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 DESIGNING ETCHED KITS  DELUXE MATERIALS INTERVIEW  GUILDEX 2016 REPORT



372-800B Class A1 Tornado No. 60163 BR Blue Early Emblem



Locomotives with 4-6-2 wheel arrangements are known as Pacifics under the Whyte Notation system. In Britain this wheel arrangement was favoured by the Chief Mechanical Engineers for operating express passenger services until the end of steam on British Rail in 1968. The Great Western Railway only built one Pacific favouring the 4-6-0 wheel arrangement for its express passenger workings.

The most recent Pacific locomotive to be built in the UK was the new build A1 Class 'Tornado' which entered service in 2008 and was built in Darlington from scratch. A considerable number of Pacifics are preserved around the UK with two A4s domiciled in America and Canada respectively.

Graham Farish currently offers four types of Pacific locomotives designed by three of the pre-nationalisation companies.



372-185 Princess Coronation



No. 46236 'City of Bradford' BR Black E/Emblem



372-385 Class A2



525 'A.H. Peppercorn' LNER Apple Green



372-312 Merchant Navy Class



No. 35028 'Clan Line' BR Green Late Crest

Era ③ = 1923-1947

Era ④ = 1948-1956

Era ⑤ = 1957-1966

Era ⑥ = 1995 onwards



Features 6 pin DCC Socket



Locomotive with electrical pickup in tender



Features NEM Couplings

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GWR/BR 1361 Late black chassis.....	£525.00
LY/LMS/BR Pug black.....	£450.00
LNER/BR J39 0-6-0 black.....	£925.00
GWR/BR 8750 Pannier black chassis.....	£525.00

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GWR/BR Collett D127 brake 3rd.....	£235.00
------------------------------------	---------

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GWR/BR 48xx/14xx Autotok 0-4-2T.....	£695.00
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GWR/BR King 4-6-0.....	£1260.00
GWR/BR Razor Edge railcar.....	£835.00
GWR/BR Parcels railcar.....	£810.00
LNER/BR J39 0-6-0.....	£1075.00
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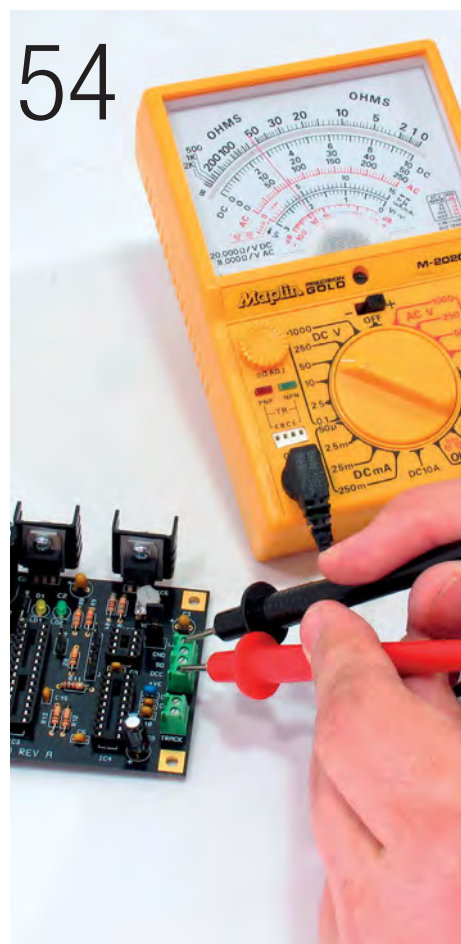
BRM's unique library of free layout trackplans returns from its summer break.

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BRM's 'Industry Insider' welcomes the attention given to our hobby by recent television programmes.



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BRM TV

BRITISH RAILWAY MODELLING

WHAT'S ON THE DVD

In this episode of **BRM TV**, we visit **Roger Lattimore's** Broxfield and Buntingford OO gauge layout. In the studio, **Phil Parker** demonstrates our exclusive **BRM** reader offer professional airbrush, whilst **Howard Smith** demonstrates card kit glues from Deluxe Materials.



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MONTH'S DVD**

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PLAY

Cobalt Alpha

By DCCconcepts



Alpha-Power

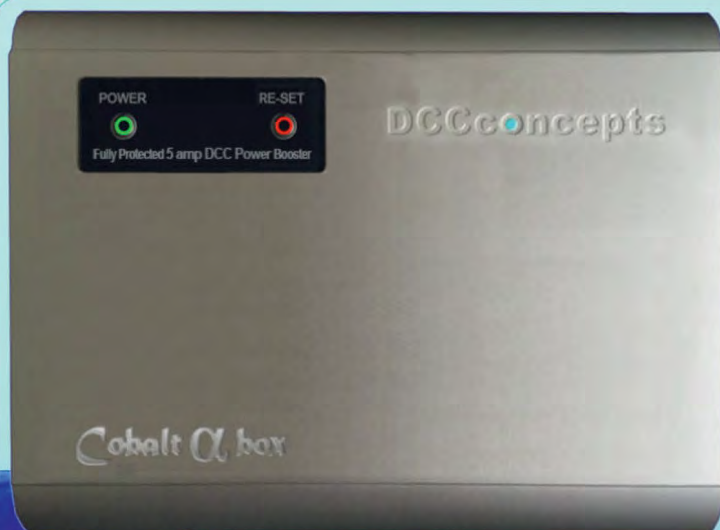
Cobalt Alpha-Power is a top quality Power supply for use with DC or DCC systems and it is also perfect for the Accessory power bus.

Alpha-Power has fast-acting overload protection that will instantly turn power off in the case of significant overload, giving you both audible and visible indication of overload or wiring problems and a reset is simple - Just turn the power switch off and on again.

Properly regulated for consistent results it will deliver a stable 18v DC at 5 amps irrespective of your local mains power levels.

CE and FCC approved and usable with mains voltages from 100 to 240v AC, Alpha Power is suitable for use in most parts of the world.

The natural partner for Alpha-Box, Alpha-Power has both DC output plug and screw terminal connections, so it is also an ideal choice for most DCC systems as well as DC users needing more power.



Alpha-Box

Initially conceived as a way to bring the magic of Cobalt Alpha to ALL modellers, DC or DCC, Alpha-box really IS something special. In fact we think that Alpha-Box is the best power booster available!

We really wanted maximum cross-brand compatibility so Alpha-box is very versatile ... as a result it's perhaps best described as the "Swiss Army Knife" of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere.

Alpha-Box has inputs at track power and command bus level plus a powerful 5 amp output that's well protected by fast acting short circuit overload protection. As a result it is the perfect upgrade for ALL brands of DCC start set from Bachmann EZ command to other train-set DCC controllers as well as those from more specialised brands.

NCE users really love it. Power Cab and Power Pro plug straight in, becoming fully "Cobalt Alpha" compatible systems with the addition of 5 amps of very clean track power. Other brand users really like it too... and "interface adapters" are available where needed!

Cobalt Alpha products are DCC compliant & are carefully designed from the ground up to make the wiring of your control panels very simple. Using them can reduce wiring between the control panel and layout to a single cable.

The Cobalt Alpha range and all other DCCconcepts products are distributed world-wide by DCCconcepts Pty Ltd. Our products are also distributed in the UK by Gaugemaster Controls Ltd.



As summer gives way to autumn, many of us return to our railway rooms to press on with layouts and modelling projects. A change of seasons also heralds the start of a new exhibition calendar. While assembling this issue, the **BRM** team attended several excellent shows, not least The International N Gauge Show (now almost universally referred to as 'TINGS') and the Gauge O Guild's 60th anniversary Guildex in Telford.

Both had strong attendances, a major manufacturer presence and generated plenty of news for us to report - see Goods Inwards on p85. Guildex was especially busy this year, confirming the extraordinary recent growth (or is it a renaissance?) in ready-to-run O gauge models. Having started the ball rolling several years ago, Heljan continues to expand in this scale, now adding two steam locomotives and four types of diesel railcar/DMU to its production plan. More new diesels are planned for 2017/18 too.

Whether you're looking for a 'budget' locomotive to get you started, or fortunate enough to be in the market for outstanding RTR brass locomotives from the likes of Lee Marsh, L.H. Loveless (see the 9F above) or Masterpiece Models, your options in O gauge appear to be increasing every month.

Anecdotal evidence suggests numbers of people 'trading up' to the larger scale from OO or N are rising steadily. Today, you can buy a good quality RTR O gauge locomotive such as Dapol's 'Terrier' for little more than the RRP of a OO gauge Hornby or Bachmann 'Pacific'.

Talking of 'Pacifics', the investment by Hatton's in commissioning Gresley A3s and A4s (October **BRM**) from Heljan, and coaches to match, is evidence that 7mm modelling is moving further into the mainstream. If those models and others, such as Minerva and Dapol's GWR Pannier Tanks, Dapol's Class 08 and Lionheart's BR 3MT 2-6-2T are successful, we should see more RTR locomotives coming soon.

It's often said that O gauge models have a 'presence' unachievable in smaller scales, and that's amplified when you add sound and a big speaker to deliver it. With a few exceptions, we're just short of good quality rolling stock to run with these fine models, but that will hopefully change as demand increases. While I'm not quite ready to make the jump to O yet, I can fully understand why many people will be starting 7mm layouts this winter. We look forward to seeing more of them on the circuit and in **BRM** soon. ■

Ben



MANAGING EDITOR | Ben Jones

BRM

BRM NOVEMBER ISSUE ON SALE
OCTOBER 13 - SEE P145

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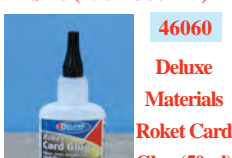

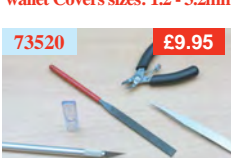



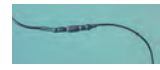


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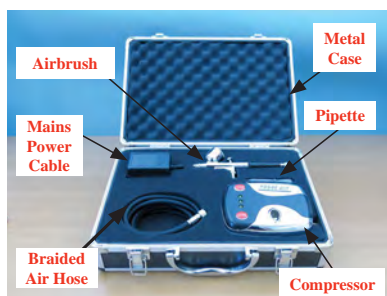
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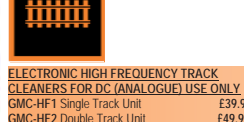
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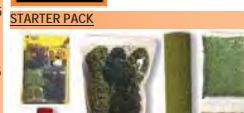
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GM32 Grey Stone Wall & Arches £9.50
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GM198 Single Tunnel Mouth & Walls £15.25
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GM702 Large Countryside Backscene £7.95
GM703 Large Open Field Backscene £7.95



GM704 Large Valley Backscene £7.95
GM705 Large Cloudy Sky Backscene £7.95
GM706 Large Industrial Backscene £7.95
GM707 Large Housebacks Backscene £7.95
GM708 Large Pretty UK Town Backscene £7.95
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GM752 Small Countryside Backscene £4.95
GM753 Small Open Field Backscene £4.95
GM754 Small Valley Backscene £4.95



GM755 Small Cloudy Sky Backscene £4.95
GM756 Small Industrial Backscene £4.95
GM757 Small Housebacks Backscene £4.95
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GM370 80mm Wide Tarmac Road (1m) £6.95
GM371 80mm Wide Universal Curves (2) £6.95
GM375 68mm Wide Tarmac Road (1m) £6.95
GM376 68mm Wide Universal Curves (2) £6.95

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GM385 Standard Vehicle Kit £13.95
GM386 Emergency Vehicles Kit (Blues) £15.95
GM387 Service Vehicles Kit (Orange) £15.95

N SCALE ROAD SYSTEM

GM390 40mm Wide Tarmac Road (1m) £6.95
GM391 40mm Wide Universal Curves (2) £6.95

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GM396 N Scale £6.50

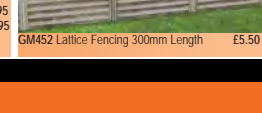


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GM145 Country Fencing 290mm Length £6.95
GM146 Garden Fencing 290mm Length £6.95

OO SCALE LASER CUT KITS



GM451 Wooden Fencing 300mm Length £5.50



GM452 Lattice Fencing 300mm Length £5.50

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



STRUCTURES

OO SCALE LASER CUT BUILDINGS



GM453
Garden Shed Kit
£6.50

OO SCALE "FORDHAMPTON" PLASTIC KITS
Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



GM401 Fordhampton Station £25.95



GM402 Fordhampton Signal Box £10.95



GM403 Fordhampton Footbridge £17.95



GM404 Fordhampton Level Crossing £11.95



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



GM407 Fordhampton Carriage Platforms £9.95



GM408 Fordhampton Village Store or Pub £17.95

COMING SOON...
GM409 Fordhampton Pub/Bistro TBA
GM410 Fordhampton Rest Home/Doctors TBA
GM411 Fordhampton Farmhouse/Cottage TBA



KESTREL DESIGNS

N GAUGE PLASTIC KITS

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GMKD03 Bungalow	£3.60
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GMKD06 Two Shop Unit with Glazing	£6.75
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GMKD09 Station Buildings	£5.35
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GMKD11 Flat Canopy	£5.95
GMKD12 Small Signal Box	£6.45
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GMKD13W Farm Rail Fencing White	£3.10
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GMKD17 Platform Ramps (2)	£2.35
GMKD18 Station Yard Huts	£3.35
GMKD19 Weighbridge & Office	£4.35
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GMKD23 Two Domestic Garages	£3.10
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GMKD26 Corner Shop	£4.65
GMKD27 Three Storey Townhouse	£5.95
GMKD28 Three Storey Town Shop	£5.95
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GMKD31 Station Masters House	£6.45
GMKD32 Pair Pre War Semi Det. Houses	£7.25
GMKD33 Boilerhouse & Chimney	£6.45
GMKD34 Stable Block	£3.85
GMKD35 Cow Shed	£3.60
GMKD36 Barn	£5.95
GMKD37 Farm House	£7.50



GMKD38 Steel Footbridge	£7.50
GMKD39 Modern Industrial Unit	£5.95
GMKD40 Modern Fire Station	£7.25
GMKD41 Platforms Wide (2)	£3.35
GMKD42 Platform Ramps Wide (2)	£2.85
GMKD43 Goods Shed	£7.75
GMKD1000 Town Station	£16.95
GMKD1001 Old Factory with Chimney	£19.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

GMKD51 Wooden Fencing	£5.25
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N GAUGE VALUE KIT SETS

GMKD2000 Station Set	£14.95
GMKD2001 Town Set	£12.95
GMKD2002 Suburban Set	£14.95
GMKD2003 Farm Set	£16.95



TOOLS

MODEL RAILWAY MAINTENANCE



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GM51 Spare Pads for GM50	£17.95
GM49 Spare Pads for GM47	£17.95
GM59 N Scale Wheel Cleaner	£15.95



