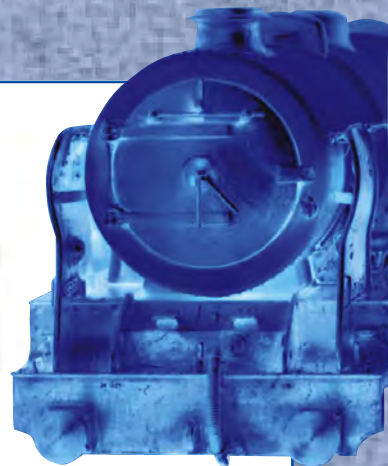
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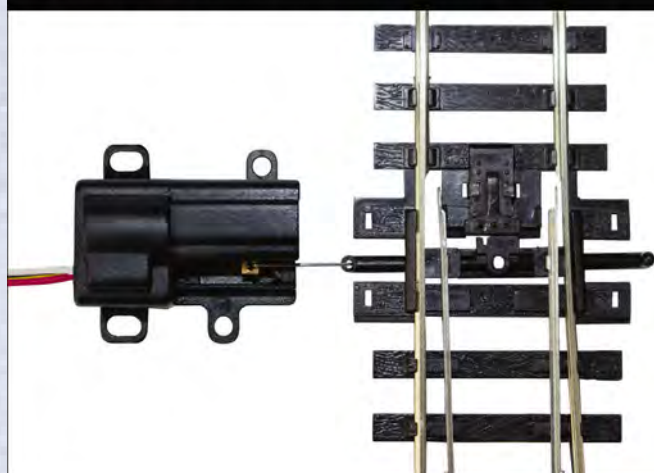
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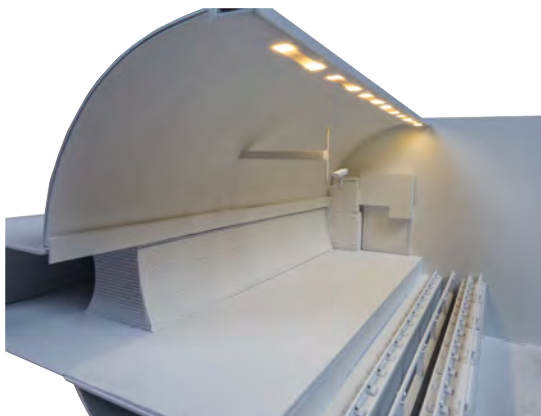
Here's me being scanned by Modelu. Watch out for mini-me in a forthcoming diorama project.



Editorial schedules tend to work out of step with the Gregorian calendar. It's the end of November as I write this introduction to our February issue, which you are most likely reading in January – and so it goes. A very happy 2018 to you, anyway, and I hope that yours is profitable and productive

Aside from editorial deadlines, there are some dates that we just don't miss. I'm talking about Warley, of course, this year's big show being my first. I'd been warned that it might be a bit of an endurance test for exhibitors, but, with a day that was spent chatting to readers, traders, layout owners and budding cakebox challengers, I wish I'd had even more time there. In the quiet words of Arnold Schwarzenegger, I'll be back, but next time I'm going for the entire weekend.

Speaking of cakeboxes, our little challenge has gone viral. In a good way, you understand, but it's



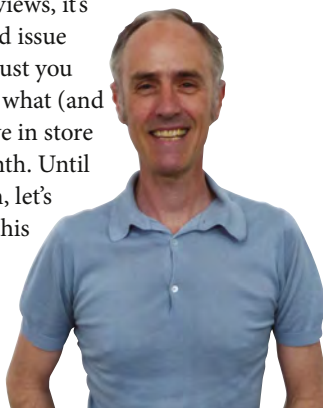
broken out of RMWeb, where the number of entries is mounting weekly, and cakeboxes have been turning up in the wild ever since. One chap who came to our Warley stand had even found a way to double the available space by building into the lid – apparently that's okay, says Phil – but make sure that you swing by the dedicated pages on RMWeb to see many other promising and inspiring 'boxes in development.

Back to this issue and I urge you to take a look at our latest DVD, where we've altered the format slightly. We kick off the new regime with a 'road trip' to Pendon. I use the term advisedly, since a good portion entails Phil Parker and Andy York trying not to crash a company vehicle as they chat and identify various points of interest en route. Once there, the lads enjoy a privileged tour of this celebrated museum, including an exclusive glimpse behind the scenes. Think 'Top Gear', but better – obviously – and we'd take Phil and Andy over Clarkson & Co. any day of the week!

You'll also find a FREE 16 page mag that's packed with weathering advice to get your modelling year off to a flying, and suitably filthy start. Our thanks to Grimy Times for all their help in creating this supplement.

Otherwise, I'm really pleased that we have the gorgeous 'Clydach Railway' as our lead layout. This sunny scene is a very welcome reminder of the warmer months, but there's cracking modelling throughout and some of the best water effects I've ever seen. We have a number of practicals for you try too, including a pair of eminently digestible projects from Kevin Phare, a printable card kit tutorial from Michael Russell and the latest developments on the BRM layout front. A special mention too for Howard's London Underground cakebox on page 54, which is shaping up very nicely – *pictured left*.

All told, and bearing in mind all the latest news and reviews, it's a very packed issue indeed, but just you wait and see what (and who) we have in store for next month. Until then, though, let's get on with this one... ■



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BRM MARCH ISSUE ON SALE
FEBRUARY 1 - SEE P139

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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ISSN 0968-0764

PRINTING

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

Ideas for contributions should be sent in outline form to the Editor for consideration. Please clearly mark all material with your name and address, and include sufficient postage if you require material to be returned. Views expressed by contributors are not necessarily those of the Editor or Publisher. From time to time Warners lend reputable companies the names and addresses of readers who have responded to offers, services and competitions organised by BRM.

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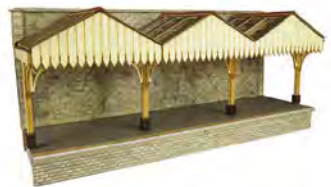
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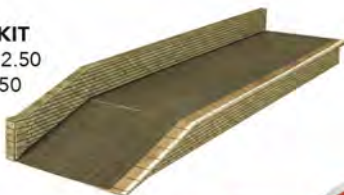


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The first freight train travelling between China and the UK arrived on the 18th January 2017 at DB Cargo UK's London Eurohub terminal in Barking. The train is operated by the InterRail Group in Switzerland, on behalf of China Railway subsidiary CRIMT. Various freight railways handle traction along the 12,000 kilometre route; DB Cargo is responsible for the section from Duisburg to London via the Channel Tunnel. The train originated in Yiwu in the eastern Chinese province of Zhejiang. It reached London in around 18 days, making it twice as fast as transport by sea. The train was loaded primarily with textiles and other consumer goods. The 34'x40' containers required are specially approved for the Channel Tunnel. The UK is just the latest destination added to the China-Europe rail link.

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Available August



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H4-P-005 - 1555 in SR black with Egyptian lettering

H4-P-006 - 1558 in SE black with sunshine lettering

H4-P-007 - 31027 in BR black with early emblem

H4-P-008 - 31323 in BR black with late crest

H4-P-009 - "Pioneer II" in Bowaters Paper Mill green

H4-P-010 - "Pride of Sussex" in Robertsbridge Flour Mill green

H4-P-011 - 27 "Primrose" in Bluebell Railway lined black (1960s)



H4-P-012 - 323 "Bluebell" in Bluebell Railway lined blue (2010s)

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H4-AB14-004 - 14" 1863 in Caledonian Railway lined blue

H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

H4-AB16-002 - 16" 2043 'No.6' in NCB green

H4-AB16-003 - 16" 2226 "Katie" in lined maroon

H4-AB16-004 - 16" 1964 in CPC UK blue

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H7-A3-002 4472 "Flying Scotsman" in LNER grass green

H7-A3-007 60103 "Flying Scotsman" in BR green with late crest

Unstreamlined Non-Corridor Tender Variants:

H7-A3-003 2745 "Captain Cuttle" in LNER black

H7-A3-004 60072 "Sunstar" in BR Express blue

H7-A3-005 60035 "Windsor Lad" in BR green with early crest

H7-A3-006 60077 "The White Knight" in BR green with late crest



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Streamlined Corridor Tender Variants:

H7-A4-001 2509 "Silver Link" in LNER silver

H7-A4-005 4464 "Bittern" in LNER garter blue

H7-A4-007 60012 "Commonwealth of Australia"

in BR green with early crest

Streamlined Non-Corridor Tender Variants:

H7-A4-002 4468 "Mallard" in LNER garter blue (1938 condition)

H7-A4-003 4468 "Mallard" in LNER garter blue (as preserved)

H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest

Unstreamlined Corridor Tender Variants:

H7-A4-004 4489 "Dominion of Canada" in LNER garter blue

with steel numbers/letters

H7-A4-006 60007 "Sir Nigel Gresley" in BR express blue

H7-A4-008 60009 "Union of South Africa"

in BR green with late crest

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H7-WW-701 - MS.1 in WD Livery (GWR registered)

H7-WW-702 - WW.55 in WD livery (LMS registered)

H7-WW-703 - WD livery (LNER registered)

H7-WW-704 - MODA95560 in MOD 1970s olive

H7-WW-705 - M360333 in BR grey

H7-WW-706 - M360329 in BR brown

H7-WW-707 - ADRW96501 in BR Engineers yellow

Gloucester GPS Bogies:

H7-WW-708 - MODA95511 in MOD 1970s olive

H7-WW-709 - MODA95537 in MOD 1990s olive

H7-WW-710 - MODA95536 in MOD 2000s olive



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H4-RHTT-001 'Sandite' with 2 wagons and sandite modules

H4-RHTT-002 'Water Jet' with 2 wagons and water jetting modules

H4-RHTT-003 Additional 'Water' wagon with 3 water modules



Weathered

H4-RHTT-004 'Sandite' with 2 wagons and sandite modules - weathered



H4-RHTT-005 'Water Jet' with 2 wagons and water jetting modules - weathered

H4-RHTT-006 Additional 'Water' wagon with 3 water modules

FEA Intermodal Wagon

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H4-FAE-001 6410xx in Freightliner green

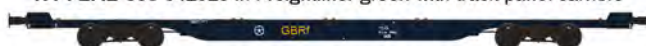
H4-FAE-002 6410xx in Freightliner green

H4-FAE-003 6410xx in Freightliner green

H4-FAE-004 6410xx in Freightliner green



H4-FAE-005 641015 in Freightliner green with track panel carriers



H4-FAE-001 6406xx in GBRf blue

H4-FAE-002 6406xx in GBRf blue

H4-FAE-003 6406xx in GBRf blue

H4-FAE-004 6406xx in GBRf blue



H4-FAE-005 6409xx in GBRf/Metronet yellow with track panel carrier

H4-FAE-006 6409xx in GBRf/Metronet yellow with track panel carrier

H4-FAE-007 640931xx in TransPlant yellow

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples
O Gauge 200 Wagon Vagon	hattons.co.uk/OGauge200	£85	Oct 2016				
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015				
SECR P Class 0-5-0T	hattons.co.uk/secr	£99	Sep 2017				
Andrew Barclay 14" & 16" 0-4-0T	hattons.co.uk/barclay	£99	Sep 2017				
Bellbrook ZZA Dropplough	hattons.co.uk/bellbrook	£43	Oct 2016				
O Gauge Class A314	hattons.co.uk/recordbreakers	£750	Aug 2016				
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	Item £115	Nov 2017				
FEA Intermodal Wagons	hattons.co.uk/FEA	from £52	Nov 2017				

Keep up to date with all of our projects at:

www.hattons.co.uk/projectupdates

2018 Product Range Announcements



Sunday 7th January 2018



www.hattons.co.uk/bachmann2018

The full ranges will be available to view and pre-order on the dates shown above.



Monday 8th January 2018



www.hattons.co.uk/hornby2018

www.hattons.co.uk/preorder

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



R3454 Castle Class 4-6-0 5076 'Drysylwyn Castle' in GWR Green (Hor).....£140



R3292 Class of Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor).....£26



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 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel).....£124



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



1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel).....£124



1324 Class 1366 0-6-0PT 1368 in BR black late crest (Hel).....£124



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ).....£99



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



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ).....£99



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

31-441DC Class 2MT Ivatt 2-6-2 41291 in BR lined black late crest - DCC Fitted (Bac).....£131.71



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).....£118.96



R3277 Class 38xx 4-4-0 'County Of Devon' in Great Western Railway green - Railroad range (Hor) (RRP £89.99) BARGAIN.....£80



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £49.99) BARGAIN.....£25



R3455 Class 4000 Star 4-6-0 4013 'Knight of St Patrick' GWR Green (Hor).....£127



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (RRP £119.99) BARGAIN.....£82



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



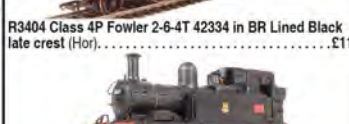
R3170 Class 49xx 4-6-0 4901 'Adderley Hall' GWR Green - Railroad range (Hor).....£87



R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in BR Green late crest - Railroad range (Hor) (RRP £94.99) 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).....£144



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99) BARGAIN.....£45

R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor).....£119

H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ).....£99

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



31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac).....£127.46



31-187DS Class 5XP Jubilee 4-6-0 5588 'Kashmir' in LMS crimson welded Stanier tender - DCC sound fitted (Bac).....£203.95



R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (Hor) (RRP £181.99) BARGAIN.....£109



R3410 Class 6000 King 4-6-0 6025 'King Henry III' in BR Blue early emblem (Hor) (RRP £181.99) BARGAIN.....£109



31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac).....£90.05



31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac).....£81.55



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac).....£81.55



R3278 Class 6P Patriot 4-6-0 45518 'Bradshaw' in BR Green early crest - Railroad range (Hor).....£64.80



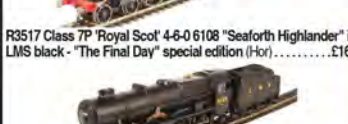
R3420 Class 700 'Black Motor' 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) BARGAIN.....£69



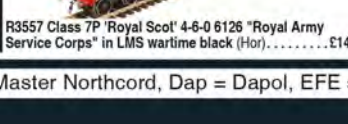
R3421 Class 700 'Black Motor' 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) BARGAIN.....£69



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) NEW.....£123



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



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



R3553 Class 8P Princess Coronation 4-6-2 6231 'Duchess of Atholl' in LMS Crimson Lake (Hor).....£161



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (RRP £109.99) BARGAIN.....£55



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER Green TTS Sound - Railroad range (Hor) (RRP £134.99) BARGAIN.....£85



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £109.99) BARGAIN.....£58



31-531 Class A2 4-6-2 60536 'Timbush' in BR lined green early emblem (Bac) (RRP £179.95) BARGAIN.....£121



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



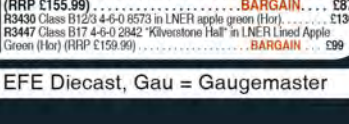
R3371 Class A4 4-6-2 4468 'Mallard' in LNER garter blue - Railroad range (Hor).....£74.06



R3441 Class A4 4-6-2 4499 'Sir Murrough Wilson' in LNER wartime black (Hor) (RRP £164.99) BARGAIN.....£109



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

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R3004 Class B17 4-6-0 61631 "Serby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £7931-137A Class D11/2 4-4-0 6401 "James Fitzjames" in LNER black (Bac) **NEW** £144.46
R3235 Class D16/3 "Claud Hamilton" 4-4-0 E2524 in early BR Black (Hor) (RRP £109.99) **BARGAIN** £73R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99) **BARGAIN** £99R3495 Class D49/1 4-4-0 62760 "The Colswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £59
35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95) **BARGAIN** £8035-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) **BARGAIN** £80

31-321DS Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted (Bac) £203.96

R3414 Class J15 0-6-0 5444 in LNER Black (Hor) (RRP £126.49) **BARGAIN** £79
R3416 Class J15 0-6-0 65464 BR Black late crest (Hor) (RRP £126.49) **BARGAIN** £79
R3529 Class J15 0-6-0 7942 in LNER black (Hor) **NEW** £108R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.49) **BARGAIN** £69

R3533 Class J94 0-6-0ST "Lord Phil" in lined green - as preserved (Hor) £72

R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £159.99) **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) £119
R3542 Class Q6 Fowler 0-6-0 63427 BR black early emblem (Hor) **NEW** £132R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) **BARGAIN** £88R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) **BARGAIN** £89

R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor) £69.50



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black - as preserved (Bac) £101.96



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) £101.96



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



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) £118.96



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) £110.46



R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor) £144

32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21
R3500 The Sir Nigel Gresley Collection (Hor) £480R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £46.99) **BARGAIN** £31**NEW**32-254A WD Austerity 2-8-0 77003 in LNER plain black (Bac) **NEW** £135.96**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

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

R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (RRP £44.49) **BARGAIN** £30

R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor) £280

Diesel locos10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (RRP £105) **BARGAIN** £94
R3343 Class 08 0-6-0 shunter 08822 "John" in First Great Western (Hor) (RRP £119.99) **BARGAIN** £96

R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118

1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £721604 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

2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £612662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £612813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) **NEW** £110**NEW**2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered (Hel) **NEW** £119**NEW**2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel) **NEW** £110**NEW**2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) **NEW** £119

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) £99



32-781B Class 37/0 37041 in BR blue - split headcode (Bac) £117.26



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



32-389 Class 37/4 37421 in Colas Rail (Bac) £117.26



32-378A Class 37/4 37422 "Robert F. Walker" Regional Railways (Bac) £123.21



32-390 Class 37/7 37706 "Condor" in Railfreight Petroleum (Bac) £101.96



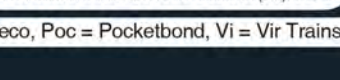
32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound fitted) (Bac) £123.21



32-482 Class 40 97407 "Aureol" in BR blue - weathered (Bac) £131.71



32-483 Class 40 D338 in BR Green small yellow panel (Bac) £118.96

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) £127.46

Prices valid until 31/01/18

All prices correct
when going to press.
Errors excepted.



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor).....£144
5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel).....£125



32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac).....£212.46



32-756 Class 57/6 57603 "Tintagel Castle" in GWR (2015) green (Bac).....£131.71



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor).....£149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac).....£208.21



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac).....£142.76



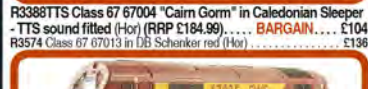
32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac).....£132
32-981 Class 66 66416 in Freightliner Powerhaul (Bac).....£131.71



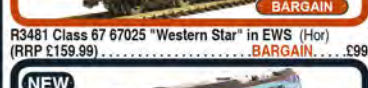
R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99).....BARGAIN.....£99



R3388TTS Class 67 67004 "Calm Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99).....BARGAIN.....£104
R3574 Class 67 67013 in DB Schenker red (Hor).....£136



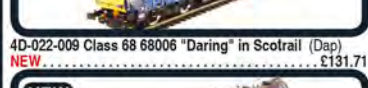
R3481 Class 67 67025 "Western Star" in EWS (Hor) (RRP £159.99).....BARGAIN.....£99



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



4D-022-009 Class 68 68006 "Daring" in Scotrail (Dap) NEW.....£131.71



4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap) NEW.....£131.71



4D-022-011 Class 68 68010 "Oxford Flyer" in Chiltern Railways (Dap) NEW.....£131.71
4D-022-012 Class 68 68015 in Chiltern Railways (Dap) NEW.....£131.71
31-588 Class 70 70005 Powerhaul in Freightliner (weathered) (Bac).....£127.46



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel).....£155



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac).....£67.96



R3373 Class 71 E5001 in BR Green (Hor).....£127.50



OO71-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hattons (DJ).....£139.95
7605 Class 76 EM1 Woodhead electric 29020 in BR black early crest - gloss finish as preserved - Ltd Ed for Olivias Trains (Hel).....£160
7602 Class 76 EM1 Woodhead electric E29049 in BR blue - Ltd Ed for Olivias Trains (Hel).....£160



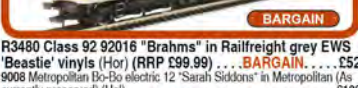
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) BARGAIN.....£79



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



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99).....BARGAIN.....£52
9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel).....£108



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



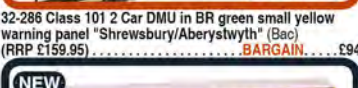
32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) (RRP £159.95) BARGAIN.....£89



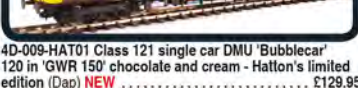
32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95).....BARGAIN.....£94



4D-009-HAT01 Class 121 single car DMU "Bubblecar" 120 in GWR 150' chocolate and cream - Hattons' limited edition (Dap) NEW.....£129.95



4D-009-HAT02 Class 121 single car DMU "Bubblecar" 121032 in Arriva Trains Wales - Hattons' limited edition (Dap) NEW.....£129.95



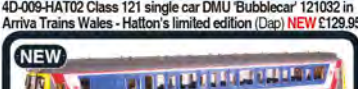
4D-009-HAT03 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hattons' limited edition (Dap) NEW.....£129.95



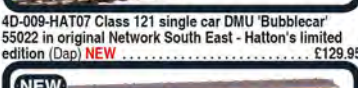
4D-009-HAT04 Class 121 single car DMU "Bubblecar" 121020 in Chiltern Railways blue - Hattons' limited edition (Dap) NEW.....£129.95



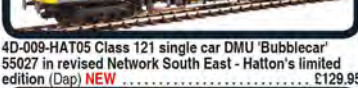
4D-009-HAT05 Class 121 single car DMU "Bubblecar" 55027 in original Network South East - Hattons' limited edition (Dap) NEW.....£129.95



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



4D-009-HAT07 Class 121 single car DMU "Bubblecar" 960011 in Railtrack blue and green - Hattons' limited edition (Dap) NEW.....£129.95



4D-009-HAT08 Class 121 single car DMU "Bubblecar" 960012 in Railtrack blue and green - Hattons' limited edition (Dap) NEW.....£129.95



4D-009-HAT09 Class 121 single car DMU "Bubblecar" 960013 in Railtrack blue and green - Hattons' limited edition (Dap) NEW.....£129.95



4D-009-HAT10 Class 121 single car DMU "Bubblecar" 960014 in Railtrack blue and green - Hattons' limited edition (Dap) NEW.....£129.95



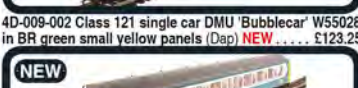
4D-009-001 Class 121 single car DMU "Bubblecar" W55020 in BR green speed whiskers (Dap) NEW.....£123.25



4D-009-002 Class 121 single car DMU "Bubblecar" W55021 in BR green small yellow panels (Dap) NEW.....£123.25



4D-009-003 Class 121 single car DMU "Bubblecar" W55022 in BR blue & grey (Dap) NEW.....£123.25



4D-009-004 Class 121 single car DMU "Bubblecar" W55023 in BR blue (Dap) NEW.....£123.25



4D-009-005 Class 121 single car DMU "Bubblecar" W55024 in BR blue & grey (Dap) NEW.....£123.25



4D-015-001 Class 122 Gloucester RCW "Bubblecar" single car DMU 55002 in BR blue & grey (Dap).....£123.25



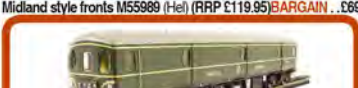
4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap).....£123.25



4D-015-005 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55007 in BR green small yellow panels (Dap).....£123.25
8920 Class 128 DPU 5591 in BR blue yellow ends "Parade Service" (Hel) (RRP £119.95).....BARGAIN.....£59



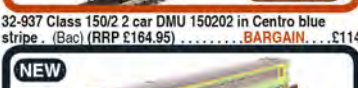
8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) BARGAIN.....£69



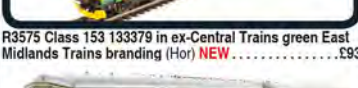
8990 Class 128 DPU in BR green speed whiskers & Midland style fronts M55987 (Hel) (RRP £119.95).....BARGAIN.....£69



32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe - (Bac) (RRP £164.95).....BARGAIN.....£114



R3575 Class 153 133379 in ex-Central Trains green East Midlands Trains branding (Hor) NEW.....£93



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 shirtboard emblem (Dap).....£123.25
4D-011-004 Streamlined Railcar 8 in GWR lined chocolate and cream - Twin Cities crest - DCC Fitted (Dap) NEW.....£142.70
4D-011-002D Streamlined Railcar W10 in BR lined chocolate and cream - DCC Fitted (Dap) NEW.....£142.70



4D-011-002D Streamlined Railcar W10 in BR lined chocolate and cream - DCC Fitted (Dap) NEW.....£142.70



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



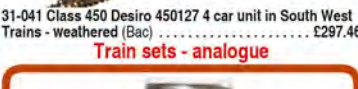
R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99).....BARGAIN.....£62



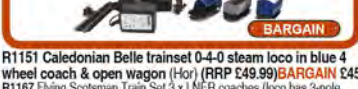
31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac).....£271.96



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac).....£297.46



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) BARGAIN.....£45
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 8-pole motor) (Hor).....£130



R1180 GWR Postal Express train set - operating travelling post office (Hor).....£70



R1215 Hornby Junior Train Set - "Express Train" - battery powered (Hor).....£34

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DCD-MGS-RG 2-aspect R/G ground signal Alpha Mimic control board - Pack of 12 (DCC) **NEW** £85
 DCD-GS-BR 2-aspect R/W LMS / BR ground signal - Pack of 12 (DCC) **NEW** £86
 DCD-MGS-BR 2-aspect R/W LMS / BR ground signal Alpha Mimic control board - Pack of 12 (DCC) **NEW** £85
 DCD-GS-MG 2-aspect R/W modern ground signal - Pack of 12 (DCC) **NEW** £86
 DCD-MGS-MG 2-aspect R/W modern ground signal Alpha Mimic control board - Pack of 12 (DCC) **NEW** £85
 DS2L One Touch two aspect distant signal left hand feather indicator (green/yellow) - DCC fitted (Tra) **NEW** £32.40
 DS2R One Touch two aspect distant signal right hand feather indicator (green/yellow) - DCC fitted (Tra) **NEW** £32.40
 4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
 4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Buildings - general

44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13



44-265 Low Relief Block of flats (Bac) £36
 (RRP £62.95) **BARGAIN**

Man-made scenic structure - non-railway
 44-016 Fuel Storage Tanks (Bac) £33.96

Bridges, Tunnels & Walls
 R8008 Grand suspension bridge (Hor) £39
 P0244 Retaining wall in red brick - 4 sections per pack - card kit (Mot) £11

People - civil
 36-408 12 x Sealed Coach Passengers (Bac) £11.50

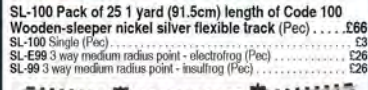


36-047 Locomotive staff x 6 (Bac) £8.46

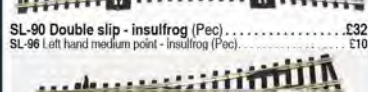
Track - Code 100 Setrack
 ST-241 Setrack No 2 radius left handed point insulfrog (Pec) £9
 ST-240 Setrack No 2 radius right handed point insulfrog (Pec) £9

Track - Code 100 Streamline
 PECO Streamline HO/OO 1700mm (Bac) £10

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-E98 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-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-E95 Right hand medium point - electrofrog (Pec) £10
 SL-95 Right hand medium point - insulfrog (Pec) £10
 SL-91 Right hand small point - insulfrog (Pec) £9.50

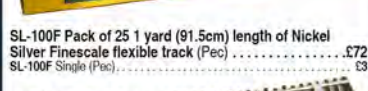
Track - Code 75 Finescale



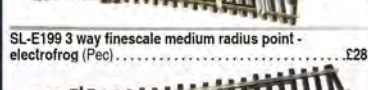
SL-108F Box of 25 1 yard (91.5cm) length of Code 75
 Wooden-sleeper nickel silver flexible track (Pec) £100
 SL-108F Single (Pec) £4.50



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel
 Silver Finescale flexible track (Pec) £72
 SL-100F Single (Pec) £3



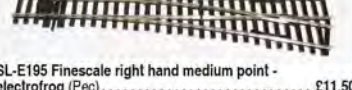
SL-E199 3 way finescale medium radius point -
 electrofrog (Pec) £28



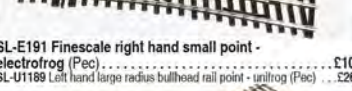
SL-E192 Finescale left hand small point -
 electrofrog (Pec) £10



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

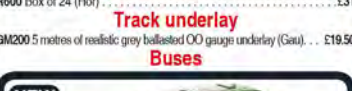
R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
 R8090 Pack of 24 (Hor) £79
 R8095 Circle of 8 1st radius double curve (8 make a circle) (Hor) £2.40
 R8095 Single (Hor) £2.40
 R807 2nd radius double curve track (8 make a circle) (Hor) £2.25
 R807 Circle of 8 (Hor) £18
 R807 4th radius Standard Curve Track (ST-235 x 8) (Pec) £16
 R8262 Double 4th radius curve (8 make a circle) (Hor) £3
 R8074 Left hand curved point (Hor) £14



R8072 Left Hand Standard Point (Hor) £9
 R803 Long Straight - 670mm (Hor) £3
 36-603 Long straight track nickel silver (same as R803) (Bac) £3
 36-603 Box of 10 (Bac) (RRP £35) **BARGAIN** £24.80
 R8073 Right hand Express point (Hor) £14.50
 R8073 Right Hand Standard Point (Hor) £9
 R821 Single 970mm length of flexible track (Hor) £3
 R821 Pack of 24 (Hor) £66
 R800 Standard Straight (Hor) £1.35
 R800 Box of 24 (Hor) £31

Track underlay
 GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50

Buses



7681002 Beadle Integral Maidstone & District (Oxi) **NEW** £15.50



76SB001 Saro Bus Ribble (Oxi) £15.50



76SET17E 5-piece Land Rover collection (Oxi) **NEW** £22.50



76AMZ002 Aston Martin DB4GT Zagato 2 VEM Jim Clark Goodwood 1961 (Oxi) **NEW** £5
 76AMZ002 Aston Martin V12 Vanquish S Lightning Silver (Oxi) **NEW** £5
 76HST002 Humber Snipe Tractor Victory Car General Montgomery (Oxi) **NEW** £5.50

Commercial vehicles



76SCT005 Eddie Stobart Car Transporter - Christina Frances (Oxi) £27
 76T026 Ford Transit LWB High Network Rail Speed Camera (Oxi) £5
 76FB003 Fowler B81 Ploughing Engine No.15436 Princess Mary (Oxi) £14



76R0R003 Land Rover Defender 110 posable rail wheels - "British Rail" - non-motorised (Oxi) £6.50



76R0R002 Land Rover Defender 110 posable rail wheels - "Network Rail" - non-motorised (Oxi) £6.50
 76LR2S002 Land Rover Series II SWB Carries British Rail (Oxi) **NEW** £5

76LR2S003 Land Rover Series II SWB Hard Top Post Office
 Telephones (Oxi) **NEW** £5



76TCAB008 Scania T Cab 3 Axle Nootboom Semi Low Loader Sandy Kydd (Oxi) **NEW** £19.50



76VOL01ST Volvo FH3 3 Axle Nootboom Semi Low Loader Stobart (Oxi) **NEW** £19.50



76VOL4004 Volvo FH4 (G) Tipper Wains Transport (Oxi) £19

Military ground vehicles

76QLT003 Bedford QLT 1st Polish Arm. Div. Netherlands 1944 (Oxi) **NEW** £15.50



76CHT002 Churchill Tank MkIII 1st Canadian Army Bgd Dieppe 1942 (Oxi) £11

N Gauge

Steam locos

372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) (RRP £169.95) **BARGAIN** £119
 372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika Line' BR green early emblem (Gra) (RRP £169.95) **BARGAIN** £119



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96



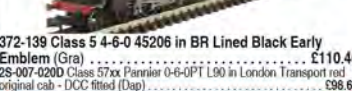
372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra) (RRP £119.95) **BARGAIN** £84



372-654 Class 4MT Standard 2-6-0 76063 in BR lined black late crest (Gra) (RRP £129.95) **BARGAIN** £89



372-139 Class 5 4-6-0 45206 in BR Lined Black Early Emblem (Gra) £110.46
 28-007-020D Class 57xx Pennine 0-6-0PT L90 in London Transport red original cab - DCC fitted (Dap) £98.65



372-800A Class A1 4-6-2 60163 'Tornado' BR lined Brunswick green (Gra) (RRP £169.95) **BARGAIN** £113



372-800B Class A1 4-6-2 60163 'Tornado' in BR Express blue (as preserved) (Gra) £144.46



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) (RRP £169.95) **BARGAIN** £94



372-008 Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances (Dap) £128.83



372-008-008 Class A4 4-6-2 4468 'Mallard' in LNER garter blue valances (Dap) £128.83



372-008-002 Class A4 4-6-2 4498 'Sir Nigel Gresley' in LNER blue double chimney - as preserved (Dap) £122

2S-008-011 Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances (Dap) £128.83



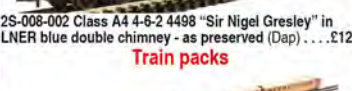
2S-008-008 Class A4 4-6-2 4468 'Mallard' in LNER garter blue valances (Dap) £128.83



2S-008-002 Class A4 4-6-2 4498 'Sir Nigel Gresley' in LNER blue double chimney - as preserved (Dap) £122



2S-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - light bars fitted (Dap) £198.90



2S-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap) £198.90



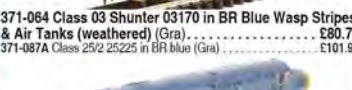
371-064 Class 03 Shunter 03170 in BR Blue Wasp Stripes & Air Tanks (weathered) (Gra) £80.71
 371-087A Class 25/2 25225 in BR blue (Gra) £101.96



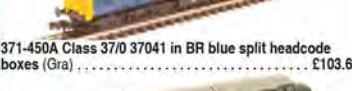
371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) £103.66



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66



371-171 Class 37/4 37421 in Colas Rail Freight (Gra) £103.66



371-182 Class 40 40159 in BR Blue (Gra) **NEW** £118.96



371-180 Class 40 D211 'Mauretania' in BR green (Gra) £118.96



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46



371-877A Class 108 2-car DMU in BR blue & grey (Gra) £144.46



GMS007 'Railway Renewals' starter train set - Dapol Class 66 66711 'Seneca', three IOA wagons and oval of Kato track control (Gau) £212



371-171 Class 37/4 37421 in Colas Rail Freight (Gra) £103.66



371-182 Class 40 40159 in BR Blue (Gra) **NEW** £118.96



371-180 Class 40 D211 'Mauretania' in BR green (Gra) £118.96



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370-130 The Night Mail train set Class 47 and Mk1 post coaches (Gra) £169.95



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £185

Coaches

374-655E BR Mk1 SK Second Corridor M24032 in Blue & Grey (Gra) £25.46
 2P-012-252 Pack of six Mansell coaches in SR olive green (Dap) £116
 374-827B Stanier Brake 3rd in BR maroon (Gra) NEW £25.46
 374-825B Stanier Brake 3rd in LMS crimson lake (Gra) NEW £25.46
 374-842B Stanier Vestibule 3rd in BR maroon (Gra) NEW £25.46