GM60 OO Scale Wheel Cleaner	£19.95
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GM627 Superfine Oil Pen w/ Teflon Particles	£9.95
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GM08 Modelstrip (115mm)	£6.95
GM26 Track Rubber	£3.15
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GM600 A2 Cutting Mat	£14.95
GM601 A3 Cutting Mat	£9.95
GM602 A4 Cutting Mat	£4.95
GM603 A5 Cutting Mat	£2.95
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GM606 Side Cutters	£6.95
GM607 Half Round Pliers	£6.95
GM608 Bent Nose Pliers	£6.95
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GM626 Straight Tweezer Reverse Action	£4.50
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GM631 Slitting Discs (10) & Mandrel	£5.25
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GM633 Glass Fibre Pencil 4mm	£7.50
GM634 4mm G/Fibre Refills (10)	£4.75
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GM636 2mm G/Fibre Refills (5)	£6.75
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GM642 HSS Jbbs Drills 0.8 (5)	£3.95
GM643 HSS Jbbs Drills 1.0 (5)	£3.95
GM644 HSS Jbbs Drills 1.2 (5)	£3.95
GM645 HSS Jbbs Drills 1.5 (5)	£3.95
GM646 HSS Jbbs Drills 1.8 (5)	£3.95
GM647 HSS Jbbs Drills 2.0 (5)	£3.95
GM648 Microbore Drills 0.1-1.6	£10.95
GM649 Microbore HSS Twist Drill Bits 61-80	£10.95
GM650 HSS Jbbs Drills 0.3 (5)	£3.95
GM651 HSS Jbbs Drills 0.4 (5)	£3.95
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GM653 HSS Jbbs Drills 0.7 (5)	£3.95
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GM669 Pin Pusher with Depth Stop	£10.95
GM670 Deluxe Paintbrush Set	£12.95



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GM697 Masking Tape 10mm x 18m (2)	£2.75
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GM672 Razor Saw Superfine	£11.75
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GM689 25W No.8 Tip	£3.95
GM690 40W No.6 Tip	£3.95
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GM003 White Metal Flux	£5.95
GM004 Brass Flux	£5.95
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ELECTRICS

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GM502 Slide Switch DPDT (C/loft)	£1.70
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GM504 Toggle Switch DPDT	£2.65
GM505 Mini-Toggle DPDT (C/loft)	£3.15

GM506 Mini-Toggle DPDT	£2.75
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GM508 Mini-Toggle SPDT	£2.45
GM509 Mini-Toggle SPDT (C/loft)	£2.45
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GM511 Mini-Toggle for G Point Motors	£3.65
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GM513 Push to Make Black (5)	£2.85
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GM515 Push to Make Green (5)	£2.85
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GM519 Rotary Switch 1 Pole 12 Way	£2.85
GM520 Rotary Switch 2 Pole 6 Way	£3.75
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BPGM504 Toggle Switch DPDT (25)	£42.95
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BPGM506 Mini-Toggle DPDT (25)	£42.95
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BPGM508 Mini-Toggle SPDT (25)	£34.95
BPGM509 Mini-Toggle SPDT (C/loft) (25)	£39.95
BPGM510 Mini-Toggle for Point Motors (25)	£44.95
BPGM513 Push to Make Black (25)	£9.95
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BPGM515 Push to Make Green (25)	£9.95
BPGM516 Push to Make Red (25)	£9.95
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GM09RB Twinned Wire Red/Black (10m)	£4.95
GM10 Wire Red/Black/Green (10m of each)	£5.95
GM11BK Wire Black 7 x 0.2mm (10m)	£2.15
GM11BL Wire Blue 7 x 0.2mm (10m)	£2.15
GM11BN Wire Brown 7 x 0.2mm (10m)	£2.15
GM11GN Wire Green 7 x 0.2mm (10m)	£2.15
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BPGM11GN Green Wire 7 x 0.2mm (100m)	£7.95
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BPGM11IO Orange Wire 7 x 0.2mm (100m)	£7.95
BPGM11IP Pink Wire 7 x 0.2mm (100m)	£7.95
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GM40 1.5a Rectifier	£4.95
GM41 Thermal Cut-Out 1 Amp	£3.95
GM42 Thermal Cut-Out 2.5 Amp	£3.95
GM75 PS6 6-Way Din Plug/Socket	£3.15
GM77 12-Way Poly Terminal Block	£1.95
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LIGHTING

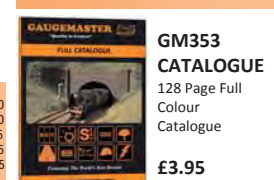
GM61 Micro LED White (4)	£7.95
GM62 Micro LED Red (4)	£7.95
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GM64 Micro LED Orange (4)	£7.95
GM69 Grain of Wheat Bulb 12v Yellow (5)	£3.95
GM70 Grain of Wheat Bulb 12v Red (5)	£3.95
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GM84 LED Red 5mm 12v (5)	£1.95
GM85 LED Yellow 5mm 12v (5)	£1.95
GM76 Resistor 10 Ohm for LEDs (10)	£1.65

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GM86 Small Magnets (10)	£5.50
GM87 Medium Magnets (10)	£5.75
GM88 Large Magnets (10)	£6.00
GM98 3v Bulbs (10) & Capacitors (5)	£5.95
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UNIVERSAL RELAY SWITCH

GM500 Universal Relay Switch	£5.50
BPGM500 Universal Relay Switch (3)	£14.50
GM500D Universal Relay Switch (DCC Friendly)	£5.75



GAUGEMASTER Limited Edition News



DAGM221 GBRI Aggregate Industries 66711 "Sence"

£109.95 - Expected November 2016



DAGM230 Brighton Evening Argus DAGM235 The Royal Alex

£69.95

Both Already Sold Out to Pre-Orders



DAGM231 IC Executive Pristine £69.95

73 142 Broadlands



DAGM232 First GBRI - £69.95

73 141 Charlotte



DAGM233 South West Trains - £69.95

73 235



DAGM234 Southern Livery - £69.95

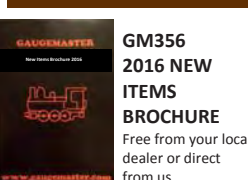
73 202



£129.95

IN STOCK

DAGM100 The Royal Alex
DAGM101 Brighton Evening Argus
"NEW" DCC FITTED £149.95
"NEW" DCC SOUND FITTED £239.95



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POSTAGE: Orders up to £19.99: £2.50

Orders £20 and over: £4.50

Visiting Skipton? Visit
Craven Model Centre,
Mount Pleasant, BD23 1JZ.



PO232

*A country station scene
in three kits...*

The country station is based
on designs by the Cheshire
Lines Railway and the
Manchester, Sheffield and
Lincolnshire Railway
Companies.



PO233

Railway Buildings

00/HO Scale

PO232 00/HO Goods Shed - £13.99

PO233 00/HO Signal Box - £9.00

PO237 00/HO Country Station - £13.75

N Scale

PN112 N Goods Shed - £7.25

PN133 N Signal Box Set - £9.00

00/HO Country Station
PO237 - £13.75



Includes main station building
and opposite platform shelter

*Street scenes created
with the Terraced range...*



PO264

*Exquisite detail and precision with
laser and die cut designs...*

**00 Stone
Terraced Houses
PO262 - £9.99**

**00 Red Brick
Terraced Houses
PO261 - £9.99**



PO261

The Corner Shop and Terraced
Houses are modular, so that you
can build them to stand alongside
each other and create long street
scenes. Both come in Red Brick
or Stone and in either 00 or N
scale.



PO263

Terraced Range

PO261 00/HO Red Brick Terraced Houses - £9.99

PO262 00/HO Stone Terraced Houses - £9.99

PO263 00/HO Red Brick Corner Shop - £10.75

PO264 00/HO Stone Corner Shop - £10.75

PN103 N Red Brick Ter. Houses - £8.25

PN104 N Stone Ter. Houses - £8.25

PN116 N Red Brick Corner Shop & Pub - £8.25

PN117 N Stone Corner Shop & Pub - £8.25

**00 Stone Corner Shop
PO264 - £10.75**

The Corner Shop comes with a
variety of signs and interiors

**00 Red Brick
Corner Shop
PO263 - £10.75**

METCALFE

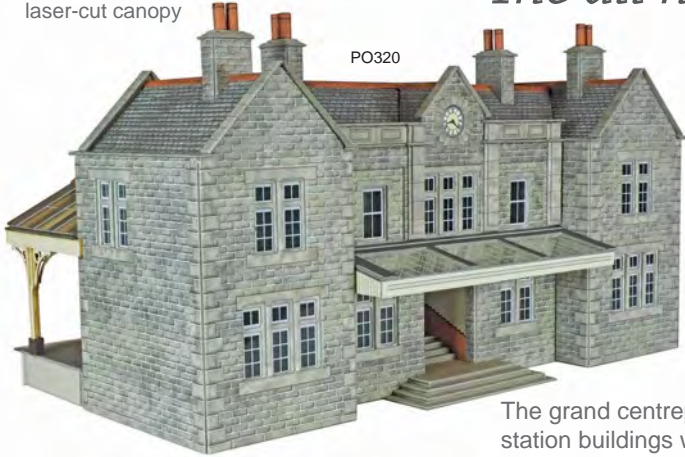
Card Construction Kits



Includes improved stonework detail and laser-cut canopy

The all new 00 Mainline Station Range...

PO320



NEW RELEASE 00 Booking Hall PO320 - £22.99

Designed to stand alongside Wall-Backed Canopy and Platform Canopy kits



PO320 platform side

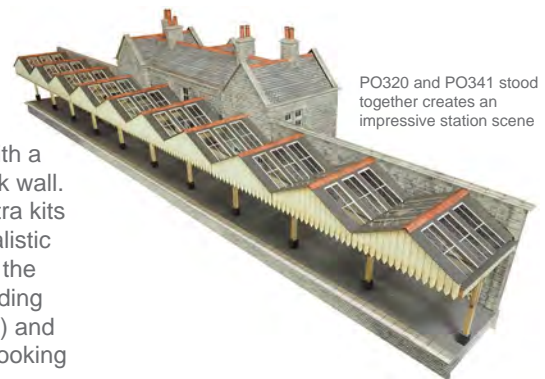
The grand centrepiece and first in a new range of redesigned station buildings with more to follow. New features include finely detailed laser-cut platform canopy and fine die-cut recessed windows.

PLEASE NOTE: Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.

NEW RELEASE 00 Wall-Backed Canopy PO341 - £15.99



A modular kit that comes with a section of platform and back wall. It is very easy to add on extra kits to make impressive and realistic structures. It is designed to the same style as our free-standing Platform Canopy Kit (below) and fits alongside the new 00 Booking Hall (right). All match the Stone Platform Kit (below)



PO320 and PO341 stood together creates an impressive station scene

Laser-Cut Mini Kits that finish off your Mainline Station Scene...

PO517



PO502



PO501

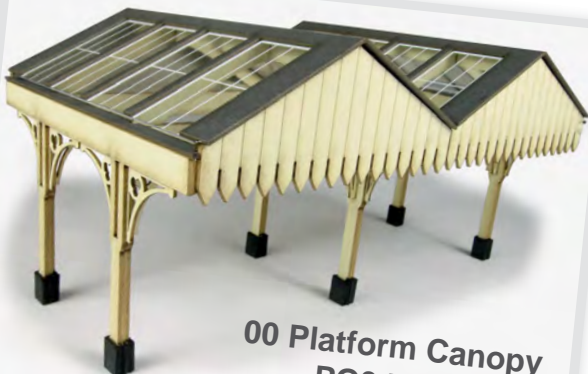


00 Stone Platform PO235 - £11.99

A truly versatile platform system that can be made to any shape. Straight, curved, islands or bays. One kit contains enough to build 7ft in length max.



00 Platform Canopy PO340 - £14.99



00 Mainline Station Buildings 00/HO Scale

- PO320 00/HO Booking Hall - £22.99
- PO341 00/HO Wall-Backed Canopy - £15.99
- PO340 00/HO Platform Canopy - £14.99
- PO235 00/HO Stone Platform - £11.99
- PO517 00/HO Kiosk - £5.75
- PO501 00/HO GWR Benches - £5.75
- PO502 00/HO Platform Benches - £5.75

Class 414 2-HAP EMU Pre-order for £186.96 (estimated)



31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

Class 5P4F Stanier Mogul 2-6-0 Pre-order for £127.46



31-690 2955 in LMS lined black
31-691 42969 in BR lined black with early emblem
31-692 42968 in BR lined black with late crest (as preserved)

Class 57 Diesel Pre-order from £127.46



32-753DS 7007 "Freightliner Bond" in Freightliner green - DCC sound fitted £203.96
32-756 57603 "Tintagel Castle" in GWR (2015) green
32-764 57305 "Northern Princess" in DRS Northern Belle livery



Pre-order at www.hattons.co.uk/bachmann2016

Class 70 diesel Pre-order from £131.71



31-590 70015 in Freightliner livery with air intake modifications
31-591 70805 in Colas livery with air duct boxes

WD Austerity 2-8-0 Pre-order for £131.71



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32-254A 77003 in LNER plain black

LNWR 0-6-2T Webb Coal Tank Pre-order for £97.71



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35-051 7841 in LMS black livery
35-052 58900 in BR black early emblem

SECR 60' Birdcage Coaches Pre-Order for £50.96



39-600 Brake Composite SECR Dark Lake
39-601 Brake Composite SR Olive Green
39-602 Brake Composite BR Vermillion
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
39-612 Composite BR Vermillion
39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green
39-622 Brake 3rd BR Vermillion



Graham Farish Pre-Orders

Class 319 EMU Pre-order for £144.46 (estimated)



372-875 319004 in Network SouthEast livery
372-876 319382 in Thameslink livery
372-877 319362 "Northern Powerhouse" in Northern Rail livery



Hatton's Announce Exclusive O Gauge Class A3, A4 and Teak coaches



Class A3 4-6-2 Pre-order for £750



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A3001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined non-corridor tender - "Record Breaker"
A3003 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender
A3004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
A3005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
A3006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
A3007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender

See the full announcement at www.hattons.co.uk/recordbreakers

Class A4 4-6-2 Pre-order for £750



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A4001 2509 "Silver Link" in LNER silver with streamlined corridor tender
A4002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker" (1938 condition)
A4003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
A4004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender
A4005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender - "Record Breaker"
A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender - "Record Breaker"
A4007 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender
A4008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
A4009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

Gresley Teak coaches Pre-order for £249



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TC11501 Diagram 115 Corridor Third in LNER Teak
TC11502 Diagram 115 Corridor Third in LNER Teak
TC11503 Diagram 115 Corridor Third in BR carmine & cream
TC11504 Diagram 115 Corridor Third in BR carmine & cream
TC11505 Diagram 115 Corridor Third in BR maroon
TC11506 Diagram 115 Corridor Third in BR maroon
TC17501 Diagram 175 Brake Corridor Composite in LNER Teak
TC17502 Diagram 175 Brake Corridor Composite in LNER Teak
TC17503 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17504 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17505 Diagram 175 Brake Corridor Composite in BR maroon
TC17506 Diagram 175 Brake Corridor Composite in BR maroon
TC18601 Diagram 186 Open Third in LNER Teak
TC18602 Diagram 186 Open Third in LNER Teak
TC18603 Diagram 186 Open Third in BR carmine & cream
TC18604 Diagram 186 Open Third in BR carmine & cream
TC18605 Diagram 186 Open Third in BR maroon
TC18606 Diagram 186 Open Third in BR maroon

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LNER Holden B12 4-6-0

Pre-order for £123
Due December 2016



R3430 8573 in LNER apple green
R3431 61533 in BR black with early emblem
R3432 61580 in BR black with late crest

Class W4 Peckett 0-4-0ST

Pre-order for £70
Due December 2016



R3427 563 'Dodo' in Peckett leaf green (**SOLD OUT**)
R3428 11 in Manchester Ship Canal green
R3429 D in Huntley & Palmers blue