NEW



374-840B Stanier Vestibule 3rd in LMS crimson lake (Gra) NEW £25.46

Wagons

377-553 31 Tonne ghw Bass ZDA Dropside Open Wagon Red/Grey Weathered (Gra) NEW £16.96
 377-551B 31T OCA dropside open wagon in red/grey (Gra) NEW £16.96
 2F-013-061 4-wheel Gunpowder van 62139 Southern Railway (Dap) NEW £8.50
 2F-013-062 4-wheel Gunpowder van 62139 Southern Railway (Dap) NEW £9.50
 377-329 Conflat (no container) in BR blue (Gra) NEW £11.86
 377-345 Conflat un-vented alloy BA container (Gra) NEW £13.56
 377-346 Conflat vented alloy BA container (Gra) NEW £13.56

NEW



DJM-N-RS-100013A Mermaid side tipping ballast wagon ZJV DB989097 in Civil Engineers 'Dutch' grey and yellow (DJ) NEW £18.50
 DJM-N-RS-100013B Mermaid side tipping ballast wagon ZJV DB989117 in Civil Engineers 'Dutch' grey and yellow (DJ) NEW £18.50
 DJM-N-RS-100013C Mermaid side tipping ballast wagon ZJV DB989366 in Civil Engineers 'Dutch' grey and yellow (DJ) NEW £18.50
 DJM-N-RS-100013D Mermaid side tipping ballast wagon ZJV DB989364 in Civil Engineers 'Dutch' grey and yellow (DJ) NEW £18.50

NEW



377-731 SPA wagon (without steel coils) in Network Rail yellow (Gra) NEW £17.81

Spares



SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50
 ST-15 No.2 radius double curve (Pec) £1.50

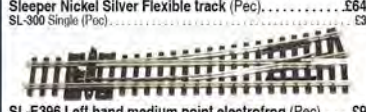


ST-6 Setrack left hand point insulfrog (Pec) £8.50
 ST-3 Setrack right hand point insulfrog (Pec) £8.50
 SL-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
 SL-300 Single (Pec) £3

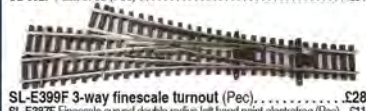


SL-E396 Left hand medium point electrofrog (Pec) £9
 SL-E396 Left hand medium point insulfrog (Pec) £9.50
 SL-E396 Right hand medium point insulfrog (Pec) £9.50

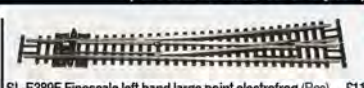
Track - Code 55 Finescale



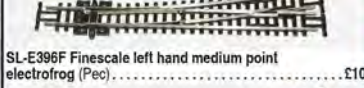
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver Flexible Wooden Sleeper track (Pec) £84
 SL-300F Single (Pec) £3
 SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
 SL-302F Pack of 30 (Pec) £91



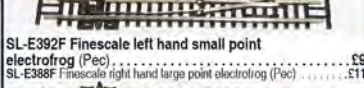
SL-E399F 3-way finescale turnout (Pec) £28
 SL-E397F Finescale curved double radius left hand point electrofrog (Pec) £11
 SL-E398F Finescale curved double radius right hand point electrofrog (Pec) £11
 SL-E399F Finescale double slip insulfrog (finescale only) (Pec) £36



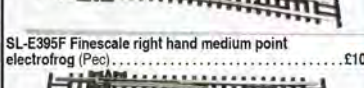
SL-E389F Finescale left hand large point electrofrog (Pec) £11



SL-E396F Finescale left hand medium point electrofrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9
 SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9
 SL-E383F Finescale scissors crossover electrofrog (Pec) £61

Buses



NSET003 5 Piece N Gauge Set Southdown (Oxt) £27



NWFA001 Weymann Fanfare South Wales (Oxt) NEW £6



NCT005 Citroen 2CV Plum/Custard (Oxt) NEW £3.50

Commercial vehicles



NSHL02WF Scania Highline Walking Floor Stobart Biomass (Oxt) NEW £11.50

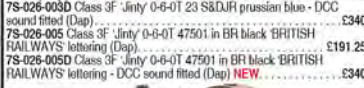
Public Service vehicles

NPB005 Commer PB van - 'London Fire Brigade' (Oxt) NEW £4.50

O Gauge (1:43 Scale)

Steam locos

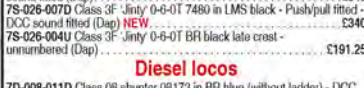
7S-026-002D Class 3F 'Jinty' 0-6-0T 16554 late LMS black - DCC sound fitted (Dap) £340



7S-026-003 Class 3F 'Jinty' 0-6-0T 23 in S&DJR prussian blue (Dap) £191.25
 7S-026-003D Class 3F 'Jinty' 0-6-0T 23 S&DJR prussian blue - DCC sound fitted (Dap) £340
 7S-026-005 Class 3F 'Jinty' 0-6-0T 47501 in BR black BRITISH RAILWAYS lettering (Dap) £191.25
 7S-026-005D Class 3F 'Jinty' 0-6-0T 47501 in BR black BRITISH RAILWAYS lettering - DCC sound fitted (Dap) NEW £340



7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) £191.25
 7S-026-004D Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest - DCC sound fitted (Dap) £340
 7S-026-007D Class 3F 'Jinty' 0-6-0T 7480 in LMS black - Push/pull fitted - DCC sound fitted (Dap) NEW £340
 7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) £191.25



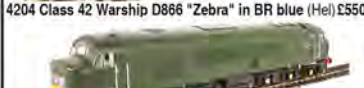
7D-008-011D Class 09 shunter 06173 in BR blue (without ladder) - DCC sound fitted (Dap) £340



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



4204 Class 42 Warship D866 'Zebra' in BR blue (Hel) £550



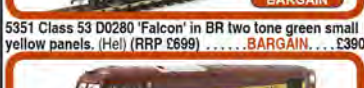
4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) £550



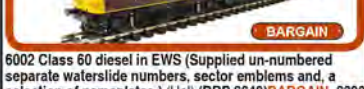
5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) BARGAIN £390



5351 Class 53 D0280 'Falcon' in BR two tone green small yellow panels. (Hel) (RRP £699) BARGAIN £390



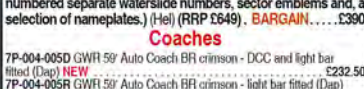
6002 Class 60 diesel in EWS (Supplied un-numbered separate waterside numbers, sector emblems and, a selection of nameplates.) (Hel) (RRP £649) BARGAIN £390



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterside numbers, sector emblems and, a selection of nameplates.) (Hel) (RRP £649) BARGAIN £390



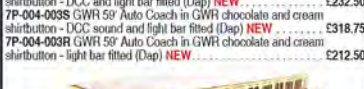
7P-004-005D GWR 59' Auto Coach BR crimson - DCC and light bar fitted (Dap) NEW £232.50
 7P-004-005G GWR 59' Auto Coach BR crimson - light bar fitted (Dap) NEW £212.50
 7P-004-001 GWR 59' Auto Coach GWR chocolate and cream crest - DCC sound and light bar fitted (Dap) NEW £170
 7P-004-001S GWR 59' Auto Coach in GWR chocolate and cream no insignia - DCC and light bar fitted (Dap) NEW £232.50
 7P-004-004S GWR 59' Auto Coach in GWR chocolate and cream no insignia - light bar fitted (Dap) NEW £318.75
 7P-004-004D GWR 59' Auto Coach in GWR chocolate and cream no insignia - light bar fitted (Dap) NEW £212.50
 7P-004-003D GWR 59' Auto Coach in GWR chocolate and cream shirbutton - DCC and light bar fitted (Dap) NEW £232.50
 7P-004-003S GWR 59' Auto Coach in GWR chocolate and cream shirbutton - DCC sound and light bar fitted (Dap) NEW £318.75
 7P-004-003R GWR 59' Auto Coach in GWR chocolate and cream shirbutton - light bar fitted (Dap) NEW £212.50



7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream twin cities crest (Dap) £170
 7P-004-002D GWR 59' Auto Coach in GWR chocolate and cream twin cities crest - light bar fitted (Dap) NEW £212.50



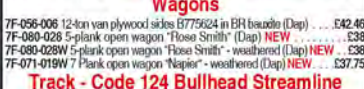
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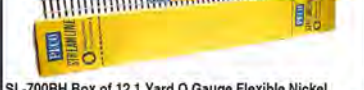
7P-004-002R GWR 59' Auto Coach in GWR chocolate and cream twin cities crest - light bar fitted (Dap) NEW £212.50



7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream twin cities crest - light bar fitted (Dap) NEW £212.50



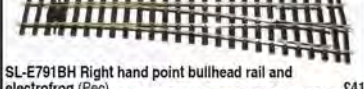
7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream twin cities crest - light bar fitted (Dap) NEW £212.50



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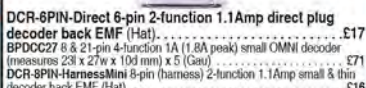
7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream twin cities crest - light bar fitted (Dap) NEW £212.50

7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream twin cities crest - light bar fitted (Dap) NEW £212.50

38-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bat) £15.73
 38-557 Pack of 5 (Bat) (RRP £32.50) BARGAIN £70
 X8659 4-pin DCC decoder for Sentinel and Peckett locos (H) £12



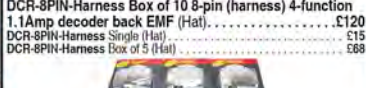
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
 BPDC27 6 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 28 x 27mm x 103mm x 5 (Gau) £71
 DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £16
 DCR-8PIN-HarnessMini Box of 5 (Hat) £72
 DCR-8PIN-HarnessMini Box of 10 (Hat) £128



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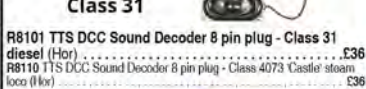
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 DCR-8PIN-HarnessMini Box of 10 (Hat) £128



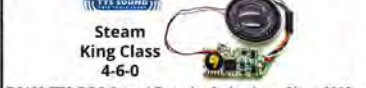
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 DCR-8PIN-HarnessMini Box of 10 (Hat) £128



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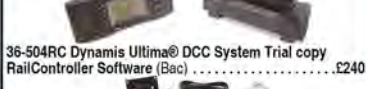
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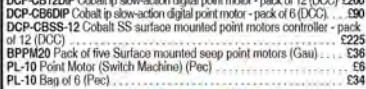
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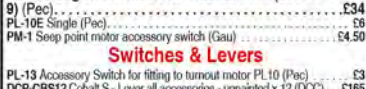
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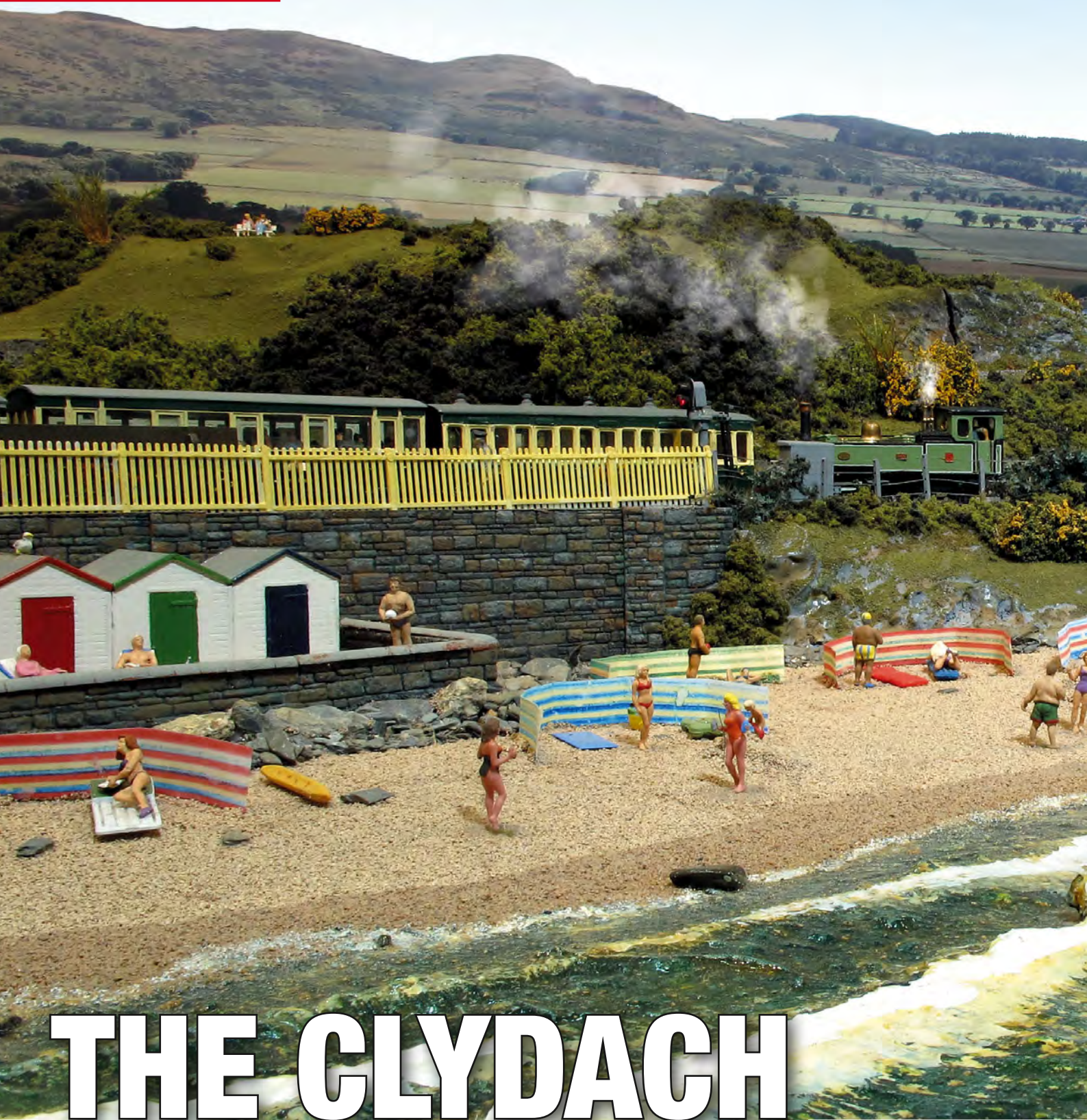
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THE CLYDACH RAILWAY

With its sunny climate and coastal setting, Richard Holder's layout is surely a cheering scene for a chilly winter's day.

Factfile

Layout name: The Clydach Railway
Scale/gauge: 009
Size: 13' 4" x 7' 6" (L-shaped)
Era/region: Fictitious modern day preserved tourist railway, North Wales
Location: North Wales
Layout type: Continuous run
Power/control: Analogue DC
Words: Richard Holder
Photography: Andy York

The beach scene is a popular feature. Children are playing at the water's edge and building sand castles. One boy has even buried his dad in the sand right up to his neck. The colourful windbreaks are simple folded paper strips decorated with felt-tipped pens.



I decided to model a fictitious preserved tourist railway set somewhere in North Wales. As a result, I could run a wide range of locomotives and rolling stock

My interest in narrow gauge developed after attending the Narrow Gauge South exhibition at Sparsholt College in 2004. Features that particularly appealed to me were the tight radius curves and fairly steep gradients, which looked, and were, so realistic. As the narrow gauge railways of mid and North Wales are so attractive, and the surrounding scenery really magnificent, I decided to model a fictitious preserved tourist railway set somewhere in North Wales. As a result, I could run a wide range of locomotives and rolling stock representing a number of British and overseas railways.

Inspiration for the layout comes from a variety of places that mean something to me. For example, Llanddarog station was inspired by Tan-y-Bwlch on the Ffestiniog. Many will recognise the café, parking area, road overbridge, footbridge etc, but they are set in different positions on the model to fit the chosen trackplan. The girder bridges across the estuary remind me of the standard gauge structures that span the Camel Estuary near Padstow, Cornwall, which was a regular holiday destination for our family.

The name 'Clydach' was selected from a range of possibilities that I found in a road atlas of Wales!

Layout design

From the start, I wanted to create a model that would appeal to a wider audience. It's not just for those who are crazy about all things narrow gauge!

I wanted to include some basic features, including:

- A continuous circuit with at least two passing loops.
- Inclines, so that trains could pass over and under each other.
- A simple trackplan with a limited number of points to maximize reliability.
- Varied scenery, including a beach, an estuary, hills and countryside.
- Curves of a minimum radius of 12in.
- A system allowing at least two trains that could be operated independently and simultaneously, giving plenty of train movements to entertain the visitors at exhibitions.

The trackplan is a simple figure of eight, with two passing loops where the stations are positioned. Instead of having a traditional fiddle yard, I have included six hidden storage loops.



LAYOUT FOCUS

The Garratt 'Edward Douglas' on the lower level is a Golden Arrow white metal kit running on two N-Drive 0-4-0 chassis. The Garratt crossing the bridge 'Jacob George' is based on a Ceylon Government Railways prototype. The body was built from scratch by Paul Windle, and painted and lined by Richard. It runs on two 0-6-0 Avalon Lines chassis. Four of the Garratts are named after Richard's grandsons, Oliver, Jacob, Edward and Peter.





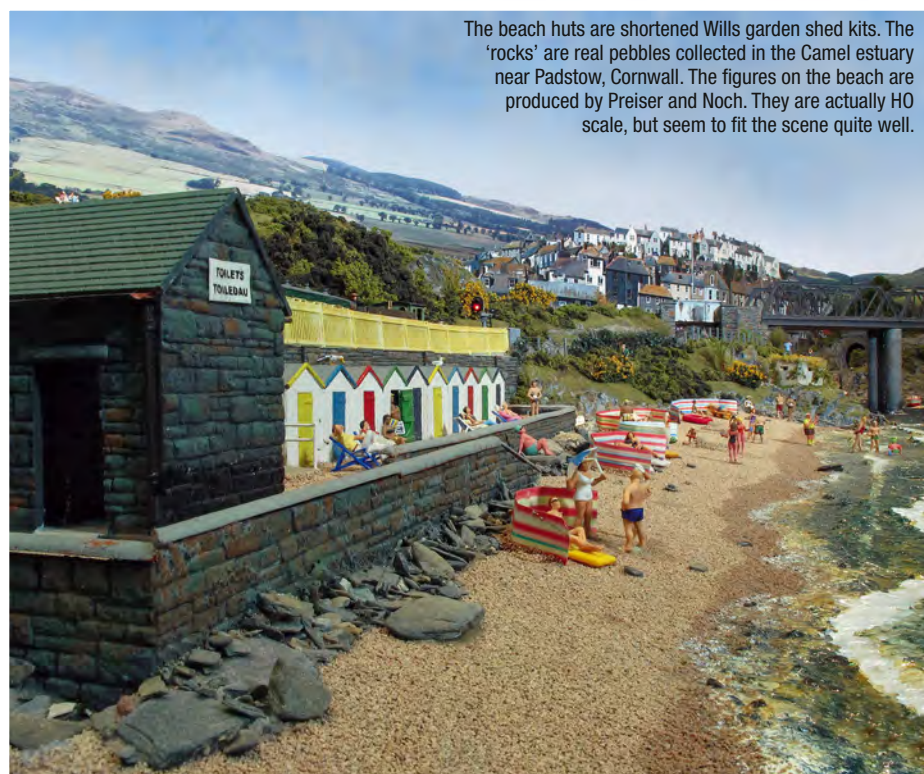
An overall view of the lower level station, Aberclydach. The buildings are all scratch-built. The Harbourmaster Hotel is based on a hotel with the same name at Aberaeron, Cardigan Bay. The other buildings are inspired by similar buildings at Padstow, Cornwall.

Rolling stock

Most coaches are kit-built using either plastic or brass. I usually use Kato N Gauge underframes and bogies for the stock, as I find the running qualities are much better than using the bogies and wheels supplied with the kits. The Welsh Highland Railway freight wagons were created using resin kits supplied by Rob Waller. Locomotives are also largely kit-built, but a couple have been scratch-built. These, and some of the kit-built loco bodies, run on N Gauge chassis from a variety of manufacturers. Painting was done by hand using simple artists' brushes and lining on the locomotives was added using water-slide decals produced by Fox Transfers. Two of the Beyer-Garratt locos were built for me by the late Peter Wallace using Backwoods Miniature kits. The finished locos are great examples of Peter's skill. For extra interest I always add passengers to the coaching stock and loco crew to all engines.

Analogue control

Many people comment on the smooth running of the trains and assume that I am



The beach huts are shortened Wills garden shed kits. The 'rocks' are real pebbles collected in the Camel estuary near Padstow, Cornwall. The figures on the beach are produced by Preiser and Noch. They are actually HO scale, but seem to fit the scene quite well.

SWIPE FOR MORE GALLERY IMAGES



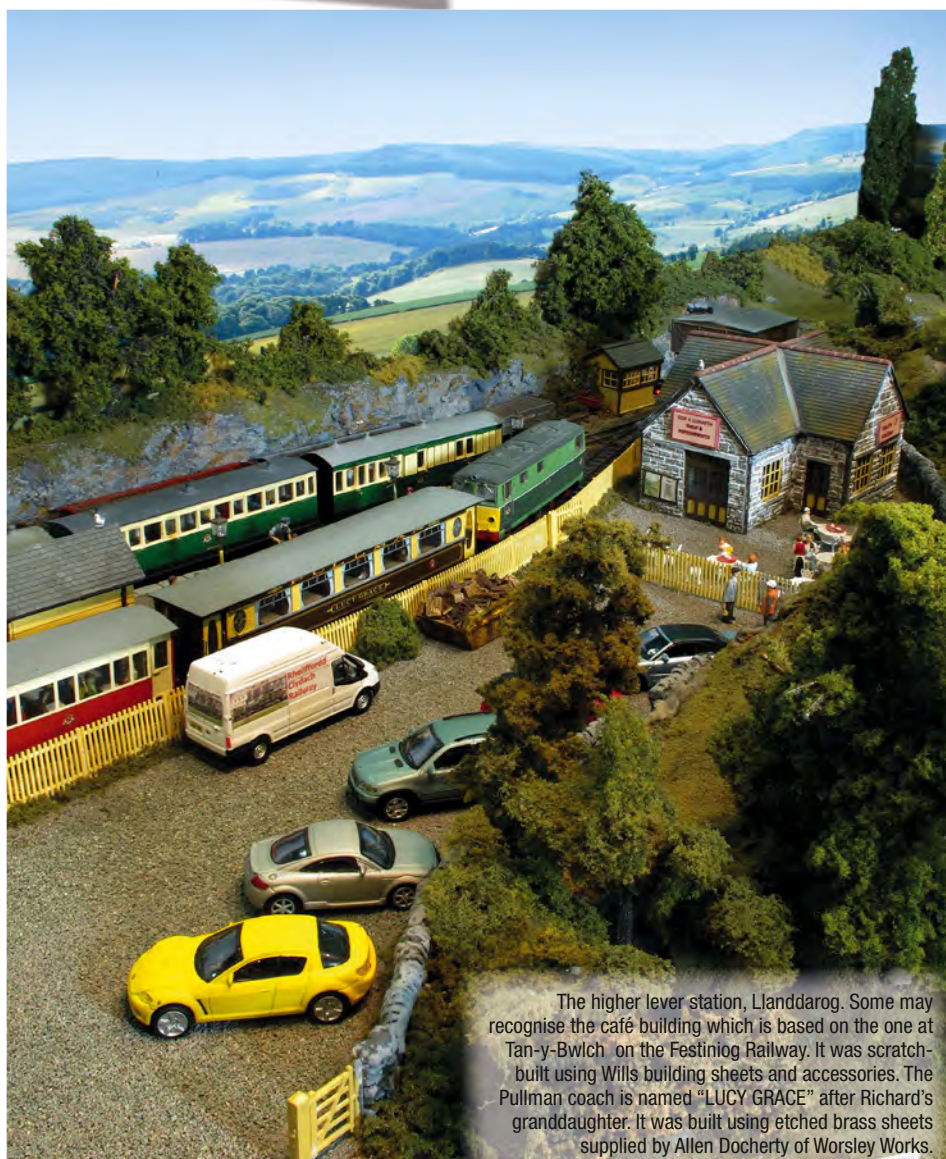
The surf was created in the same way as the ripples in the estuary. 'Artex' was formed into the required shape while it was still wet, then painted and varnished. The varnish was continued on the edge of the beach to create the 'wet' sand.

using modern DCC equipment. I actually use Hammant & Morgan Walkabout analogue inertia controllers, running through Gaugemaster electronic track cleaners. These give smooth and reliable slow control, even though they are nearly forty years old! I have not found a better modern equivalent. I did take great care when laying the track and tested everything very thoroughly before any of the scenic work was started. All track is Peco 009. The sides of the rails were painted a dark brown before the track was ballasted. I prefer this to the 'rust' colours that are available, which to my eyes are too 'orange' and bright. SEEP PM1 point motors were used on the scenic boards and Peco side-mounted solenoids were used on the fiddleyard board. The lower level (including the storage loops), and the incline up to the higher level station, Llanddarog, are all controlled by one operator, whilst the higher level track, including the section

The Estuary



The most frequent question at exhibitions is "What did you use to create the water in the estuary?" Firstly, the whole area was covered in a layer of 'Artex,' which was stippled with a 1" paintbrush to create a ripple effect. When thoroughly dry, the area was painted using acrylics, using dark blue in the centre and fading to a slightly lighter blue/green at the edges to help create an illusion of depth. The whole area was finished with seven coats of high-gloss exterior varnish, always ensuring that each coat was thoroughly dry before the next coat was applied.



The higher level station, Llanddarog. Some may recognise the café building which is based on the one at Tan-y-Bwlch on the Festiniog Railway. It was scratch-built using Wills building sheets and accessories. The Pullman coach is named "LUCY GRACE" after Richard's granddaughter. It was built using etched brass sheets supplied by Allen Docherty of Worsley Works.

A busy scene at Aberclydach station. At exhibitions, children and many adults love to try and count all the seagulls, dogs and cats that appear on the layout. The ambulance, with all its flashing lights, is also a popular feature. Figures on the platforms are largely from Bachmann and Monty's Models.





Two trains have just departed from Aberclydach station. The passenger train is hauled by 'Edward Douglas' and the ballast train on the higher level is headed by a Funkey diesel based on the one at the Welsh Highland Railway. It was built using a Worsley Works brass etch 'scratch-aid' kit and it runs on a Graham Farish diesel chassis. The ballast wagons are resin kits produced by Rob Waller. The rock faces have been moulded using 'Sculptamold' then painted with Humbrol matt enamels.



The pale green Manning Wardle 'Elin' waits at the signal as it crosses the harbour bridge. The model was built using a Chivers white metal kit. It runs on a Minitrix 2-6-2 chassis that Richard has re-motored. The Mevagissey photographic back-scene can be seen to good effect here.

that descends to Aberclydach station, is controlled by a second operator. All of the track in both stations can be controlled by either of the operators by flipping double-pole/double throw switches. These switches also have a 'centre-off' position so that any of the tracks in the station areas can be isolated. The storage loops are isolated by switching the points. I have included one double-pole/double throw switch, which enables the whole layout to be controlled by one operator if necessary.

Buildings and Scenery

Almost all buildings are scratch-built using card or foam-board. Walls building sheets were used to provide textures on walls and roofs. Other details were applied before being painted. Woodland Scenics Sub-Terrain products were installed for the track inclines. I used professionally produced photographic backscenes, but superimposed some of my own photos. An example of this technique is behind the estuary bridge, where photos of the harbour at Mevagissey in Cornwall were added. I used a very wide selection of

materials and colours to create groundcover, trees and bushes. I was careful to ensure that the colours of the modelled scenes closely matched the colour and shape of the background scenes. I love including lots of details, which people always seem to really appreciate.

Compromises

I have always regretted that the passing loops on Clydach are fairly short and can only accommodate trains of up to four large Welsh Highland-style coaches when being hauled by a Garratt. The same can be said of the hidden storage loops. However, with any layout there are compromises. If loops were any longer, the whole concept of keeping at least two trains moving all the time might have been lost. All the baseboards have been constructed using 9mm ply. If I was starting again, I would probably use a thinner grade of ply for the top surfaces. Whilst the 9mm thickness is sturdy, it is heavy. Also, if the boards were just a few centimetres narrower, they could be carried horizontally through standard doorways!

Learned skills

People often say that they would never have the skills to create a model like Clydach. I would have said the same back in the 1990s, and until 2009 I had never attempted building any rolling stock using brass etches. I am grateful to Stephen Sullivan and other members of the Beds & Bucks 009 Group for the help and advice they offered at a soldering workshop they organised in January 2009. Stephen used a Worsley Works brass etch 'scratch-aid' kit as a demonstration piece and managed to get about two-thirds of the coach constructed in the time available. This gave me the confidence to finish the model myself, and that coach still runs on Clydach today, along with many others that I built later.

I have learned a lot from other members of The 009 Society and I would recommend anyone considering modelling narrow gauge railways in the smaller scales to join. Never be afraid to try something new. You will be surprised what you can achieve. ■



Meet the modeller

Clydach was my first narrow gauge exhibition layout. I had built home based narrow gauge systems previously. Like many modellers my interest in model railways started early. At the age of five, I was given a Hornby Dublo three-rail goods train set and was hooked. Several layouts were built with my father to fit in my bedroom. Now in my seventies, I live in Somerset having recently moved from Oxfordshire. I have always been interested in model railways and built a large 00 scale layout in a loft space of our house when living in Bristol. Later, when our children were young, I built another large 00 scale layout in the garage of our

home in Warwickshire. This included a short narrow gauge line as a feeder to one of the standard gauge stations. As family and work pressures increased, there was little time for the hobby, so it was when I retired in 2003 that I really developed my modelling skills. I joined the 009 Society and learned a lot from other members. Through the Society I have made many wonderful new friends, and several regularly help operate my layouts at exhibitions. Clydach was first exhibited in 2010 and has appeared at 37 shows around the country. My second exhibition layout, Wantage Narrow Gauge Tramway was first exhibited in 2012 and has attended 29 shows. I was delighted when Clydach and Wantage were awarded the David Glascott Award for the 'Best Narrow Gauge Layout' when exhibited at the Warley Exhibition at the NEC in 2014 and 2015, respectively. Over the years, Clydach has been awarded a number of 'Best in Shows'. My latest exhibition layout is a scale model of Launceston Steam Railway and was first shown in February 2017. Launceston was later awarded the David Glascott Trophy when it appeared at the 2017 Warley Exhibition.

K1 Garratt 'Peter Ian' is ready to depart from Llanddarog station. This was built by the late Peter Wallace from a Backwoods Miniatures kit. The footbridge was created by modifying two Airfix/Dapol kits with detail added.

What we think...



It's easy to appreciate Clydach's award-winning properties, and the layout certainly proved to be quite the crowd-pleaser at our Peterborough show – and again at the recent Spalding expo. Among the many distinguishing features, the realistic water effects really catch the eye – it's remarkable what can be achieved with paint and a few coats of varnish. The L-shaped format invites viewers into the scene, so here is a layout that you could really lose yourself in!

Andy McVittie, Managing Editor

CLICK
HERE

FOR AUDIO

THE CLYDACH RAILWAY





MAKE BETTER TREES

Modeller Kevin Phare describes the simple steps required to create authentic-looking trees from sage brush and sea moss products.

I have always found trees the most difficult to get right. Sea moss was a great discovery, and its use has enabled me to get the 'feel' of trees. Then I saw the model railway 'County Gate'. I bought his 'Scenic Modelling' book and thought this would be the route for me to follow.

I currently have nearly 300 sea moss trees of various sizes on my layout. It is y feeling that we, as modellers of the English landscape, never put enough trees on our layouts to make them look convincing. Look at any photograph of a train going through the countryside and the number of trees visible is amazing. Hence my latest venture into the world of tree-building.

After receiving several requests, here is a step-by-step guide on how I now build my 'prime' trees. By this, I mean those trees that stick out, stand alone or are placed in front of a wood and such. 'Secondary' trees, so to speak, are still made from sea moss. ■

Equipment

1»



My toolkit includes a selection of knives, small scissors, narrow long-reach tweezers and a small vice. A gel super glue is best, and it allows you to form blobs. This will be useful later on, although I advise using an accelerator to make it set instantly. I use a Humbrol spray paint, but any will do as long as it's matt. I strongly recommend a paint odour mask to ensure that you don't inhale the spray products whilst working.

2»



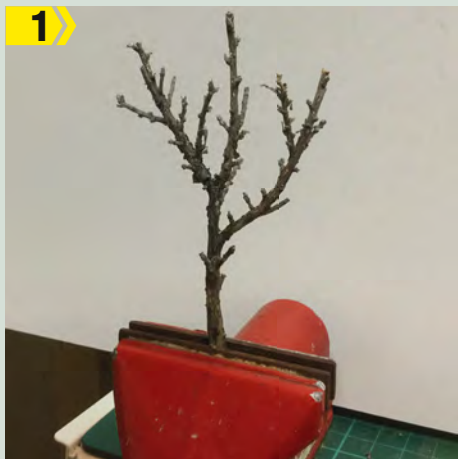
I use a blended flock for the foliage, as this gives different shades of green and looks more effective on the sprigs. I find that firm, or extra firm hairspray helps to fix the flock to the sea moss sprigs. Photo mount and other spray glues also work, of course.

Obtain the armatures

The armatures are a natural product from a sage brush bush, which grows mainly in the desert areas of the USA. They can be costly to buy, especially with the postage, but a friend went to Florida and obtained some for me. The effects can be stunning, though, as the trunks look incredibly realistic, and no work is required on them other than trimming.

A good idea is to microwave each armature for around 30 seconds, as this will kill any bugs in them. It's a natural plant, after all, and you don't know what you might end up 'infecting' your layout with!

Building the tree



This is the sage brush straight out of the box. Each piece is usually 4in – 6in tall. The next stage is to trim it in preparation for the addition of sprigs and leaves.



The sea moss comes in small bunches. It is trimmed to give sprigs. I find that a small scissors with curved blade is very useful for this job.



Adding the sea moss is a slow process, but with some patience you can build up a very effective tree. The first picture gives you some idea of how far the sprigs will go. Always work from the bottom and build up the tree, but be careful if you are a little heavy handed as the sprigs are breakable. Keep turning the tree so you work on an empty area, and don't be afraid to add sprigs to another sprig to give a good 'feel' to the tree shape.

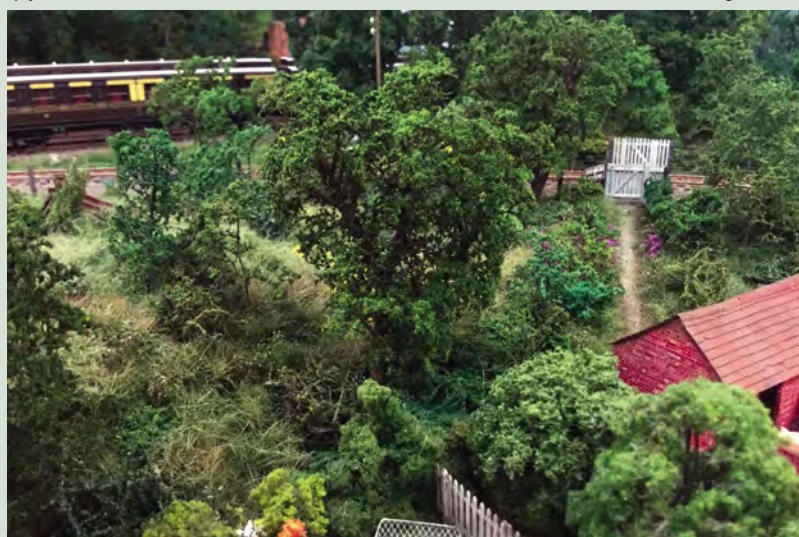
By using the accelerator the glue sets immediately and goes a white cloudy colour. A face mask and goggles are sensible, as the accelerator can be dangerous if inhaled. As such, a ventilated room is also a good idea.



Spray the tree with your preferred paint. Spray upwards and turn the tree as you're working. In view of the mess and the smell, I tend to work outside for this stage.



Don't rush this bit – work on small areas at a time, and spray your tree with hairspray/glue then sprinkle flock on those sprayed areas. Do this slowly to build up the foliage, and knock off any unwanted flock as you proceed. Be prepared to go back over areas to give the effect you're after. Clean any flock off the trunk with a paintbrush. When finished, give the tree one good spray all over to hold everything in place.



My tree is planted on the layout just behind the farm house and next to the pig sty! Pre-drill a suitable sized hole in your board, place the tree in it but don't glue it yet. Trees, like any plant in your garden, will have their good sides so be prepared to turn yours around in its desired location to get it looking the best. Finally, fix it in place with any normal PVA glue.

This tree took me about 2½ hours to build, including the photo shoot. You can also see a version of the same build in my cakebox challenge diorama 'Long Walk Home' (BRM January). Happy tree building!

Cakebox Challenge

Here's another brace of cakeboxes for your delight and delectation. Cakeboxes are proliferating on RMWeb, and even beyond, but what will you build?

Entry Name: 'In the Dock'
Modeller: Andrew Cockburn
Scale: 4mm:1ft

This is my first entry in the **BRM** cakebox challenge, deriving its name from the fact that it features part of a goods yard loading dock. The diorama's base was formed from mounting card, while the same material was used to form the loading dock substructure, which was then covered with fine sandpaper for the road surface. The walls are Metcalfe stone sheet, and the grounded van body/store is an old Hornby goods wagon. The hut and crane are Ratio/Wills kits respectively, and the lorry is an Oxford Diecast model. The diorama incorporates two cameo scenes – the lorry being loaded with crates from a goods wagon, also the workman busying himself on a section of abandoned track. **n**



Here's 'In the dock' when I first started work on it, i.e. a plain piece of 8in x 8in white card which formed the base.



I then proceeded to lay the tracks, one of which still serves the loading dock, and the other which has seen better days!



The 'matchstick-like' objects on the left represent sleepers/supports and are formed from strips of balsa on which will rest the van body/store. I've also installed a stone wall at the rear, and painted the sleepers/rails a sort of grimy colour in preparation for it being ballasted. It's starting to look a bit more like a loading dock/goods yard. The next tasks are to do a bit more weathering/painting, plus the addition of other small details.



Of course, no goods yard/loading dock scene would be complete without some appropriate road/rail traffic, as well as coarse manual labour. This model shows a fairly busy scene, in which the yard crane is loading crates from a newly-arrived goods van onto the waiting artic, while in the foreground, and in spite of the efforts of the workman, nature appears to be making a determined attempt to reclaim the abandoned track section. Also, 'Tibbles' the cat can be seen observing goings-on intently from the roof of the grounded/storage van, possibly also looking out for something suitable for lunch.



The dock takes shape. First of all with formers/supports/foundations made from 2in x 1in offcuts, then the walls, which are formed from the same white card as used for the base.



Entry Name: 'Pixton Halt' (aka 'Silly Moo')

Modeller: Laurie Calvert

Scale: 4mm:1ft

1



"Laid the track, decided to glue the rails directly to the foam board, need to weather the tracks, then use Wills granite sets to infill."

3

Trains 'stop here on request' – this is one way of doing it, according to Mavis the cow!



RMweb

That is marvellous, such a packed little scene

4

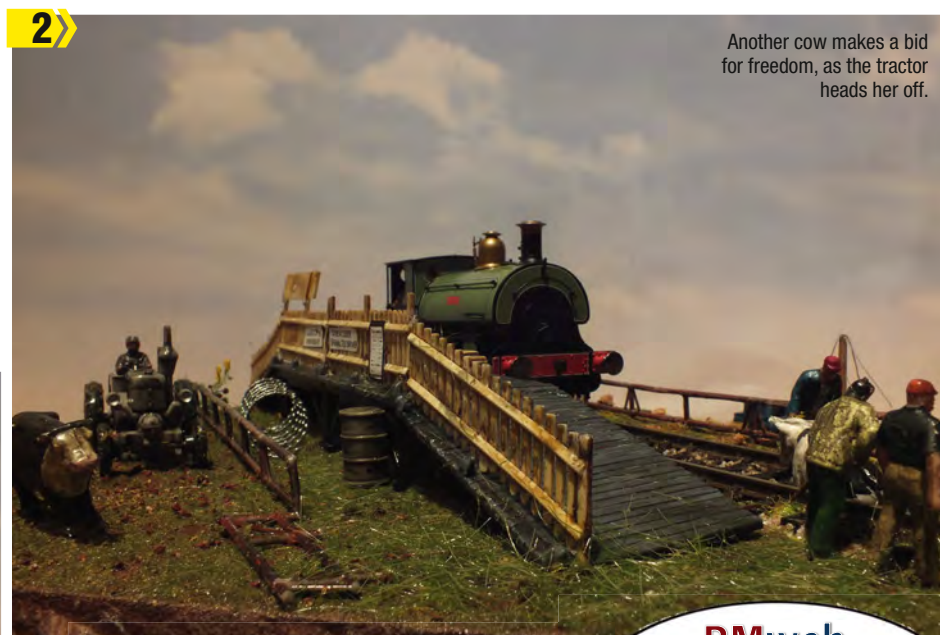


"A photographer on the fishing boat captures the fun. This might make a good picture for the local rag."

You will see that a bit of fence behind the railway halt has fallen over, and this has allowed a cow to venture out into pastures new for greener, longer grass. It has ended up sitting on the railway track, and now a 'Peckett' 0-4-0 ST locomotive can't get past. The farmers are gathered next to the cow

trying to get her to move. Another cow is seeing if she can escape, so a tractor is quickly closing in to stop her. In the river a guy on a fishing boat is capturing all the mayhem on camera. This means everything on the layout is connected with the story in some way.

2



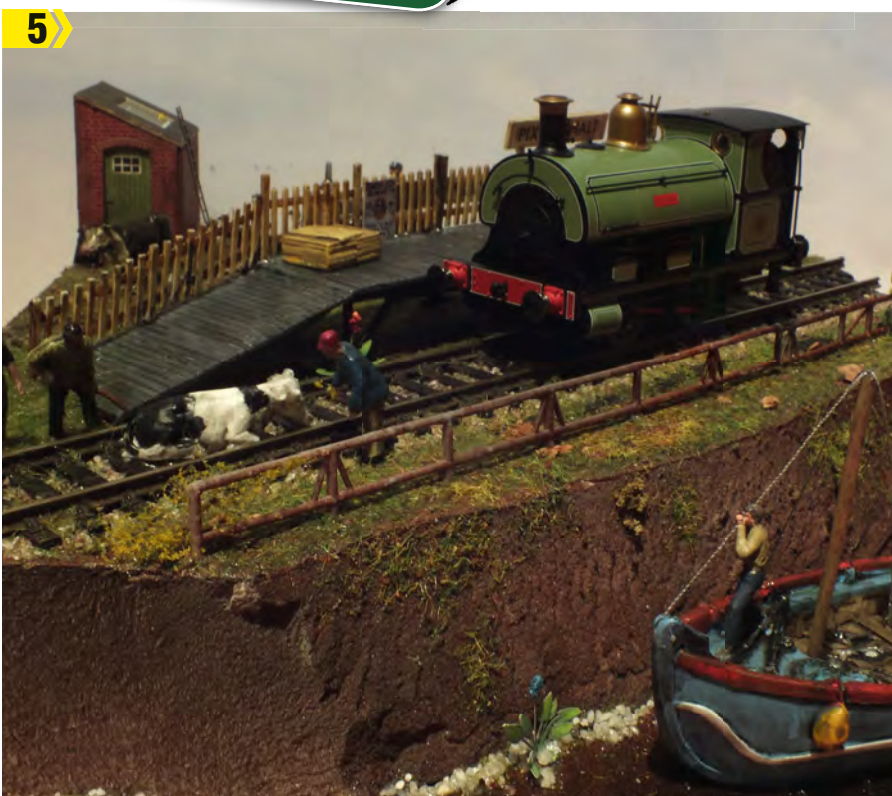
Another cow makes a bid for freedom, as the tractor heads her off.

Get involved!
See more Cakebox Challenge entries on
RMweb. Visit www.brmm.ag/CakeboxChallenge

RMweb

*Great stuff, and nicely different!
Not as far from reality as one might think either*

5



"The cow isn't worried about being as extinct as a Dodo, the name carried by the 0-4-0 ST 'Peckett'."

INBOX

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Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

CHAPEL RISE



In October my wife Stacy was discussing Christmas decorations and said she'd like a winter-themed model railway to sit in front of our fireplace during Christmas. It was the green light I required. I instantly went out to the garage and found a bit of wood which happened to be the correct size.

She named the layout 'Chapel Rise' because she liked the name and we live on a road called Chapel Lane.

With the track laid, the next step was the buildings. The row of shops and church were both scratch-built from Plastikard and weathered, then lit. The church is based on the one in the next village to me. Then my wife decided that she wanted a white cottage, so a quick scratch-build one evening resulted in a low relief cottage. Time was tight, so the station building is a resin-cast structure from Bachmann,

however, again I added lights and detail inside.

All the road vehicles are white metal kits built and weathered. The road is laid in clay and the hill is made from foam with plaster bandage over it. Then static grass was used.

The back scene is from ID and works well with the theme. The goal was to have a locomotive run slowly back and forth automatically. I opted for a DCC shuttle by www.blocksignalling.co.uk.

One of the large trees outside the church needed Christmas lights, so 24 micro LEDs were used. My wife held the LEDs and I did the soldering. Then, for the moment of truth, the snow. I didn't want it to be deep so that some ground cover could poke through. I used Deluxe Materials scenic snow and extra hold hairspray.

My children then asked where was Santa, so to keep the family happy he appeared on the station.

James Styles

SAVE YOUR STOCK



I have 20 Bachmann 16 Ton mineral wagons and one brake van as part of the operating fleet for my layout 'Summat Colliery' (November 2013 **BRM**). They were originally stored in their individual boxes and could take half an hour to pack and unpack at a show. The boxes also had to be stored in another box for transport.

I took delivery of a laptop cooler at work – a metal device with two cooling fans that sits under a laptop computer and was about to throw away the box when an idea occurred to me. The box was just about the right height to become a storage box for my wagons. I turned the box inside out, then cut the bottom section off the clear plastic inserts from the wagon boxes. These were glued using UHU glue to the base of the cooler box. Sufficient space was left so that the wagons did not touch each other. Closed cell foam that originally surrounded the cooler was glued to the underside of the lid so that it pressed down on the tops of the wagons holding them in place.

I now have a handy container for all the wagons and brake van that only needs five minutes to pack and unpack. The wagons are only secured by their chassis and top faces, so the weathering on the sides is untouched in transit. A similar approach could be taken to locomotive storage using the latest generation of locomotive boxes.

Ian Mellors

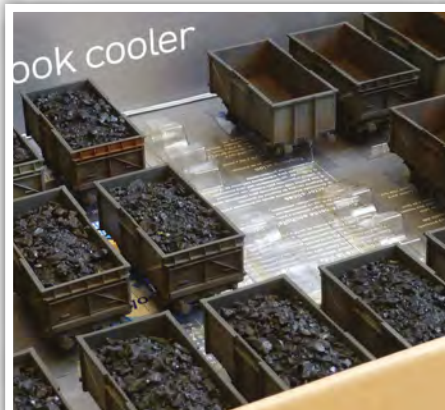
ON/OFF OR OFF/ON?



I guess that **BRM** can justifiably claim to entertain, inform and educate. In most respects, the article on building a signal box interior (November 2017 **BRM**) fulfilled that claim but for one error. In all signal boxes, the levers are normally parked away from the signalman in the off position. Levers are only pulled towards the signalman when reversing points or pulling off signals to clear for the next train movement. One would always expect just a minority of levers to be pulled to the forward position at any one time. Phil's model is the opposite of this - I hope a correction can be published for the sake of historical accuracy.

Paul Godwin

Phil Parker replies: Paul, thanks for your comments on my signal box build. It's nice that someone is paying attention. I can't disagree that the levers are incorrectly positioned, but they were assembled into the frame upside down. The first few ended up on rather than off because I hadn't spotted the problem. I could have dunked them in nail varnish remover to break the superglue, but the levers don't show in photographs when seen from the front of the box.



STILL ALIVE, STILL KICKING



The *Wingfield Castle* in September 1973 on the River Humber.

Having read Clive Baker's article about railway steamers in the December 2017 issue of **BRM**, I thought you might be interested to know that one of the featured vessels, the West Hartlepool-built *P.S.S. Wingfield Castle* is permanently berthed in Hartlepool Marina as part of the Museum of Hartlepool.

Taken from the website: "*The P.S.S. Wingfield Castle* was built in 1934 for the LNER as a River Humber paddle steamer and operated the Humber ferry with *P.S.S. Tattershall Castle* and *P.S.S. Lincoln Castle* from 1934 until 1974 when the new Humber Bridge was opened."

Sidney Taylor

Visit the *P.S.S. Wingfield Castle* at: The National Museum of the Royal Navy Hartlepool, Jackson Dock, Maritime Avenue, Hartlepool TS24 0XZ
W www.hartlepoolsmaritimeexperience.com

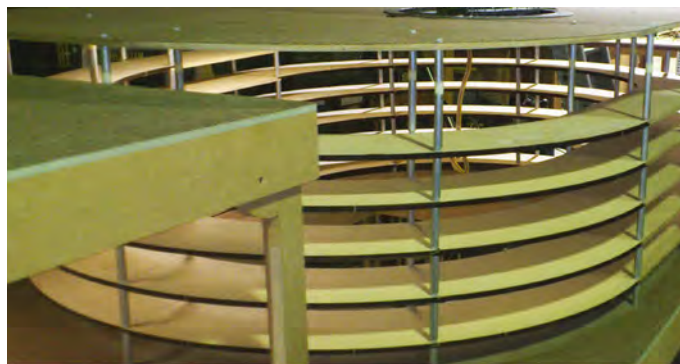


Your opinion

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.



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LAYOUT FOCUS

West Country class pacific 34013 Okehampton approaches Wood Lane level crossing on the edge of the South Downs, with the wood yard in the background and the crossing keeper keeping watch from his Biltzee card kit crossing keepers hut. The locomotive is a heavily modified Triang model, hauling 4 kitmaster coaches.



Factfile

Layout name: Redford Junction
Scale/gauge: 3mm scale/12mm gauge
Size: 27ft x 2ft
Era/region: British Railways Southern Region
up to 1967
Location: West Sussex
Layout type: End to end
Power/control: DC, analogue
Words: Paul Hopkins
Photography: Andy York

REDFORD JUNCTION

Large layouts often have quite modest beginnings, but Paul Hopkins' imagined scene started out as just a single board.

Redford Junction has evolved from a board that was originally constructed as my contribution to the 3mm Society South Downs and Solent Groups modular system. Each member owned a module, and these could be added together at running days or for local exhibitions. While that was satisfying, I wanted more from it, so a 10ft by 8ft continuous run layout was built around it that gave a reasonable representation of a model railway. However, the fairly tight curves were inconsistent with the growth in more scale locomotives, which made a further change necessary. The completion of

a W Class 2-6-4T, and the need to keep its front steps, made the decision – it had to be a straight layout and something compatible with the Group's modular system.

Designs were hatched and baseboards constructed. The weather over the Easter period was warm and dry, and that allowed the additional boards to be constructed in the garden. The baseboards and scenery were built in the traditional way, and a basic layout was completed in three weeks. The W Class tank locomotive was able to run through the trackwork without snagging, although there was one missing feature – no goods yard. That was remedied in time for the Alexandra

Palace exhibition in 2016, and the layout grew to its current format and is now 27 feet long.

Rolling Stock

The layout is based on a LBSCR planned extension to their Chichester to Midhurst line to connect with the LSWR at Haslemere. In reality the line was never built, but this model is an interpretation of what could have been. Centred around the planned intermediate station at Redford, it assumes an end-on Junction between the LSWR and LBSC systems. The LSWR connection being electrified and served by services from

The breakdown crane has Triang origins, the jib is from a OO model, and the chassis is a cut down TT well wagon, the match wagon is scratchbuilt, and the tool van is from the Ian Kirk range. The buildings are made from a mixture of OO & HO modified kits or scratchbuilt designs.



The Q1 (Bec kit on a scratchbuilt chassis) on a through freight passes the breakdown crane on one side and the orchard on the other, the track to the right of the locomotive is the headshunt for the goods yard.



this model is an interpretation of what could have been. Centred around the planned intermediate station at Redford, it assumes an end-on Junction between the LSWR and LBSC systems

Haslemere, Guildford and Waterloo, the LBSC connection retains a rural atmosphere with services from Midhurst and Chichester. There is a motive power depot, a sub shed of Guildford, EMU stabling, and a goods yard to the rear of the loco shed.

All the rolling stock is representative of that era and replicates what could have been seen on a cross country West Sussex railway line. The electric multiple units for stopping services comprise of 2 NOL, (Roxey



Mouldings), 2 BIL (scratch-built) and 2 HAL (modified from Triang), and the express services 4 COR, 4 CIG and 4 CEP which are all built from etches from Worsley Works. Layouts at exhibitions have to entertain the public and it can be a little boring for some to see a plethora of green rolling stock, and there are times when a second class coach is replaced with a Pullman car in the 4-COR unit, replicating the 4-PUL in the mid 1960's although not exactly the correct formation.



The view from South Downs hill looking northwards along the layout. The station buildings are a combination of Heljan kits and scratch-built items. The loco shed is also in view, but no locomotives were present at the time of photography.

The non-electrified end of the layout is serviced with typical SR branch line locomotives, M7 and H classes with pull-push trailers of various types that are mostly scratch-built, and their replacement DMU's of all three types all built from Worsley Works etches. A variety of locomotives are available for the through services including the original W class and the H2 atlantic both made from 3mm Society kits. Others are kit or scratch-built locos, my favourite being the A1X Terrier. The two Bulleid Pacifics are the only two Triang-adapted locomotives that operate on Redford. Similarly to give some variation the through coaching sets are normally made up of a red & cream Mk1, and ex SECR birdcage sets.

Buildings

Buildings are not my strong point, and I would much prefer to use what is available. There are a few scratch-built examples, and several are adapted from 4mm sources or converted from the Triang TT system. The three road loco shed is an extended and converted building made from Triang, and the water tower utilises some of the parts left over from the shed conversion. The tank itself is a container from an EFE OO gauge lorry, modified to fit.

Most pleasing are the cameos around the layout. The wood yard includes storage shed from a OO gauge Wills kit and a converted scratch-built barn, and the remnants of a windmill that came from a bran bin at



LAYOUT FOCUS

A Berkshire 3H DEMU (made from Worsley Works etches) runs in to Redford from the south. In the background is the bus garage, local shops, and peeking out is a Stroudley van being used as a store, suitably protected by a red flag across the tracks.



a railway exhibition several years ago. Adjacent to the wood yard is the working level crossing. The gates are scratch-built and mechanically linked to a slide switch that is interlinked to the signals and the track feed to prevent trains running into them. The crossing keeper's hut was made from a 3mm card kit.

The buildings on the most recent extension include a scratch-built shop and cottages, and a Wills kit, garage. The shell sign at the garage is from the old Minic Motorways range. The Goods shed is a conversion from a Triang TT Diesel Depot.

The area around the station has the local shops which are all made from the old Jouef HO range of kits. Three were converted to low relief to merge to the backscene, three more form another side to the station square. The bus garage was scratch-built, and the Station building is converted from Heljan HO kit of Teignmouth station.

Scenery

The majority of questions regarding the scenery relate to the river. The river bed was cut into the scenic part of the board and lowered by 1cm, and the banks were formed from polystyrene. The water surface uses

we were at a show, when one visitor told us that she hadn't seen a chicken coop on a model railway layout before. We remedied that later the same evening

SWIPE FOR MORE GALLERY IMAGES



The view across the station platforms, the footbridge is a modified Tri-ang TT footbridge, reduced in height and extended to cross the double tracks.



A scratchbuilt 2-BIL unit, waits in the electrified platform for an incoming service when it will be joined to a 2-NOL unit before departing towards Guildford. All the track on Redford is handbuilt, and the complex three way point providing access to the locomotive shed is just visible in the foreground. A Southdown Tiger Cub bus awaits passengers in the Station forecourt.



EasyWater, and the vegetation across the layout is mainly from the Woodland Scenics range. The trees have all been scratch-built from wire, string and flock or purchased from various tree suppliers.

Counting Chickens

We were at a show, when one visitor told us that she hadn't seen a chicken coop on a model railway layout before. We remedied that later the same evening, and planted it on the layout the following morning. The through goods needed to have something to make it more interesting, and a wagon has been added with two Isetta Bubble cars in transit. In reality these cars were made at the Brighton works and, since they had no road access, had to be taken out by train. This always makes a good conversation topic at exhibitions.

Lessons learned

You never stop learning, and there's always something on every layout you see. I have found it very helpful being part of the Bognor Regis MRC and the 3mm Society, whose national and local membership have been engaging. I would never have envisaged winning awards when I first started in the scale. A special thanks goes to John James, a good friend who sadly passed away last year who taught me a few tricks in locomotive building, and my operating mates Dennis Bunge and John Wakeman who help with the operation of Redford.

Meet the modeller



I enjoy the making side of the hobby, to capture the local scene. I originally modelled in OO, but lost interest when the major manufacturers' releases eliminated that need. It was later rekindled with 3mm, though, and I have enjoyed it ever since. I think belonging to a club or society is helpful, and my skillsets improved after I joined Bognor Regis MRC, and progressed further after I joined the 3mm Society. I hope this article will encourage others in the same way.

The locomotive shed is modified Triang TT building, all the locomotives pictured are kit or scratchbuilt, the most recent being the B4 which is from the Andrew Shillito range. The rear of the W tank is visible behind the LBSC E1 tank engine, other locos on shed are a Schools, H2 Atlantic, T9, U1 mogul and a P class tank.





Running commentary

I have seen so many layouts where the scenery is of a high standard, but the running performance of the stock is poor and the 'finger from the sky' has to continually prod things along. Hopefully the public does not have to experience that on any of my layouts – in the unlikely event a derailment occurs or the train stops, it is put back on the track or started again. If that happens a second time the train is removed the next time it reaches the fiddleyard, and it does not return until the fault has been rectified.

We operate the layout to a far more intensive service than would be seen on the prototype, with as much variety in the train formations as possible, and we try and keep something moving at all times. The track layout on Redford is ideal for that, and it is possible with enough operators to run three trains simultaneously. That does seem to be appreciated by exhibition visitors.

Why 3mm?

A friend introduced me to the 3mm Society. The most surprising thing for me was the range of kits and models available. The 3mm Society has quite a good structure too, and my local group, South Downs and Solent, were most encouraging. The centre board of Redford, although much modified, is the original module that I built to join them. As the layout grew, I needed a prototypical location and era, so focused on Midhurst

in Sussex. There are several features on the layout that have come from that locality and the adjacent town of Petworth.

Future projects

Two projects are planned – an extension to another 3mm layout that is due for completion in the latter part of 2018, and a refurbishment to another layout, as well as keeping Redford in good working order. That is in addition to building rolling stock, since I build something new for every exhibition that I attend. And then there is a Brighton Belle and a Southern Double Deck unit still in flat-pack condition that need to be working next year. ■

Interested
in 3mm? Visit www.brmm.ag/3mmsociety
to learn more



What we think

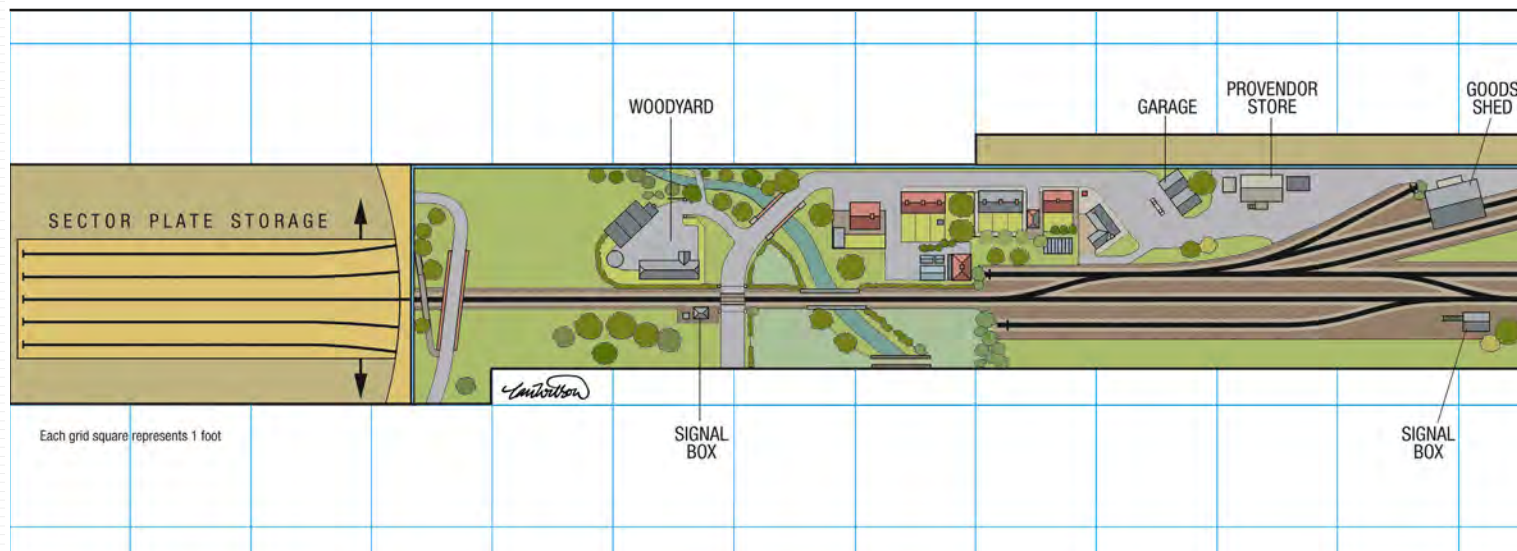


Redford Junction is a great 'modellers' model', as so much has had to be kit or scratch-built or adapted from other scales. It's also a really interesting trackplan and operations with, in effect, two termini back-to-back for many of the services.

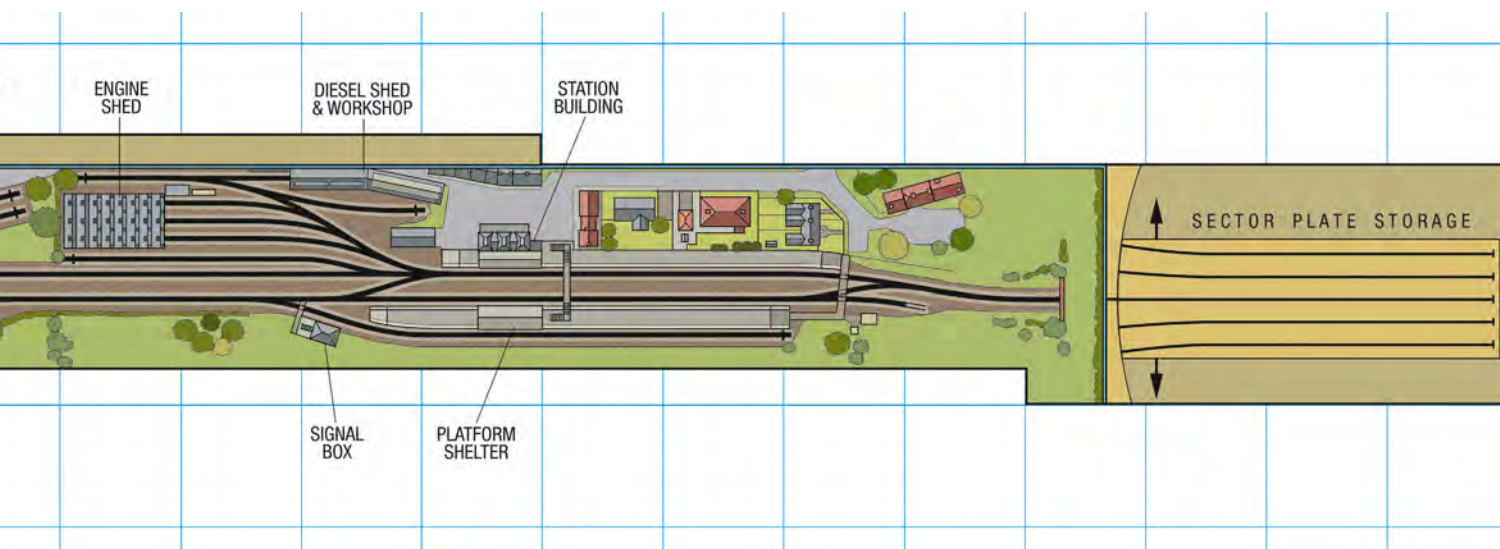
Andy York, RMWeb Editor

Trackplan

REDFORD JUNCTION



Scratchbuilt M7 with Maunsell pull push set crosses Wood Lane crossing with a local service terminating at Redford.





BUILD A GROUNDED VAN STORE

Kevin Phare shows how a broken old wagon can add interest and authenticity to a quiet corner of your layout.

The idea for this project came to me from two sources – the first when I came across a damaged Dapol LMS ventilation van that I had put aside for future use, and the second after I found some photographs showing a grounded van used as a store in the Shipton-on-Stour goods yard. This provided the spark for my imagination, and work then proceeded on turning my idea into a reality. ■

What we used

Dapol 12T LMS ventilated van
Scale Model Scenery sleepers
Deluxe Materials Super 'Phatic glue
Lifecolor 'Rail Weathering' and
'Weathered Wood' paint sets



The first thing I did was find a suitable area to site this old LMS van. As this pictures shows, I had an excellent area by the goods shed that fitted it perfectly. With the position sorted, I could now work out how to alter the wagon and chassis, and come up with a design for the base.



I needed to separate the van body from the chassis. This turned out to be easy, as when it rolled off the work bench onto my drill case the fixing lugs broke. The plan was to make it look like the wagon had been stripped of all useful fittings and that the roof had been re-covered.



To make a base I used some Scale Model Scenery two-hole sleepers that I had left over from a previous build. The end result doesn't look out of place, and any of the two, three or four-hole versions will do. It just depends which railway company you are modelling.



I wanted the roof to look like it had a crude covering of tar paper. To achieve this, I used two-ply tissue paper. I separated the layers and fixed them by applying a layer of glue, laying the sheet over and stippling on some more glue over the surface. I then applied another layer in the same way and built up four layers in total.



To finish this model, the roof has had three extra grey-black washes applied, and the platform/steps have had a much more detailed paint treatment with washes. The van body has also had some of the framing/sliding door gear highlighted.



Three main supports were made independently, as it is easier to get them square when setting out on a cutting mat. They were then fixed to the underside of the chassis ensuring they were square and true.



The van body was painted with a mix of Lifecolor 'Rail Weathering' and 'Weathered Wood' paint sets. Many washes were used, and whilst wet were removed with a cotton bud to leave paint in the recesses. The corners of the base were weathered, and the roof was painted with numerous layers of mid grey washes.



The LMS logo was removed from both sides of the wagon with a glass fibre pen, and the chassis and body was glued together to form one rigid unit.



The next step was to build a platform using sleepers and some off-cuts from a laser window fret, a set of steps from the scrap box suited the height, and the planking/strutting was cut from the card that came with a shirt that I got for Christmas!



I was not entirely happy with the roof or platform/step colours, so I left the wagon to dry overnight and tackled it again next day. It's worth pointing out that you will not always produce what you're after at the first attempt. If you are not happy with a model, come back to it later. You will be amazed at what you might see differently!



Here's the grounded van in place. Before I fix it down I will leave it a week or two, just to make sure that I have no further changes of heart. Only then will I detail around and underneath it. The whole process took me about five days, including drying times, and made use of an old or damaged wagon – I daresay that many of us have at least one of those kicking around!



If you haven't heard of The Little Layout Company before, you may well have seen their layouts at exhibitions – either those on display in their own right, or one of the many they have built for their customers. With their burgeoning reputation and a rapidly filling order book, we were nevertheless pleased to discover a small but thriving enterprise built around a family team and friends, and a fully-functioning model shop at the front of the business. Little Layout's main man, Neil Mason, took time out of his busy day to talk to us, and we began by asking an obvious question...

BRM: You're known for the layouts that you build. They have to be made somewhere, but we didn't know about the shop. Can you tell us a little more about that?

NM: Well, we always said that we'd have to have a model shop to support the layout business, because the layouts themselves take eight to 12 weeks to build. However, we have now decided to dissolve the shop side of the business. This is due to the amount of layouts we have incoming, and the ever increasing calls to do on-site layout builds.

BRM: The 'Little' part of the company seems appropriate in many ways. The majority of the layouts that you build are modestly sized and it's a small company. How is it structured?

NM: My wife Lacey takes care of the admin, emails and promotional stuff; my father-in-law is the woodworker and he takes care of the trestles and boards. To be honest, without him we wouldn't have what we've

BRM meets...

THE LITTLE LAYOUT COMPANY

With a name suggesting a very specific service, the Little Layout Company is certainly bigger in terms of its ideas and its output. BRM ventured to their HQ to find out more.



A BR blue N gauge Class 31 passes through Blue Gowt junction, an N gauge layout built by Little Layout Company at its Deeping St. James headquarters.

got – he came up with the roll-able trestles idea and he's innovating all the time. I do most of the layout building, but we have a few guys who help us out. A couple work alternate Saturdays – one has a good knowledge of second-hand stock and the other is also good at re-sprays. Then there's James Styles, who has his own World War II layout called 'Operation Abyss', who is really good at scratch-building. He helps out with a lot of the building work for us.

BRM: The Little layout Company is a relatively new enterprise, but what were you doing before you formed the company?

NM: I worked at Frank Perkins Engineering in Peterborough for 12 years. I was running the paint process plant when I left. I was

getting fed up at the end, so I said that whatever I did next it would have to be something I'd enjoy doing, and Lacey encouraged me to give this a go. I've always been a railway modeller, thanks to my dad – I destroyed a lot of his trains when I was younger! I left the hobby in my late teens but picked it back up again in my late-20s.

BRM: Railway modellers often take a break from the hobby, only to return much later in life. You came back quite young, though.

NM: Yes, we're quite a young group of guys, and we try to communicate our enthusiasm to younger people at the shows we go to. Railway modelling doesn't have quite the same stigma that it had years ago, and we are getting younger customers coming through.

Model Railways are my passion and it's great being able to do this on a full time basis.



Many clubs have sections for young people too. I think that advances in technology has also helped to bring younger people in.

BRM: What sort of things do you do to encourage younger people into the hobby?

NM: We don't go with a lot of the steam-era stuff at shows, and I prefer to stick to what I know, which is the 80s and 90s stock. I think the younger generation knows that stock, and with sound-installed that helps to draw them in more. I like to keep things bright and interactive. That's why we usually do our stands in a U-shape, so people are drawn in and they can meet us and have a go. It's better than us being stuck behind a table.

BRM: When customers come to you with a project, do you find that they already know exactly what they want?