Class 1361 0-6-0ST

Pre-order for £124
Due Q4 2016



1300 1361 in GWR photographic grey
1301 1363 in GWR green with shirtbutton emblem
1302 1364 in GWR green
1303 1365 in BR black with early emblem
1304 1363 in BR black with late crest

Class 8P Merchant Navy 4-6-2

Pre-order from £144
Due during 2017



R3434 21C1 'Channel Packet' in SR Malachite Green
R3435 21C3 'Royal Mail' in SR Malachite Green
R3436 35028 'Clan Line' in BR Green with early emblem
R3382TTS 35023 'Holland-Afrika Line' in BR Green with early emblem - TTS sound fitted £162

20T Coke Hopper Wagons

Pre-order singles for £18 each



R6731 20 Ton Coke Wagon in LMS livery
R6731A 20 Ton Coke Wagon in LMS livery
R6733 20 Ton Coke Wagon in BR livery
R6733A 20 Ton Coke Wagon in BR livery
R6783 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack £44.00

Class 1366 0-6-0ST

Pre-order for 124
Due Q4 2016



1320 1366 in GWR green with shirtbutton
1321 1369 in Great Western green - as preserved
1322 1370 in GWR green
1323 1367 in BR black with early emblem
1324 1368 in BR black with late crest

Limited Edition Class 14xx & Class 71 from Hatton's, being produced by DJ Models

Class 14xx Pre-order for £99 Due in to stock Dec/Jan



Pristine

H1401 48xx 4825 in GWR unlined green Great Western
H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

www.hattons.co.uk/14xx

Golden Arrow Class 71s Pre-order for £139.95 Due in stock by October 2016



OO71-002HAT E5015 in BR Southern Region light green with full Golden Arrow headboards, arrows and flags pre-fitted
OO71-004HAT E5013 in BR Blue with full Golden Arrow headboards, arrows and flags pre-fitted



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Class 121/122 "Bubble Car" DMU In Partnership with Dapol Pre-order from £129.95



4D-009-HAT01 120 in 'GWR 150' Chocolate & Cream livery
4D-009-HAT02 121032 in Arriva Trains Wales livery
4D-009-HAT03 960011 in Railtrack blue & green livery
4D-009-HAT04 121020 in Chiltern blue livery
4D-009-HAT05 55033 in Revised Network South East livery
4D-009-HAT06 960010 in Railtrack "coaching stock" maroon
4D-009-HAT07 55022 in Original Network South East livery
4D-015-HAT01 TDB975023 in Route Learning BR blue



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OO Gauge (1:76 Scale)

Steam locos

NEW



J9405 Austerity 0-6-OST "Hurricane" in NCB Bickershaw Colliery lined green - lightly weathered - Ltd Ed of 200 (DJ) **NEW** £99



J9401 Austerity 0-6-OST "Robert" in NCB Bold Colliery lined green - Ltd Ed of 200 (DJ) £99

NEW



J9404 Austerity 0-6-OST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DJ) **NEW** £99



J9402 Austerity 0-6-OST 71515 in Mech Navvies maroon - Ltd Ed of 200 (DJ) £99

NEW



J9406 Austerity 0-6-OST 8 in NCB Mountain Ash Colliery lined green - very heavily weathered - Ltd Ed of 200 (DJ) **NEW** £99



J9408 Austerity 0-6-OST 98 "Royal Engineer" in Army green - Ltd Ed of 200 (DJ) £99

NEW



J9410 Austerity 0-6-OST No 15 in Wemyss Private Railway lined brown - Ltd Ed of 200 (DJ) **NEW** £99



J9407 Austerity 0-6-OST No 4 in NCB Backworth Colliery lined black - Ltd Ed of 200 (DJ) £99

NEW



J9409 Austerity 0-6-OST No 7 in NCB Littleton Colliery lined blue - lightly weathered - Ltd Ed of 200 (DJ) **NEW** £99



R3292 Class 0F Pug 4-0-OST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99) **BARGAIN** £17



31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem - DCC Fitted (Bac) (list £159.95) **BARGAIN** £99
31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** £89



31-434 Class 1F 'Half Cab' 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) £81.56



31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac) £81.56
31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) £110.46



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



R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) (list £99.99) **BARGAIN** £61



R3316 Class 2P 4-4-0 44 in Somerset & Dorset Joint Railway prussian blue (Hor) (list £99.99) **BARGAIN** £61



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £139.99) **BARGAIN** £118

31-089 Class 32xx 4-4-0 Dukedog 3214 GWR green shirributton loco (Bac) £118.96



31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) £118.96



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) £64.80
32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) £80.71



R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49) **BARGAIN** £21



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) £111.10



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) £111.10



R3335 Class 415 Adams Radial 4-4-2T 488 in LSWR (as preserved) (Hor) £111.10
32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96

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

NEW



R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in BR Green late crest - Railroad Range (Hor) **NEW** £75



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

R3460TTS Class 4F 0-6-0 44198 BR Black late crest - TTS sound fitted (Hor) £114



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) **BARGAIN** £58

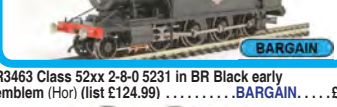
31-883 Class 4F Midland 0-6-0 3848 Midland Railway black crest (Bac) £97.71



31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac) £106.21



32-580A Class 4MT Ivatt 2-6-0 43014 in BR late crest - weathered (Bac) £127.46



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £124.99) **BARGAIN** £92



R3323 Class 5MT Black 5 4-6-0 44694 in BR Black late crest (Hor) £124.99



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



R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (Hor) **NEW** £144



R3384TTS Class 6000 King 4-6-0 6006 'King George I' in BR Green late crest - TTS sound fitted (Hor) **NEW** £166



R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green Shirributton logo (Hor) £144



R3410 Class 6000 King 4-6-0 6025 'King Henry III' in BR Blue early emblem (Hor) **NEW** £144

R3278 Class 6P 'Patrol' 4-6-0 45516 'Bradshaw' in BR Green early crest - Railroad range (Hor) £64.80



R3444 Class 7P Britannia 4-6-2 70034 'Thomas Hardy' in BR green early emblem (Hor) £140
R3268U Class 8P 4-6-2 '11000' Duke Of Gloucester in BR Green late crest (Railroad range) - Split from R1177 set (Hor) £72



R3288 Class 9F 2-10-0 92220 'Evening Star' in BR Green late crest (Hor) £83.40

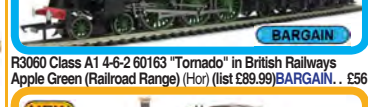


R3356 Class 9F Crosti Boiler 92021 2-10-0 in BR Black early crest (heavily weathered) (Hor) £105



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (list £84.99) **BARGAIN** £55

32-5506 Class A1 4-6-2 60163 'Tornado' in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN** £95



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) **BARGAIN** £56



R3467 Class A1X 'Terrier' 0-6-0ST 751 in SE&CR Green (Hor) **NEW** £66



R3132 Class A3 4-6-2 2599 'Book Law' in LNER apple green (Hor) (list £152.99) **BARGAIN** £99

R3250 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green - 1984 condition - Ltd Ed of 500 (Hor) (list £135) **BARGAIN** £115



R3336 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Green - NRM Special Edition (Hor) (list £169.99) £124



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



R3355TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £119.99) **BARGAIN** £99



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



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



R3318 Class B17/6 4-6-0 61646 'Gilwell Park' in BR Green early emblem (Hor) (list £131.99) **BARGAIN** £74



31-146 Class D11/1 4-4-0 62663 'Prince Albert' in BR black early emblem (Bac) £101.96

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with live stock informationR3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (list £109.99) **BARGAIN** £73R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) £66
35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) **BARGAIN** £8035-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) **BARGAIN** £80

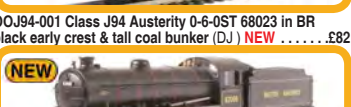
31-481 Class G2A Super D 0-8-0 49106 in BR black early emblem - weathered (Bac) £111.45



31-480 Class G2A Super D 0-8-0 9376 in LMS black tender back cab (Bac) £101.96

R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) **NEW** £101R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) (list £109.99) **BARGAIN** £75R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) **NEW** £101R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (list £109.99) **BARGAIN** £76

R3326 Class J50/3 0-6-0T 68971 in BR Black late crest (Hor) £74.06

OOJ94-001 Class J94 Austerity 0-6-0ST 68023 in BR black early crest & tall coal bunker (DJ) **NEW** £82R3418 Class K1 2-6-0 62006 in BR black BRITISH RAILWAYS lettering (Hor) **NEW** £118R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (list £129.99) **BARGAIN** £82R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (list £129.99) **BARGAIN** £82
R3417 Class K1 2-6-0 62065 in BR Lined Black late crest (Hor) **NEW** £11832-281 Class K3 2-6-0 61862 in BR black early emblem (Bac) £118.96
R3461 Class L1 Thompson 2-6-4T 67702 LNER apple green BR number (Hor) £122

R3465 Class N2 0-6-2T 4765 in LNER Lined Black (Hor) £83

3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) £148
3913 Class O2/3 Tango 2-8-0 63952 BR black late crest stepped tender (Hel) £148
3922 Class O2/4 Tango 2-8-0 63975 BR black late crest flush tender (Hel) £148
3923 Class O2/4 Tango 2-8-0 63982 BR black late crest flush tender (Hel) £148R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (list £84.99) **BARGAIN** £67

R3424 Class Q6 Raven 0-8-0 3418 in LNER Black (Hor) £118.99



R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) £118.99



R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) £118.99

R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) £124.99
R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) £122R3457 Class T9 4-4-0 116 in Southern Green (Hor) £118
R3311 Class V Schools 4-4-0 30908 "Westminster" BR Green early crest (Hor) £124.99

31-614 Class V3 2-6-2T 67646 in BR lined black late crest (Bac) £110.46

31-615 Class V3 2-6-2T 67690 in BR lined black early emblem (Bac) £110.46
R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor) £69.50
31-981 Standard Class 3MT tank 82021 BR lined black early emblem (Bac) £101.9632-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** £7432-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) **NEW** £110.4632-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) **NEW** £110.4632-353 Standard Class 4MT 2-6-4T 80135 in BR green late crest (As Preserved) (Bac) **NEW** £110.4632-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) **BARGAIN** £8232-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** £8932-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** £8932-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** £89

30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £509.96

R3401 The Bristolian Train Pack - Ltd Ed (Hor) **NEW** £240
30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71
30-525 The Shakespeare Express Train Pack Hall Class 4985 "Rood Ashton Hall" in Great Western green, 2 x Pullman cars in amber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) £195.45R3220 Tyseley Connection train pack Class 49xx 4953 "Pitchford Hall" in GWR green & 3 Mk1 coaches (Hor) (list £199.99) **BARGAIN** £114

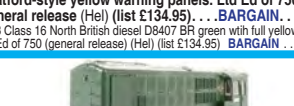
R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) £183



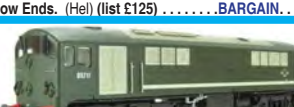
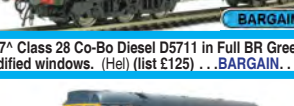
R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 "Winston Churchill" in BR green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

Diesel locos

2501 Class 05 Hunslet shunter D2578 BR green wasp stripes (preserved) (Hel) £100

R3342 Class 08 Shunter 08489 in BR blue (Hor) (list £119.99) **BARGAIN** £93
32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £84.961602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72
1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £721604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72
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32-431DC Class 24 24077 BR Blue Indicator Discs (DCC Fitted) (Bac) £101.96

32-331 Class 25/1 25043 in BR Green Full Yellow Ends (weathered) (Bac) £89.21

2809^a Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) **BARGAIN** £892807^a Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) **BARGAIN** £89R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN** £42R3262 Class 31/4 31452 in Devon & Cornwall Railways green (Hor) (list £162.25) **BARGAIN** £79

3415 Class 33/0 D6516 in early BR green (Hel) £94

3356 Class 33/1 33102 in BR Blue full yellow ends (Hel) £94
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3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94
3519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) £94

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32-786 Class 37/0 37174 in EWS Domino Headcode (weathered) (Bac) £106.21



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



32-484 Class 40 40159 in BR Blue (Bac) **NEW** £118.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £89.99) BARGAIN £69



32-482 Class 40 97407 'Aureol' in BR Blue (Bac) **NEW** £131.71



32-483 Class 40 D338 in BR Green small yellow panel (Bac) **NEW** £118.96
32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96



32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution Livery (Bac) (list £114.95) BARGAIN £72



32-817 Class 47/7 47745 'Royal London Society For The Blind' in Rail Express Systems (Bac) (list £114.95) BARGAIN £72



4D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap) £109



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £113
32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



R3487 Class 66 66079 'James Nightall GC' in EWS (Hor) **NEW** £79



R3486 Class 66 66185 'DP World London Gateway' in DB Schenker (Hor) **NEW** £79



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46



32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (list £169.99) BARGAIN. £144
R3481 Class 67 67025 'Western Star' EWS (Hor) (list £144.99) BARGAIN £110



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN £75

Electric locos



R3374 Class 71 71012 in BR Blue (Hor) £127.50



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



R3376 Class 71 E5022 in BR Green no yellow ends (Hor) £127.50
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) BARGAIN £79

HSTs



R3403 Intercity 125 Anniversary Train Pack Class 43 HST W43002 & W43003 in BR blue & grey - Ltd Ed (Hor) £192



R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (Hor) **NEW** £223

DMUs



32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac) £135.96



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN £78



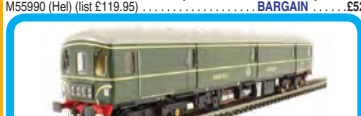
32-905* Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) BARGAIN £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) BARGAIN £86
8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (list £119.95) BARGAIN £59
8923 Class 128 DPU 55991 Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59
8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £52



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



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) BARGAIN £59



R3477 Class 153 153321 in Regional Railways (Hor) **NEW** £88



R3476 Class 153 153327 in Arriva Trains Wales (Hor) **NEW** £88



R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99) BARGAIN £56
8750 Park Royal Railbus SC79970 in BR green speed whiskers (Hel) £97
8803 Railcar W79978 in BR dark green speed whiskers (Hel) £94

EMUs



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25) BARGAIN £62
R3260 Class 2-HAL 2 car EMU 2653 SR green (Hor) (list £130.25) BARGAIN £104



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



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £134.99) BARGAIN £62



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN £118



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) BARGAIN £94



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) BARGAIN £72
31-379 Class 416 2EPB 2 Car EMU 5771 BR green no yellow panel (Bac) £186.96



31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN. £64

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56
31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) BARGAIN £79

Train sets - analogue



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99) BARGAIN. £35



30-130 Military Manoeuvres train set (Bac) £144.45



R1185 Santa's Express Christmas Train Set (Hor) **NEW** £44
30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71



30-165 The Thanet Flyer train set (Bac) **NEW** £152.95

Train sets - DCC



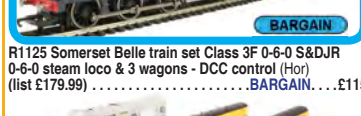
R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) BARGAIN £99



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) BARGAIN £230



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list £229.99) BARGAIN £135



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £179.99) BARGAIN £115



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



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (list £299.99) BARGAIN £125

Coaches

39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) £58.61
39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN £24
39-050G BR Mk1 SO E5057 Second Open Blue & Grey (Bac) £33.11
39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN £18