NM: We get a lot of enquiries through the website saying things like "I'd like an N Gauge layout, I've got 10ft x 3ft and I'd like a goods shed." And that's as rough as it gets. We do get left to our own devices quite a lot of the time, but I'll often sit down with a customer, or I call or email them to try to understand exactly what they want. Then I'll go away and try and put that into a plan. I keep them updated on the progress that we make, checking that they're happy with what we're doing. It's hard pricing a layout. We might already have everything we need for it, but I then have to estimate how long it's going to take, which is based on a daily rate.

BRM: Little Layout is a small company.

Does that mean you're only able to work on one layout at a time?

NM: No. At the moment I've got a loft layout in Birmingham, a garage layout in Stamford and we've been asked to look at a Colin Fry layout that's kept in Dublin Castle. The room that it's in was getting damp and the layout has started getting destroyed. It's all in bits, but they want us to go over there

and put it back together in a new purpose-built exhibition area. We also have a job in Bodmin and a couple up in Scotland, so we're getting out and about all over the place.

BRM: There's a fair amount of woodwork underpinning the layouts that you build. Are your baseboards custom-made for each project, or are they modular in any way?

NM: Well, because the boards have to be transported, both by us and the customer, we try to keep them to 4ft x 2ft. My father-in-law has a workshop at home and he cuts the boards and brings them here. I try to keep him working two or three jobs ahead, so if I have an issue where I'm waiting for parts for a layout I can at least start work on something else.

BRM: Do your customers exhibit the layouts that you have built?

NM: Yes, several are in circulation. Two went to Kempston recently – 'Elmwood Yard', which is an HO American layout, and 'Passage Lane' which is a 00 gauge layout set in the present day – 'Deeping Lane' was at the Spalding show recently too. Our customers are really good. They like the fact that their layouts are built by somebody else and they're happy to 'advertise' for us as well. Word of mouth recommendations work really well for us.

BRM: Do you scratch-build everything that goes into your layouts?



Our exhibition layout 'Sutton Park' can be seen on our show stand as well as in the January 2018 issue of BRM.



It's always a busy day in the workshop!

NM: Yes, mostly. I like making industrial things – I'm not very good with houses and station buildings, so I leave James to do those things. Grime and dirt is my speciality. On RMWeb I had a reputation for putting fuel points on everything (laughs) – pretty much every layout I build for myself has a fuel point on it!

BRM: Fuel points aside, what sort of layouts do you build for your own pleasure?

NM: To be honest, I build the show layouts for my own enjoyment. That's why I build them, do a few shows with them, then sell them on and build something else. However, we had a team meeting after the Peterborough show, and everybody ganged

up on me and said that if I sold 'Stylson Yard' they wouldn't help me anymore, because they think it's the best one that we've built so far.

BRM: You're building lots of different layouts for customers to their own requirements, then. What sort of height do they want, or do you recommend?

NM: I suggest three foot, because it's an average waist height. It's a good height for show layouts too – if you're stood behind a three foot-high layout with a foot high backscene, you can reach forward without having to stretch or go on tip-toes.

BRM: You probably have your favourite construction materials, especially having to build so many layouts. Can you talk us through a few of them?

NM: We use 5.5mm ply, 2.5 – 2.75in battens if we're using Cobalt or Tortoise motors – just to get the extra depth and to prevent damage. As I mentioned, we try to build the boards to four x two feet, because they're lightweight and easy to carry. I use 5.5 or 7mm ply for the backscene board. I use ID backscenes, and we'll usually frame them off with a bit of beading to give it a nice finish.

BRM: Do you think your modelling has



Three more Little Layouts. Clockwise from top-left: 'Thornley TMD', 'Eddington Yard', and the lower two images are from 'Deeping Lane Depot'.

developed since you've set up the company? If so, how?

NM: A lot, yes. I've certainly learned many new techniques. I used to swear by seep point motors, and was reluctant to use DCC. Now I've completely gone the other way. I've learned a lot about how to put boards together, and I've learned new techniques for scenery. I might have done things my own way before, but looking through magazines, watching DVDs and speaking to people at exhibitions I've learned different ways of doing things. My skills with an airbrush have improved no end too.

BRM: How do you see the company developing over the next three to five years – is there anything you're not doing that you'd like to try, or something that you'd like to do less of?

NM: We're kind of riding a wave at the moment. It sounds strange to say, but we're a bit busier than we'd like to be at this point – that's a good problem to have, though. In the longer term I'd like to have a bigger workshop with a couple of guys working for us full-time. That would take a bit of stress

off me, and I could perhaps put a bit more time into the scenery side of things. I'd also like to work with a few more magazines and books, and do a few tutorials. I don't want to give all my secrets away, though!

BRM: Finally, is there a fantasy project that you'd like to build?

NM: (without hesitation) Bescot Yard. It's a large yard, with a lot of wagons and a fuel point and that kind of stuff – I like anything that's got industrial filth and dirt. Toton would be great too, but Bescot is probably more achievable.

Well, that's something we'd certainly like to see, although with orders on the books for the next couple of years we might have to wait. In the meantime, The Little layout Company will be at the March MRC and Wood Green shows in March 2018, with more bookings for 2018 TBC and many of the layouts that they have already sold on the exhibition circuit. Keep a look out for them. They're bound to be full of dirt and grime – and they'll probably have a fuel point or two! ■



A good choice of DVD plays in the shop, we have to say. These premises are due to close soon as Little Layout Company relocates and concentrates on the layout building side of its business.

Discussing every aspect of a customer's layout is key to providing a great service, which is something we pride ourselves in.





Cake Box Challenge

Cakebox dioramas - an idea that came out of a BRM planning meeting is now all the rage on RMweb, with all manner of concepts being created. It's nice to see creative modelling and for many, this is their first 'stab' at making something. On my weekly browse through the numerous projects to see what looks good and what has been promised, I set about thinking what I'd do for mine.

In true tradition, it had to stand out and be 'a bit different', words to the annoyance of Andy McVittie who says I say that too often! And so began the quest for ideas, with Google at my disposal, to see what I could muster and maximise usage of the small eight square inches. Height in the diorama was at a premium and it was only by chance that a photograph taken from a platform on the London Underground appeared on screen - very modellable, I thought.

Not being a Londoner and with my knowledge of the Underground being somewhat sketchy - apologies Underground fans - I had to brush up on my research and ideas before I set about scratch-building. Half an hour later, I'd decided it was to be a deep tube tunnel cross-section rather than a sub-surface station. My reasoning behind a tube station is that it's a hive of activity with teeming passengers at rush hour, all looking to push so they find their little space. This is rarely modelled in our traditional rose-tinted view of the railway network and that was reason enough for me to make a start. Let the bustling commence. ■

Shopping List

DCC Concepts Plastic sheet
Kytes Lights
Peco IL-120 Individual Conductor Rail Chairs
Redutex 076LV111 Stretcher Bond Brick
PVC guttering
Scale Model Scenery BB006 Diorama board
Deluxe Materials Plastic Magic
Deluxe Materials Roket Cyano Glue

Lured by the appeal of something rarely seen in model form, Howard Smith looks to the London Underground for his cakebox diorama.

In white undercoat, the tube station is fictitious, but based on prototypical practice. See more progress on this model next month.



Time is key, so for this diorama I've opted for a pre-cut baseboard from Scale Model Scenery. It comfortably fits within the 8in square by 6in height restriction.



The board edges can be glued using a PVA-based glue, such as Speed Bond by Deluxe Materials. Apply sparingly and leave to dry for three hours.



3»

A length of PVC guttering was sourced from the local DIY centre and is a close match for the size of tunnel required. Cutting it to length I set about tracing the platform position.



4»

Scratch-building is required for this diorama, so I'm using sheets of plastic from DCC Concepts. Their millimetre grid makes cutting of parts fast and accurate.



5»

A second rear wall is made from three laminated plastic sheets and is glued. Diorama boards can be sourced from Scale Model Scenery with this additional wall if required.



6»

To support the tunnel, which is to be elevated, three strips of plastic sheet are laminated with solvent glue and left to dry, before super gluing into place.



7»

After each step, a test fit of components is carried out to ensure everything fits as accurately as possible. Here, the cutaway section of the tunnel takes shape.



8»

The platform edge front is added from laminations of plastic sheet which adds strength. I find it's easier to laminate two thinner sheets than cut a thick sheet.



9»

A word of warning with the surface of the plastic sheet – solvent glue doesn't penetrate the printed grid overlay easily. It can be removed with an abrasive sanding stick, though.



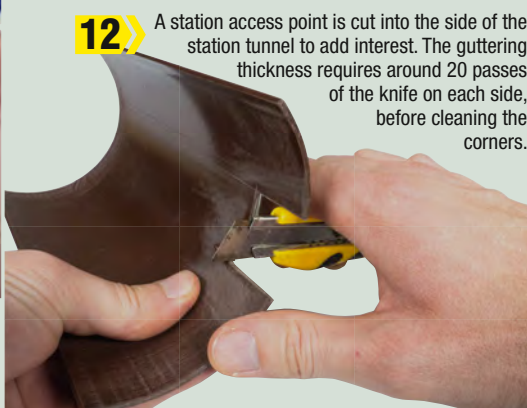
10»

The platform kicks back into the section of the tube and a test fit for height and level is carried out. As always, measure twice, cut once.



11»

The solvent adhesive used throughout the build is Plastic Magic from Deluxe Materials, available from most model shops. Align the parts closely before applying, then slide them into place.



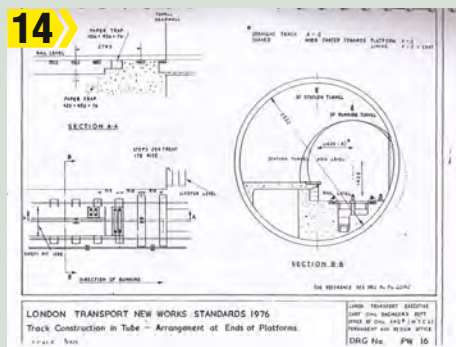
12»

A station access point is cut into the side of the station tunnel to add interest. The guttering thickness requires around 20 passes of the knife on each side, before cleaning the corners.



13»

The guttering has visible marks from the plastic extrusion. Overhead panels are carved into plastic sheet before gluing. Paper clips can be used to secure the part.



14»

London Transport New Works Standards 1976 can be found by an online search. They give accurate dimensions from the tunnel bore diameter to sleeper spacing and platform height.

15



As it happens, the loupe I use for examining model decals on my desk is the correct diameter for the station entrance/exit tunnel. A CD/DVD marker is used for tracing.

16

The first tube of superglue ran out, so the second bottle, this time from Deluxe Materials is opened. The wood acts as a sponge, so the glue is applied sparingly.



Sponsored by Humbrol

17



In stations, because of the pit between rails, the chairs are cut from this section of DCC Concepts track. The rail is retained for later use.

18



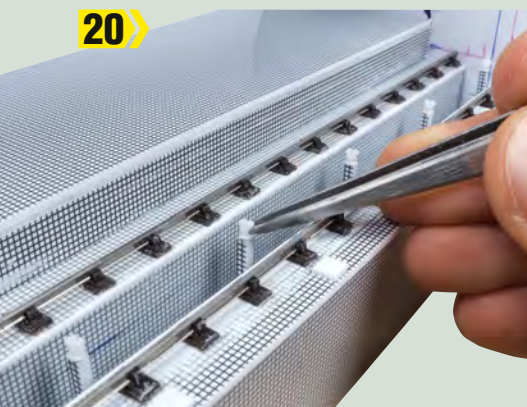
A little clean up is required around each chair to remove surplus plastic. I chose to use a medium grit sanding stick, but a needle file works just as well.

19



A scale 12mm interval between sleeper centres is respected. The ABS plastic chairs are sanded to act as a key, before individually supergluing into place. The grid helps maintain alignment of the rail.

20



Peco IL-120 Individual Conductor Rail Chairs are added to custom centre rail plastic supports. The smooth plastic must be sanded and is best glued with superglue.

21



The fourth rail chair supports are raised on pads, which I've cut from plastic sheet. A 4mm wide strip of plastic is cut, then cut into squares. Fine tweezers avoid finger marks in the glue.

22



The third and fourth rails are threaded through the conductor rail chairs. In reality, they have a square profile unlike the running rails, but I'm using rail for ease and strength.

23



Photographs of many underground stations reveal emergency access doors at the end of platforms. A 0.020in piece of plastic sheet is scribed with the side of a scalpel to make the shuttering. Above, panels are made from plastic sheet.

24



Relay and equipment boxes are another visual part of the underground station scene. Most are fixed flush with metal panelling to avoid dirt and dust from accumulating and to help cleaning staff with their duties.

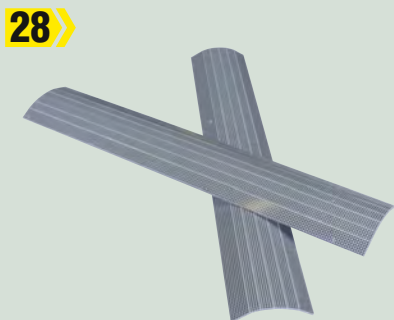
25



With the boxes secured, Redutex 076LV111 Old Brick Stretcher Bond self-adhesive sheet is fixed to the tunnel side to represent tiles. Above, the station name running board is test fitted. Note the CCTV camera keeping watch over platform access.



Without lighting, many parts of this diorama won't be visible. I've opted for two packs of 12V warm white surface-mounted LEDs from Kytes Lights.



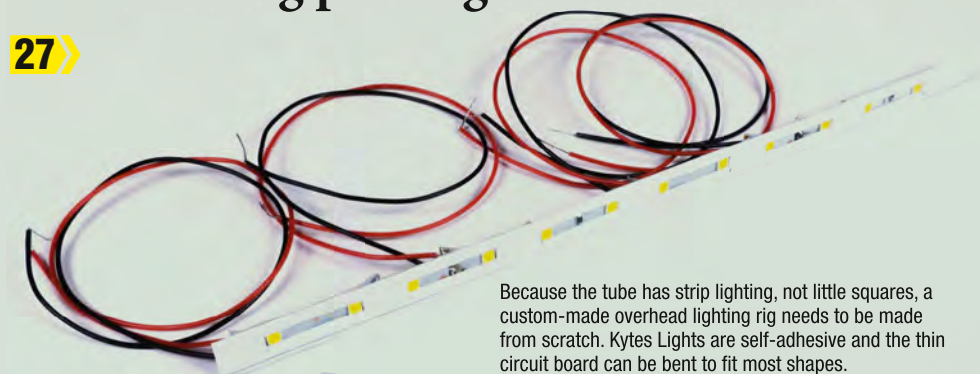
The access tunnel has a smaller diameter than the main station tunnel, so also needs to be built from scratch. Half-scoring the tunnel sides allows them to bend easily.



The lighting bar is test fitted and its wires are kept tidy with tape. The wires are grouped together and will be connected to a hidden 12V transformer.

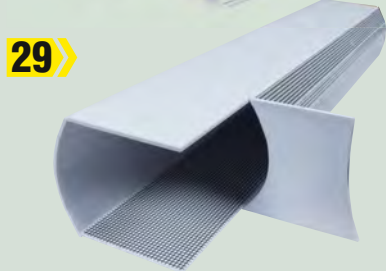


27



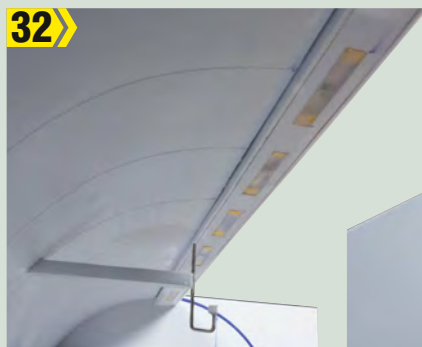
Because the tube has strip lighting, not little squares, a custom-made overhead lighting rig needs to be made from scratch. Kytes Lights are self-adhesive and the thin circuit board can be bent to fit most shapes.

29



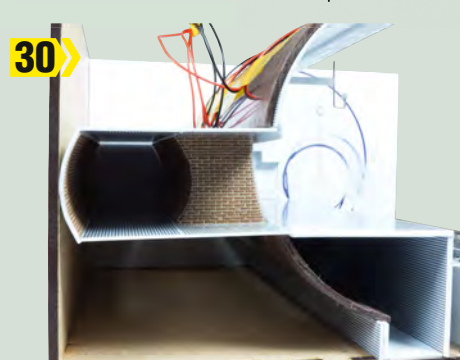
Matching the radius of the access tunnel with that of the station tunnel requires a little trimming and patience, using the guttering as a tracing guide.

32



A strip of transparent plastic sheet is cut and made translucent by rubbing with a sanding stick on both sides. Fitted between each of the overhead light cut-outs, it will help diffuse light.

30



A test fit – or five – is required until I'm happy with the alignment. This section of the tunnel has yet to be lit, with stairs to the rear to hide the dead end.

33



The diorama has been taken as far as possible for this issue. An application of white plastic primer helps give paints a much-needed key. I'm using Plastic Primer from Rust-oleum. Masking tape protects the overhead lights.

The lights are tested to ensure they work. Platform benches, commuters and numerous posters and signs have to be applied, but sit tight – that's for next time!

See part two
in the March
2018 issue of
BRM, on-sale
February 1

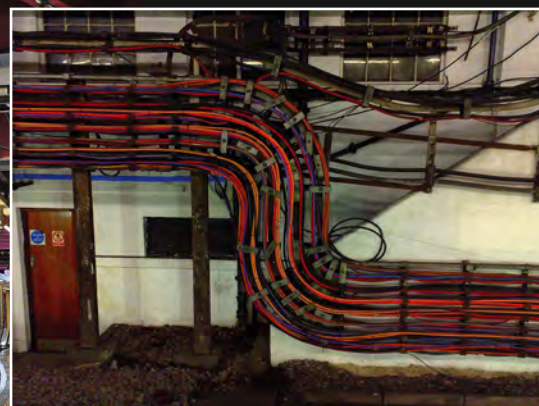
MIND THE GAP

London's Underground network offers a wealth of modelling opportunities, as Howard Smith validates.

Making a cakebox diorama of the London Underground involved frantic research to familiarise myself with elements that are commonly seen around stations, but also the immediate environment. Here's a selection of photographs from around the network to whet your appetite and give creative ideas. ■



The westbound platform at Gants Hill station, one of the few Central Line stations designed by Charles Holden. The cream tiling is the same as those found at other stations on this tunnelled section of the Hainault branch of the Central Line and was applied during the New Works Programme between 1935-1940. The same features can be seen at the Northern Line station Highgate, as well as Bethnal Green on the Central Line. This tunnelled section had an unusual use as a wartime factory between 1942-1945.



Getting power to and from signals on the underground often involves taking cables across vast distances, but many of these are left exposed displaying their multitude of colours. Seen at Baker Street in December 2009 are these modern colour-coded cables adding a much-needed touch of colour to the black and white habitual colours. Note the mounting hooks, securing brackets and many hundreds of zip-ties – all great ideas to replicate in model form.

On June 6, 2016, Metropolitan Line S8 Stock 21002 stands at Baker Street Station awaiting departure for Uxbridge. The station is served by five different lines and is one of the original stations on the Metropolitan Railway, opening in 1863. As an homage to Sir Arthur Conan Doyle's fictional detective, Sherlock Holmes, many silhouettes of the character can be found applied to the station's wall tiles and outside a large bronze of the man guards the entrance. ANTHONY ROBERTS



One of the busiest railway stations in London, Liverpool Street station serves as the terminus of the West Anglia Main Line to Cambridge, the busier Great Eastern Main Line to Norwich, local and regional commuter trains serving east London and destinations in the East of England, and the Stansted Express service to Stansted Airport. The platform anti-slip edging is clearly seen in this view and is largely to the same standard throughout the underground system. Overhead, the timetable in real time is displayed.

Liverpool Street was built as a dual-level station with provision for the Underground from the outset. Pictured, the tube station opened in 1875 for the Metropolitan Railway, and is served by the Central, Circle, Hammersmith & City and Metropolitan lines.

While building a utility tunnel at Crossrail's Liverpool Street station site, Museum of London archaeologists found skulls in the sediment of the historic river channel of the river Walbrook, believed to date from the Roman period. JOSEPH PEARSON



Advertising is key. A platform packed with passengers eagerly awaiting the arrival of the next train are a key target for loud and vibrant advertisements. Seen at Notting Hill Gate station are these large 48 sheet cross-track posters. Located on most tube stations, they're only present on one side of the station facing passengers. Here, they're interspersed with the station name for a quick reference point. Along the platform side of the station and access corridors, often smaller four sheet posters can be found, some of which are underground maps. Note the CCTV cameras keeping watch over the platforms.



On most model railways, adding lights to coaches or buildings can seem a little unnecessary, given they're viewed in natural daylight most of the time, but if you're modelling the underground, artificial lighting is an integral part of the ambience. It's not just corridors and the main station areas that are lit, look out for advertisements, platform edging and wall wash lighting too – many opportunities for the modeller to create great effects. Safety signs adorn many of the entrances and exits too. Armed with these ideas, you too could create a slice of the London Underground.

BRINKLOW

Milton Keynes MRS' adaptable layout allows for multiple controls, a variety of stock and even the running of continental trains.
Club member Wayne Webb explains further...



Factfile

Layout name: Brinklow
Scale/gauge: 1:148 / N gauge
Size: 19ft x 33in
Era/region: BR 1948-1966
Location: Midlands
Layout type: Continuous run
Power/control: DC and DCC
Words: Wayne Webb
Photography: Andy York

“the brief was for a continuous run to be controlled by DC and DCC. It had to be simple to operate and it also needed to be able to run continental and American stock



Princess Coronation Class 'City of Coventry' heads north, passing a canal tug that is pulling a butty canal boat on the Oxford canal, at Brinklow

“we have tried to show the period when the canal changed from industrial use to pleasure boating in the 1960s



A LNWR G2 trundles an up freight and a 9F with girder load passing Brinklow signal box on the down line.

SWIPE FOR MORE GALLERY IMAGES



When Milton Keynes Model Railway Society decided to build a new N Gauge show layout the brief was for a continuous run to be controlled by DC and DCC. It had to be simple to operate and it also needed to be able to run continental and American stock. The N Gauge group looked at a few different plans in around April 2015 and, at this time, I had seen a picture in a book of the main line and canal at Brinklow.

When I started my research, I found out that Brinklow had a station and that it was on the Trent Valley line, which ran between Rugby to Stafford. It was the first station beyond Rugby and was previously known as Stretton. Its name was changed to Brinklow in 1870. Brinklow closed in 1957 but the small goods yard stayed in use until 1961. Only three lines ran through the station and beyond due the proximity of a canal.

Following my research, I drew up a track plan that used the same shape as our other layout 'Dentdale' (see BRM April 2014) which has a nice long sweeping run. Happily, the majority of the group agreed with the plan.

Then, in May 2015 we finally started work on the layout. The space available at the club has dictated its size somewhat, but this has not impacted on the visual presentation of the layout.

Construction

Brinklow's baseboards needed to be light but strong for moving it around at shows. The layout is made up of five sections that are held together by bolts and wing nuts. Other details are as follows:

- Each section is three feet ten inches long.
- The construction is built from 12mm plywood for the sides and 9mm plywood for the tops.
- The legs are 44 x 20mm softwood.
- We have used Peco code 80 track throughout because some members have older stock.

There are three lines on the layout and each line is separate, so that DC or DCC can be used at the same time. The lines are colour coded – blue for the down fast and slow line, red for the fast up and green for the slow up. All points connecting the three lines are isolated and there are some dummy points just for show. The only points in use are from the green slow up line, which connects to the goods yard. All point motors are by Seep.

The fiddle yard is made up of nine lines

Rebuilt Royal Scot passing Brinklow signal box with a down line express train.



Jubilee Class express with milk and parcel train on the fast up through Brinklow. While a 2P 4-4-0 suburban train sets off on the slow up.



9F with covered hopper wagons heads south, passing a Stanier Class 8F mixed freight heading north.



LAYOUT FOCUS

split into three for each line. Each line is isolated in four places and can hold up to 12 trains allowing a capacity to run either 30 six short trains or 18 long trains. The layout is powered by three Gaugemaster controllers for DC operation and Digital Plus by Lenz for the DCC operation.

Buildings

The Buildings are a mix of kit-built and scratch-built, the latter mostly using cardboard covered in plastic card. The station building is scratch-built. I have also used the Ratio Modular Covered Station Footbridge for both staircase sides and planked plastic card for the staircase side panels, adding glazing bars for the windows. Then I used Deluxe Glue N Glaze for the window glass, all to make it look like the original station staircases.

For the white plaster buildings I used plain white plastic card on top of cardboard. When the building was complete I gave it a coat of PVA and dusted over with weathering powder. When it was dry I painted it white, which gave a good plaster effect.

The signal box is also a Ratio kit with interior and signaller. The goods shed is scratch-built with doors at both ends for the railway to pass through. There is a vehicle loading entrance at one end and an up and down roller door.

The platforms are made up using Peco edging sections and plastic card on top, and then painted. They were then merged into the landscape, which was formed by cardboard formers and a lattice work on top. They were covered with paper and plenty of PVA glue before being painted green.

The signals are a mix of kit and scratch-built and I plan to build more for the layout. All the signals are static. The point rodding has been produced from thin wire, which is glued on to plastic square section and painted.

Scenery

A mix of Woodland Scenics scatters was used and static grass has been added in places. The canal was made by using white plastic card for the base and sides. This was then painted a canal colour of green and given four coats of satin varnish for the water effect. I plan to add more water to the canal.

One of our group made all the tall trees. The smaller ones are all commercial trees of various makes. The backscene was photographed by Bob Taylor at Maidensgrove Common in the Chilterns, which is about five miles north of Henley on Thames. The

The Liverpool Lime Street to Euston Deltic prototype passing through Brinklow station.



Looking at Brinklow station from the road side.



A view of what was known as 'Stretton Stop' on the canal before Brinklow.

Meet the modeller...

Wayne Webb pictured right, with fellow modeller Bob Taylor on the left



I returned to railway modelling in 2003. I was looking for a new hobby and came across an OO class 31 locomotive, which I remember from my childhood. So I started out building an OO layout, although I only had space for a branch line. I visited a model railway show and came across N Gauge, and I decided that I could do a lot in this scale.

I built my first N Gauge layout 'Kingswood' and to my surprise was featured in BRM. Then built 'Bettws Road', a small layout that is on the show circuit with new owners.

I joined Milton Keynes Model Railway Society in 2010, which helped me learn more about model railways. Tony Frazer, Bob Taylor and I decided to build our own layout 'Dentdale', which can still be seen at shows. Hopefully, I will get back to my beloved Western Region with my next layout.





photographs were then stitched together by an Art Printer in Telford.

All the vehicles on the layout were given a coat of matt varnish to tone them down and weathered where needed.

Stock

The rolling stock is a mix of Graham Farish, Dapol and Union Mills. You will see Royal Scots, Jubilees and Coronation class locomotives. Also to look out for is the Deltic prototype on its Liverpool to Euston run. Other locomotives include LNWR G2s pulling freight and a LNWR Prince of Wales class in BR early emblem. This is what might have happened, because some of the class were allocated BR numbers but never made it into service.

The layout is run from 1948 to 1963. We have tried to show the period when the canal changed from industrial use to pleasure boating in the 1960s. I have also tried to keep to the same principles I used on 'Dentdale' - i.e. keeping the layout simple, not overloaded and making sure there is a feature on each board for the public to look at while watching the trains go by.

Finally

I am pleased the way the layout has turned out. It was a shame that I could not fit the run off section of the fourth line to be a working line by adding more points, but I did not have the room.

My favourite building is the dilapidated building next to the canal. This is becoming a bit of a signature for me, as I have something similar on the front of Dentdale.

The layout's first outing will be at the Milton Keynes show in February 2018 - see www.mkmrs.org.uk for more information. Our club is open to new members wishing to learn more about model railways, so please feel free to contact us. ■

What we think...



There are some nice touches in this layout. The water, while relatively simple in construction, is a splendid shade canal murk. Meanwhile, the scratch-built derelict building shows just what

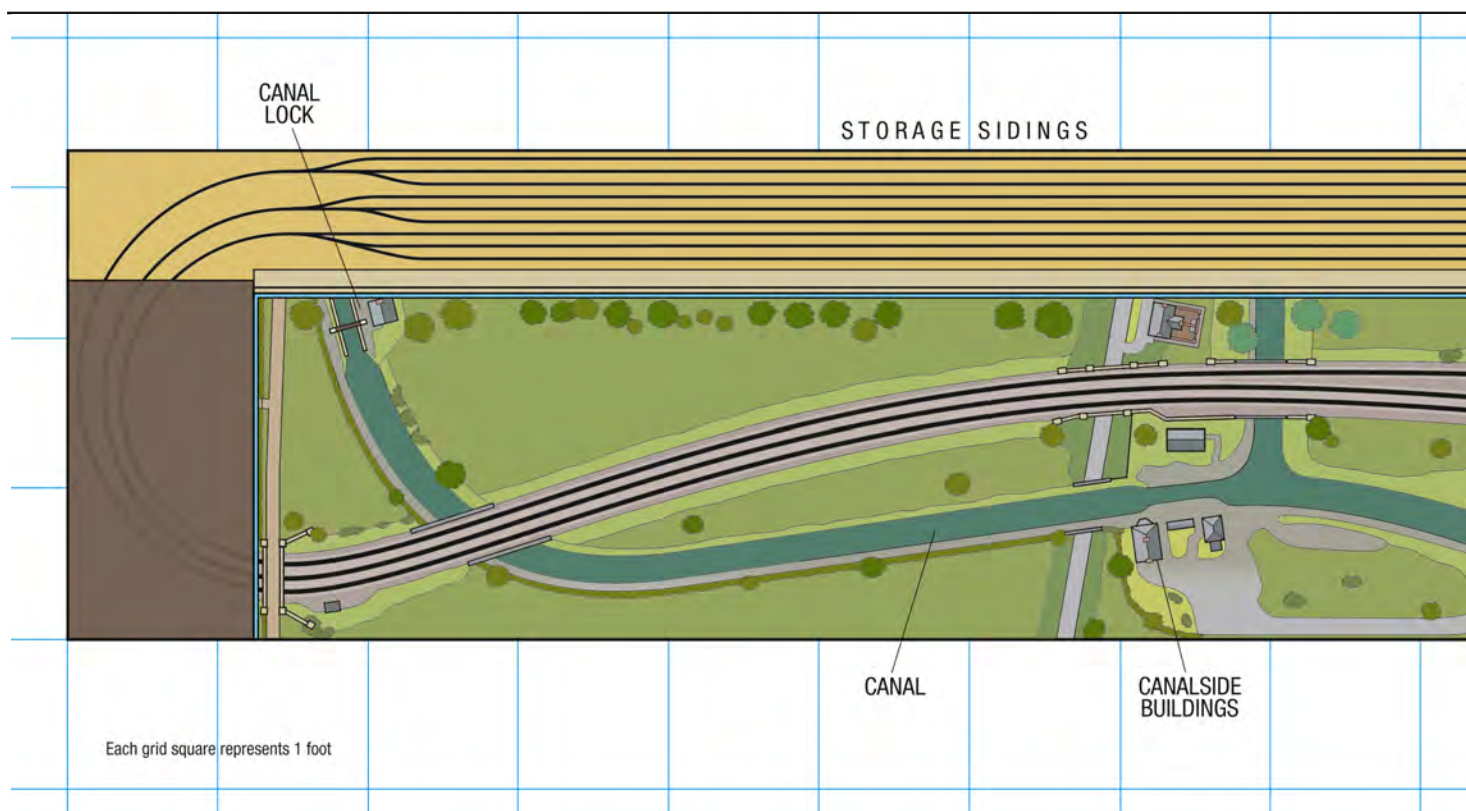
sort of details can be achieved in the scale - even the daubed 'keep out' warning looks convincing!

Andy McVittie, Managing Editor

Brinklow closed in 1957 but the small goods yard stayed in use until 1961. Only three lines ran through the station and beyond due the proximity of a canal

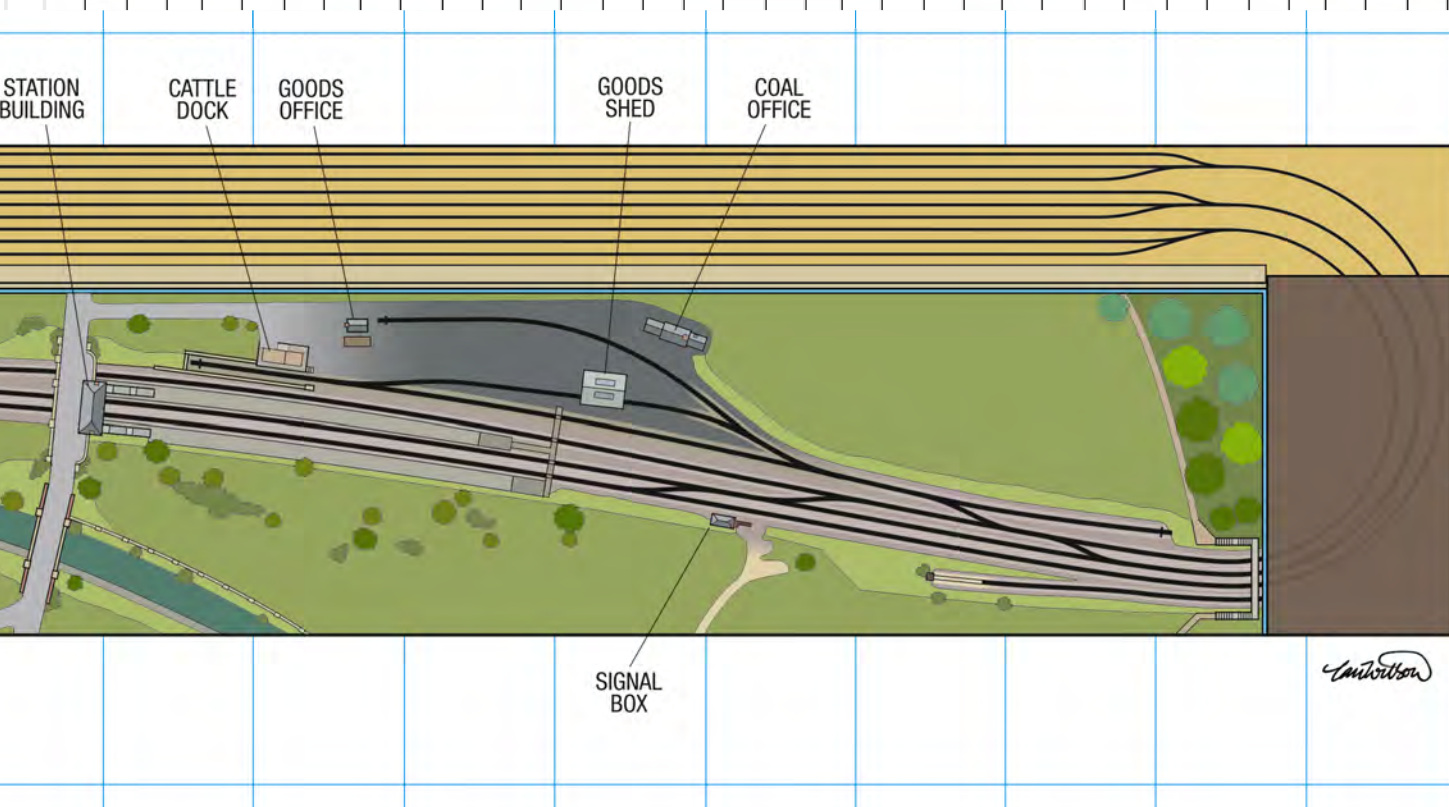
Trackplan

BRINKLOW





The aforementioned derelict building - the pride of Wayne's layout. Undoubtedly unpretty, but an authentic feature nonetheless.





DIDSBURY GREEN – PART TWO

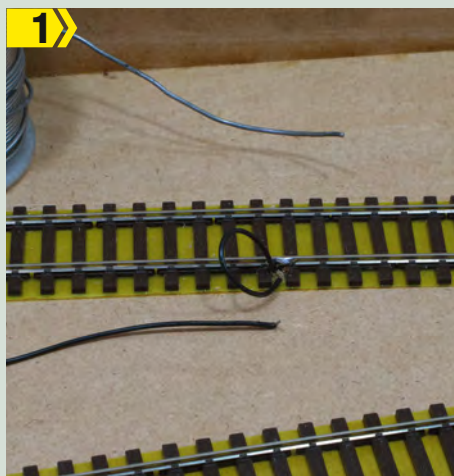
In this episode, Phil finishes the wiring, builds an unusual control panel and makes a start on the scenery.

Building Didsbury Green has forced me to adapt my usual methods. This layout needs to be as light as possible for transport to Canada in a few months time. Also, I'm having to keep weight reduction in mind, which means no resin buildings, featherweight ground contours and LED lighting rather than bulbs.

None of this is a problem, in fact it's fun trying different materials and methods – some of them might even become part of my standard ways of working. Right up until the point that I spot another interesting way of doing things, of course.

Another new (to me) feature of this model is operation from the front. I prefer to hide the controls behind the model but this layout will be perfect to sit on a shelf for casual operation rather than being set up for a show. I'm keen to avoid a separate panel too, one less thing that can be forgotten when I do show the model. ■

Wiring



Power is fed to the track though short lengths of wire soldered to the sides of the rails I showed how to do this on September's DVD. However, the method is to tin both the end of the wire and the side of the rail. Then hold them together and heat the joint. Pre-tinning should mean that the heat is only on for a few second so the sleepers don't melt.



Two electrical breaks are built in by using insulated fishplates. These are bulky and a little unsightly, so I'm cutting through both rails with a razor saw. You may prefer to use a slitting disk in a mini-drill, but this hand tool produces a finer cut. Make sure the track is firmly held down either side and don't rush it.



3»

Rapido's point motors require a 12V DC supply, and most transformers provide 16v AC. Changing this requires a bridge rectifier, a device incorporating four diodes. While making one isn't hard, this Gaugemaster unit is even simpler to use, as no soldering is required.

6»



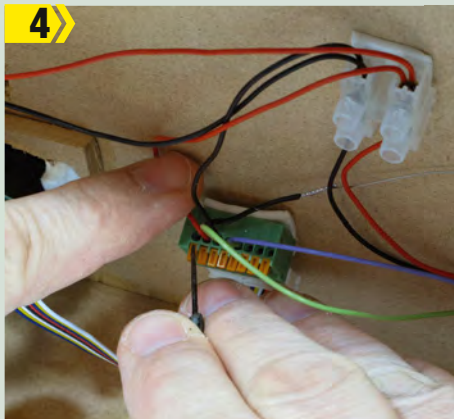
The next job is to stick the wires to the board so they don't get caught when the layout is moved. It makes following the circuits a bit easier, though – red and black for track, everything else is point control. The switches for this will be in the top right as you look at the photo.

7»



At this stage, the most important thing you can do is run trains to make sure everything electrical is operating properly. If it doesn't, adding scenery isn't going to help. If the loco stops at an electrical break, try lifting it on to the next section as it's easy to get the polarity of the feeds wrong. If this is the problem, swapping the wires fixes it.

4»

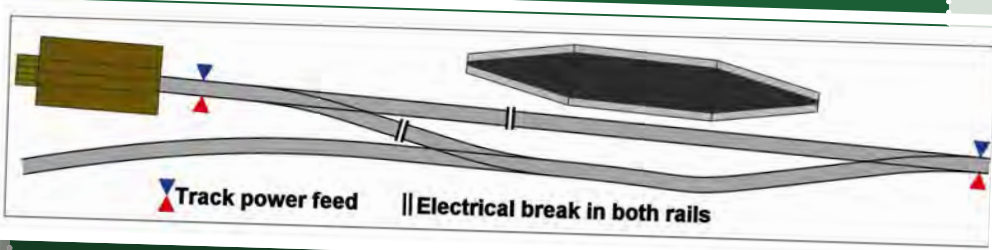


My soldering iron isn't seeing much use on this project, as the point motors include a push-fit terminal. Simply press the lever forward and stuff the wire in the hole. Let go and the connection is made. Track power connections use electrical 'chocolate block' terminals with screw fittings.

5»



Both the controller and transformer are plugged in through DIN sockets. To avoid the risk of the connecting the wrong one in, I try to use 5 pins for control and 6 for the transformer. It might sound daft, but building out potential problems is easy at this stage and it's better than trying to fix a loco that's been fed with 16V DC!



Wiring diagram

Didsbury is wired for conventional DC control, with power feeds at the toe end of each point (the middle one receives power from its neighbour on the right) and track breaks where points face each other. This avoids short circuits when points are thrown and the polarity of the frog changes.

Everything will still work fine if the layout was to be changed to DCC operation in the future, as the feed from the DCC controller just replaces the analogue feed. Since the controller is plugged in to the front panel, it would even be possible to swap between the two.

Ballasting and painting the track

1»



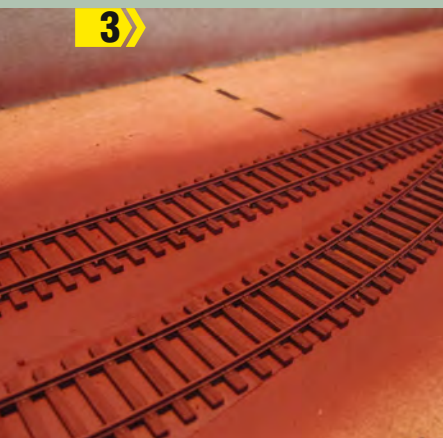
Before painting the track, it's important to protect any moving linkages with masking tape. Cheap decorating tape is good enough for this job, as it's just to stop paint getting in to the pivots. Kitchen foil works just as well if you don't have any tape.

2»



I've just stuck all the switches in a plastic bag sealed up with more tape. This is then firmly fixed to the baseboard – I don't want the bag flopping around and putting any strain on the very fine wires when the board is moved around. The next step is best carried out outside.

PRACTICAL BRM



Acrylic paint won't stick very well to metal rails, so I've given all the track a spray with car primer. You could carry out all the painting by hand, but aerosols are far quicker and it's a lot easier to get paint in all the corners.



I knew there was a good reason to cut a big hole in the end of the baseboard – it makes it easier to aim the airbrush! Seriously, it's essential to spray from all angles or shiny unpainted sleepers will show up later when looking along the model at eye level. If you don't own an airbrush, aerosol cans of track colour (a dirty brown) are widely available.



Rail tops need to be cleaned soon after painting, ideally before the paint has hardened. Don't use emery paper for this, as you'll scratch the metal and give the dirt a place to hide in the future. Polish with a piece of wood – I'm using a lolly stick, which does the job without damage.



Rapido supplies clear plastic disks to fit over the motor tops for scenery. Feeling that these weren't big enough, I made replacements out of 0.25mm thick plastic sheet. Cutting them in half along the centres of the holes saves taking the cams off the top of the motors. I've glued the plastic down the board, but not the motor in case this has to be replaced in the future.



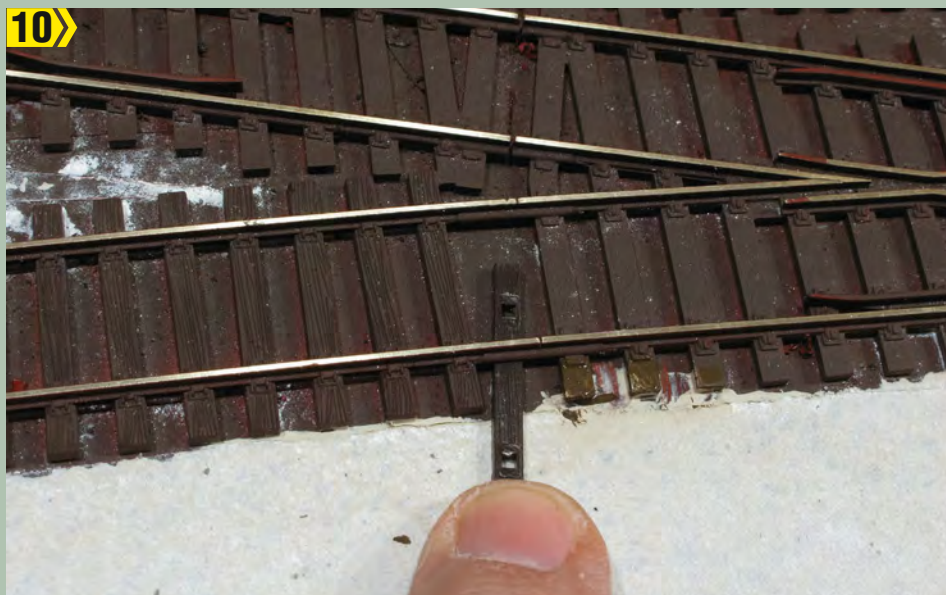
Feeling that the super-smooth baseboard needed a bit of texture, I'm trying out a technique that I picked up from our visit to Pendon. Basically, masonry paint is applied to the board and then DIY wall filler is sieved on to this using a tea strainer until the surface is covered. Howard's cup of lapsang souchong is going to taste a bit gritty, but I'm sure he won't mind.



Any excess filler is brushed and vacuumed away. The results are a bit underwhelming if I'm honest. There is some texture, but not much. Obviously there is more to learn with this technique – maybe a textured paint? It would be fine for tarmac roadways, but I'd like something a bit coarser for the yard surface. I also should have filled the slight depressions where the boards lock together. They are a fraction of a millimetre apart, which really shows up badly once painted.



Ballasting, if carried out carelessly, is a great way to gum up all the points. To keep glue out of the moving parts, I'm fixing the stones near them with Deluxe Materials 'Ballast Magic'. It's a powdered glue that's mixed with the ballast and activated by misting with water. The glue sets in a couple of minutes.



Like most modellers, I tend to keep track offcuts in case they come in handy. Well, there is a spot at a joint where an extra sleeper is needed and this slides in once the rail cars have been cut off. Since it's going under a fishplate, I've sanded the back a little to reduce the height slightly too.

11»



Although one pack of Ballast Magic would be enough for a layout of this size, I'm fixing the rest of the ballast with the traditional mix of PVA and water. Make up a 50:50 solution, add a couple of drops of washing up liquid and then leave in a jam jar overnight so they mix fully. Mist the stones with water and then drip the glue on using a pipette.

12»



Sidings and engine sheds didn't see nice clean ballast; they would be laid using second hand stuff made up of stones much smaller than you see on the main line. Sheds were home to prodigious quantities of ash, which got mixed in giving an almost smooth surface. I'm mixing some chinchilla sand with the ballast to represent this, and then laying in the normal way.

14»



In the corner of the board, the scene is bent to avoid a hard line running down the sky. You only need a very slight bend to avoid this and the results look better in real life and far, far better in photographs.

Adding a backscene

Expert Tip

I find a spray glue much easier to use than anything painted on the back of the paper. Spending bit of money on something aimed at the graphic design market means the glue sprays as a fine mist rather than the lumpy efforts of cheaper cans which can cause the backscene to bubble where it soaks in.

Best of all, this stuff remains repositionable for a while, so I can peel the paper away if things aren't lined up properly the first time. It's not the cheapest solution, but the backscene is very visible and any problems will stand out like a sore thumb.



Gaugemaster's backscenes are too tall for the back of Didsbury, so I've cut 6cm from the bottom of each. This alters the horizon and I felt that more sky would appear more natural on this layout than a great area of foreground detail which could overpower the 3D part of the model.

13»



Chinchilla sand is, of course, the wrong colour for engine sheds and so it all needs to be painted after drying. Lifecolor acrylics are perfect for this, and are washed over the surface, but any water-based brown paint is useful as a base coat. Let the colours blend together for a more natural effect.

15»



The entrance from the fiddle yard is easy to cut after fitting by pressing a cutting mat against the end of the board and working with a very sharp knife. Don't push the board into the curved corner as this could be damaged. At the other end, I've just painted the end board white as it has a large hole in it.

Building the control panel



Operation is from the front of the model, so I need a panel for the point switches. This could be built into a box, but I felt the back of a building would look better. Resin models designed for the backs of layouts would be perfect, but a bit heavy. Digging on a shelf in my local model shop, I found this ancient Heljan kit, which looked big enough for the job.



For the layout's appearance at Warley, I quickly assembled the walls and put in place a sheet of plastic to hold the switches. This worked OK, but was too large for the space. I wanted to block the track entrance a little, but not this much.



Measuring the switches, I worked out that the building could be cut down considerably and still fit everything required. Compared to the original roof top, you can see it's not nearly as long and I've also lopped a couple of centimetres from the bottom too.



This side of the model faces away from the viewers, but it might appear in photos so I've added a bit of detail. Brick offcuts fill in the windows. After all, we don't need to see inside, so these have been coloured with a pencil crayon that's a lighter colour than the rest of the walls. To be honest, this is a pretty crude kit, but that's not a problem the way I'm using it here.



The operator side is a sheet of 2mm thick plastic card screwed to plastic blocks fitted inside the building. It slopes back to make the switches easier to use and more importantly, not stick out beyond the baseboard edge. If they did, the model won't fit in the box.

Getting started with the scenery



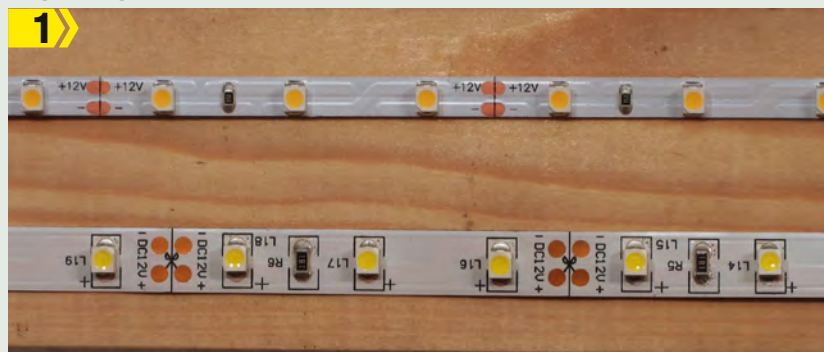
Keeping the weight of this model down is important so, rather than my normal wall filler mix for ground contours, I'm using Deluxe Materials 'Create and Shape'. The pot and contents weigh almost nothing, which is perfect for this job. Chatting to someone from the company at a show, mixing the filler with acrylic paint before use was recommended so it takes the colour all the way through. That way, any accidental damage won't show. I'm mixing a small amount of emulsion paint in instead and it quickly turns in to a paste.



The paste is applied using a palette knife. Once the basic lumps are built up, dipping the knife in water smooths the surface perfectly with no need for sanding afterwards. Deft use of the knife also scrapped any blobs from the slightly shiny surface of the backscene without any damage.

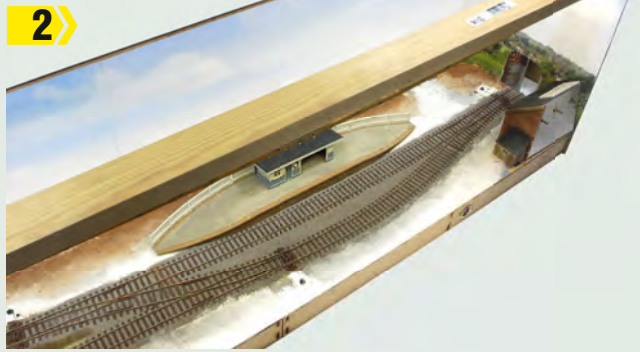
Lighting the model

1



Modern LED strips are an increasingly popular way to illuminate layouts. You can buy them from a roll in any length required and a single 12V supply is enough to drive several metres of lights. I'm testing both cool and warm white versions on the layouts. Since the fascia will be close to the model, hopefully it won't need lots of illumination. Again, weight is a consideration, but several metres of LEDs are lighter than a single incandescent bulb

2



Before building anything permanent, a test is arranged by taping two strips of light to a piece of wood. The LEDs are 25cm from the top of the baseboard and set close to the front. The light is very directional compared to conventional bulbs and I want to avoid shadows.

3



With all the room lights off, switching on the cool white set, the model has a definite blue cast. It's also not very well lit up.

5



Using both strips at the same time looks much better. For a start, everything is brighter as you'd expect, and the colours still have the summer's day feel of the warm whites. There are shadows, but I might be able to reduce these a little by angling the strips on the final fascia panel.

4



The warm lights seem brighter and with more of an orange hue far more appropriate for a summer's day. Even though I'm still only using a single strip, the light seems brighter too.

Useful links

Component Shop
www.componentshop.co.uk
 LED strips and transformer

Deluxe Materials
www.deluxematerials.co.uk
 Ballast Magic
 Create and shape filler

Gaugemaster
www.gaugemaster.com
 1.5a Bridge rectifier
 Large backscene – Open field

The Airbrush Company
www.airbrushes.com
 Lifecolor paints





BOSTCROFT

From a back bedroom to the exhibition circuit - Stephen Mullen describes his depiction of an Eastern Region terminus as a 'safe option'. These images of his debut layout would seem to suggest that he's being modest, however...

Factfile

Layout name: Bostcroft
 Scale/gauge: 4mm:1ft / 00
 Size: 14ft x 3ft
 Era/region: late-1950s, ex-Great Eastern
 LNER
 Location: Fictitious BR 'E'
 Layout type: Fiddle yard to terminus
 Power/control: DCC (Roco Multimaus)
 Words: Stephen Mullen
 Photography: Paul Bason

building 'Bostcroft' has been a great experience and I must firstly thank my parents. At the time they had to put up with a messy kitchen table and an equally messy room on countless occasions

'B17' 4-6-0 No. 61637 arrives with the morning parcels service while the Station Master explains something to one of the porters. The Station Building is the Metcalfe kit and the locomotive is from Hornby



SWIPE FOR MORE GALLERY IMAGES



'B1' 4-6-0 No. 61138 has just run around its three-coach passenger service. Meanwhile, goods are unloaded from wagons in the yard keeping a few figures occupied.



The branch line passenger, with L1 2-6-4T No. 67772 at the head, awaits departure from the main platform. A Class 105 DMU waits in the bay having just arrived.

I've been interested in railways for the majority of my life. Early layouts were temporary affairs set up on a baseboard using track from Hornby train sets. It would typically be set up for a few days before being packed away again, meaning no scenic work was ever done. Eventually when I was 16 I started building my first 'proper' layout, 'Bostcroft'.

When I was planning the layout I intended it to be set on the ex-Great Eastern section of the LNER. I had grand plans of building a suitable fleet of locomotives from kits, amongst which J15s and D16s. However, as construction began it soon became apparent that this dream wasn't going to be possible. Constraints on my time with education and starting a part-time job meant building the layout was a slow process. Alas, I still haven't managed to build that first locomotive kit.

The layout progressed slowly and as a

result my knowledge and interests changed. I therefore changed its period to the late 1950s instead of the earlier 1930s. This was so that I could include the first Diesel Multiple Units.

When the layout's first exhibition appearance at Boston in 2009, it was a fleet of mainly ex-LMS locomotives that took centre stage rather than the ex-Great Eastern fleet I had originally imagined. However, since then Bachmann and Hornby have showered us Eastern Region modellers with many wonderful locomotives. Therefore the layout now reflects its original Eastern Region origins.

Solid foundations

The baseboards are constructed from 2in by 1in softwood frames with plywood tops. The track is Peco Code 100, which was ballasted with OO gauge ballast. This has been weathered with washes of enamel paints

and doesn't look too bad. However, since building 'Bostcroft' I've learnt that a much better appearance can be gained by using Code 75 track and N scale ballast. As a result that's the combination I will be using on future layouts.

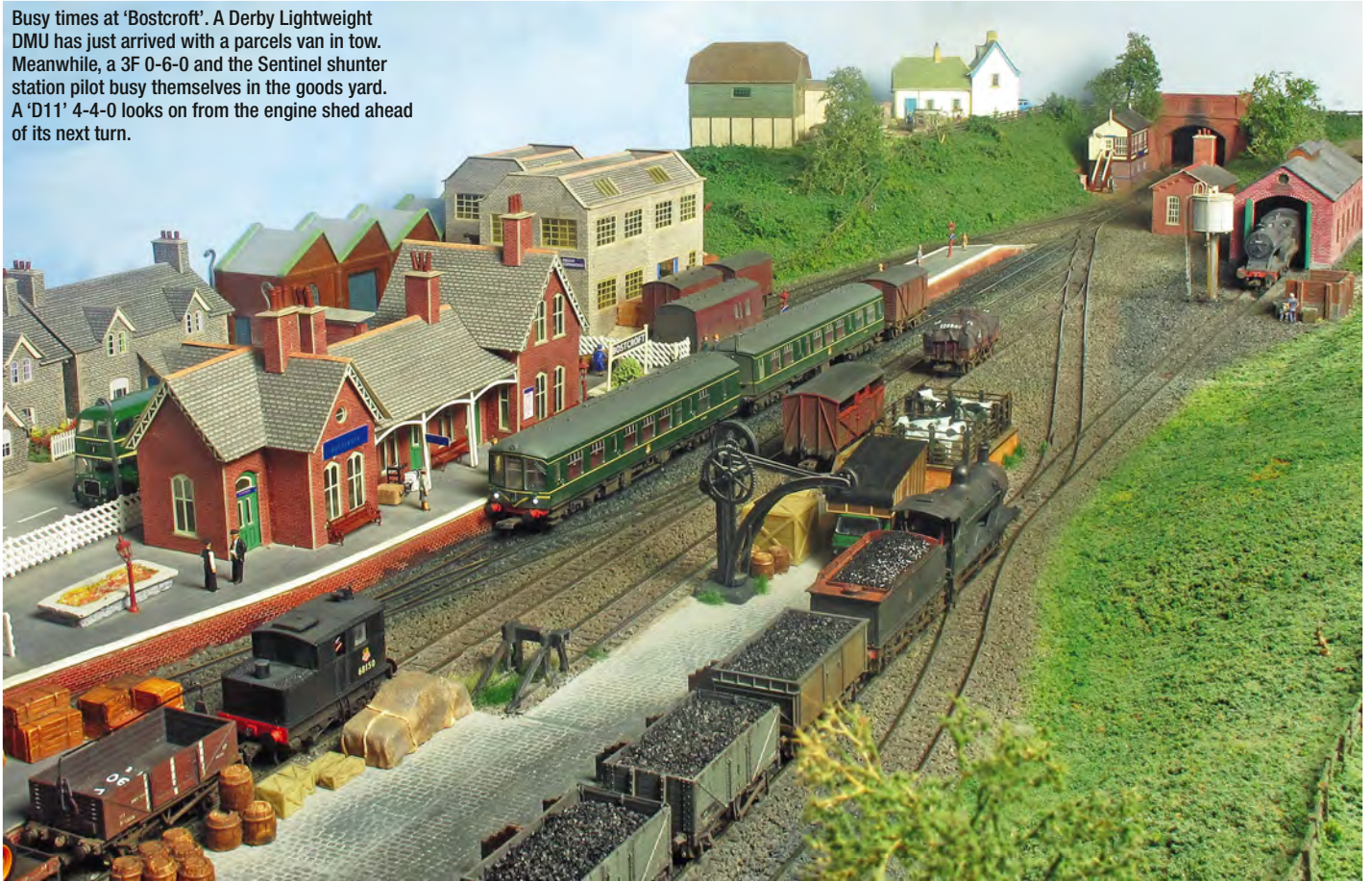
The fiddle yard consists of a 4ft long traverser with additional locomotive sidings at either end. It enables locomotives to be swapped without lifting them from the track. The traverser has been built using kitchen draw runners and is moved by hand and aligned by eye. Thus far I've found that no locking mechanism is required to ensure alignment because of the stiffness of runners.

Going Digital

Originally the layout was wired for DC analogue control with a Gauguemaster walkabout controller. This soon changed after joining Boston MRS, where I was shown the



Busy times at 'Bostcroft'. A Derby Lightweight DMU has just arrived with a parcels van in tow. Meanwhile, a 3F 0-6-0 and the Sentinel shunter station pilot busy themselves in the goods yard. A 'D11' 4-4-0 looks on from the engine shed ahead of its next turn.



advantages of DCC. The layout was rewired to use the Lenz system. Originally, I used LH100 controllers, but recently I swapped over to the Roco Multimaus.

Rewiring the layout for DCC was extremely easy. I'd already wired the layout to use the points as isolating sections, thus connecting each pair of rails across the board joints via jumpers. These droppers at the board joints were easily joined together and with the addition of one or two additional droppers the conversion was complete. I'm often surprised to find that everything works straight away, despite the layout spending large amounts of time in storage.

The only difficulty I've experienced is with the traverser. Originally, I wired all the locomotive storage sidings into the bus with the intention of driving each locomotive into and out of its siding. However, I soon found that when the traverser is moved multiple rails with opposing polarities can easily come into contact with each other. The remedy for this was to make the locomotive sidings electrically dead so that only the main feed track to the on-scene area is live. This reduces the likelihood of two opposing

rails touching each other, but now means that locomotives have to be manually pushed to their trains rather than driving them.

Scenic Delights

The ground contours were created using expanded polystyrene. Shaping this into believable slopes was a messy affair with the small white balls getting everywhere. Plaster mixed with water and PVA was spread over the top. The PVA was used to give the final hard shell a little more impact resistance.

The plaster was painted with a brown paint to prevent stark white areas showing though. Woodland Scenics has been used for the greenery, and rubberised horsehair for

the bushes. The trees are from Greenscene, but recently these have been replaced with examples from The Model Tree Shop.

I often get asked about the ploughed field. This was created using a piece of corrugated cardboard box. This was first split in half, then glued down with the corrugations facing upwards. I covered it with real soil from the garden which was sieved to make it finer and remove stones. It was glued with the usual PVA and water mix.

Buildings

The majority of the buildings were built from Metcalfe card kits. The station building, goods shed, warehouse and cottages are all from this range. You will also see the

constraints on my time with education and starting a part-time job meant building the layout was a slow process. Alas I still haven't managed to build that first locomotive kit



A 3F 0-6-0 draws two goods wagons from the goods shed, another Metcalfe kit. The packing crates, barrels and boxes are from the Ten Commandments range.

workshop section of the same range's double track engine shed which originally graced the layout.

I realise such a large facility wouldn't be present at such a small terminus station, so it was removed and replaced with a single road engine shed. This is actually a continental kit that I've anglicised by replacing the pantile roof with a slate version.

The inn and stable are from the Superquick range, whilst the remaining buildings are ready to plant items. The signal box and additional warehouse buildings are from the Bachmann range whilst the weighbridge is Hornby.

Additional items, such as the yard crane and coaling stage, are from the Ratio and Wills ranges. The detailing bits and pieces are mainly from the Ten Commandments range of plaster castings, and the figures are white metal castings from Langley.

Operation

The layout is operated to a sequence of arrivals and departures. In this it is much busier than it would be in reality. However, at exhibitions I believe people want to see plenty

An overview of the layout, a Class 03 shunter stands on shed while a Class 31 waits with the passenger service. The ploughed field in the foreground was created using corrugated cardboard covered with real soil from the garden. This was first sieved before being glued with watered down PVA.



See more of
Bostcroft at
www.brmm.ag/
Bostcroft

An Ivatt 4MT 2-6-0 brings a goods service into 'Bostcroft'. This Bachmann model has been enhanced with weathering, a real coal load, a footplate crew and a DCC sound decoder. The speaker for the latter is located in the tender.



of movement and the sequence is designed to allow for this. The layout is normally operated by two people; one operating the scenic section whilst the other mans the fiddle yard. This ensures the next trains are always ready to roll when needed.

The passenger services consist of two locomotive-hauled services supplemented by DMUs. A two-coach set is used as the branch line passenger. This would run from 'Bostcroft' to the mainline junction, connecting with other services. This service is usually operated by a tank locomotive, which starts the sequence from the engine shed. The coaches start from the yard where they're shunted towards the end of the sequence.

The second locomotive-hauled service is a longer distance passenger service linking 'Bostcroft' to other major towns. This is usually made up of three or four coaches and is hauled by a larger locomotive. A parcels train is also run in the morning, often hauled by a B17 or K3. Towards the end of the sequence the district inspector makes a visit in an inspection saloon.

During the sequence two 'pick-up goods' services are run, one in the morning and the

same in the afternoon. I enjoy shunting and tend to be rather fussy about it, ensuring wagons are correctly positioned in the yard and that those with vacuum brakes are at the head of the trains.

In our sequence, it's important that the afternoon pick-up goods removes wagons to make space, otherwise things can get difficult for the operator. There are one or two 'curve balls' added into the sequence like this to keep the operators on their toes.

All change

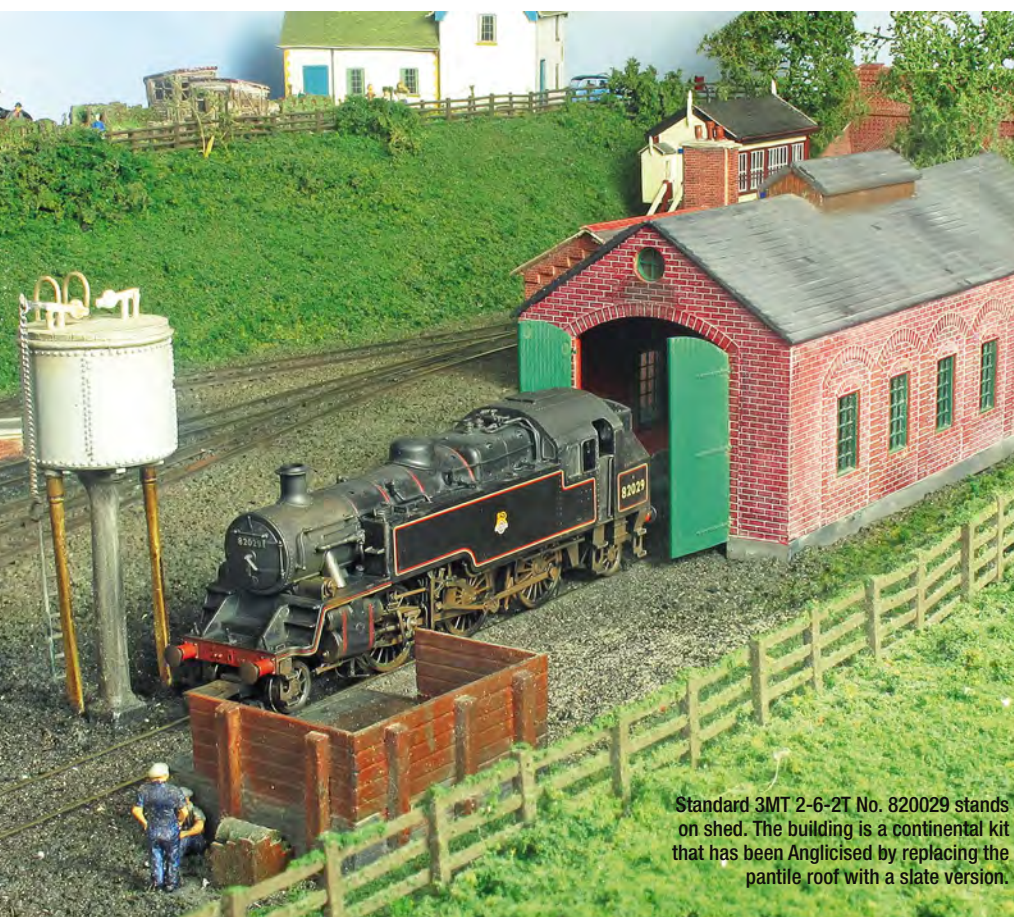
In the run up to the layout's first exhibition appearance at Boston in 2009 a fleet of mainly ex-LMS locomotives was assembled. This was due to the low availability of suitable ex-LNER types that could easily be fitted with decoders at the time. However, since then locomotives of classes B1, B17, K3, K1, L1, D11, J11, J50, D16 and J15 are available for service. I've also recently purchased a B12, which currently awaits a decoder. Early DMUs are also in evidence as well as a Class 31. All these are running in original all over green liveries without yellow warning panels. Station pilot duties are shared between a Class 03 and a Y1 Sentinel

shunter.

I've been slowly upgrading my locomotives with weathering, fitting crews and fitting sound decoders. Sound is one of the major attractions of DCC and I've now got locomotives fitted with decoders from South West Digital, Howes, Legomanbiffo and YouChoos. It adds a whole new dimension to the operation of the layout and I get many favourable comments regarding it.

I've also ensured that my short wheelbase locomotives are fitted with stay alive capacitor units. The best example of the success of these is the Sentinel shunter. Previously this would infuriate me by stalling all over the place, but with the addition of the 'Stay Alive' it's now one of the best performing locomotives, so much so that sometimes I've only noticed an electrical problem when a longer wheelbase locomotive stalls.

Passenger rolling stock comprises of Hornby's Gresley suburban coaches, which I've weathered to good effect. I often add tail traffic to these, which comprise various CCT Vans and a milk tank wagon. The parcels train consists of Gresley and LMS full brakes along with a 'Stove R'.



Standard 3MT 2-6-2T No. 820029 stands on shed. The building is a continental kit that has been Anglicised by replacing the pantile roof with a slate version.

Meet the modeller



I became interested in railways from a young age. Fuelled by the adventures of a certain blue tank engine and my parents. To begin with I was only interested in steam. However, that changed after I joined the Boston Model Railway Society and I also became interested in more modern traction. I'm now well on my way to completing my second layout 'Beesby Road', which is based in the BR Blue period.



Station Road, 'Bostcroft'. The cottages are kits from Metcalfe, the road vehicles are from Oxford Diecast and the bus is from the Corgi range.

A Waggon & Maschinenbau Railbus awaits its passengers while porters busy themselves on the platform. The station sign is a white metal casting from the Langley range and I made the wording on the computer. All other signage is from the Scalescenes downloadable range.



Freight stock is ready-to-run from Bachmann and Hornby. I've added sheeted loads to the open wagons and some of those that look empty carry a folded sheet. One of the vans has been fitted with a sheet to make it look like the roof is leaking. Coal wagons have had loads fitted, but I've made the mistake of permanently fitting them so it looks odd when shunting them.

Changes and Future

Since these photographs were taken I've carried out a number of upgrades, such as fitting signals and changing the trackplan to a more prototypical layout. At this time I replaced the previously used Insulfrog points with Electrofrog points. The new signals have been built from Model Signal Engineering kits and whilst they aren't operational yet it's on my 'to do' list.

A low-relief warehouse has also appeared at the end of the goods yard with additional greenery in the corner of the layout next to the bridge. This includes a tree that effectively hides the corner in the backscene.

One aspect I wish to address is the

couplings because currently the stock uses tension locks. I'm planning to change these to automatic couplings at some point to remove the 'big hand from the sky'.

I'm thinking these will comprise Sprat and Winkle couplings, but haven't decided yet.

Building 'Bostcroft' has been a great experience and I must firstly thank my parents. At the time they had to put up with a messy kitchen table and an equally messy room on countless occasions. I must also thank my brother Andrew for all the help he has given me, especially his artistic skills.