Visit

www.hattons.co.uk/new

for new releases

GM864 Pack of six Taper Post oil lamps and two wall lamps - GWR stone (Gau) **NEW** £26
 GM863 Pack of six Taper Post oil lamps and two wall lamps - LMS maroon (Gau) **NEW** £26
 GM801 Pack of three Barley Twist gas lamps - black (Gau) **NEW** £11
 GM802 Pack of three Barley Twist gas lamps - BR / SR green (Gau) **NEW** £11
 GM804 Pack of three Barley Twist gas lamps - GWR stone (Gau) **NEW** £11
 GM803 Pack of three Barley Twist gas lamps - LMS maroon (Gau) **NEW** £11
 GM830 Pack of three double-head adjustable modern lights (Gau) **NEW** £11.50
 GM817 Pack of three Swan Neck lamps - BR / SR green (Gau) **NEW** £11
 GM819 Pack of three Swan Neck lamps - GWR stone (Gau) **NEW** £11
 GM818 Pack of three Swan Neck lamps - LMS maroon (Gau) **NEW** £11
 GM806 Pack of three Taper Post gas lamps - black (Gau) **NEW** £11
 GM810 Pack of three Taper Post gas lamps - grey undercoat (Gau) **NEW** £11
 GM809 Pack of three Taper Post gas lamps - GWR stone (Gau) **NEW** £11
 GM808 Pack of three Taper Post gas lamps - LMS maroon (Gau) **NEW** £11

Cables & Wires

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

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
 SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
 SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50

Wheel sets

R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor) £6.50

Buildings - railways

44-126 Modern Single Road Servicing Shed (Bac) £46.71
 PO340 Platform canopy (Met) £12
 44-0033 Two Lane Engine Shed (Bac) £84.96
 PO341 Wall Backed Platform Canopy (Met) £12.50
 44-0036 Yard Crane and Loading Gauge (Bac) £29.71

Man-made scenic structure - railway-related

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

LK-55 76ft Well type turntable (Pec) £38
 R083 Buffer Stop (Hor) £1.40
 R083 Box of 6 (Hor) £8
 R070 Electrically Operated Turntable (Hor) £59

44-0053 Servicing Point (Bac) £49.26
 R530 Set of 3 Pylons (Hor) £14

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
 4L-001-003 Signal - Motorised, Round post GWR home (Dap) £22

4L-003-003 Signal - motorised, SR ladder home (Dap) £22

Buildings - general

R9826 Detached Brick Garage (Hor) **NEW** £12
 R9807 Modern Bungalow (Hor) **NEW** £22
 R9801 Modern Terraced House (Hor) **NEW** £22
 R9811 Ship Lap Lean-to (Hor) **NEW** £14
 R9808 Timber Store and Workshop (Hor) **NEW** £17
 R9803 Tin House (Hor) **NEW** £22

Man-made scenic structure - non-railway

44-016 Fuel Storage Tanks (Bac) £33.96
 PO415 Nissen Hut kit (Met) **NEW** £6.50
 M0058 Semi-cold stonework sheets (Met) **NEW** £5

People - civil

36-408 12 x Seated Coach Passengers (Bac) £10.16
 36-047 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
 ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
 ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
 ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
 ST-204 Box of 24 (Pec) £76

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
 SL-100 Single (Pec) £3
 SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
 SL-102 Pack of 25 (Pec) £70

SL-E99 3 way medium radius point electrofrog (Pec) £25
 SL-99 3 way medium radius point insulfrog (Pec) £25
 SL-90 Double slip insulfrog (Pec) £31
 SL-87 Left hand curved point (Pec) £12.50
 SL-E87 Left hand curved point electrofrog (Pec) £12.50
 SL-E89 Left hand large point electrofrog (Pec) £12
 SL-89 Left hand large point insulfrog (Pec) £12
 SL-96 Left hand medium point (Pec) £10

SL-E96 Left hand medium point electrofrog (Pec) £10
 SL-92 Left hand small point (Pec) £9.50
 SL-E92 Left hand small point electrofrog (Pec) £9.50
 SL-86 Right hand curved point (Pec) £12.50
 SL-E86 Right hand curved point electrofrog (Pec) £12.50

SL-E88 Right hand large point electrofrog (Pec) £12
 SL-88 Right hand large point insulfrog (Pec) £12
 SL-95 Right hand medium point (Pec) £10
 SL-E95 Right hand medium point electrofrog (Pec) £10
 SL-91 Right hand small point (Pec) £9.50
 SL-E91 Right hand small point electrofrog (Pec) £9.50

Track - Code 75 Finescale

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
 SL-100F Single (Pec) £3
 SL-E199 3 way finescale medium radius point electrofrog (Pec) £27
 SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
 SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50
 SL-E189 Finescale left hand large point electrofrog (Pec) £12

SL-E196 Finescale left hand medium point electrofrog (Pec) £12
 SL-E192 Finescale left hand small point electrofrog (Pec) £10
 SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50

SL-E188 Finescale right hand large point electrofrog (Pec) £12

SL-E195 Finescale right hand medium point electrofrog (Pec) £10
 SL-E191 Finescale right hand small point electrofrog (Pec) £12

Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.50
 R605 Circle of 8 (Hor) £15
 R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
 R607 Circle of 8 (Hor) £18

R601 Box of 24 Double Straight (Hor). **REDUCED** £47
 R601 Single (Hor). **REDUCED** £2.10
 R6072 Left Hand Standard Point (Hor) £9
 36-872 Left-hand standard point (Bac) £7.52
 36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
 36-603 Box of 10 (Bac) (list £34) **BARGAIN** £24.80

R6073 Right Hand Standard Point (Hor) £9
 36-873 Right-hand standard point (Bac) £7.52
 R621 Single 970mm length of flexible track (Hor) £3
 R621 Pack of 24 (Hor) £66
 R600 Standard Straight (Hor) £1.40
 R600 Box of 24 (Hor) £33

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19

Buses

30608 AEC Renown - Tynemouth - 3 to Colliercoats (EFE) **NEW** £28
 16231 Bristol MW/Ls "Eastern Counties" (EFE) **NEW** £28
 52088 Bristol MW/G "Crosville" - "Groeslon" (Bas) **NEW** £16
 52088 Bristol MW/G "Crosville" - "Pwllheir" (Bas) **NEW** £16

NEW
 25711 Daimler DMS 1 Door Bus & Coach Council - Bachmann exclusive (EFE) **NEW** £34

25815 Leyland Fleetline - Yellow Buses, Bournehead - W2 to Bournehead Square (EFE) **NEW** £28

76DR002 Duple Roadmaster South Notts (Oxf) £13

NEW
 76LRT008 Leyland Royal Tiger Standerwick (Oxf) **NEW** £12.90

Cars

CR5003 3 piece Mini Collection - Speedwell blue, Radford Wicker Mini & Monte Carlo Rally Mini (Cor) (list £11.99) **BARGAIN** £5

NEW
 76BB001 Bentley Blower Le Mans 1930 No.9 Birkin/Chassagne (Oxf) **NEW** £4
 76FG001 Ford Galaxy Ice Blue (Oxf) £4
 76FS001 Ford Sierra Sapphire Ebony Black (Oxf) £4

NEW
 76HI001 Hillman Imp Willow Green (Oxf) **NEW** £4.95
 76RP005 Rover P6 Lunar Grey (Oxf) **NEW** £4.75
 76SR006 Sunbeam Papier Mill Moonstone/Morocco Brown (Oxf) **NEW** £4.75
 76VP001 Volvo P1800 Red (Oxf) **NEW** £4.75
 76VW007 VW Beetle Gulf Blue (Oxf) **NEW** £4.75

Commercial vehicles

NEW
 76DT004 Diamond T Ballast Pickfords (Oxf) **NEW** £12.60
 76FT1005 Ford Transit Mk1 British Rail (Oxf) **NEW** £4.95
 76SET45 Haydon Couthard Centenary Set (Oxf) £40
 DB04 Leyland FG van "British Rail" (Bas) **NEW** £7.50
 76MB005 Mercedes Actros SSC Frigate Solstar (Breast Cancer - Pink Ribbon Foundation) (Oxf) £20
 L16 Pack of two Forklift trucks - British Rail (Bas) **NEW** £8

NEW
 76SC002 Scania Evo6 Car Transporter Quinns (Oxf) **NEW** £26.70

NEW
 76SC001 Scania P Car Transporter Eddie Stobart (Oxf) £28.50
 76SDF001 Shelvoke & Drewry Freightliner British Rail (Western) (Oxf) £10

76TX4001 TX4 Taxi in black (Oxf) £3
 76WM005 Whitley Mondial Ice Cream Vines (Oxf) **NEW** £5.95

76K0M001 Komatsu PC340 standard (fully poseable) boom (Oxf) £17

76QLT002 Bedford QLT 49th Infantry Division, UK 1942 (Oxf) £11
 76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Oxf) £20
 76LAN180021 Land Rover Series 1 88 Hard Back RAF (Oxf) **NEW** £4.95

Farming & Construction
Military ground vehicles

N Gauge
Steam locos

372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra) (list £119.95) **BARGAIN** £78
 25-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £82
 25-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirton emblem - DCC Fitted (Dap) £82
 371-985 Class 64xx 0-6-0 Pannier Tank 6407 in GWR Green (Gra) £80.71

BARGAIN

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) **BARGAIN** £99
 371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) **BARGAIN** £99

BARGAIN
 ND095AD Class 7MT Britannia 4-6-2 70000 "Britannia" in BR green late crest and original smoke deflectors. DCC Fitted (Dap) (list £153.65) **BARGAIN** £96
 25-017-002 Class 7MT Britannia 4-6-2 70009 "Alfred the Great" in BR green late crest (Dap) (list £129.95) **BARGAIN** £85
 ND095B Class 7MT Britannia 4-6-2 70018 "Oliver Cromwell" in BR green early emblem (Dap) (list £129.95) **BARGAIN** £84
 25-017-003 Class 7MT Britannia 4-6-2 70015 "Apollo" in BR green early emblem (Dap) (list £129.95) **BARGAIN** £85
 25-017-004 Class 7MT Britannia 4-6-2 70021 "Morning Star" BR green late crest (Dap) £101
 25-021-002 Class Q1 0-6-0 33018 in BR black late crest (Dap) £94

25-002-002 Class V Schools 4-4-0 30921 "Shrewsbury" in BR Black early emblem (Dap) £120.76

25-002-004 Class V Schools 4-4-0 910 "Merchant Taylors" in Southern Railway olive green (Dap) £120.76
 25-002-003 Class V Schools 4-4-0 929 "Malvern" in Southern Railway malachite green (Dap) £120.76

Train packs

370-300 "Landscape Train" First World War train pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) £89
 370-400 Longmoor Military Railway Train Pack WD Austery 2-6-0 No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) £118.96

Diesel locos

371-015C Class 08 Shunter 08672 in BR Blue Wasp Stripes (Gra) £79
 371-034 Class 20132 in BR Railfreight Red Stripe (Gra) £89.21
 371-035 Class 20 Twin Pack 20904 "Nancy" & 20906 Hunslet-Barclay Livery (Gra) £178.08
 2D-012-011 Class 22 diesel loco D1002 "Western Enterprise" in BR maroon - weathered (Dap) (list £136.89) **BARGAIN** £76

2D-013-001 Class 27 diesel loco D5401 in BR green small yellow panels. (Dap) £82
 2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) £110
 371-166 Class 37/4 37406 "The Saltire Society" Railfreight Distribution (Gra) £89.21
 371-825B Class 47/0 D1572 in BR Green Small Yellow Panel (Gra) £101.96
 2D-003-008 Class 52 diesel loco D1002 "Western Enterprise" in BR maroon - weathered (Dap) (list £128.03) **BARGAIN** £79
 2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) (list £128.03) **BARGAIN** £79
 2D-003-008 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap) (list £128.03) **BARGAIN** £79

371-287 Class 55 Deltic 55005 "The Prince of Wales' Own Regiment of Yorkshire" in BR Blue (Gra) £93.46
 371-358 Class 50 00021 in Coles Rail Freight orange & black (Gra) £103.86
 371-384 Class 66 66209 in EWS Livery weathered (Gra) £99.41

HSTs

2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135

DMUs

371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46
 371-505 Class 101 2-car DMU in BR Network South East (Gra) £144.46
 371-330 Class 150/1 150128 in First Great Western (Gra) £131.71
 2D-021-002 Class 156 2-car DMU 156419 BR provincial Super Sprinter branding (Dap) £95

EMUs

BARGAIN

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) **BARGAIN** £99
 371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) **BARGAIN** £99



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



372-675 Class 411 4 CEP 4 car EMU in BR green. (Gra). .£137.02

Train sets - analogue

370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96

Coaches



374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra). .£25.46



374-991 Bulleid 3-Coach Set BR (SR) Green (Gra) . £76.46

Wagons

KNR-5 4-wheel plate open wagon kit (Pec) **NEW** . £4



DCC decoders

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



36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) . .£15.26

Spares

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) . .£18

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) . .£17

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) . £2

PNB15 Nissen Hut kit (Met) **NEW** . £5

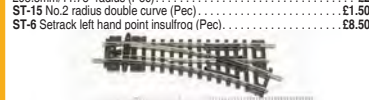
Track - Code 80 Setrack

ST-11 Double straight track (Pec) . .£1.50

ST-17 N Setrack No3 radius double curve (8 form a circle). .£2

ST-15 No.2 radius double curve (Pec) . .£1.50

ST-6 Setrack left hand point insulfrog (Pec) . .£8.50



ST-5 Setrack right hand point insulfrog (Pec) . .£8.50

ST-300 Starter Track Set (Pec) . .£44

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-396 Left hand medium point insulfrog (Pec) . .£9

SL-E395 Right hand medium point electrofrog (Pec) . .£9

SL-395 Right hand medium point insulfrog (Pec) . .£9

Track - Code 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-E396F 3-way finescale turnout (Pec) . .£26

SL-E390F Finescale double slip electrofrog (Pec) . .£35

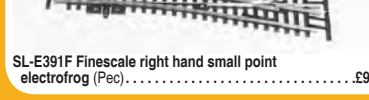


SL-E396F Finescale left hand medium point electrofrog (Pec) . .£10

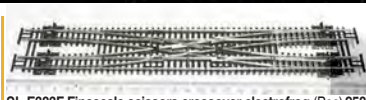


SL-E392F Finescale left hand small point electrofrog (Pec) . .£9

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



SL-E391F Finescale right hand small point electrofrog (Pec) . .£9



SL-E383F Finescale scissors crossover electrofrog (Pec) £58

Buses



NNR001 New Routemaster London General (Oxf) . .£7

Commercial vehicles

NBP005 Bedford Luton Van Slumberland (Oxf) **NEW** . .£4.95

Public Service vehicles

76FTC007 Ford Transit Connect Garda (Oxf) **NEW** . .£4.95

76SET50 Metropolitan Police Set (Oxf) **NEW** . .£12

O Gauge (1:43 Scale)

Steam locos

NEW



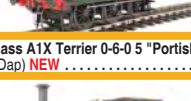
7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) **NEW** . .£191.25

NEW



7S-010-008 Class A1X Terrier 0-6-0 5 'Portishead' in GWR Green (Dap) **NEW** . .£191.25

NEW



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) **NEW** . .£191.25

NEW



7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) **NEW** . .£191.25

Diesel locos



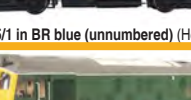
2553 Class 25/1 in BR blue (unnumbered) (Hel) . .£470