My friends at the Boston Model Railway Society; Dave, Ken, Wendy, Matt and many others have also been a great source of knowledge and encouragement. I also know

where to go when I need an extra pair of hands when a show booking is looming.

I must also give my thanks to the Spalding Model Railway Club for allowing the photographs to be taken at their clubrooms during an Open Weekend.

On tour

The layout has attended many shows since 2009 and is still popular on the exhibition circuit. This is helped by it fitting into one car and only needing two operators. Bostcroft is next booked to appear in 2018 at the Sleaford Exhibition on June 2, and Boston Exhibition on September 27 and 28. It has also been invited to attend the Immingham exhibition on May 19th and 20th. ■



What we think...

For a first 'proper layout' as Stephen describes it, 'Bostcroft' has been a safe option. It's not overly large, the trackplan isn't complex and it hasn't cost the earth to make. As a result, the project was completed and it was enjoyable, two things which are fundamental when building your first layout.

Howard Smith Features Editor

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Did you know...

If you don't have a handy accessory output from a controller, the GMC-WM1 Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

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Turn to page 105 to see more print-at-home kits from the 3DK range.

DOWNLOAD, PRINT AND BUILD

Paper and card kits are a cost-effective way to assemble layout architecture, as Michael Russell proves with this print-at-home kit from Canadian manufacturer, 3DK.

I've always been sceptical of cardboard buildings, because those I've used in the past really did look like they were made from cardboard. That was many years ago, though, and I'm happy to report that modern kits and the improvement in print technology have changed the situation.

You can now make realistic models with a little effort. This downloadable brick office kit from 3DK is a good example of the genre, and is a simple step to make your first building. All you have to do is visit the website, pay a small fee for the kit of your choice and download a .PDF file to print at

home or at your local printers. There's no restriction on the number of times you can print the kit, so it's an economical way to make repetitive buildings such as terraced houses.

Lots of us are lax at reading instructions, but I recommend that you do because they're very good. The terms used are explained by means of a labelled picture – indispensable information for a beginner. I had my kit professionally printed on 1mm card and plain paper, but a better option is to print onto A4 self-adhesive labels, then apply this to 1mm card when required. ■

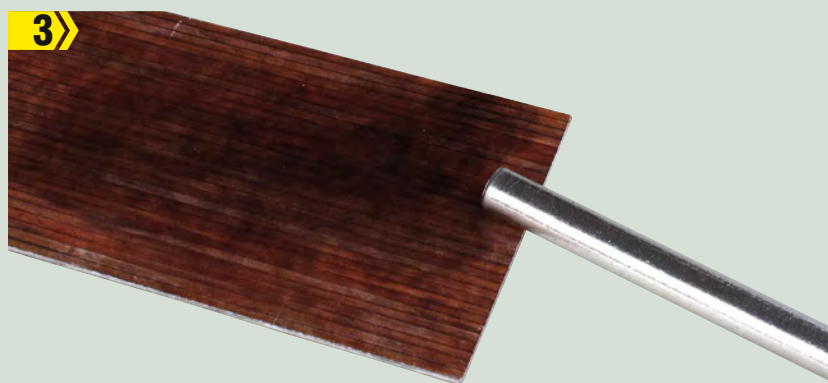


You'll need a steel rule, scissors, the kit printed out onto self-adhesive white labels, 1mm thick card, a craft knife, felt tip pens or acrylic paint and fast-setting glue. A good quality 'self-heal' cutting mat is also recommended.

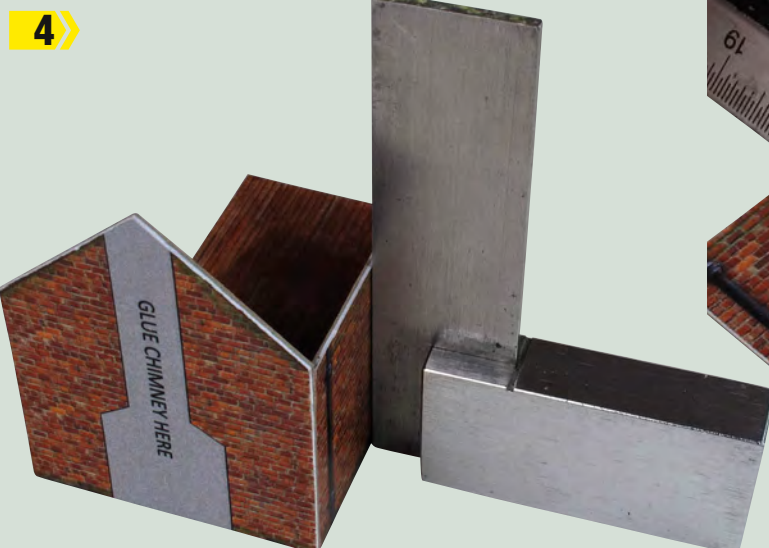
architectural terms are explained by a labelled picture – indispensable



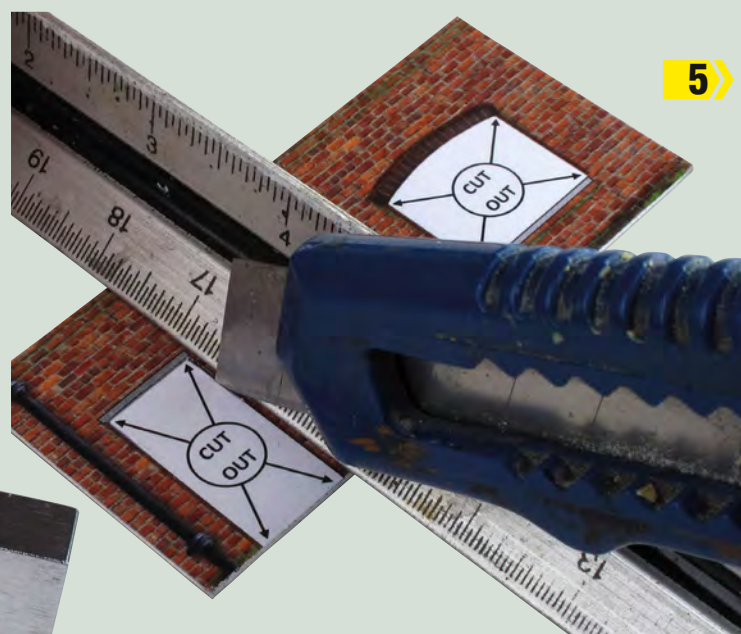
To avoid damage to other parts and to minimise the amount of card you have to cut through, roughly cut out each piece as you need it using scissors. Only separate it from its label when you're ready to use it; particularly if, like me, you keep switching between modelling jobs.



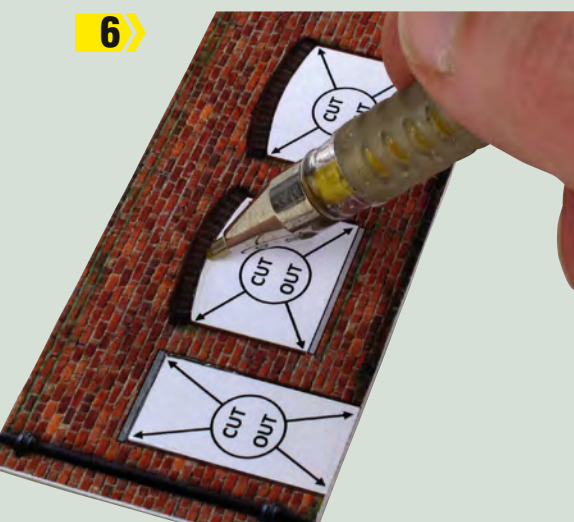
After making a cut, use the handle of the knife to burnish any raised edges caused by the cutting process. Be careful of doing this on freshly glued surfaces as you can tear the paper.



When gluing the walls together, ensure they're square and that the sides that made up the box of the building are all the same length. Cut slightly into the brickwork to achieve this. Don't forget to remove equal amounts from each gable wall end to avoid disrupting the roof alignment.



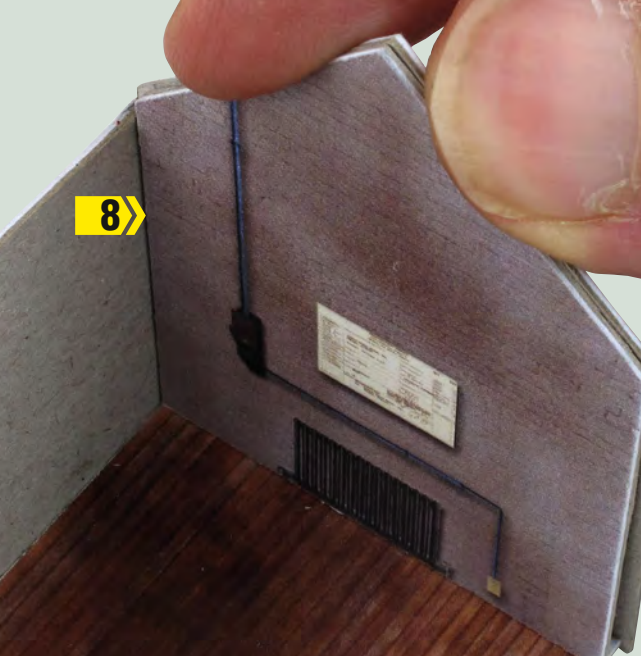
Windows and doors are the most difficult area to cut out with this kit. Cut away from the corners, not into them and tackle the door first – it's easier than the windows.



The windows include a curved section that's more difficult to cut out. I used a ballpoint pen that had run dry to indent the card before making the cut. It's easier to control freehand than the knife. Cut along the score made using a fresh scalpel blade.



You may find it difficult to get a clean cut on the inside of the arches. You can print these again onto plain paper and glue them as overlays to hide damage.



8»

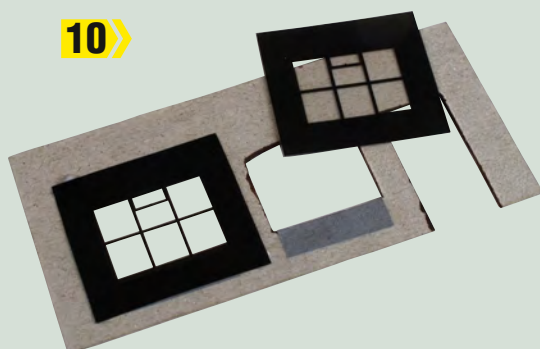
When gluing the internal walls, fit the two gable walls first, ensuring that the walls are centred on the apex of the roof, then add the rear internal wall.

9»



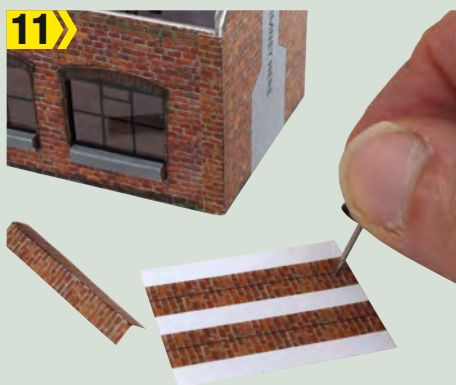
Painting exposed cardboard surfaces, such as around windows and doors, is a small task that has a huge impact on the appearance of any cardboard building. I used neat Burnt Umber acrylic paint straight from the tube for brick areas.

10»



The windows were printed using an inkjet printer onto clear acetate (OHP transparency film). I glued the printed side facing inwards to give increased protection against water splashes. Take a moment to centralise these properly in the frames while the glue is wet.

11»



When fitting the corner covers, mark the centre line with a pin on the printed side. Then, turn over and score between the pin holes. Ensure you get a straight fold and be gentle when handling. Once in place, slide gently until the brick courses align.

12»



Some structures must be glued and left to dry before they can be wrapped in brick paper; for example, the chimney base. If you complete such items out of sequence in one session you can speed up production time, as you won't have to wait for glue to dry.

13»



Wrapping the chimney in its brick covering is probably the trickiest part of the build. Cut carefully away from the corners to free the part.

14»



Get the wrapper into place quickly when gluing. Use a seam roller to get an even finish without any rucks.

Cutting sharp

It is essential to keep your blade sharp - card blunts knives surprisingly fast. It's better to do this little and often, so I recommend passing the blade over a sharpening stone between each series of strokes used for a cut. Snap-off blades, often used in DIY knives, are ideal and it's a good idea to start with a fresh blade every now and again, and especially if you are working on windows, door apertures or anything curved.

15»



I found I had a gap at the base of the chimney and a seam visible above the roof line, so I added a wrapper and a spare corner cover to hide these. If you build from more than one set of prints, I recommend using the same printer to match the colour and sizes.

18»



Use rubber bands to hold the roof in place whilst the glue dries.

21»

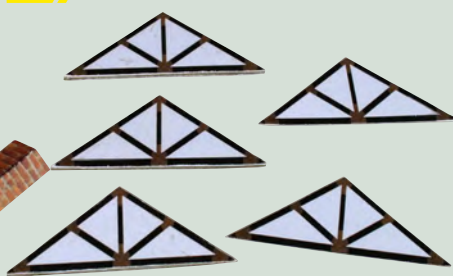


At the end of the build have a close look for pieces of un-coloured card or paper. I noticed the inside of the bargeboards had been missed, and so touched this area up with a matching acrylic paint.

Top tip

To make a cut, always use a steel rule and make several light passes with the knife. You need to hold the rule steady to ensure it doesn't move whilst pressing down lightly with the cutting blade. It's a bit like patting your tummy and rubbing your head at the same time! I find it easier to grip the rule from below the bench to pin the work to it rather than then to press down. It'll soon become second nature.

16»



The roof trusses have white centres that can be cut out. This is a delicate task and I didn't bother. It reduces strength and the roof trusses aren't visible from outside the building.

19»



Add flashing from tissue paper around the joints between the roofs and vertical surfaces. I've used silver paper in the past which, whilst being too shiny, moulds well to contours.

17»



I deviated from the instructions and used four trusses in the centre of the building and decided to forego the two on the gable ends. Use a rule to ensure that they are lined up otherwise your roof will be distorted.

20»



There are lots of advertisements included with the kit and these add extra interest to the building.





The Class 55 Deltics were worked hard in their prime, and as a result, despite being premier express passenger locomotives, they were frequently very dirty. The six Gateshead Class 55s had a well-known reputation as being the worst for dirt. This is York depot's ex-Haymarket 55004 *Queen's Own Highlander* at Edinburgh and shows a typical thick layer of encrusted dirt, especially in the middle around the solebar above the fuel tanks. The locomotive also sports the tell-tale signs of windscreen washer fluid having run down the side of the nose. The paint around the windows has peeled and faded while dirt has discoloured the BR symbols, the nameplates and number. The locomotive also sports the City of York crests above its number and the mandatory smattering of flies on the nose end. BRUCE GALLOWAY

Howard's Tip

What a project! It's surprising, but even from this photograph you can tell the direction of travel from the locomotive's last trip (heading away from camera) because of the fuel tank oil and diesel thrown up the bodyside. To achieve the noticeable line, hold a piece of paper an inch away from the bodyside when spraying which will act as a partial mask. If the line appears too sharp, hold the paper further away from the model. The easiest way to achieve the windscreen washer fluid stain is after the model has been weathered, using a fine paintbrush, loaded with BR blue and a little cream to fade it. Dry brush this only. For the insect splatters on the nose front, you'll need to lower your airbrush air pressure until you get the paint to 'spit' suitably. Always test on a piece of paper first though. Mask windows with Humbrol Maskol to avoid weathering these.



A typical mid-1960s diesel locomotive. English Electric Type 1, D8087 was delivered new in BR green in September 1961, but in the early 1960s had half-yellow warning panels applied. This was one of 65 Class 20s built with recesses in its cabside for fitting of tablet catching equipment, and this area naturally was a place for dirt to accumulate. Other weathering of note is the fading paint on the bottom of the engine room doors, dirt on the solebars and bufferbeam and the headcode discs almost black from grime. The roof - a light grey - is also so dirty it almost looks black. The locomotive has a blue data panel, which itself has been subjected to attempts to peel it off. The locomotive stands at Gloucester Horton Road shed in the early 1970s just after transfer from Scotland to Toton. JIM BINNIE

Howard's Tip

Study the photograph carefully and you'll note that the roof deposits are largely exhaust-related, not dissimilar in appearance to a weathered steam locomotive. The bodysides have adopted a lighter colour of dirt, thrown up from track and ballast dust. A combination of Wilder NL-29 Brown Mud and NL-30 would make a be a good option, but apply in small quantities. The OHLE warning signs have been cleaned, you can use a cotton bud for this, working in a circular cleaning motion whilst the paint is still damp. The same applies to the bodyside doors. Note the cab windows have been cleaned, leaving dirt streaks over the yellow warning panel. I'd use Wilder NL-32 Rainmarks Wash for this.



Weathering in its extreme is seen every autumn on the railway as Railhead Treatment Trains (RHTTs) take to the rails. These are typically top-and-tailed by locomotives of all types, with DRS Class 20s, 37s, 57s, 66s and 68s, Colas Class 37s and 56s, DB Cargo Class 66s and 67s, Network Rail Class 97s and GBRf Class 20s, 66s and 73s having been used in recent times. With two wagons sandwiched in between, the locomotives get absolutely filthy to the point they become brown and it's hard to make out their liveries. The cab windscreens of locomotives coupled directly to the wagons are covered in grime and their wipers can only clean a portion. Seen at Tonbridge Yard in December 2015 is 66744 *Crossrail* sporting its layer of brown dirt; the bodyside number is indistinguishable and the logo is close to being the same. PIP DUNN

Howard's Tip

Starting with a clean locomotive, you'll only need two colours for this project - Railmatch 2402 Frame Dirt and Wilder NL-31 Exhaust Runs Effect. It's not a difficult project either because the locomotive has an even spread of dirt, so if you're new to airbrushing, here's a project you can try. Achieve the windscreen wiper marks by cutting masking tape to shape and applying before you spray.





Howard's Tip



Two subtle colours abound on the locomotive above – soot and a brown traffic film. To create this effect, it's better to airbrush the locomotive from above and the sides with the overall dark matt grey colour, such as Lifecolor UA723, then leave to dry. Approach the lower sides – particularly the tender – and areas of detail such as steps with the airbrush at close quarters with the needle closed a little for a more accurate spray pattern. Lifecolor UA719 would be a good candidate here. Chassis and tender axleboxes can be picked out by brush with a thinned black satin paint, or Wilder NL-36 NitroLine Old Grease.

Collett-built 0-6-0 GWR tender locomotive No. 2217 pauses at Evercreech Junction with a lightweight train for Highbridge in September 1963. The Collet Goods was a product of a 1930s design, although this example was built in June 1940. With a little over a year left in service the locomotive has already lost its cast numberplates and smokebox number and is covered in a thick layer of grime. You can just about make out the British Railways crest on the tender. www.railphotoprints.co.uk



In the final few months of BR steam, locomotives were often in a deplorable external state. There was no desire to keep them clean because they could be withdrawn at any time. 'Britannia' 4-6-2 No. 70012 heads a northbound freight on the climb to Grayrigg on August 26, 1967. The locomotive has been shorn of its *John of Gaunt* nameplates, its smokebox number panel and its shedplate appears to have been pilfered and replaced by a painted alternative. The locomotive is painted in BR express passenger green livery, but is black with grime! Rail Photoprints Collection - David Rostance.





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WARLEY 2017 ROUNDUP

The country's largest model railway exhibition of the year at the NEC yielded interesting announcements in all scales. Howard Smith reports on all the headline stories.

N GAUGE TILTING APT-P

Intercity APT-P Class 370003 is pictured outside Crewe Heritage Centre.



A surprise announcement at Warley came from model shop Durham Trains of Stanley in the form of an APT-P. Commissioned as an exclusive from manufacturer DJModels, the N gauge models are to be offered in five, six, seven, 10 and 14 car sets. The ten and 14-car sets will have two working power cars for better tractive effort, the remainder, just one. Prices start at £549.95 for the five-car set to £899.95 for the 14-car set.

Shortly after the show, it was announced

on RMweb that its APT-P would also be made available in OO gauge, with prices starting at £649.95 for the five-car set to £995.95 for the 14-car set. Pre-orders are being taken via the Durham Trains of Stanley website, with no deposits required. A percentage of the sale proceeds are expected to go towards the restoration of the APT-P at Crewe Heritage Centre.

A promising specification will see each car tilt between 5 and 10 degrees independently

around curves with cars sharing bogies and power collection from 'as many axles as possible'. Power cars will be fitted with a heavy chassis, but the choice of motor had yet to be made as this issue went to press between a five-pole 'skew-wound' or coreless motor.

Cab lighting, a Next 18 decoder socket with PCB board conforming to MIBA standards, internal painted tables, chairs, kitchen and cab, and darkened RP110.72 profile wheels are to be included as standard. Letters will be printed on the underside of each coach to make train assembly easier. Couplings will be close, but enable trains to negotiate 2nd radius curves.

Crowdfunding for the project is via the Durham Trains of Stanley website and will remain open for six months maximum or close sooner if sign-ups are reached. Payment isn't required until the threshold is reached, upon which a deposit is required and customers will be invited to an exclusive scanning party at Crewe Heritage Centre. A light lunch and hot drink on the real APT-P has been promised, where deposit holders might also experience its tilt mechanism.

Models will be retailed in two or more trays containing four cars per tray, with a printed card sleeve and large clear plastic window.

Durham Trains of Stanley sees this model as part of a new West Coast range in N gauge and is looking to produce models of classes 81, 82, 83, 84 and 85, plus EMU classes 303, 304 and 312 in forthcoming years. For full details on all the variants announced, visit its website.

W www.durhamtrainsofstanley.co.uk

DAPOL

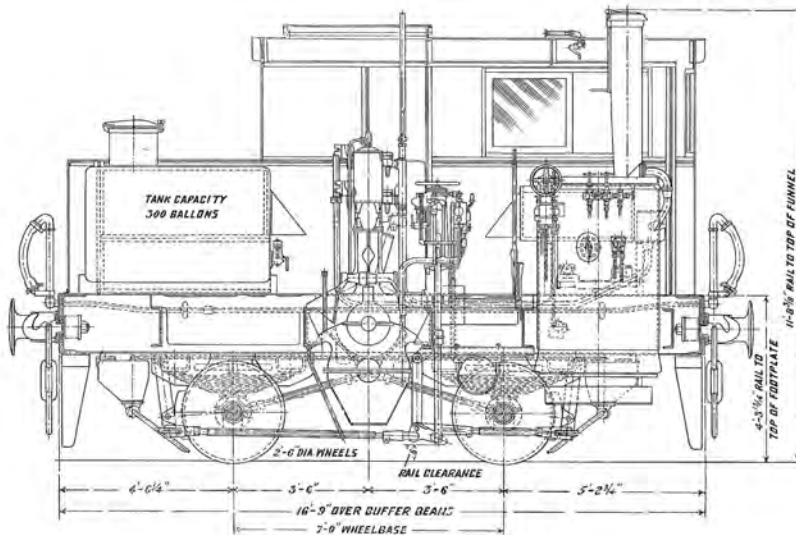
Good news for O gauge modellers came from the show with the unveiling of another locomotive at a highly competitive price, already CAD/CAM designed. Its Y1/Y3 Sentinel shunter is expected to be released at £175, £205 DCC-fitted and £350 with DCC Sound. Seven liveries have been announced, No. 42 in LNER black, No. 68163 (ex-LMS No.23) in LNER black, No. 7164 or No. 7160 in LMS black, No. 68164 in early BR livery, No. 2 Isebrook in GWR livery and No. 14 in NCB livery.

Dapol has released a number of CAD images of the model, revealing an impressive specification to include a die-cast chassis and running plate, sprung metal buffers and articulated screw coupling and a removable cab roof to give interior access when posing a model crew. Inside the cab, a glowing fire light effect in the boiler complements the high level of separately-applied detail – exceptional considering the cab is largely enclosed. A 21-pin DCC-ready socket is to be provided underneath the coal bunker and Dapol's proven motor and gearbox will offer smooth performance and slow running capabilities, essential for this small prototype.

Sentinel, based in Shrewsbury operated from 1906 and manufactured steam-powered lorries and locomotives, however was slow to adapt to the widespread use of the diesel engine, resulting in its takeover by Rolls-Royce. The Y1/Y3 Sentinel was part of a line of shunters it produced, largely based on its road-going lorry. A vertical boiler and chain drive system with adjustable gear ratios are a key feature of the design, which saw widespread use around industrial sites and mainly the LNER. The locomotives were largely replaced throughout the 1940s and 1950s with more modern designs. Dapol's model falls into the highly popular small locomotive category, which is proving popular with O gauge RTR manufacturers.

Seen on a display screen at the stand was a CAD model of the ex-Lionheart GWR 45XX 'Prairie', now to be made with a die-cast chassis and tooled body instead of brass. This second batch offers streamlined manufacturing improvements over its first batch of models, allowing the price to be reduced to an expected £495.00 or £650.00 DCC sound-fitted.

In other interesting news from the manufacturer, development of a new line of Mk. 1 coaches to include a BSK, SO, SK and CK will see five liveries launched; BR maroon, BR (SR) green, BR blue, BR carmine and



LNER Y1/Y3 Sentinel Shunter as proposed by Dapol, showing its interesting method of propulsion, water tank, boiler and piston layout. CAD artwork for this model can be found on Dapol's website. Keep ahead with progress on this model in **BRM**.

cream and BR (WR) chocolate and cream. Its first models will cover the early batch of coaches built between 1951 and 1960 and fitted with BR.1 bogies. Dapol was fast to declare that the later Commonwealth bogie variants built after 1961 will be modelled in subsequent batches – models that haven't previously been made available RTR in decorated form. To be made available with or without running numbers, an eye-watering 45 different coach variants have been announced, with a factory premium of £35 per coach for the fitting of DCC-controlled lighting.

Standard coach fitments include correct exterior and interior profiled sides and roof, which is to be made removable for the placement of passengers and ease of access to the internal workings, detailed window ventilators, underframe detail, body variations, die-cast bogie frames, sprung metal buffers and a close-coupling mechanism. A round door window bar, rounded step edges and correct number of corridor end steps as per period have been promised, whilst two versions of inter-coach cabing (stowed and deployed) and early and late versions of the corridor connector end doors will be represented too.

Dapol has completed the CAD artwork for the coaches and the models are currently in

tooling with first EPs expected to be on-show at the London Festival of Railway Modelling at Alexandra Palace on March 24 and 25, 2018.

Also unveiled at the show was CAD artwork for a lime van, a salt van, 5-plank open coal wagon and two types of 7-plank open coal wagon (a side door and end door). The tooling for these models is currently being produced and production is expected to commence in early 2018, adding to the bread and butter mainstay of Dapol private owner wagon offerings. RRP for the five and seven plank wagon is £44.41, with £49.95 for the salt and lime wagons.

Modellers in OO gauge haven't been neglected with the unveiling of a 34T YCV 'Turbot' bogie ballast wagon, proposed in EWS and engineers yellow/grey liveries, with three running number variants of each. CAD views of the model have revealed a high detail specification, with a wealth of underfloor detail.

The 'Turbot' prototypes re-used the steel-carrying bogie bolster 'E' underframes, being fitted with new sides to convey ballast until mass-withdrawal in the late-1990s and early-2000s. A model of the bogie bolster 'E' is being developed alongside the 'Turbot' by Dapol, with both due for release by Q2, 2018.

Seen on its stand were EPs of its forthcoming LNER 20T brakevan, seen below:

W www.dapol.co.uk

First EPs of merry-go-round HAA hopper and LNER 20T brake van, both looking impressive with good levels of detail.



DJ MODELS

Aside from announcing that it is to manufacture models in both OO and N of the APT-P for Durham Trains of Stanley (see separate news story), DJ Models updated us with progress on its scheduled models. It has also acquired exclusive rights to a Stobart-liveried Class 92 in OO and N. For more details on its product range and to place pre-orders, visit its website.

W www.djmodels.co.uk

N Gauge locomotives

GWR 'KING' 4-6-0 CLASS

Currently in advanced CAD/CAM design. First CAD/CAM shown produced for checking and alterations.

CLASS 17 DIESEL

Awaiting a tooling slot to allow second EP to be produced, then production Q2-Q3 2018.

CLASS 92 ELECTRIC

Ready to tool, new livery announced at Warley - 92017 in Stobart Rail blue with 'Bart the Engine' cab lettering. Tooling expected Q1 2018, release Q2-Q3 2018.

CLASS 23 DIESEL

Ready to tool, awaiting funds from Class 17 model to go into tooling and production. Q3 2018.

J94 0-6-0 ST

Following Class 23 into tooling, expected Q4 2018.

GWR 2-6-0 MOGUL

CAD/CAM progressing, expected late-2018.

HUDSWELL CLARKE 0-6-0

Currently undergoing CAD/CAM with tooling in early 2019 possible.

OO Gauge locomotives

CLASS 92 ELECTRIC

CAD/CAM finished and awaiting tooling. Invoices are being sent to customers allowing tooling to start. Stobart Rail livery was announced at Warley with more to follow.

CLASS 74 DIESEL

Using its Class 71 as a template for the CAD/CAM, this locomotive is at an advanced state of CAD/CAM design. Its release is expected for Q3, 2018.

HUDSWELL CLARKE 0-6-0

Currently at CAD/CAM stage, a Q4 2018 or Q1 2019 release is expected.

HUO HOPPER WAGON

At an advanced CAD/CAM stage, crowdfunding ongoing. Release expected early 2018.

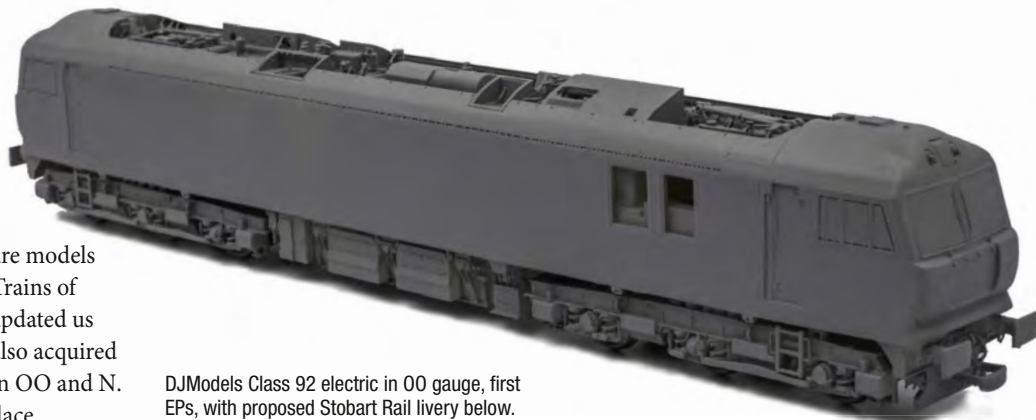
O Gauge locomotives

J94 'AUSTERITY' 0-6-0 ST

Currently CAD/CAM finished and awaiting funds for tooling to take place Q3/Q4 2018.

CLASS 23 'BABY DELTIC'

Currently CAD/CAM finished and awaiting funds for tooling to take place as per J94.



DJModels Class 92 electric in OO gauge, first EPs, with proposed Stobart Rail livery below.



HATTON'S TO PRODUCE INTERMODAL WAGONS

Model retail giant Hatton's firmly planted a flag in the soil at the show as it revealed plans to produce models of an FEA Intermodal wagon. Manufactured between 2004 and 2007, the wagons acted as replacement upgrades for previous generations of intermodal flats to cope with the predicted increased levels of containerised traffic of the 21st century.

Also used to carry track panels, the wagons will be offered in OO gauge in both guises, with Freightliner green with or without track panel carriers, GBRf blue, GBRf/Metronet yellow with blue track panel carriers and TransPlant yellow. Hatton's expects the wagons to arrive by November 2018.

Model specification will see separately applied brake pipes and lamp irons, with a detailed underframe to include brake rigging, hangers and pipework. Where applicable, the track panel carriers will be removable and, if desired, could be substituted for 20 or 40ft containers with removable twistlocks. NEM coupling sockets and sprung buffers will also feature.

'Sandite' and 'Water Jet' containers are being produced too, allowing Hatton's to offer Rail Head Treatment Train (RHTT) wagons as used throughout the Autumn and Winter seasons across the entire network on 20 daily circuits to reduce wheel slippage. The 50 prototype wagons are painted black and fitted with a combination of either water tanks, water jetting modules or 'Sandite' modules and soon weather to a brown hue. Two versions are being produced with an additional water wagon, all in a choice of pristine or weathered finish.

Hatton's is producing five versions of the FEA-E and seven versions of the FEA-S single intermodal wagons. Prices start at £32 for single FEA-E wagons without track panel carriers to £126 for a 'Sandite' or 'Water jet' wagon twin-pack with six modules. For full details, visit its website.

W www.hattons.co.uk

REVOLUTION

Revolution celebrated its third year at the Warley National Model Railway Exhibition at the NEC in 2017, after a year that has seen significant growth and the successful development of a further four models. On show was a hand-painted model of its Class 92 electric in N gauge in the attractive teal livery of Caledonian Sleeper. The unpowered model was assembled from components sent for assessment. This month, the manufacturer is expecting a second sample with the drivetrain and motor/PCB/lighting arrangements finalised.

Once the second prototype is assessed and approved, the model will be ready for production and the order book will close, expected late spring.

The first moulded samples of RevolutionN Trains' IZA Cargowagon twin van were on display at the show. Barring a few alterations, the model is ready for livery samples and the manufacturer expects it to enter production after Chinese New Year in Spring 2018.

Class 321 EMU

The finalised CAD drawings of this model were on show which is ready to go into tooling, however RevolutionN Trains stated that whilst initial expressions of interest were healthy, orders haven't matched expected levels. Quick to act upon this, it urges enthusiasts who are interested in this model to order before March 31, 2018, before making a final decision on whether the project can progress further.

APT-E

RevolutionN Trains made us aware that interest in this model has been healthy, and that it feels optimistic that during 2018 it will have received enough support for work to commence.

For project updates, visit its website.

• CLASS 390 'PENDOLINO'

Status: En-route to retailers

Delivery: January 2018

• CLASS B 35T TANK WAGON

Status: In production

Delivery: Spring 2018

• TEA TANK WAGON

Status: In production

Delivery: Spring 2018

• KFA CONTAINER FLAT

Status: Tooled

Pre-order: Before March 2018

Delivery: TBC

W www.revolutiontrains.com

RAILS DYNAMOMETER CAR

Model retailer and manufacturer Rails of Sheffield was displaying first decoration samples of its LNER Dynamometer car. The external teak effect had yet to be applied along with interior decoration. Its looks and corridor connector were particularly appreciated.

Depicting Car No. 23591 as it was on July 3, 1938 for Mallard's speed record-breaking run, the models can be pre-ordered via its website with a deposit of £50, with the outstanding £75 balance upon delivery of models.

W www.railsofsheffield.co.uk



RAPIDO TRAINS GUNPOWDER WAGON

Rapido Trains announced it is to produce its first UK-prototype wagon in Rapido Trains packaging - a 7T GWR/LMS/BR gunpowder van. First test prints were shown on its stand, however full details as to the variants to be produced had yet to be unveiled early next year as this issue went to press. A CAD model of its Guy Arab IV with Metro-Cammell body double decker bus, currently in tooling was also on show.

W www.rapidotrains.com



BACHMANN WORKS REPORT



Bachmann Europe was displaying progress on several forthcoming products on its stand. On show in its 'Members Lounge' to members of its Collectors Club from its OO scale Branchline range were:

First EPs:

A wealth of livery samples and EPs were on show at Bachmann's stand as the following images illustrate. These EPs aside, also on display were its Mk. 2F coaches, which are currently awaiting livery samples from the factory, the artwork having recently been completed.