NEW



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

NEW



2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hel) **NEW** . .£470

NEW



4201 Class 42 Warship D827 'Kelly' in BR green small yellow panels (Hel) . .£550



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5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) . .£550



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5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) . .£550

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4912 BR Mk1 SO 2nd open in blue & grey (Hel) . .£250

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4378 Engineers grey/yellow DB93116 - Dogfish (Hel) £79

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) . .£73

SL-700BH Single (Pec) . .£6.50

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) . .£39



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) . .£39

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) . .£6

Cars

VA06519 Corgi 60th - Rover P6 3500 VIP, Brasilia (Cor) . .£13

VA09520 Ford Escort Mk1 Mexico, Daytona Yellow (Cor) . .£22



VA11010 Ford Escort Mk3 XR3, Caspian Blue (Cor) **NEW** £22



VA10409 Hillman Avenger 1.6DL 'Sunseeker' Special Edition, Orange Blossom (Cor) **NEW** . .£21

VA13044 MGB, Pageant Blue (Cor) **NEW** . .£21

43MIN023 Tartan Red/Union Jack Austin Mini (Oxf) **NEW** . .£7

Commercial vehicles

43WM006 Whitby Mondial Ice Cream Smiths Ice Cream (Oxf) **NEW** . .£12

G Scale

Steam locos

91402 Percy the Small Engine (with moving eyes) (Thomas the Tank range) (Bac) . .£179

Wagons

98017 Explosives Box Van (Bac) **NEW** . .£56.10

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98016 Sodor Fruit & Vegetable Co. Van (Bac) **NEW** . .£56.10

Any or Multiple Scales

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D Double/Twin track power controller (Gau) . .£69

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

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Analogue point control

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) . .£54



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DCR-8PIN-Harness Single (Hat) . .£10

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



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DCC accessory decoders

DCC-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) . .£17



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DCC controllers



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) . .£215

DCC accessories

DCC80 DCC autofrog polarity reversal switch - for electrofrog points (Gau) **NEW** . .£5.50

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) **NEW** . .£14

Point motors

PM10D Classic Solenoid Point Motor (DCC-Fitted) (Gau) . .£17

DCP-CB21P Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £146

DCP-CB1DIP Cobalt ip slow-action digital point motor *1 (DCC) . .£17



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) . .£177

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) . .£94

PL-10WE High performance turnout point motor extended pin (Pec) . .£6

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

PL-10 Bag of 6 (Pec) . .£34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) . .£34

PL-10E Single (Pec) . .£6



PM-1 Seep point motor accessory switch (Gau) . .£4



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



HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) . .£35

HAT-PM-01 Single (Hat) . .£6.50

PM20 Surface mounted seep point motor (Gau) **NEW** . .£8

Switches & Levers



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) . .£3

DCP-CBS Cobalt S - Lever all accessories - unpainted x 1 (DCC) . .£16

DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) . .£165

PL-26B Passing Contact Switch - Black Lever (Pec) . .£5.50

PL-26R Passing Contact Switch - Red Lever (Pec) . .£5.50

PL-26W Passing Contact Switch - White Lever (Pec) . .£5.50

PL-26Y Passing Contact Switch - Yellow Lever (Pec) . .£5.50

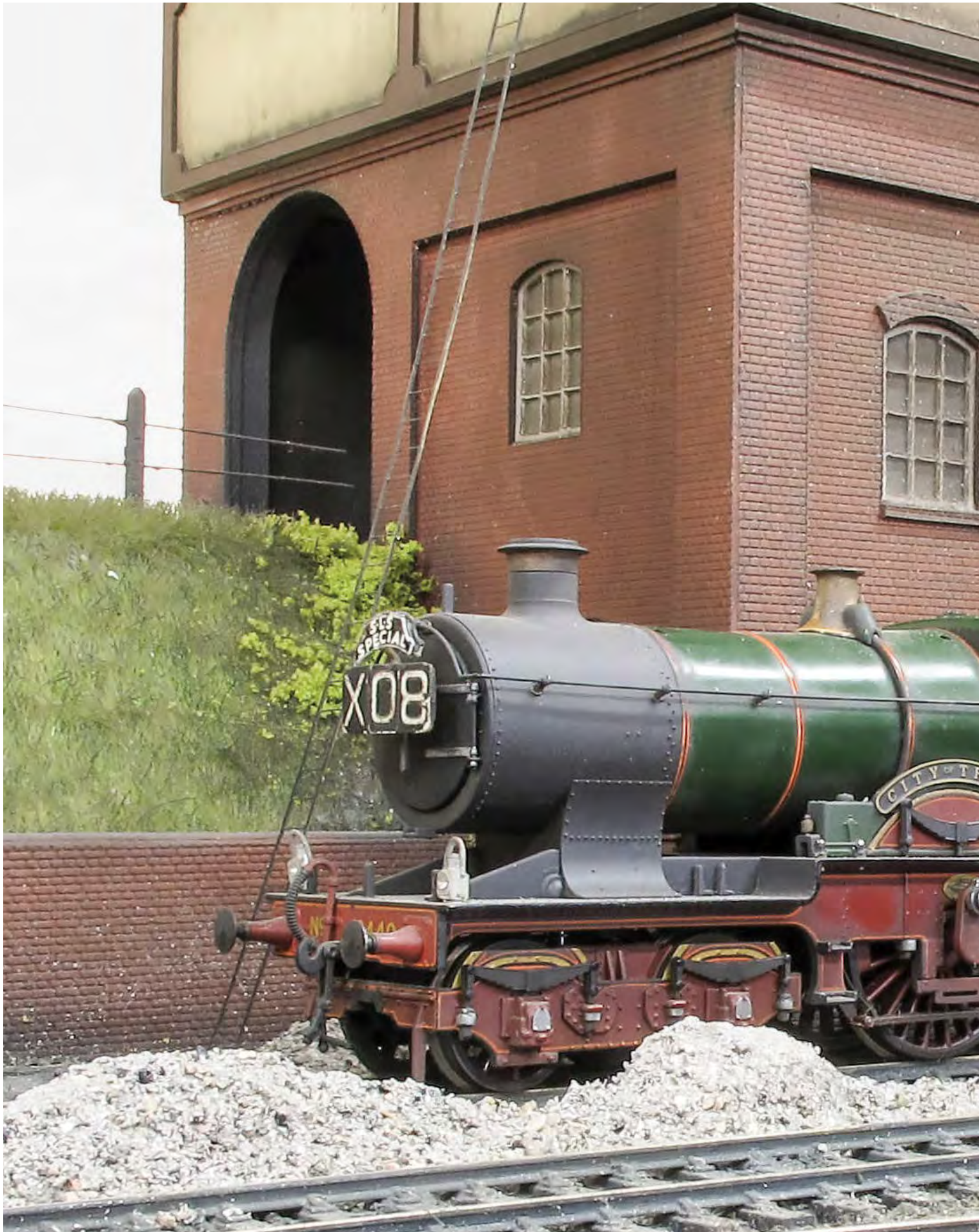


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DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) . .£165

PL-26B Passing Contact Switch - Black Lever (Pec) . .£5.50



Showstopping images from the world of model railways



On page 70 of this issue we look at steam era railtours and how to model them. One famous locomotive revived to haul enthusiast tours was GWR No. 3440 *City of Truro*, seen here about to work a Stephenson Locomotive Society tour on this month's guest layout 'Kensal Green'. The record-breaking 4-4-0 stands beside the classic coaling stage after receiving attention from the oily rag of the cleaners.

KENSAL GREEN



A 'Castle' hoisted up on sheer legs for axle repairs
looms out of 'pea souper' as a fitter looks on.



1

We catch up with **Chris Knight** for an update on this exhibition favourite, which recently underwent a further rebuild following its conversion to DCC.

Long standing **BRM** readers may recall that 'Kensal Green MPD' featured in the May 2003 issue with the story from layout builder Steve Knight. Much water has flowed under the proverbial bridge since - the layout being acquired via some 'horse trading' (much more civilised than grubby cash) by Graham Tavener four years ago. Following around 30 exhibition appearances, the layout was stored until its purchase by Graham.

'Kensal Green' had suffered the usual ravages of exhibition life and being carted around the country for several years; a thorough refurbishment was required. However he had more extensive changes in mind. As an advocate of Digital Command Control (DCC) he realised conversion from analogue control would be hugely beneficial for a Motive Power Depot (MPD) layout and so he undertook a major overhaul with a fair bit of assistance from Steve and other group members.

Some 18 months later and much hard work from all, particularly with the soldering iron, the overhauled layout went on the circuit again and the benefits of DCC were immediately apparent to the operating team - some 50 or so section switches had disappeared for a start!

Naturally for those like myself who had grown up with conventional DC this was a major cultural change but we were soon persuaded to incorporate part DCC operation into our other layout - 'Horfield' (**BRM** February 2016) - as a result. In 2012 the initial upgraded 'KG' was ready for its re-introduction to exhibition life and over the next couple of years it successfully appeared at several events.

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO
SIZE: 18ft by 3ft plus fiddleyards
ERA/REGION: Late-1950s, BR Western Region
LOCATION: North-west London
POWER & CONTROL: DCC
LAYOUT TYPE: End-to-end with locomotive depot
WORDS: Chris Knight
PHOTOGRAPHY: Andy York



2

'Kensal Green' is an overflow shed for the Western Region's main London area MPD at nearby Old Oak Common. It sees a wide variety of WR traction, including local '61XX' 2-6-2Ts, BR Standard 9Fs and the versatile Churchward 'Moguls', seen here (from left to right).





Kensal Green had suffered the usual ravages of exhibition life and having been carted around the country for several years, a thorough refurbishment was required - along with more extensive changes.

FINAL REBUILD?

Not wishing to rest on our laurels, a small change was proposed to add a shed diversion track, followed by some extra pointwork and someone's bright idea to extend the fiddleyard slightly. Ultimately 'New Kensal Green' was drawn up, and had virtually a complete rebuild. The old 'L' shaped configuration was discarded in favour of an extended end-to-end arrangement. The turntable was moved further from the shed and replaced with a vastly improved detailed and 'Westernised' Heljan model.

The coaling stage approach road was turned through 180 degrees and the value of Graham's considerable architectural modelling skills resulted in a terrific new main shed structure. Sadly the original building had suffered in storage. Steve supplied and built a very nice Churchward Models etched signalbox; Dan and Roger contributed with a much detailed Ratio lifting hoist and point rodding respectively.

The Paddington approaches theme was completed by a typical angled truss road overbridge as the terminus end scenic break. The new double track main line

'Kensal Green' will be in action at the Festival of British Railway Modelling at Doncaster Racecourse on February 11/12 2017. Go to www.world-of-railways.co.uk to book your tickets now!



3

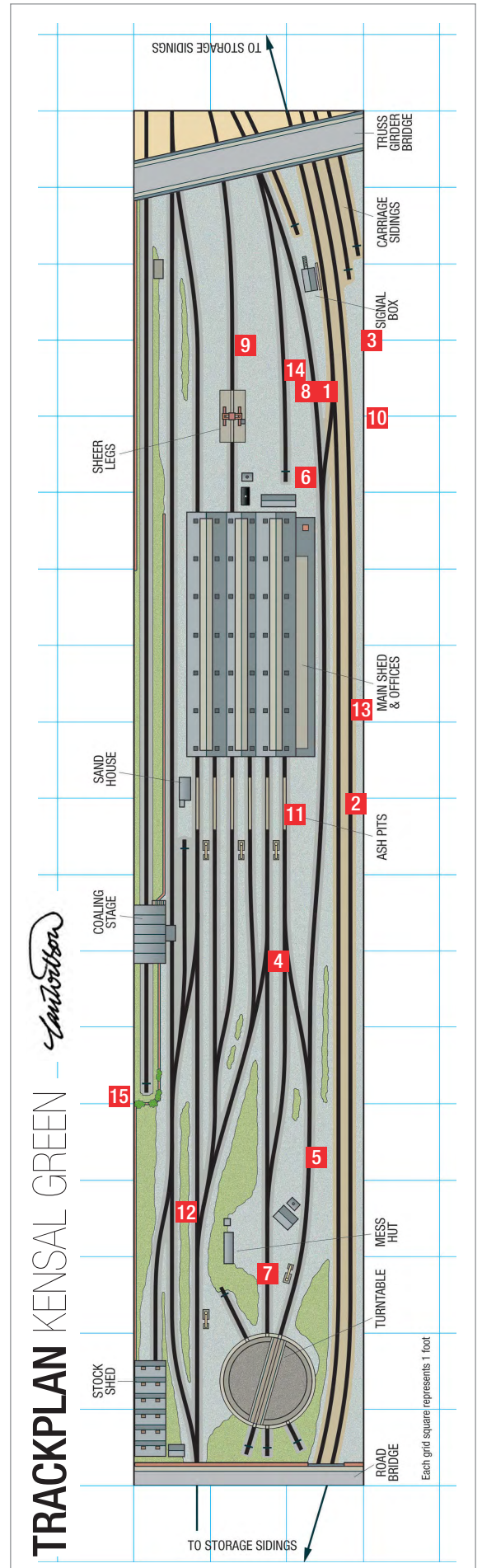
LEFT: A '61XX' on a Paddington suburban train passing under the angled truss overbridge re-creates an everyday scene from the WR's London area in steam days.

BOTTOM LEFT: One of the '97XX' 0-6-0PTs fitted with condensing gear for working through 'Met' line tunnels to Smithfield Market.

BELOW: Three daring schoolboy spotters have been 'collared' by the shed foreman and face a stern reprimand!



5





7

(C&L track) was installed to provide an opportunity to display a greater range of traffic relevant to such a busy location.

Further upgrades included a full-length fluorescent tube lighting gantry, designed and constructed by Steve and partner Martin at MRS, and Graham manufactured a photo-printed backscene depicting a typically murky West London day.

Layout illumination has been included through new yard and street lamps, the signalbox and shed received similar treatment, the latter using LED strips.

A feature of the original scheme was a smoke effect generated via a disco fog machine mounted below the shed building, pumping up through tubing to create a (hopefully) realistic 'fug' reminiscent of the era. In practice we found this a rather hit-and-miss affair and

6



LEFT: 'Castle' No. 5048 *Earl of Devon* is cleaned and dressed ready to haul 'The Royal Duchy' express. These everyday shed scenes are not often captured on model railways.

BOTTOM LEFT: An ancient GWR coach body has been recycled for use as a bothy for shed staff. Even the latrine has been modelled in impressive detail!

BELOW: The work of the cleaners is already evident on No. 5048's tender.

ask the expert



Q Main line steam locomotive depots often sprawled over large areas, especially those close to major stations and in large cities. How did you balance the need to include all the necessary facilities with the practicalities of space and realistic operation?

A At this stage in the story it is perhaps worth recalling Steve's original thoughts when planning the layout. The trackplan was constricted by its original loft situation, and at the outset was conceived as a static diorama to display his expanding BR Western Region locomotive stud. A fictional London area Motive Power Depot was chosen (there was not enough space to consider a prototype location) and because between father and son we had a couple of the large '47XX' 2-8-0s and several '61XX' tanks, the metropolitan area was the obvious choice.

Graham retained the name and scenario on assuming ownership and his thoughts centred perhaps on reinforcing this premise of an overflow shed to Old Oak Common - imagining perhaps a considerably larger quick turnaround servicing facility than that at Ranelagh Bridge, closer than 81A to the terminus, but smaller and with fewer heavy maintenance facilities than OOC.

have more work to do before we will be confident in re-introducing it at exhibitions, although as Andy's photographs show, it can produce excellent results when it works.

OPERATING EXPERIENCE

'New Kensal Green' made its debut at the Swindon Steam Festival last September when we quickly realised we were too ambitious in trying to run a main line service on the through lines. It involved excessive hand shunting of stock in the small fiddleyards and subsequent transferring to either end provided a hectic, tiring but still enjoyable weekend.

Pleasingly, despite our operating concerns, the layout received many favourable comments. Following further team discussion we realised that a relief lines scenario



8





9

LEFT: With newer, more detailed 'Castles' now available from Hornby, one good way to employ older models is on shed scenes such as this.

BOTTOM LEFT: The layout can be given extra steam age 'atmosphere' at shows thanks to a disco fog machine below the shed building.



instead would undoubtedly be more authentic - surely at least four main line tracks would have been required - as well as being much less stressful for the team. Suburban services, empty coaching stock (ECS) and the odd parcels, milk and goods trains make up the revised traffic flow.

Those controlling shed movements send locomotives arriving on shed for fire dropping, smokebox cleaning, coal and water top up, then onto the turntable if necessary. Should any further mechanical attention be required they will of course



12

11

go 'on shed'. Access for passenger locomotives is invariably via the approach road next to the offices and protected by a shunt signal. Goods locomotives normally come on shed and depart via the brick arch access supposedly leading to a nearby marshalling yard.

LOCOMOTIVE STUD

Most of the WR steam classes extant in the late-1950s can be seen earning their keep, although some types such as the '72XX' 2-8-2T and 'Manor' 4-6-0s were rarely seen in London. They appear occasionally to provide extra variety, and some early diesels are also evident. Classes particularly redolent of the area include the numerous '61XX' 2-6-2Ts used on intensive Paddington suburban services, the '97XX' 0-6-0PT with condensing apparatus and of course the big '47XX' fast freight 2-8-0s. The latter were mainly utilised on overnight goods traffic to and from the West Country.

Yours truly provided '8750' pannier tank No. 8763 prototypically finished in BR mixed traffic lined black for ECS duties (see above).



A few BR Standard designs were about on the WR at this time, notably 'Britannias' running out of Cardiff Canton shed. No. 70018 *Flying Dutchman* sporting its Western Region type smoke deflectors (from Jackson Evans) and 'Red Dragon' headboard plus reporting number offers a distinctive outline among the ex-GWR types.

Some locomotives from our stud also work on 'Horfield' and this results in problems with those displaying headcode lamps fixed in place. We assume the relevant firemen are assiduous in performing their preparation duties!

Sadly there was no room in this latest version of the saga to re-site the refuelling point of the original plan. Consequently, diesels now occasionally join steam on shed. Graham was keen to replicate a feature we had introduced on 'Horfield', portraying the changes over the years in both motive power and liveries - so we may see ex-ROD '30XX' 2-8-0 and 'Star' 4-6-0s on shed together, while at other times a double-chimney 'Castle' rubs shoulders with a 'Warship' diesel-hydraulic in

ABOVE: One of Old Oak Common's stud of specially prepared 'Pannier Tanks' for station pilot duties at Paddington heads into town with empty coaching stock.

RIGHT: Every Motive Power Depot of any size used to have a resident breakdown crane awaiting the call to derailments or other incidents on its 'patch'.





13

ABOVE: A rare daylight sighting of a 'Night Owl' - one of the imposing '47XX' express goods 2-8-0s built to work overnight between the West Country and London. A Pressed Steel suburban DMU rattles past with a train for the Thames Valley.

original plain green. The knack, of course, is to create any anachronisms by mixing stock that would never have been seen together on the real railway.

The team is unanimous in congratulating Graham on rescuing a good layout that would probably have disappeared permanently and its reincarnation. This involved many hours of burnt midnight oil but

resulted in the creation of a fine modern DCC layout which I am sure will be enjoyed by many on the exhibition circuit over the next few years.

Finally thanks are due to Andy York for his photographic skills. 'New Kensal Green' can be seen at the Festival of British Railway Modelling at Doncaster Racecourse on February 11/12 2017. ■

RIGHT: Another older RTR model finding a new use as a static feature is 'Modified Hall' No. 6999 *Capel Dewi Hall*, shown having its smokebox emptied by one of the shed cleaners.

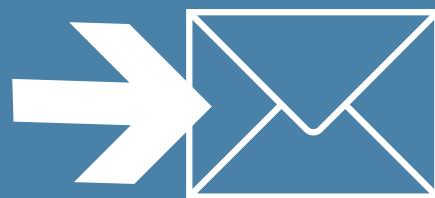
OPPOSITE: A panoramic view of the shed yard, showing a typical gathering of ex-GWR locomotives plus a BR 9F. The impressive coaling stage, shed building and yards help to give a good idea of the scale of steam era depot facilities in just 18ft by 3ft.



14



INBOX



BUDGET WHEEL CLEANER

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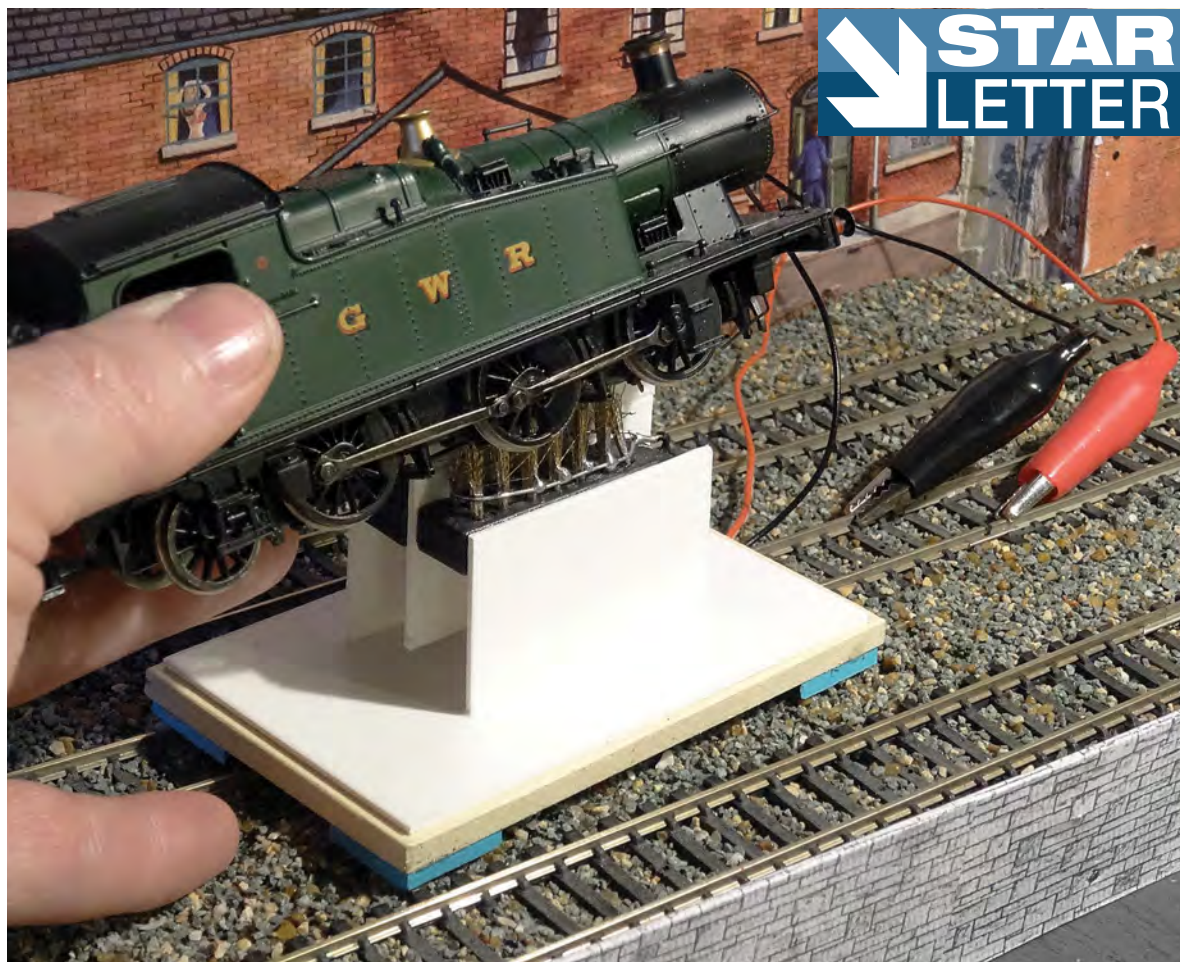
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**STAR
LETTER**


Why not make a simple, track-powered locomotive wheel cleaner? There are a number of companies who sell similar items costing upwards of £20.00, but my example costs £3.00 and a little time. It involves the most basic of modelling skills - measuring, cutting, gluing, drilling and soldering.

Whilst this example has been made for OO gauge locomotives, it could easily be adapted to suit other gauges. Whatever size you decide to make, ensure there are no rubber traction tyres fitted to the wheels of

the locomotive you wish to clean.

You'll need two small wire brushes, off-cuts of plastic sheet, thin plywood or MDF, two small insulated crocodile clips and two lengths of 40cm long wire.

Cut off the two handles from your wire brushes and drill a small hole alongside the bristles. Cut three small off-cut pieces of plastic sheet, thin plywood or MDF so that one piece is 5mm higher than the rest to prevent bristles shorting across each side. Thread one length of cable through the hole drilled in the brush head and remove 70mm of the plastic insulation, wrapping the

exposed wire around the base of the bristles. Solder into place and add an insulated crocodile clip to the cable ends.

Turn up the power from your controller, hold the wheels of the locomotive against the two wire brushes for a few seconds and, 'Hey Presto', no more dirty wheels!

■ **Hywel Trick, Swansea**

STAR LETTER
WINS A YEAR'S
SUBSCRIPTION
TO BRM!

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

GREAT SERVICE

I am a modeller of the old school and have been making locomotives and rolling stock kits for over 40 years. I go around my local (Devon) toyfairs and buy old kits from K's, Wills Finecast, Jameison, Millholme and so on. Most are part-made kits found in junk drawers or kits that no-one makes any more - I do!

Recently I came across one such kit, a Wills Finecast GWR 'Large Prairie' kit long since out of production. The kit was missing one very tiny part on the front of the tank/footplate.

I sent a request for help to the current makers of these kits, South Eastern Finecast, and received a fabulous response from Dave Ellis, to whom I owe many thanks. To be able to finish this kit to the standard these high detail castings are made is a pleasure. Thanks to everyone there for such wonderful service.

■ **Norman Williams, by e-mail**



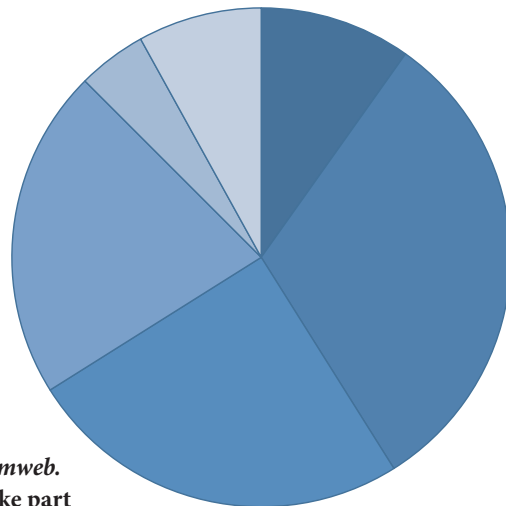
READER POLL

We asked **RMweb** members how many layout projects they have on the go. A total of 112 cast their vote, here are the results:

THIS MONTH'S QUESTION:

How many layouts (including current projects) do you have?

- 0
- 1
- 2
- 3
- 4
- 5 or more



■ Go to www.rmweb.co.uk now to take part in next month's poll.



EYESIGHT SOLUTION?

Your article in 'Eyesight Challenges' in April's **BRM** provided a number of solutions for magnifying options all of which have, as the article indicates, pros and cons. Over the years I have tried most but none have really been satisfactory. The solution I have found most effective is variable focal length magnifying glasses, the most stylish of which are provided by Eyejusters (www.eyejusters.com). These are fully adjustable between 0 and 3 dioptres so can cater for working at varying distances.

Unlike visors they are comfortable to wear and having the adjustment built in, they save hours of frustration in either lens or spectacles swapping other solutions require. They also provide a much wider field of vision than magnifiers, can be used at the workbench and on the layout (try doing that with a magnifier) and can be used for non-modelling purposes as well

as coping with changing eyesight over the years. I wouldn't be without mine and would recommend them to anyone who is still struggling to find a practical and usable solution. Not a total answer to all, but by far the best I have found.

■ **Chris Benefield, by e-mail**

Graeme King writes: *Eyejusters appear to me to be a clever idea in a number of ways, albeit with limitations just as with any other device. Given that it is a sliding action of the two lenses that produces the variable overall power, for a good final optical effect each component lens will have to be made to a very high optical standard. If a 'cheap and cheerful' manufacturer were to start making something of this sort I can imagine scope for all sorts of optical aberrations, leading to poor image quality and possible eyestrain.*

I note that the Eyejusters are not inexpensive. Whilst that may be seen as a disadvantage

by some, it might also, with any luck, be an indication of high quality. The other limitations that I suspect must apply to these are that just like basic, cheap, ready-made reading glasses, they may only cater correctly for those whose vision is optically entirely normal save for the need for close-focusing assistance (not many of us fall truly into that category), and unless I've missed something in the details of the product then I suspect they cater only for an assumed standard distance between the centres of the two eyes. Glasses with the optical centres of their lenses not spaced to match accurately the positions of the eyes of individual wearer can produce uncomfortable effects for some wearers, possibly even double vision in the worst cases.



WORTHY OF A GOLD MEDAL

I was born in 1946, and thanks to my late father, Don Quarrie, was hooked on model railways from the age of five. Thanks to being a member of the York Ebor Group of Railway Modellers, I am able to read each month most of the popular magazines such as **BRM**. I have visited many model railway layouts in London, Somerset and Yorkshire and been

to see the magnificent Pendon collection. I think the quality of buildings, scenery, atmosphere, reality, dirt, weathering and water on 'Penmaenpool' by Geoff Taylor (below) in the July and August 2016 issues of **BRM** is stunningly superb - the most realistic I've ever seen! Gold medal class.

■ David Quarrie, York



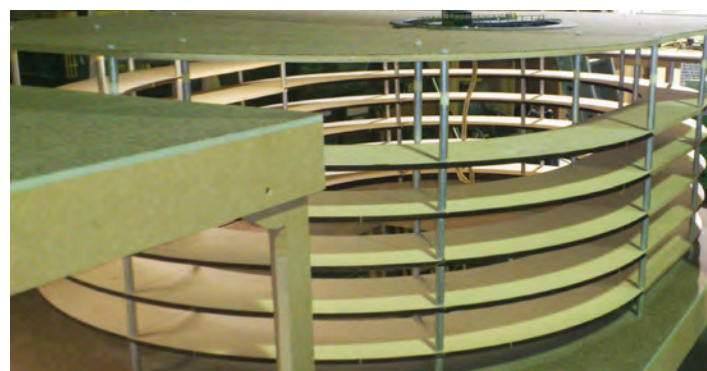
MATTERS ARISING

Two items in the June issue of **BRM** got me thinking. 'Industry Insider' raises the important issue of encouraging youngsters into the hobby. I am a member of the Romiley Methodist Railway Modellers and our annual exhibition is different from most, perhaps even unique. Firstly, there is no admission charge, but donations are welcome and these all go to charity. Second, one of the two halls is full of layouts on which young visitors are encouraged to drive the trains.