Livery samples of its LB&SCR Class H2 4-4-2 'Atlantic', OO9 former War Department Baldwin Class 10-12-D (in production), Freightliner flats and containers, carflats and 66779 *Evening Star* could also be found - look out for reviews of these in **BRM** soon.

Stephen Tooley, head of Bachmann's Research and Development Team commented "work is progressing on all fronts with the ever-growing ranges within the Bachmann Europe product portfolio."

Bachmann claims that developments within its Narrow Gauge OO9 category have met with positive feedback, reflected in the order commitments seen and it intends to further develop the range.

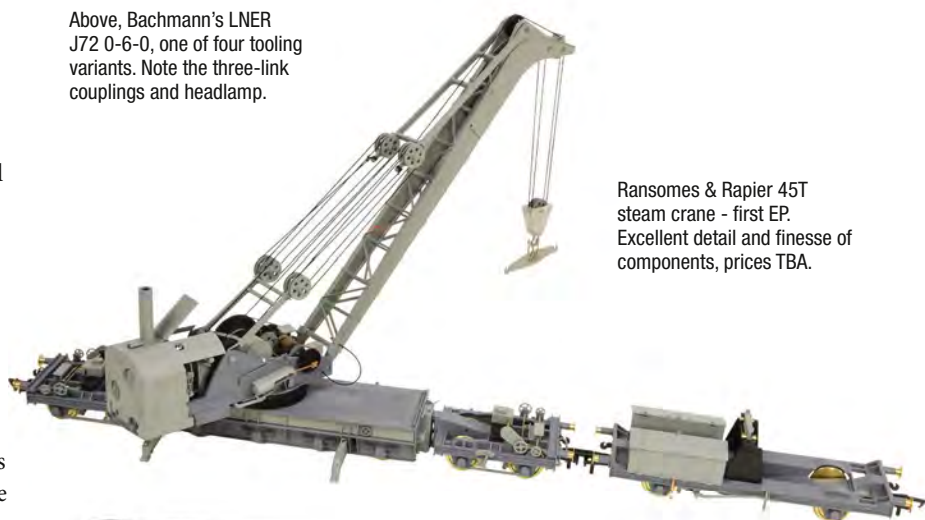
Bachmann is currently working on its Class 117 DMU and Class 03 sound upgrade, which is in tooling. Expected to arrive with retailers as this issue went to press are models of its three-plank bogie open wagon in OO9 (see review page 101), its Class 70/8 in OO gauge, its SECR Birdcage coaches (see page 98) and ambulance van in OO9.

Meanwhile, in the drawing office are models of its Class 414 2HAP, Class 121, Class 24/1, Class 158, Class B Bitumen TTA tank wagon and 94XX Class 0-6-0 PT. Stay up-to-date with progress on these models in **BRM**.

W www.bachmann.co.uk



Above, Bachmann's LNER J72 0-6-0, one of four tooling variants. Note the three-link couplings and headlamp.



Ransomes & Rapier 45T steam crane - first EP. Excellent detail and finesse of components, prices TBA.



OO9 gauge wagons, now en-route to retailers.

Class 90 Electric locomotive - three tooling variants, all with working pantographs.



accurascale

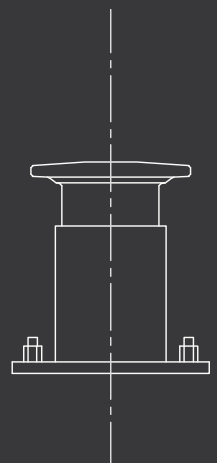
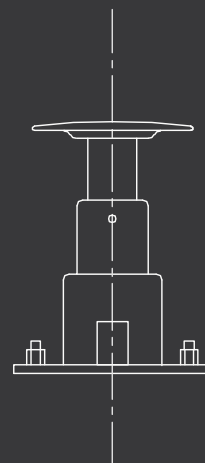
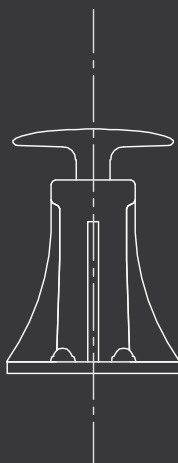
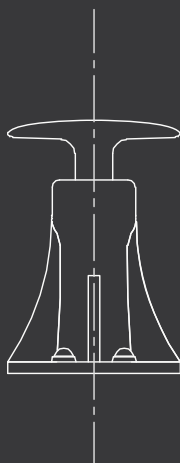
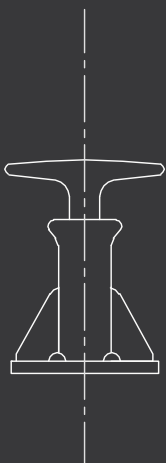
Uncompromising fidelity in 4mm scale
from February 2018.



www.accurascale.co.uk



www.facebook.com/accurascaleUK



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HORNBY BRITISH RAIL MK 1 R4789 FO AND R4788 BSO IN MAROON

Available with Hornby retailers this month are its two newly-released BR Mk.1 coaches in maroon livery, fitted with BR1 bogies and suitable for the British Railways late crest era. Both sport BR Eastern Region numbers, E9220 on the Brake Second Open and E3050 on the First Open. The livery application and detail on these models is exceptional. If you missed our review of these coaches in **BRM**, download the January 2018 issue as a digital edition. Visit www.pocketmags.com/BRM.

Price RRP £39.99

W www.hornby.com

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DAPOL FIVE PLANK - HIGH WYCOMBE AND DISTRICT MRS

The High Wycombe & District Model Railway Society has commissioned a five plank private owner coal wagon from Dapol in the livery of local coal and coke merchant S.H. Evans, based in Terriers near High Wycombe. Both pristine and weathered versions are available with a moulded coal load.

Price £13.50

W www.hwdmrs.org.uk

OXFORD RAIL GV2013 JANUS 0-6-0 DIESEL SHUNTER BRITISH STEEL

Produced with permission of Tata Steel, this month sees the release of Oxford Rail's 0-6-0 'Janus' diesel shunter in British Steel yellow. Decorated in the bright colours of locomotive No. 5 operating at Scunthorpe steel works, the livery is limited to 500 models. The model is suitable for eras 8 & 9, with the last Janus locomotives operating at the site now sporting Corus silver cabs and emblems. Also available with DCC sound.

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Price RRP £109.95, £137.95 (DCC-fitted),
£247.95 (Olivia's DCC sound)

W www.oxfordrail.com

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OXFORD RAIL GV6013 THREE PACK BRITISH STEEL 7 PLANK OPENS

In stock with Oxford Rail retailers, this triple pack of 1922-RCH 12T seven plank open wagons carry the vibrant red of British Steel. Lettered for use at Scunthorpe Works, the models depict wagons No. 26, 73 and 49. Limited to 500 pieces.

Price RRP £29.99

W www.oxfordrail.com

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HATTONS H4-AB14-003 ANDREW BARCLAY 0-4-0ST

Hatton's has received decorated samples of its 14in and 16in Barclay tank locomotives and we've had the opportunity to look at its 14in tank, *Coronation*, as preserved at Carnforth in the 1980s in lined green livery. Painting and decoration is very good with well-defined twin bands of lining, printed works plates and nameplates, brass-edged cab windows, silver-painted smokebox door darts with painted cab detail. The handrails are separately fitted items and there's a wealth of piping and cabling, although care must be taken when removing the body from the chassis. The brass whistle on the cab chimney is robust and unlikely to be damaged with handling. An accessory pack contains a hook and three-link coupling and vacuum pipes for locomotives so fitted. The chassis is a well-designed block, with easy access to the 6-pin decoder socket in the firebox behind the 5-pole motor. It allows cab detail and leaves space for a sugar cube speaker in the smokebox.

Running has shown the mechanism to be exceptionally smooth and quiet and despite the diminutive wheelbase of the model, it has shown no hesitation over pointwork. The model has handled a rake of four Mk. 1 coaches from its 125g of mass with ease. Pre-orders of the 12 variants are being taken via Hatton's website.

Price Pre-order for £99.99 W www.hattons.co.uk

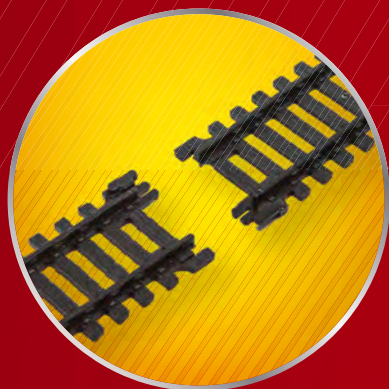


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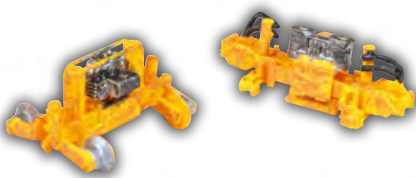
and all good toy & model stores

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*RRP only – see retailer for exact price.

www.hornby.com

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NOCH 3D MINIS 13644 TRACK LIFTER AND 13643 HYDRAULIC RAIL LIFTING AND ALIGNING MACHINE

There's an array of yellow machinery used by track maintenance engineers and to the untrained eye, they all look pretty much alike. Arriving with Noch retailers this month is a new selection of 3D-printed and painted smaller track machines, ready to add to your post-1980s era layout. Its Hydraulic rail lifting and aligning machine (right) with a footprint of 10mm x 29mm measures just 11mm in height and has an adjustable width as per the prototype to make it posable.

Price £16.25 each **W** www.gaugemaster.com

BRIMAL COMPONENTS CP800 SOUND CONTROLLER

Irrespective of gauge, Brimal Components CP800 Sound Controller can store and play up to 15 sound effects, individually or together to create a rich soundscape on model railways large and small. Powered by six 1.5V AA batteries, the unit has 15 toggle switches, each triggering a preset sound from the Micro SD memory card. The sounds on the Micro SD card can be changed, but it has 15 pre-loaded sounds such as seabirds, sheep and workshop sounds. Sounds can also be triggered from up to 16 closed-type circuits placed around your layout such as reed switches activated by magnets attached to passing trains. Read our test review in next month's issue.

Price RRP £199.02

W www.brimal.co.uk



NOCH 67038 STEEL BRIDGE WITH STONE ABUTMENTS

As part of the new arrivals from scenic manufacturer Noch, this steel bridge kit with stone abutments caught our eye. At 55mm wide, 97mm high and with a span of 136mm, it is primarily designed for narrow gauge railways, but a little creativity could see it reused to carry large industrial pipes over a canal, or a farm crossing by adding a top with sleepers. It clears 65mm in height, allowing enough room for vegetation or a river beneath.

Price £41.50

W www.gaugemaster.com

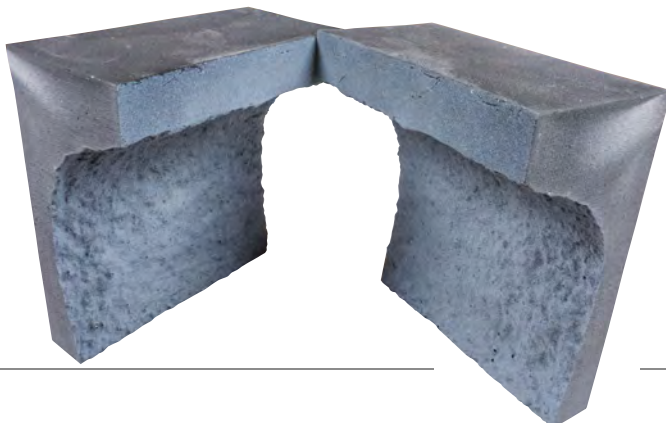
NOCH 58032 ROCK INTERIOR TUNNEL WALLS

If your layout has tunnels with ornate entrances, yet these end abruptly, Noch's new two-part rock effect tunnel walls can be placed behind tunnels mouths to recreate the look of hewn rock. Made from lightweight dense foam only glue is required to fix them into place.

Price £26.50

W www.gaugemaster.com

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NORTHUMBRIAN PAINTING SERVICE FIGURES

Wargaming and miniature diorama figure specialist, Northumbrian Painting Service has expanded its selection of model railway figures in N, 00 and O scales. Amongst its offerings we had chance to sample - from left to right - its Modern driver (ref. ORF-083), BR driver with mug (ref. ORF-078) and Mail depot worker with mug (ref. ORF-075). See its website for more figures and a variety of scenic accessory additions like dry stone walling.

Price £5 - each (£10 - each painted)

W www.paintinghistory.co.uk

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DCC CONCEPTS COBALT ALPHA MIMIC WORKING GROUND SIGNALS

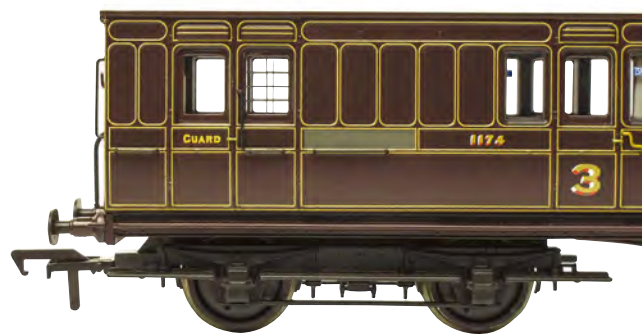
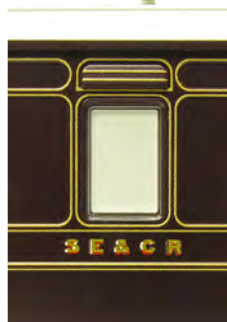
There has never been a massive choice of pre-made ground signals for 00 gauge modellers, but that is about to change with a new range of ready-to-install Mimic Ground Signals from DCC Concepts. Falling under its Cobalt Alpha branding, the 'plug and play' units don't require soldering or complicated wiring. Once connected to the sockets in the control board included, they operate automatically, according to the position of turnouts. Add-on packs containing 12 signals are also available. Read our review next issue.

Price £99.95

W www.gaugemaster.com



BACHMANN SE&CR 'BIRDCAGE' COACHING STOCK



Following on from Bachmann's recent release of the Birdcage stock in BR Crimson, we have the opportunity to take a closer look at the sumptuous South Eastern & Chatham Railway's dark lake version. It's very easy to see where the extra fiver above the plain crimson version goes in terms of painting and decoration!

After manufacturers are happy with the shape and running of any engineering samples they move on to decoration samples, where the colour and finish is looked at. In this case further tweaks to the colouring were made, as it's not a livery we have previously seen offered on ready-to-run coaching stock. The base colour is a slightly purplish brown tone. Initial samples were deemed to be a little too flat and the colour has been adjusted to give, I feel, a good representation of the dark lake livery applied to 4 and 6-wheel LCDR coaching stock on the Bluebell Railway.

I've often admired the art of signwriting craftsmen's work on pre-grouping stock, and that beauty is evident in the lettering and numbering applied to Bachmann's model. Close observation of every individual letter and number reveals that there are laser applications of the five different colours that make up the shadowed gold lettering, with absolutely precise registration; it's quite superb. Difficult to capture in images taken against a plain white background is the pale eggshell finish to the roof, which is similar to the split milk tone of L&NWR coaching stock.

Such has been the increase in interest over recent years in pre-grouping models, be they applicable to the railways of the early 20th century or in preservation, that there will be many modellers who already possess a Bachmann C Class or Hornby H Class, with Hatton's P Class soon to arrive in their gloriously complex SE&CR passenger locomotive liveries.

I am sure there will be many people who buy a set of the three Birdcage coaches in this livery. Not because they are pre-grouping or preservation modellers, but because this model is just so attractive. ■

FACT FILE

I MANUFACTURER
BACHMANN
I CATALOGUE REF 39-600
SE&CR 60' Birdcage Brake
Composite Lavatory SE&CR
Dark Lake, 39-610
SE&CR 60' Birdcage
Composite Lavatory SE&CR
Dark Lake, 39-620
SE&CR 60' Birdcage Brake
3rd SE&CR Dark Lake
I PRICE RRP £64.95
**I WORDS AND
PHOTOGRAPHS**
Andy York

datafile

i BASICS

Manufacturer: Bachmann Europe PLC
Catalogue Refs
39-600 SE&CR 60' Birdcage Brake Composite Lavatory SE&CR Dark Lake
39-610 SE&CR 60' Birdcage Composite Lavatory SE&CR Dark Lake
39-620 SE&CR 60' Birdcage Brake 3rd SE&CR Dark Lake
RRP: £64.95
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 2
Company/Operator: SE&CR
Region: N/A
Weight: 141g
Body: Plastic
Chassis: Plastic
Minimum Curve Radius: 438mm (R2)
Accessories: Cosmetic screw link couplings

IRISH RAILWAY MODELS CEMENT BUBBLE WAGON



Following the first wagon release from IRM of the ballast wagons, the company's second project has started to arrive with modellers. This is a particularly significant model, as I shall explain later in the review, so even if you are not a follower of the Irish scene please do read on.

Introduced in seven batches from 1964 to 1972, these distinctive Córas Iompair Éireann wagons, with something of a continental air to them, were used to transport bulk cement powder from Irish Cement's plants at Drogheda, Castlemungret and Platin to distribution points all around the CIE, Iarnród Éireann and Northern Ireland Railway's networks through to the end of cement traffic by rail in Ireland in 2009.

The CIE ivory livery of our sample, Set B, is from the later 70s through to the end of traffic, and follows on from the earlier grey and orange liveries that IRM is also producing. In use, however, one livery was barely distinguishable from another due to the coating of cement dust that was normally seen on 'bubbles'.

The model looks right from every angle compared to the photographic reference that I have looked at, which is not bad for a complex but distinctive shape. The seam detail to the tank is very nicely captured, the ladder and etched platform details are excellent and the moulding to the loading hatch and fittings on the top of the tank are very fine. The valves and pipework at one end of the wagon are fine but robust, and the pressure regulator even has the dial detail printed on it. There is absolutely nothing at all to fault on it.

Turning the model over the bottom of the tank and the rounded discharge wells are there, as is all of the discharge pipework and the braking equipment. In my previous review of the ballast wagon I had commented that the axle irons were a touch too thick; that has been addressed on this model and they are much finer. The model has sufficient space between axleboxes to enable modellers of Irish railways to accommodate wheelsets to run on 21mm track with minor work.

In my view, this is probably one of the best and finest ready-to-run wagons I have seen come to the market. The reason why this superb model of a niche prototype is significant is because Irish Railway Models is coming to the UK market. IRM will announce its first products early in 2018 under their new brand name 'Accurascale'. I really am looking forward to seeing what the company can do with some UK prototypes. ■



FACT FILE

MANUFACTURER IRISH RAILWAYS
CATALOGUE REF IRM1011 – SET B
PRICE RRP €125.00 (set of three)
WORDS AND PHOTOGRAPHS Andy York

datafile

BASICS

Manufacturer: Irish Railway Models
Catalogue Refs: IRM1011 – SET B
RRP: €125.00 (set of three)
Gauge/scale: 16.5mm gauge, 1:76.2 00 Gauge
Era: 7 onwards
Company/Operator: CIE
Region: n/a
Weight: 38g
Body: Plastic
Chassis: Plastic
Minimum Curve Radius: Curve Radius: 371mm (R1)
Couplings: narrow tension lock

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BACHMANN D CLASS OPEN BOGIE WAGONS



Narrow gauge railways can be a nightmare for any manufacturer attempting to introduce rolling stock models. Many lines built their own stock and, since each railway was isolated from others, they didn't share designs. How do you choose what to model?

Bachmann have taken a very pragmatic approach. During World War 1, lots of stock was built for trench railway use and, after the conflict flooded the market, was snapped up by struggling railways across the country. Wagons once filled with armaments and wounded soldiers could find themselves running well into the late 1950s full of potatoes in Lincolnshire, for example.

Now arriving in the country are the first two wagons in the range; a Class D open and bogie ambulance van. Both were produced to a standard design by many manufacturers.

The models share a common plastic bogie moulding fitted with 9mm gauge metal wheels. The prototypical brake standards will impede the swing on extreme curves, but they are perfectly happy on the tightest Peco 009 set track. Berno-style couplings appear to be fitted into metal pockets, although I couldn't seem to extract the units. All are painted to match the bogies – weathered grey on the WD wagons and clean black on the WHR version.

Most of the bodywork is plastic but with die-cast floors to add some useful weight. The van certainly feels heavier than you would expect. Details appear accurate and are crisply moulded.

The big surprise is that both the van side and end doors can be slid open. This reveals racks of stretchers. Correctly, there are two rows at one and only a single at the other. In the past, operating doors have been a bit of a gimmick, but here the plastic runners are scale size yet strong enough to stand up to this. Photos of NG wagons running with doors part open are common and simply setting each wagon differently in a train provides variety.

All the wagons enjoy modern standards of decoration. Both official stencilled lettering and hand-applied chalk marks are represented. The weathering is subtle so there is scope to model some of the really filthy and decrepit vehicles that were to be seen.



FACT FILE

I MANUFACTURER
BACHMANN EUROPE
I CATALOGUE REF 393-050
D Class open bogie wagon
WD Grey (Weathered), 393-
053 D Class open bogie
wagon Welsh Highland
Railway, 393-025 Bogie
Ambulance Van WD Grey
(Weathered)
I PRICE £24.95 to £36.95
I WORDS Phil Parker
I PHOTOGRAPHS
Andy York

Opinion

For years, 009 modellers had to rely on kit or scratch-building to produce rolling stock. Those options are still open but they will allow those nervous of making what can be fiddly models to add a narrow gauge feeder line to their existing OO layouts. With RRP around twice that of a kit it's understandably more expensive, but I suspect the crisp mouldings and decoration will win many over. An excellent start to the range. ■

datafile

i BASICS

Manufacturer: Bachmann Europe
Catalogue Refs: 393-050 D Class open bogie wagon WD Grey (Weathered), 393-053 D Class open bogie wagon Welsh Highland Railway, 393-025 Bogie Ambulance Van WD Grey (Weathered)
RRP: 393-050 £27.95, 393-053 £24.95, 393-025 £36.95
Gauge/scale: 9mm gauge, 1:76 Scale
Era: 2-9
Region: All, including Europe during WW1
Weight: 393-050 15g, 393-053 15g, 393-025 36g
Body: Plastic
Chassis: Plastic
Minimum Curve Radius: Curve Radius: 371mm (R1)
Couplings: Berno type
Accessories: None

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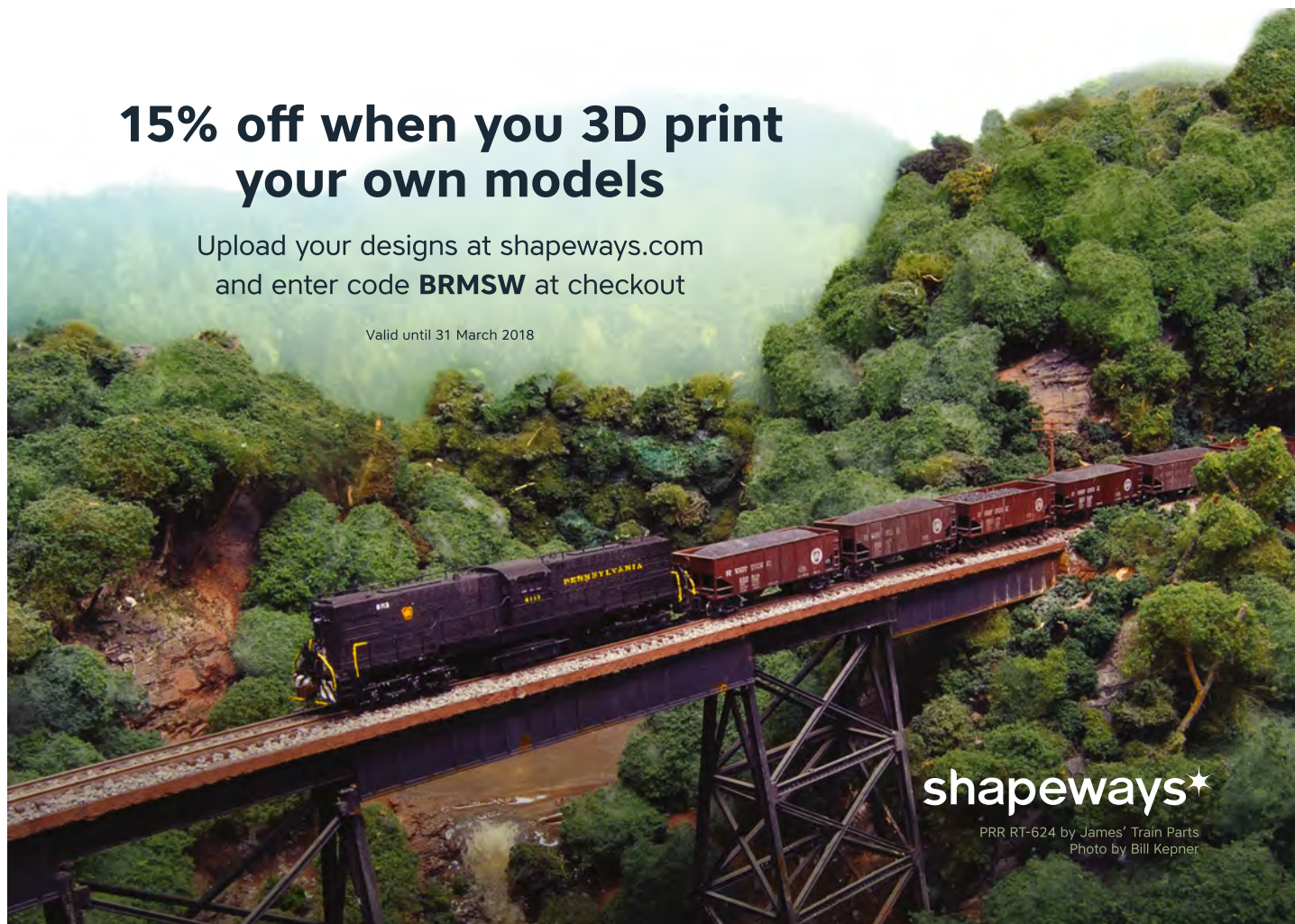
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Barton Peveril College, Chestnut Avenue, EASTLEIGH

By Car: For SatNav use to College front entrance - SO50 5BX.
By Train: Both Eastleigh and Southampton Parkway Stations are about 1 1/4 miles from the venue, followed by about a 25 minute walk, or by bus as below.
By Bus: The Eastleigh area is served by both Bluestar (www.bluestarbus.co.uk) & Xelabus services (www.xelabus.info).



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Sat 3 - Sun 4 March 2018
from 10am

Over 20 layouts and 30 trade stands
Station Shuttle Bus - Free Car Parking
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Royal Leamington Spa College
Warwick New Road, Leamington Spa CV32 5JE
More information at www.lwmrs.co.uk

Kimble O Gauge - featured club layout 2018



2
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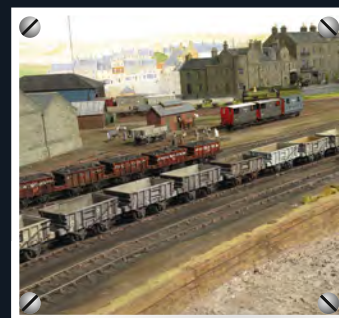
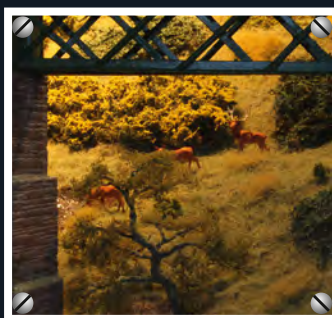
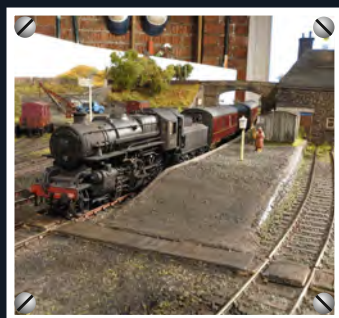
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Fri 23th: 10.30am - 6.00pm 🚂 **Sat 24th:** 10.00am - 6.00pm 🚂 **Sun 25th:** 10.30am - 5.00pm.

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EVENTS

EXHIBITIONS

JANUARY 19 - JANUARY 21

London Model Engineering Exhibition 2018 Alexandra Palace, London, N22 7AY
Opening Times: Fri/Sat 1000 - 1700
 Sun 1000 - 1630 Last entry 1600.
Prices: Adult £12.00 Senior Citizen/Student £11.00 Child (5-14) £4.00
 Book tickets go to www.londonmodelengineering.co.uk / phone 08713861118.

JANUARY 20

Brambleton 50th Anniversary Model Railway Exhibition Harpenden Public Halls, Southdown Road, Harpenden, Hertfordshire AL5 1PD
Opening Times: Saturday 1030 - 1730
Prices: Adult £4.00 Senior Citizens & Children £3.00
W: www.brambleton.co.uk
T: 01763 261250 07530 770432

JANUARY 27 - JANUARY 28

Kendal Model Railway Exhibition Leisure Centre, Burton Road, Kendal, Cumbria LA9 7HX **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1630 **Prices:** Adult £6.00 Concession £5.00 Child £3.00 Family £16.00
T: 01539 733844 **W:** www.kendalmrc.org

JANUARY 27 - JANUARY 28

Longfield Model Railway Exhibition 2018 The Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adults £8.00 Concessions £7.00 Children £3.00 (5-16) Under 5 Free Family £20.00 (2+2)
 Entry price includes free exhibition guide
T: 07736 560956

JANUARY 28

Bristol 7mm Exhibition U.W.E. Exhibition Centre, Filton Road, Stoke Gifford, Bristol, Glos BS34 8QZ **Opening Times:** Sunday 1000 - 1600 **Prices:** £7.00 Advance Ticket via website **T:** 01179566946
W: www.bogg7mmexhibition.com

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.brm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for Spring issue is Jan 30th

Suitable for disabled visitors.

FEBRUARY 03 - FEBRUARY 04

Febex 2018 Eggars School, London Road, Holybourne, Alton, Hampshire GU34 4EQ **Opening Times:** Saturday 1030 - 1700 Sunday 1030 - 1600
Prices: Adult £4.50 Accompanied Children U16 Free **T:** 01489 574182

Stafford Model Railway Exhibition

County Showground, Weston Road, Stafford, Staffordshire ST18 0BD
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630 **Prices:** £9.00 Accompanied Children £1.00
T: 01785 211992

FEBRUARY 10 - FEBRUARY 11

The Festival of British Railway Modelling Doncaster Exhibition Centre, The Racecourse, Doncaster, DN2 6BB
Opening Times: Saturday 1000 - 1700 Sunday 1000-1630
W: www.world-of-railways.co.uk

FEBRUARY 24 - FEBRUARY 25

Lincoln District Model Railway Exhibition - Newark Showground The Lady Eastwood Pavilion, Newark upon Trent, Notts NG24 2NY
Opening Times: Saturday 1000 - 1700 Sunday 1200 - 1630
 Early Entry 0930 - 1000 For Disabled & Wheelchair Visitors only
Prices: Adult £7.00 Children £3.00 Family £20.00 **W:** www.ladmrc.co.uk

MARCH 24 - MARCH 25

The London Festival of Railway Modelling Alexandra Palace, London, N22 7AY
Opening Times: Saturday 1000 - 1700 Sunday 1000-1630
W: www.world-of-railways.co.uk

OTHER EVENTS

FEBRUARY 26

UK Toy & Model Auction - Craxton Wood Hotel, Parkgate Road, Ledsham, Nr Chester, Cheshire, CH66 9PB
Opening Times: Monday Viewing 0930 Auction 11.30
T: 01513343362 / 01270652773
W: www.uktoyauctions.com

TRAIN & TOY FAIRS

JANUARY 21

Ray Heard Train & Toy Fair - Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3AF **Opening Times:** Sunday 1000 - 1530 **Prices:** £2.00 **T:** 01823 480097

JANUARY 27

Toy & Train Fair - Ludlow Racecourse Bromfield Ludlow Shrops SY8 2BT
Opening Times: 1030 - 1400
Prices: Admission £2
T: 01270 652773 Tony Oakes

JANUARY 28

Barry Stockton Train & Toy Fair - Wirral Hulme Hall, Port Sunlight, Wirral, Merseyside CH62 5DH
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

Toy & Train Fair - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: Admission £1.50
T: 01270 652773 Tony Oakes

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: 07504035955

FEBRUARY 03

Ray Heard Train & Toy Fair - Exeter Matford Centre, Matford Park Road, Matford Business Park Marsh Barton Trading Estate, Exeter, Devon EX2 8FD
Opening Times: Saturday 1000 - 1530
Prices: Admission £2.00
T: 01823 480097

FEBRUARY 08

Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thurs 1900 - 2100
Prices: Admission £1.00
T: 07866 641215

FEBRUARY 11

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

FEBRUARY 18

Barry Stockton Train & Toy Fair - Warrington Warrington Collegiate, Winwick Road, Warrington WA2 8QA
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

Jim Corr Toy & Train Fair - Catterick Garrison - NEW FAIR

Catterick Leisure Centre, Gough Road, Catterick Garrison, DL9 3EL
Opening Times: Sunday 1100 - 1500
Prices: Early Entrance £5.00 Adult £3.00 OAP/Child £2.00 **T:** 07504035955

27 - 28 January 2018
 10am - 5pm Sat & 10am - 4.30pm Sun
Kendal Leisure Centre LA97HX

Adult £6.00
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 Children £3.00 (age 6-16)
 (Children age 5 and under - Free)
 Family £16.00
 (2 adult + 2 children)



www.kendalmrc.org

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Lincoln & District Model Railway Exhibition
 Saturday 24th & Sunday 25th February 2018
Newark Showground NG24 2NY
Lady Eastwood Pavilion

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Visitors
 Sat: 10.00 - 17.00
 Sun: 10.00 - 16.30

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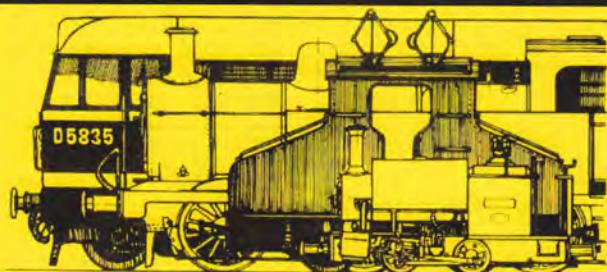
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Further details at

www.altonmrg.co.uk/febex

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Stafford County Showground

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**Squires will be exhibiting at the following shows in 2018 –
Diary updated as bookings are confirmed.**

Jan 13/14 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, W.Sussex **PO22 8EL** Sat 10-5, Sun 10-4.30 **Plenty of Free Parking**
Jan 20 EGHAM & STAINES Model Railway Exhibition, Strode's College's Sports Hall, Egham High Street, Egham, Surrey, **TW20 9DR.** Saturday 10-5pm. ** **NEW VENUE** **
Jan 20/21 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. **SN11 0SP** Free parking, Sat/Sun 10-5 - ***Enlarged Show for 2018***
Jan 21 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD.** Sunday 10-5. www.astolatmrc.co.uk
Jan 27/28 KENDAL Model Railway Exh Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5
Jan 28 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, **BS34 8QZ.** Sunday 10-4.
Jan 28 BOLTON - IPMS MODEL SHOW, The Macron Stadium, Bolton **BL6 6SF.** 10-4pm.
Feb 3/4 ALTON - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.
Feb 17 - TONBRIDGE M/R Ex, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5 www.tonbridgemrc.com
Feb 18 - SHUTTLEWORTH Scale Model Exhibition Day The Shuttleworth Collection, Shuttleworth (Old Warden) Aerodrome, Nr. Biggleswade, Bedfordshire **SG18 9EP** Sun 9.30 - 4pm
Feb 23-25 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. www.modelrail-scotland.co.uk **Coming to Glasgow?**
Why not try Saturday? or Sunday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand! :-)
Mar 3 - KETTERING Gauge 'O' Guild Spring Show & Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB.** Sat 10-4. *Plenty of FREE parking*
Mar 3/4 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR.** Sat/Sun 10 - 5pm.
Mar 10/11 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5
Mar 10/11 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10-5, Sun 10-4 *Plenty of FREE Parking*
Mar 10/11 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly Richard Aldworth School), Western Way, Basingstoke, **RG22 6HA** Sat 10-5, Sun 10-4
Mar 17 - ABINGDON ABRAIL 2018 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3PJ.** Saturday 10 - 5pm.
Mar 17/18 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, **NE32 4AQ** Sat 10-5, Sun 10-4.
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 28/29 - SUTTON COLDFIELD MR Exh, Bishop Walsh School, Wy/de 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*
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!!!!* :-)

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Sunday 28th January 2018 10.00am - 4.00pm

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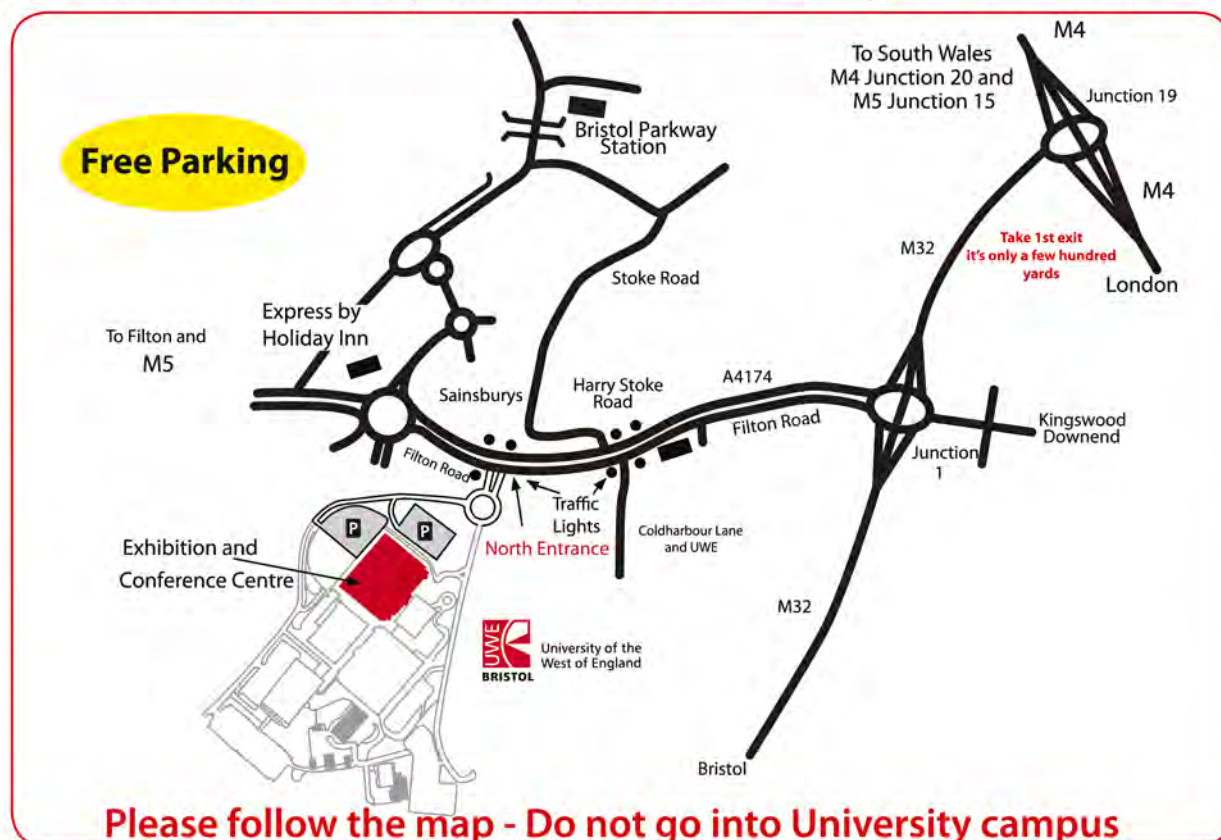
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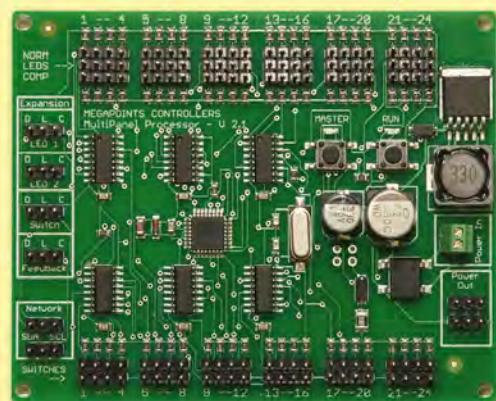
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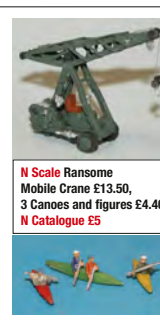
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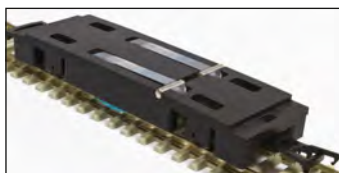
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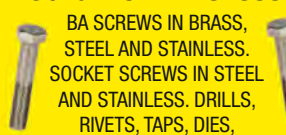
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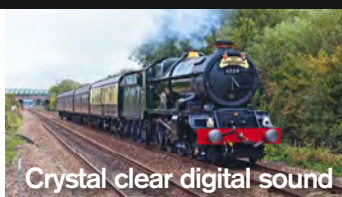
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See you there! ■

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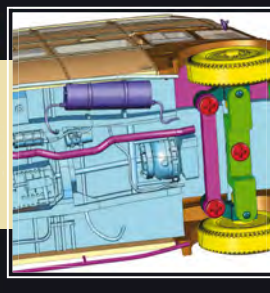
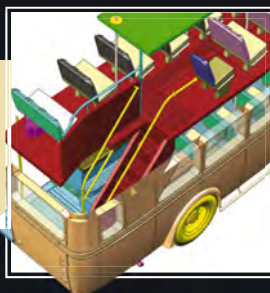
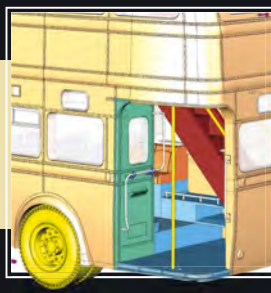


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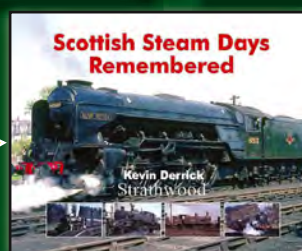
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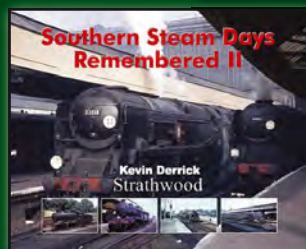
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MY MODELLING MONTH...

Phil Parker manages two other magazines as well as contributing to **BRM**. Even so, he still found time to experiment with Bachmann's latest water products.

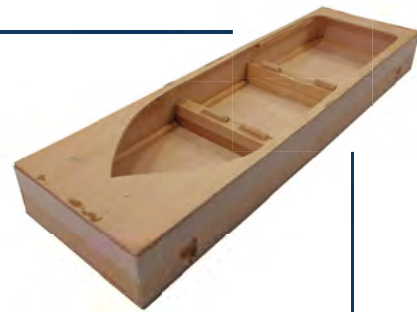
More nautical modelling for me this month. With the International Model Boat show approaching, my Dad's YSD Barge, last seen in **BRM** November 2017, needed to be finished off for display.

Rather than just plonk the model on the table, he wanted to show it at sea and to that end built a box-style stand with the hole for the hull to drop in to. At that, it was handed to me to do the scenic work and add some water.

Handily, Bachmann had sent me a box of the new Woodland Scenics water modelling products. I used the deep water in our August 2017 issue, but that didn't require any waves so I'd not opened those bottles. This was a chance to see how well I could model choppy water, so I read the instructions and dived in. ■

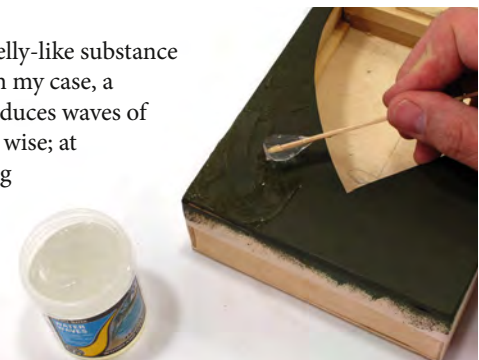


The boat sits in a box base made of Liteply, which is a special type of plywood designed for aircraft modellers. The inner core is balsa, making it easy to cut with a knife. I've masked the top to keep the 'water' on the surface. Otherwise, I have not prepared the wood in any way.



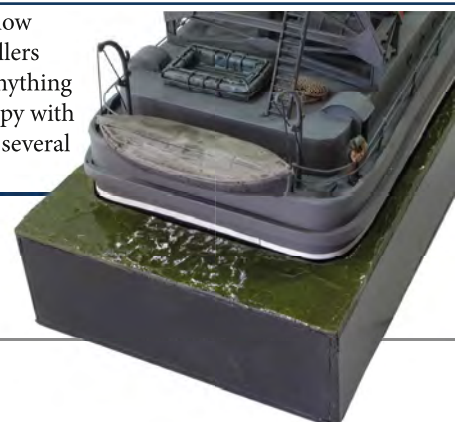
Moss Green and Olive Drab Water Undercoats were splodged all over the top with sponges to ensure they mixed randomly and a single colour didn't dominate. This is a thick acrylic paint, so it easily covered the surface in a single coat.

Water Waves is a very thick, clear jelly-like substance that is applied with a spatula – or in my case, a coffee stirrer. Careful sculpting produces waves of varying heights. A bit of practice is wise; at least try to get all the waves running in the same direction. The model needs to be placed somewhere dust-free to dry for 12 hours.



Once dry, the water looks pretty good. You wouldn't know that it's only a few millimetres thick. Skilled boat modellers produce some amazing effects but, as I've never done anything like this before, I tend to model still water. I'm very happy with the result and it was certainly popular at the show with several people asking how the look was achieved.

Finally, the tips of the waves are highlighted with White Water Highlight. Squirting some of the paint onto a piece of plastic makes it easier to pick up on a brush.



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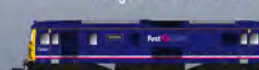
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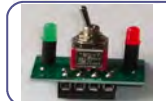
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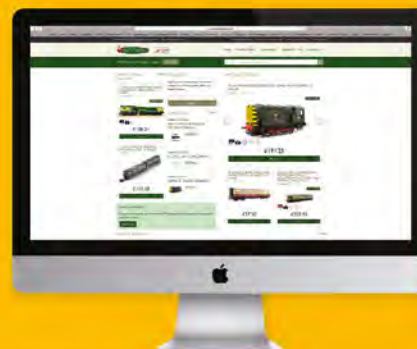


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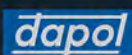
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3CP-Tools.....	122	Grimy Times		Quainton Road Models.....	124
3DK.....	105	Weathering Supp	IBC	Radley Models.....	122
3mm Scale Model Railways.....	122	Gscale.co.uk.....	115	Rails Of Sheffield.....	134 - 137
A C Models.....	105	H. & A. Models.....	124	Railway Conductor.....	118
Acc+Ess Protocab.....	106	Harburn Hobbies.....	119	Rapido.....	128
Addlestone Models.....	142	Hatton's Model Railways		Ray Heard.....	110
AGR Model Railway Store.....	115	14 - 21 & 140 - 141 & 148		Redcar Models & Hobbies.....	125
Alphagraphix.....	124	Heljan A/S.....	103	Rochester Games & Models.....	124
Alton Model Centre.....	117	High Lane Model Railways.....	124	Ron Lines.....	122
Alton Model Railway Group.....	111	Hildon Park Ltd.....	120	Roxey Mouldings.....	144
Anoraks Anonymous.....	138	Horley Book & Model Shop.....	124	Scale Model Scenery Ltd.....	116
Bachmann Europe Plc.....	2	Hornby Hobbies Ltd.....	96	Scalescenes.com.....	118
Barry Jones.....	124	Howard Scenic Supplies.....	144	Severn Models.....	142
Barry Stockton Fairs.....	110	In The Greenwood Laser.....	119	Shady Lane Models.....	115
Bill Hudson Transport Books.....	144	Irish Railway Models.....	94	Shapeways.....	104
Blackwells Of Hawkevell.....	124	Isinglass Models.....	144	Skytrex (2013) Ltd.....	142
Bournemouth Model Railway Centre.....	103	Items Mail Order Ltd.....	124	South Eastern Finecast.....	116
Box Tunnel Railways.....	124	Jack The Station Cat Ltd.....	124	South West Digital.....	125
Brambleton Model Railway Club.....	110	Jacksons Models.....	124	Southampton Model Railway Soc.....	108
Branchlines.....	142	Joe Lock.....	110	Sports And Model Shop.....	131
Brimal.co.uk.....	133	John Dutfield.....	142	Squires Model & Craft Tools.....	111
C & M Models.....	115	Kendal Model Railway Club.....	110	Stafford Railway Circle.....	111
Chester Model Centre		Kent Garden Railways.....	120	Strathwood.....	129
Weathering Supp	IBC	Kernow Model Rail Centre Ltd.....	125	Strawberry Line Railway.....	144
Church Street Models.....	118	Langley Miniature Models.....	115	Sunningwell Command Control Ltd.....	144
Cm3models.....	121	Leamington & Warwicks MRS.....	108	Ten Commandments.....	121
Coastal DCC.....	103	Lincoln & District Model Railway.....	110	The Airbrush Company.....	131
Connoisseur Models.....	144	Locomotion.....	105	The Bristol O Gauge Show.....	112
CR Signals.....	107	Lord & Butler.....	123	The Hereford Model Centre.....	102
Crafty Hobbies.....	124	Mad About Trains.....	123	The Hobby Goblin.....	142
Culcheth Model Railways.....	106	Malc's Models.....	124	The Hobby Shop.....	116
Dapol Ltd.....	147	Megapoint Controllers.....	114	The Lancs & Yorks Railway Soc.....	121
DB Models.....	138	Meridienne Exhibitions Ltd.....	107 & 108	The Model Shop.....	125
DCC Concepts Pty Ltd.....	6	Metcalfe Models & Toys Ltd.....	8 & 9	The Model Shop (Exeter).....	142
Derek's Transport Books.....	142	Middleton Press.....	142	TMC The Model Centre.....	12 & 13
DJ Models.....	107	Mike Pett.....	131	TMC The Model Centre	
Durham Trains Of Stanley.....	144	Mike's Models.....	123	Weathering Supp	IBC
E.M.A Model Supplies Ltd.....	123	Millenium Models.....	144	Tony Oakes.....	110
Ellis Clark Trains.....	132 & 133	Model Junction (Bury).....	142	Tony's Trains.....	138
English Model Railways.....	117	Model Railway Solutions.....	123	Topp Trains.....	142
Erith Model Railway Society.....	110	Modelmania.....	122	Townstreet.....	122
Expo Drills & Tools.....	10 & 11	Modula Layouts.....	119	Train Tech.....	117 & 133
Express Models.....	116	Monk Bar Model Shop Ltd.....	122	Train Times Model Shop.....	138
Finescalebrass (UK) Ltd.....	114	Morley Controllers Ltd.....	116	Trains 4U.....	122
Fox Transfers Ltd.....	119	Morris Models.....	122	Tri-Angman.....	125
Frome Model Centre.....	118	Nelevation.....	121	Trident Trains Model Shop.....	144
FTG Models.....	138	Nick Tozer.....	142	Tutbury Models.....	125
Gateshead Toy Fair.....	110	Olivia's Trains & Models.....	131	UK Toy & Model Auctions Ltd.....	110
Gaugemaster Com.....	81	P & D Marsh.....	124	Upstairs Downstairs.....	131
Gc Weathering.....	120	Paignton Model Shop.....	124	Waltons Of Altrincham.....	144
Gfb Designs (Sig-Na Trak).....	120	Panda Models.....	104	Warners Exhibitions.....	113 & 145
Ghost-Signs.....	123	Pennine Models.....	117	Warwick & Warwick.....	3
Glasgow Show.....	109	Peters Spares Model Railways Ltd.....	115	White Rose Modelworks.....	37
Golden Valley Hobbies Ltd.....	119	Phoenix Precision Paints.....	142	York Modelmaking.....	123
Graeme Simmonds.....	123	Platform 3 Models.....	124	You Choos.....	116
Great Central Railway Plc.....	127	Pooleys Puffers.....	142		

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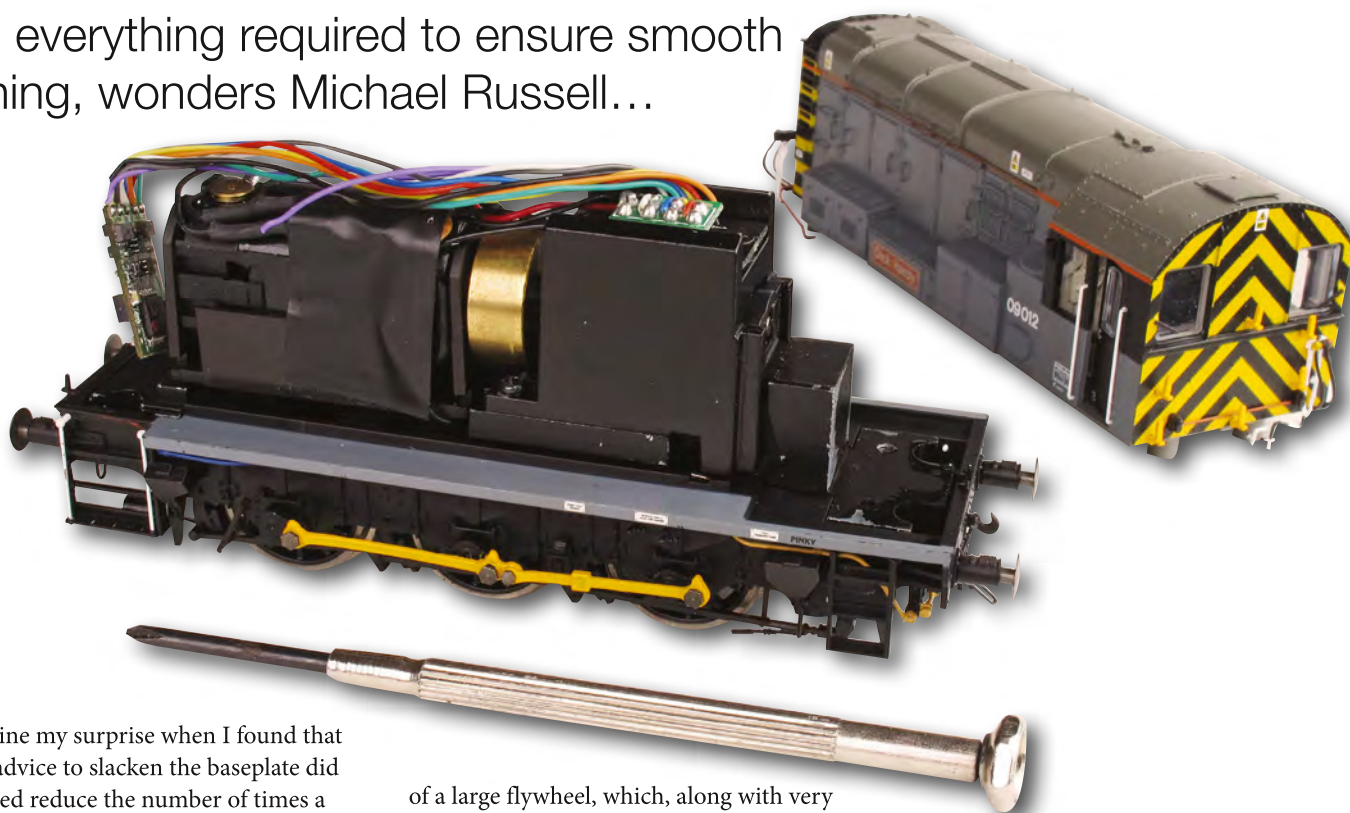


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TAIL LAMP

Why aren't more RTR locomotives fitted with everything required to ensure smooth running, wonders Michael Russell...



Imagine my surprise when I found that the advice to slacken the baseplate did indeed reduce the number of times a small tank locomotive stalled. This got me thinking about why that particular tweak often works and what else can be done to stop the number of times I have to employ the 'hand of god'. I feel this is important for two reasons. Firstly, locomotives stalling is a factor that puts me, and I'm sure others, off the hobby. And secondly, there is a trend at the moment towards producing smaller locomotives where current collection issues are more likely due to the limited number of wheels present in the design. Of course, my comments are written on the proviso that you are keeping up with your regular wheel and track cleaning, which is an important factor in good performance.

Slackening the baseplate works because it creates a very rudimentary suspension. Even one wheel that is spring-loaded against the track improves reliability, but although this feature has been factory-fitted in the past, it seems to have fallen out of favour recently.

My best running 0-6-0 locomotive that lacks suspension is a Hornby Class 08 diesel. Why is this superior to comparable models? This seems to be down to the use

of a large flywheel, which, along with very low gearing, is sufficient to iron out any defects in the track work. It also means very smooth running, even when using cheap decoders with rudimentary motor control. Admittedly, most diesels must be a model manufacturer's dream, but I do wonder why more flywheels aren't fitted as standard to all locomotives. After all, flywheels are weighty and so can be fitted without sacrificing this important characteristic.

Pickups need to be maximised, but there are still locomotives being made that lack this feature. Also, I often find that pickups on factory-fresh models don't meet the wheels for the full range of movement and this can cause problems on curves. The last resort is to fit an electronic flywheel, and this works, although there are issues with both space and cost. It doesn't help DC users either, which is perhaps why it hasn't, to date, been factory-fitted.

Diesels and electric locomotives with bogies and steam locomotives with tender pickups are the best 'non-stallers' and so we'll leave those out of the equation, but for all the rest, I don't know of any ready to run

locomotives that have all of the anti-stall features, and wonder why that is. Personally, I would rather pay more for locomotives that don't contain any compromises with regard to running quality.

Surely good running is in the manufacturers' best interests. Locomotives that are accommodating for poor track laying skills would gain a greater appreciation rating and therefore sales. The irony is, of course, that new starters in the hobby often buy the cheaper locomotives and track, have poorer track laying skills, and are more likely to suffer from stalling and the detrimental effect on their enjoyment of the hobby. Perhaps even budget locomotives should be factory-fitted with features that maximise their tolerance of less sophisticated track and poorly laid track.

I will be writing a series of articles showing you how to improve the majority of your locomotives to the point where you never have to endure another stall. It is possible and it's definitely worthwhile! ■

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2D-022-003/D/S - Class 68 Oxford Flyer 68010 Chiltern/DCC/DCC & Sound
2D-022-004/D/S - Class 68 68014 Chiltern/DCC/DCC & Sound
2D-022-005/D/S - Class 68 Daring 68006 Scotrail/DCC/DCC & Sound
2D-022-006/D/S - Class 68 Valiant 68007 Scotrail/DCC/DCC & Sound
2D-022-007/D/S - Class 68 Evolution 68001 DRS/DCC/DCC & Sound

Also released this month:

7F-080-030 - 8 Plank - Chatterley Whitfield 4058
7F-080-030W - 8 Plank - Chatterley Whitfield 4058 Weathered

Class 142



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ND116A/D - Class 142 Northern Rail 142065/DCC
ND116B/D - Class 142 Regional Railways 142081/DCC
ND116C/D - Class 142 Northern Spirit 142025/DCC
ND116D/D - Class 142 Arriva Trains Wales 142085/DCC
ND116E/D - Class 142 Tyne & Wear PTE 142021/DCC

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2P-012-055 - Maunsell Coach - SR Brake 3rd Class Lined Green 3214
2P-012-056 - Maunsell Coach - SR Brake 3rd Class Lined Green 3215
2P-012-075 - Maunsell Coach - SR Brake Composite Lined Green 6565
2P-012-253 - Maunsell Coach Set 394 - Maunsell Green (Brake 3rd x 2 & Compo)
2P-012-355 - Maunsell Coach - BR Brake 3rd Class SR Green 3220
2P-012-356 - Maunsell Coach - BR Brake 3rd Class SR Green 3221
2P-012-375 - Maunsell Coach - BR Brake Composite SR Green 6567
2P-012-551 - Maunsell Coach Set 392 - Maunsell Green (Brake 3rd x 2 & Compo)
2P-012-653 - Maunsell Coach - BR Brake 3rd Class Crimson & Cream 3226
2P-012-654 - Maunsell Coach - BR Brake 3rd Class Crimson & Cream 3231
2P-012-675 - Maunsell Coach - BR Brake Composite Crimson & Cream 6574
2P-012-800 - Maunsell Coach Set 398 - Crimson & Cream (Brake 3rd x 2 & Compo)

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4F-028-010 - 45Ft Container Argos WHMU 450006-1 & CO-OP WHMU 450063-1 Wthd
4F-031-041 - 6 Wheel Milk Tanker - Unigate Creameries 70349
4F-031-042 - 6 Wheel Milk Tanker - Unigate Creameries 70349 Weathered
4F-032-021 - Rectangular Tank - Rimer Bros 7
4F-032-022 - Rectangular Tank - Rimer Bros 7 Wthd
4F-034-029 - 21T Hopper - Liverpool Corporation 56
4F-034-030 - 21T Hopper - Liverpool Corporation 56 Wthd

Also released this month:

2F-013-061 - Gunpowder Van - SR 62139
2F-013-062 - Gunpowder Van - SR 62139 Weathered
2F-023-010 - Siphon H - GWR 1432
2F-023-014 - Siphon H - GWR 1432 Weathered

Product Scale Key

O Gauge **OO Gauge** **N Gauge**

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SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Class 90	hattons.co.uk/c90	£119 (EST)	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/ 122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £123.25	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							

	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	£85	Oct 2016							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
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/ci07	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
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £161	Nov 2016							
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 67	hattons.co.uk/hornby67	£144	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	from £84	Nov 2015							
4 & 6-wheel Toad Brake van	hattons.co.uk/oxtoad	£12.50	Sep 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	£87	Jan 2017							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 12/12/17.

ALBION METALS

Richard Coleman built this scrapyard shunting layout to display locomotives from the BR Sectorisation era - a favourite of his. A fair amount can be learnt from this compact trackplan.



The sheer quantity of things to look at on this compact layout detracts the eye from an otherwise quite simple trackplan.

Albion Metals is a small, rail served scrapyard set in the industrial West Midlands. It is very loosely based on operations at Bilston which was situated at the end of a long siding from Wednesbury Yard.

Given that this layout is purely a shunting yard, it does have its operational limitations as well as reducing the possibilities to run other types of train with different items of rolling stock. That said, the very nature of this site permits some of the more unusual forms of motive power such as small industrials to be used to full effect.

A simple track plan is used with two exchange sidings and two loading sidings with the use of an industrial shunter to move the wagons around the yard.

MORE REALISTIC TRACK

The track used is Peco code 75 finescale, with small radius live frog points - in-keeping with

the shunting theme that this layout portrays. The two storage sidings can be isolated to switch off locomotives at the buffer stops.

N gauge ballast was used on the track and Woodlands Scenic cinders and Carr's ash ballast for general ground cover. Siflor tufts and various scatter powders and ground foam were used for weeds, all glued down with PVA glue. The rails were painted with rust coloured paints and the entire trackwork flooded with lots of thinned down black and 'grime' coloured paints. It is these elements, that when achieved correctly, bring a trackplan to life.

SIMPLE LAYOUT OPERATION

Richard operates the layout from the front. Albion Metals was never built for general exhibitions and when at home, it sits on a small table. On the odd occasion when it does attend local shows, it sits on adjustable trestles that are readily available from D.I.Y. retailers.

The points are switched using piano wire push rods

FACT FILE

- ▶ **LAYOUT NAME** Albion Metals
- ▶ **SCALE/GAUGE** 4mm:ft / OO gauge
- ▶ **SIZE** 4' x 14"
- ▶ **ERA** 1982 - 1994 BR Sectorisation
- ▶ **CONTROL** 12 volt DC
- ▶ **LAYOUT TYPE** End to end shunting
- ▶ **PHOTOGRAPHY** Paul Bason

FOR

- ✓ The size of this layout means that it can easily be setup at an exhibition by a small group of people
- ✓ The simple wiring will result in fewer headaches and things to go wrong
- ✓ The scrapyard is an interesting subject and something different.

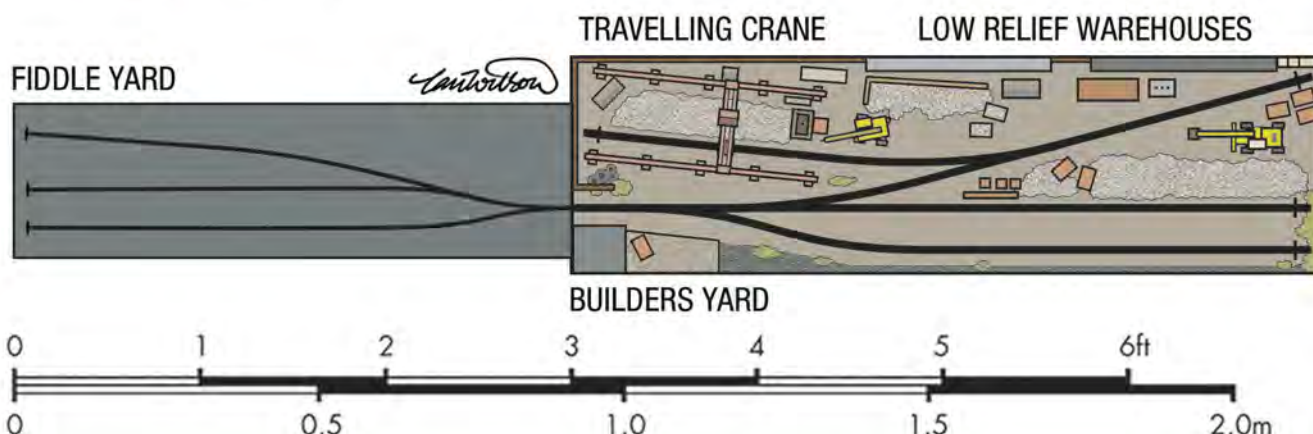
AGAINST

- ✗ Its small size means less variety over the length of the layout
- ✗ A shunting layout means that operation will be limited somewhat to the capacity of the operator and traditional DC control equipment

- a simple and cheap system for changing points where very little can go wrong.

As a whole, Albion Metals is a compact layout and something different to admire when at an exhibition, given the subject that it covers.

It just goes to show that good scenic modelling doesn't always have to involve lots of trees. **BRM**



TOWER PIER

The urban sprawl of Central London is one of the least evident areas in which to site a terminus station of small proportions. But, it is possible.



FACT FILE

- ▶ **LAYOUT NAME** Tower Pier
- ▶ **SCALE/GAUGE** 4mm:ft / EM
- ▶ **SIZE** 10' x 20"
- ▶ **ERA** 1955
- ▶ **CONTROL** 12v DC
- ▶ **LAYOUT TYPE** Exhibition
- ▶ **PHOTOGRAPHY** Paul Bason

FOR

- ✓ Compact prototype which results in mainly a track-based layout
- ✓ Very little additional scenery required
- ✓ Plenty of rolling stock variety as most BR Regions used these lines, if only for freight
- ✓ Easy to run off-scene as the railway is in a cutting.

AGAINST

- ✗ Restricted view due to nature of cutting arrangement
- ✗ Little space in which to add additional scenery for variety
- ✗ Gritty and grimy - not for those who like pretty scenery!

If you are lured by the idea of modelling a railway set somewhere near the 'big smoke', then here is a layout that can get you thinking creatively – Geoff Ashdown's Tower Pier.

Attempting to re-create the inner-city 'muck and grime' of the mid-1950s, when coal fires burned a plenty, the layout is uniformly weathered using sooty tones. It is also very busy architecturally, making the most of every square inch of space. At only ten feet in length by 20 inches in width, the trackplan on this layout really does employ the room available on the baseboards to its fullest, placing all other items into a secondary position.

What makes it so appealing? The urban architecture. Correctly weathered bridges and archways built with London brick adorn all sides of the layout, ridding the need for a

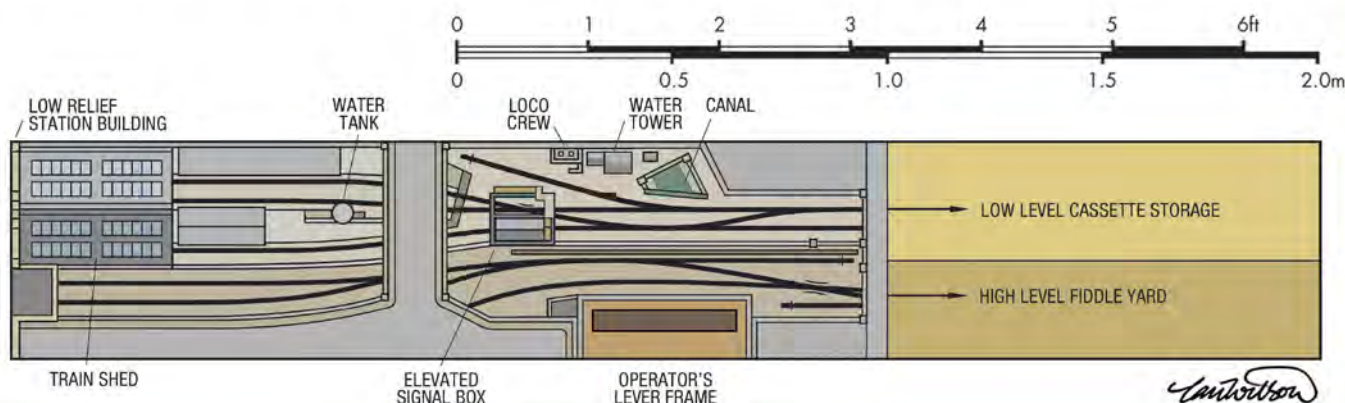
backscene. Every item on the model has to fight for space. The water tower is sandwiched between the track, a canal, a loco crew building and a retaining wall, whilst the signalbox that controls the station entrance is elevated above the rails – its metal frame and stairway being a little different. The short station canopy effectively takes up the most space on this layout, being just under half a metre long in length, but still, it has enough room in width to accommodate two platforms – one even being an island.

SETTING THE SCENE

What makes London, London? Evidently, the amount of room on this layout is limited, but with some clever designing, Geoff managed to incorporate a road bridge, allowing him to place two red 'double-decker' buses – a hint that this is the London scene and an area not immune to bustling public transport.

A SCALE FOR A REASON

Tower Pier has been built to EM gauge, a scale chosen by a need for the trackwork to fit the surrounding area, rather than let the track dictate the situation and placement of structures and other architectural features. This works for Geoff, but whether or not this fits your specific criteria, only you can decide. **BRM**



Geoff Ashdown