Secondly, in your editorial you mention urban layouts are not too common. My blue diesel layout is an urban station, a bit like a shrunken King's Cross. It was built as a quick temporary layout prior to moving house. When I exhibit it, I show it as a layout that anyone can build; for example the backscene was made from simply modified kits - can anyone work out what the powerbox (pictured) is made from? It seems to generate lots of interest.

Finally, I have to say that the item on manipulating photographs on the DVD was absolutely brilliant. I hope we get more similar films in the future.

■ Colin Kennington, by e-mail



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MISSING WAGONS?

Hardly a month goes by when major model railway manufacturers don't add to an expanding range of beautiful private owner wagons.

But when I visit model railway exhibitions up and down the country such gems are rarely seen on layouts. We must buy them by the crate load otherwise they wouldn't be manufactured in such numbers. So the big question is... where do they go?

I've succumbed and purchased a lovely nearby quarry company's wagon from my local model shop. It's still in its box.

Is there an equally high demand for storage shelves or T-Cut and glass fibre brushes or is something else going on?

■ John Merefield, by e-mail



GET SET FOR WARLEY



See over 90 layouts and spectacular displays at Britain's largest annual model railway exhibition.

On November 26 and 27, the 2016 Warley National Model Railway Exhibition will be held in Hall 5 at the NEC in Birmingham. Still a firm favourite with many in the hobby due to its size and the many things to see, it's set to be another unmissable event in the exhibition calendar. Visitors will witness the largest gathering of layouts of all eras and scales in Britain, alongside trade and society support, plus demonstrators, all under one roof.

From the numerous layouts attending, you won't be disappointed by a good selection that aims to cater for all tastes with common scales and gauges - plus the more obscure and unusual ones thrown in too!

taking numbers

90 LAYOUTS

51 SOCIETIES

143 TRADERS



Make the most of the opportunity to save on postage for new tools, the latest models, books and all the essentials. Meet manufacturers face-to-face and examine the tempting discounted secondhand items for a rare chance to try before you buy. Whilst you're there you can also make use of the free helpful advice offered by the many demonstrators and societies to get you through the next phase of your layout or kit build, or perhaps you've an item that needs repair?

Warley is a family friendly event, ideal for children with a number of layouts designed for them to operate and a 'Junior Modellers Workshop' for budding locomotive drivers of the future to hone their skills. All this, and plenty more for the dedicated modeller, the casual observer and those with an interest in railways.

At the heart of this year's exhibition are four full-sized locomotives - new-build No. 6880 *Betton Grange*, *Effie* from the Cleethorpes Coast Light Railway and two of the three Vale of Rheidol Railway locomotives - No. 7 *Owain Glyndwr* and No. 9 *Prince of Wales*.

JOIN US

Visit the **BRM** stand (A37) and meet the team behind your favourite magazine, plus take a look at our products on the stand and make the most of our great value 'show only' subscription deals on offer. Look out for our 'layout in the box' as featured in this issue.

For many modellers, Warley is an annual pilgrimage in the hobby calendar, so book your advance tickets now to save money (closing date November 11 2016) - we look forward to seeing you there! ■





ESSENTIAL INFO

When? Saturday 26 (0915-1700*) and Sunday 27 (0915-1700*) November 2016

Where? Hall 5 at the National Exhibition Centre, Birmingham B40 1NT

How much? Adult £15.00 (13.50 in advance), Child (5-16) £8.50 (£7.00 in advance), Family (2+3) £43.50 (£36.00 in advance)

Contact www.thewarleyshow.co.uk

Plus Make use of the free WIFI on site, to get access to RMweb, upload your photographs to Flickr or share your videos on YouTube

*Advance ticket holders only, on the day admittance 0945



ABOVE: 'Earls Court' will be exhibited by Terry Tew - a late 1950s and early 1960s Southern layout representing West London...

ABOVE (LEFT): ...'Clarendon' by Warwick and District MRS shows outstanding modelling in P4, also depicting West London, but some 50 years earlier at the turn of the century.

BELOW: The impressive viaducts on Colm Flanagan's 'Bleach Green' capture the Northern Irish junction, north of Belfast to good effect.

BELOW LEFT: 'Grime Street' in OO gauge represents a traditional city street scene with trams, moving vehicles and an animated cyclist.

FAR LEFT: Worthing MRC's 'Loftus Road' is an all-action bustling modern image layout, sure to please fans of the current scene.



BUILD A...

MICRO BOX LAYOUT

SHOPPING LIST

GAUGEMASTER

- I GMC-COMBI Combi Controller
- I GM100 Plaster bandage
- I GM193 Puffer bottle
- I GM170 Spring Grass
- I GM172 Moorland Grass
- I GM102 Spring Green
- I GM152 Mid Green
- I GM129 Tree pack
- I 20020 Straight 124mm (x1)
- I 20100 Curve radius 249mm, angle 45° (x2)
- I 20221 Right turnout 126mm (x1)

DIY STORE

- I Brown Emulsion
- I Wall filler
- I 9mm ply sheet
- I Plaster bandage
- I Polystyrene sheet
- I 70 litre plastic box

CONTACT

Gaugemaster

T 01903 884488

W www.gaugemaster.com

Always ready for a challenge, **Phil Parker** set out to build a portable layout in a storage box in just two days, whilst entertaining exhibition visitors.

We decided to build a model railway in a weekend, or at least the rest of the BRM team decided I ought to try. The plan was to build a model at The International N Gauge Show (TINGS) held in Warwickshire last September. It meant working in N, a scale in which I'd never built a layout before.

With just two days to play with, thoughts of a main line station were out of the question - the model had to be a micro layout, solving the common issue of storage space. The size of the model was determined

by the size of a plastic storage box in which it would fit. You can store the box easily and it's big enough to hold everything as construction progresses, keeping dust at bay and the modelmaking 'mess' confined.

We turned to Gaugemaster for the products we needed as it makes ordering much easier - speed was of the essence and it can supply all the model railway items you need for such a project. It stocks Kato ready-ballasted track which is easy to lay and its integrated ballast saves a few hours work, but it looks too much like plastic from the box. Its

appearance can be improved with weathering though.

All of the techniques used are applicable to larger models, but the great thing with a little project like this is that lessons are learned on smaller, less expensive items and you're sure to finish the project.

An advantage with this project is it provides an all-important circuit of track for testing. Although our locomotive stud is a single GWR pannier tank, by the end of the show weekend, we'd run an M7, 'Warship', Class 33 and a French 'Pacific', all of which performed perfectly. ■

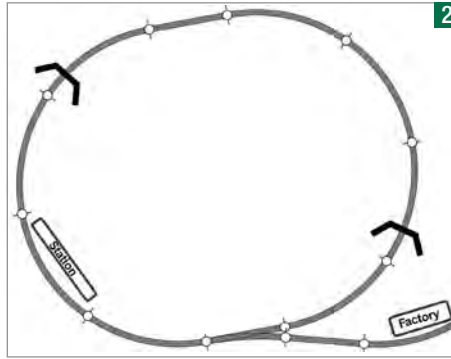
After a weekend of just 13 hours, trains now run through a landscape, but buildings and detail still need to be added. It's surprising how much time is spent talking to visitors.



Choose a name for this model railway for a chance to win it at The London Festival of Railway Modelling, Alexandra Palace on March 26/27. Email: brm@warnersgroup.co.uk



This 70 litre container is sold by the Really Useful Box Company and measures 710mm by 545mm by 190mm. It has a snap-on lid - great for storing a small layout.



AnyRail5 design software proved that by using the smallest radius Kato track, a circuit fitted in the space with a small siding to shunt.



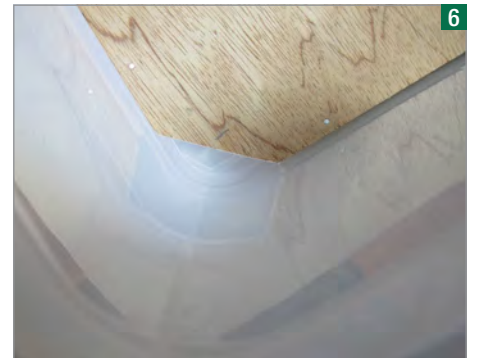
To prove the software wasn't fibbing, I tried out the plan using real track in the bottom of the box - it was a tight squeeze, but it worked.



For such a small layout, the baseboard didn't need to be sophisticated. My local hardware store cut me a board measuring 700mm by 540mm from 9mm plywood.



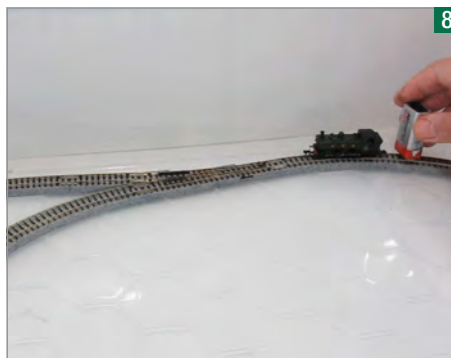
The plywood is pretty stiff but a little extra bracing from 20mm by 10mm softwood isn't a bad idea. It also provided space underneath for the electrics.



Being a tight fit in the box, lifting the baseboard out could prove difficult, so the corners were cut to allow my fingers to slip underneath.



Faller tunnel mouths (272575) are a bit narrow, but British coaches will squeeze through. These came from Gaugemaster and are sold in pairs.



Kato Unitrack points have a tighter radius, so a quick test was undertaken with an O-6-OPT locomotive powered by a 9V battery. All was fine.



The first day of The International N Gauge show (TINGS) soon dawned. My work area was a 6ft long table at one end of the BRM stand.



Assembling Kato track only takes a moment's work. You can really play with this stuff as it comes apart easily - great if you like to try out different track plans.



Track sections lock together using plastic clips which snap shut. Chunky rail joiners are the price to pay for this convenience, but it saves having to ballast the track.



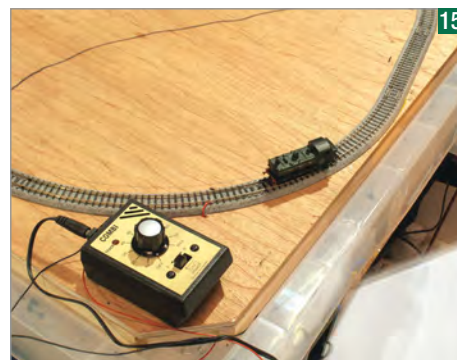
Wiring for the point motor plugs in under the ballast. A hole was required to allow the plug through the board, created with a mini-drill.



Rather than pin the track down in the traditional way with pins, I used small pieces of double-sided tape. It held the track firmly in place.



Trimming the tape to the edges of the ballast was simple, it looked much tidier and only takes a few minutes with a sharp craft knife.



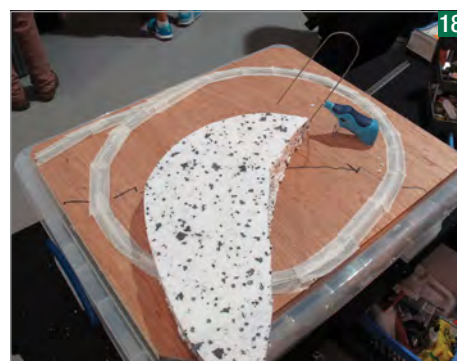
Gaugemaster's Combi Controller is ideal for first layouts. Two wires were soldered to the track, then screwed to the terminals. Trains ran 50 minutes after work started.



At the end of the siding, track was trimmed to the baseboard edge with a razor saw. I supported the rail with pliers to avoid damaging the track.



Satisfied that everything was working, the track was protected with low-tack decorators masking tape before moving on to the messy scenic work.



Cutting the polystyrene to shape was made easier with a hot wire cutter. Mine is from Expo Tools and powered by 4 AA batteries in the handle.



Under the hill, polystyrene was cut to allow access to the trains before the layers were fixed together. Black emulsion paint hides the view through the tunnel mouths.



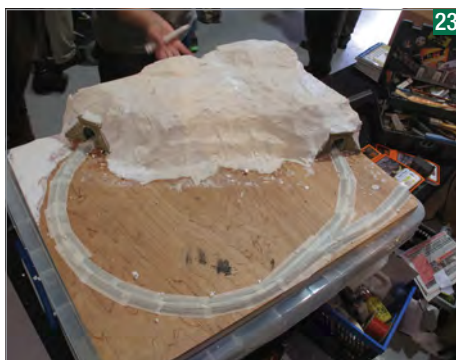
Gluing sheets of polystyrene together was carried out with PVA. Wooden coffee stirrers sped up build time considerably, holding things before the glue dried.



The basic hill wasn't a pretty lump. I couldn't fiddle with the shape at the show and no-one wanted to see me staring at it contemplating its geology.



Plaster impregnated bandage was cut into squares, dipped in water and quickly spread over the hill. I smeared the surface with water for a smoother appearance.



In addition to the bandage, a wall filler hides sudden level transitions. It needs to be thick so either don't add much water to the powder or use a ready mix product.

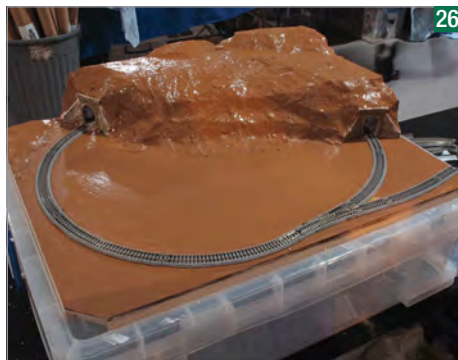


The Faller tunnel mouths were fitted and blended in with more filler. Any that touched a painted surface was wiped away with a wet rag or a toothbrush when dry.



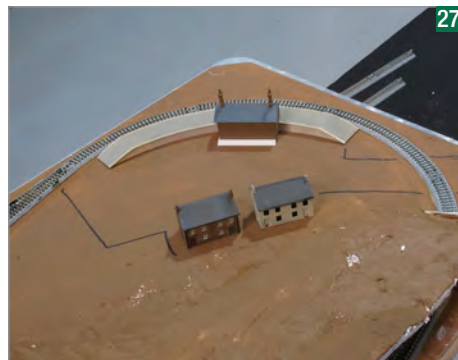
25

At the end of the first day, the plaster was dry enough for an earth brown emulsion paint. This soaked into the surface, hiding the glaring white plaster.



26

I left the show on Saturday with the layout looking like a shiny chocolate cake. The masking was removed from the track so I could paint up to the ballast shoulder.



27

I started assembling the buildings (more on this next month). They were placed so I could work out where the roads should go, drawing them with a wide marker pen.



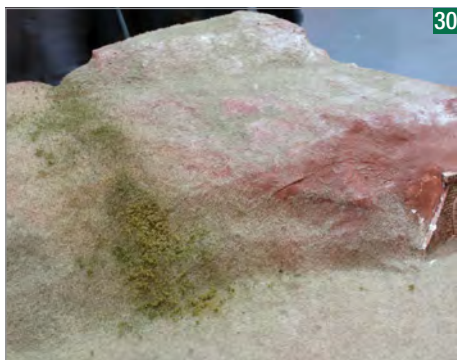
28

I used the Noch road system (ref. 60802), stocked by Gaugemaster. The first stage is a grey powder shaken over PVA glue, then sealed with surface paint.



29

Such a small layout doesn't need an expensive electronic electrostatic grass tool. Gaugemaster's GM193 puffer bottle worked well at spreading fibres over PVA glue.



30

To add texture and represent undergrowth, grass was sprayed with hair lacquer then sprinkled with flock powder. The cheapest brands hold the flock for years.



31

Gaugemaster's GM129 ready-made trees can be further enhanced with the same flock powders as used for the undergrowth, helping to add detail and tone the colours.



32

Planting the trees required a drill for those on the wooden board, but on the hill they could be pushed into the polystyrene. All bases are dipped in PVA glue first.



33

The layout fitted in the box nicely and proved that after just two days, an easy to store model railway can be made. See more next month as I add the final touches.

Ask the expert

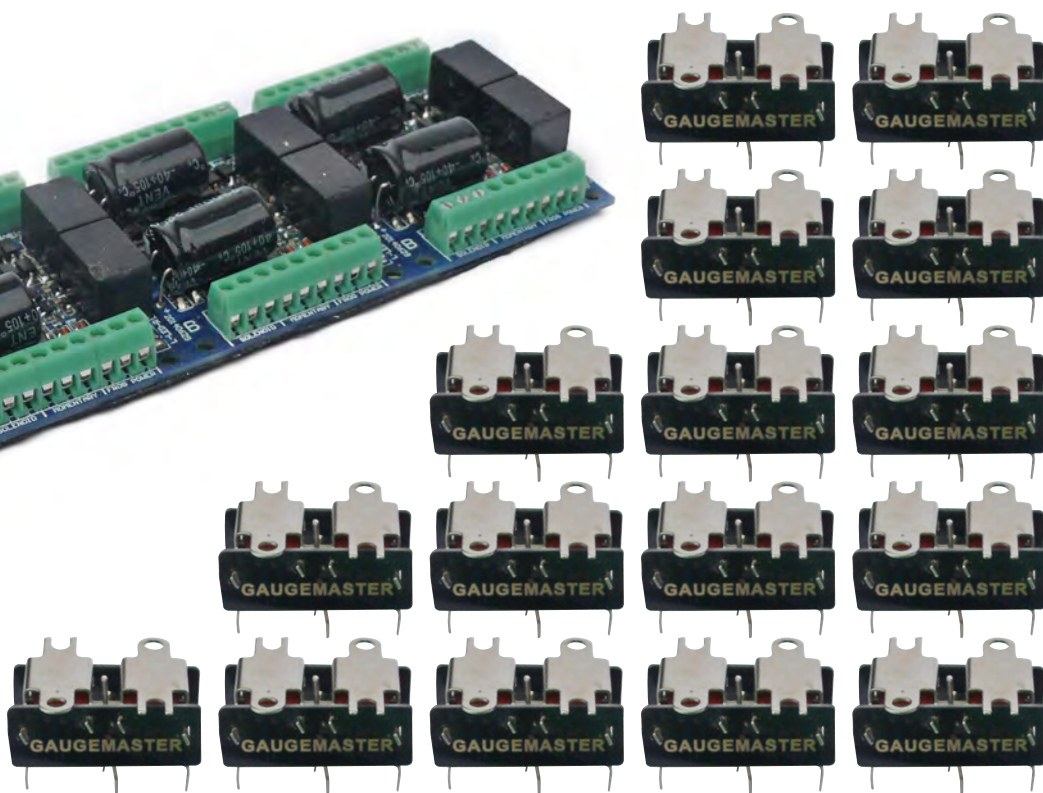
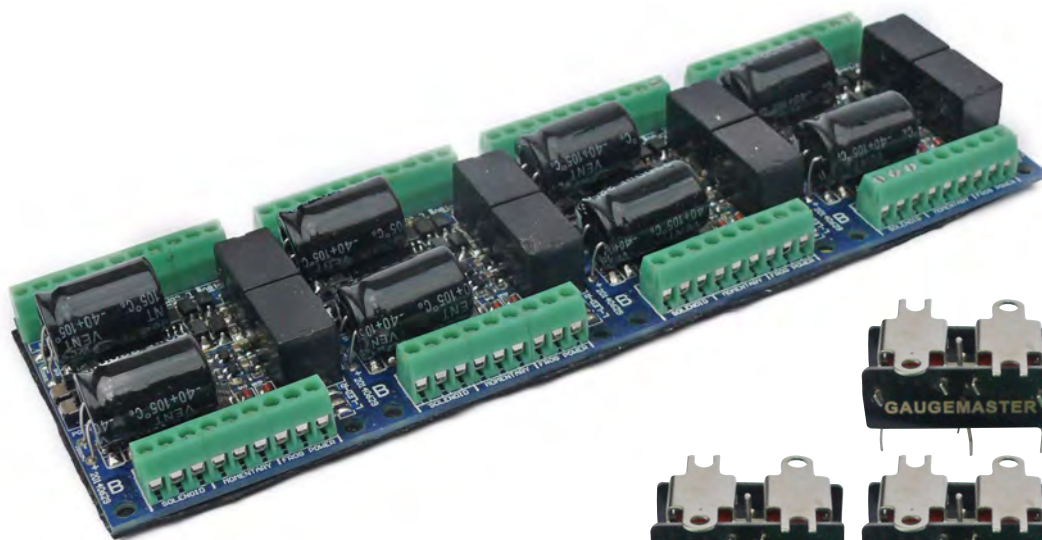
Q I see you've used polystyrene for the bulk of the landscape. Where can I find this material and how much does it cost?

A Polystyrene isn't as easy to find as it used to be - many DIY stores don't stock it. Mine came from a builders merchants and was sold in 25, 50 and 100mm thick sheets, but be warned these are 8ft by 4ft so will need breaking up to fit in the back of your car. The 50mm thick sheet I used cost £9.25 including VAT, leaving plenty for future projects.



NEXT MONTH

See this layout complete next month as Phil adds buildings and scenery. Don't forget, for your chance to win this layout, just name it. Send your suggestions to: brm@warnersgroup.co.uk



HOW TO

FIT AND PROGRAM SOLENOID MOTORS

SHOPPING LIST

- I Gaugemaster PM-10 Classic solenoid point motor, £6.95
- I DCCconcepts ADS-2fx accessory decoder (2 output), £13.95
- I DCCconcepts ADS-8fx accessory decoder (8 output), £59.95
- I Rapid Electronics gauge wire, 100m, various colours, £8.55

CONTACT

DCCconcepts: stockists nationwide or
www.gaugemaster.com
 Manuals and tech support:
www.dccconcepts.com
 Rapid Electronics:
www.rapidonline.com

Fitting traditional solenoid point motors used to be a time-consuming process. **Ben Jones** tries a couple of recently developed accessories designed to reduce the need for wiring and soldering.

Last month we looked at an advanced DCC point motor from DCCconcepts. This time, we consider a useful device aimed at both DC analogue and DCC modellers using twin-coil solenoid motors. These are the type produced by Peco, SEEP, Gaugemaster and now Hatton's and still widely used on model railways around the UK.

To illustrate the process, I'm using a Gaugemaster PM-10 mounted above the baseboard in a Peco PL-12 adaptor and linked to a DCCconcepts ADS-8fx accessory decoder, which is suitable for use on analogue or DCC layouts. However, the same principle applies to all brands of solenoid motor of traditional or side-mounted design. I've recently fitted Peco PL-11 side-mounted motors to several points and found them easy to set up

using both ADS-2fx and ADS-8fx accessory decoders. Gaugemaster has also just introduced a surface-mounted point motor - the PM-20 - which has standard and decoder-fitted options (see opposite).

Each ADS output is connected to a powerful capacitor discharge unit (CDU) capable of firing two motors, so in theory up to 16 motors can be powered by just one ADS-8fx. Eleven screw terminals are provided for one half of the eight outputs; three to the motor, two to supply track power, one to your point frog (polarity switching is automatic with the ADS), three to a momentary switch (if required) and two per

pair linked to your power bus. The opposing outputs on each pair have nine terminals (omitting power bus connections).

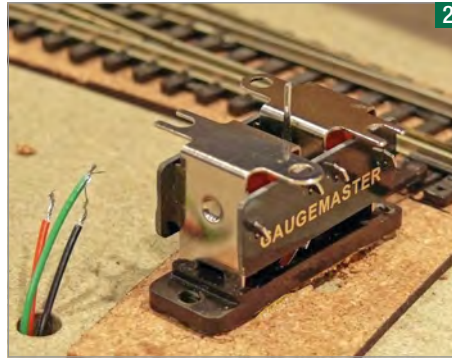
Using the ADS, you can control motors and switch points by selecting the desired accessory ID number on your DCC controller, flicking a switch on your control panel or, as we'll see next month, by illuminated push-button control via DCCconcepts' 'Cobalt Alpha' system.

Programming the ADS is very simple and, using an NCE PowerCab controller, is identical to the method shown last month when setting up a Cobalt iP Digital slow-action motor. ■

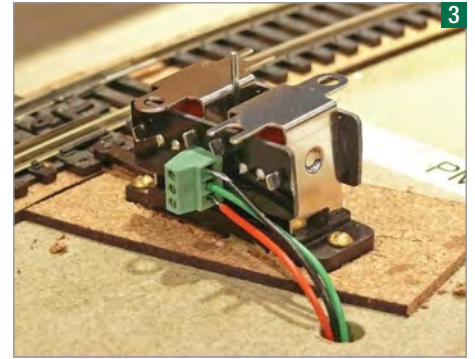
Programming the ADS accessory decoder is simple using an NCE PowerCab, or you can use conventional switches for analogue layouts.



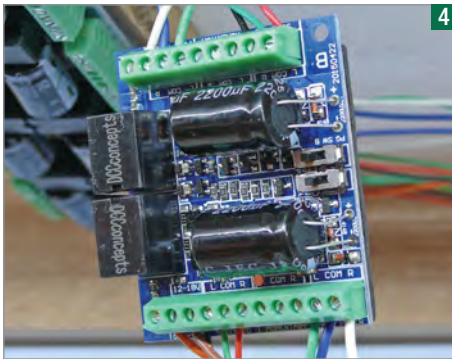
A Gaugemaster PM-10 solenoid motor - very similar to the established Peco type, but with the added advantage of having screw terminals, rather than solder tabs.



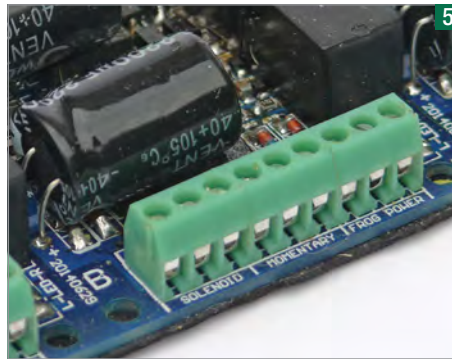
I'm mounting it above the board for ease of maintenance as it is in an off-scene yard. Mark the position and ensure the PL-12 is at the correct distance from the point.



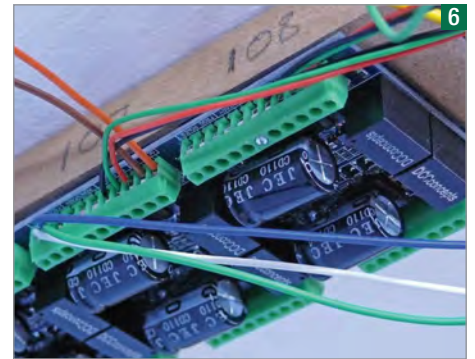
Run three wires (red, green and black are commonly used for point motors) from the ADS decoder to the three terminals on the motor.



The ADS-2fx decoder is powered from the bus (orange/brown), the light green/white wires run to the outer rails, the blue to the frog and red/green/black to the motor.



A close-up of the ADS-8fx showing the screw terminals. The three marked 'momentary' are for conventional switches, if your layout has an analogue control panel.



ADS-8fx mounted under the baseboard and wired. Slide the switch on the relevant terminal to 'SET' prior to setting the decoder ID number - in this case 108.



Key in the desired ID number, press 'ENTER', Press '1' to select 'N(ON)' and toggle backwards and forwards several times to inform the ADS of its new identity.



Slide the switch back to 'RUN' and press 'Select Accy' again. Press '1' to select 'N(ON)' and your motor should change. Adjustments may be required to ensure reliability.

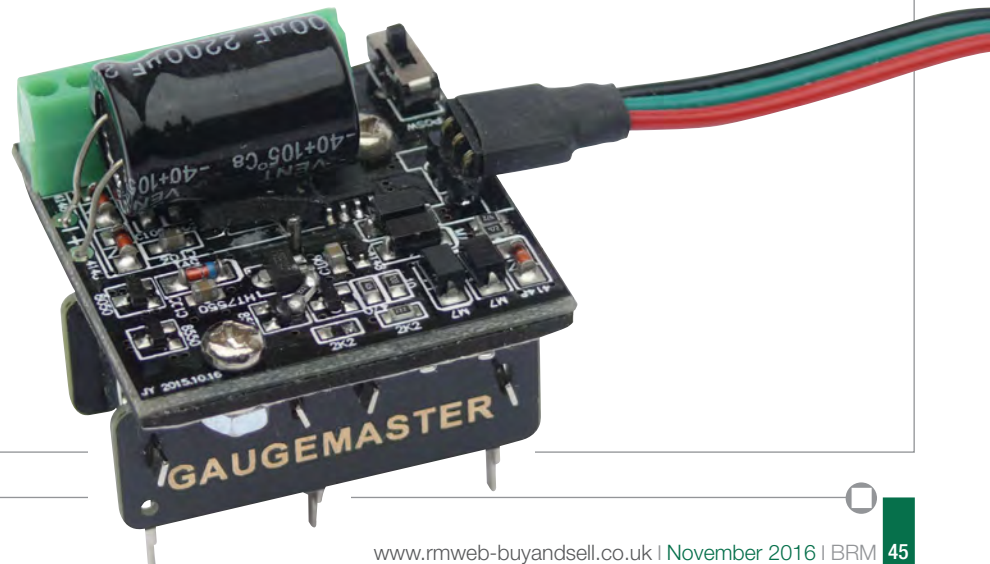
I ask the expert

Q What easy-to-install options are there for solenoid point motors, either for DCC or analogue use?

A For those with a phobia about soldering and electrics, there is an increasing number of options verging on the ideal plug-and-play installation. Gaugemaster's PM-10D (£18.95) tops off the standard PM-10 with an accessory decoder and CDU similar to that used by DCCconcepts' ADS-fx units and makes wiring very simple.

The PM-10D has also been designed to be DC compatible. Installation can be either directly

to track via the sleeper tabs or underboard using the in-built fixing points. Only two wires are required, rather than the usual three. It also has built-in connections for added control panel switches as well as mimic panel LEDs and all terminals have screw connections. The same options are also available with the new PM-20 surface-mounted solenoid motor and PM-20D with decoder. See www.gaugemaster.com for more information.



ASHPETH & LEEFIELD

Over 40 years and several major expansions, **Ged Lee's** modern image N scale layout has evolved into a remarkable empire with huge operating potential.

Railways got into my blood at a very early age and apparently there is no known cure. So, I decided just to live with it, and although I have never regretted the decision it has infected my pockets from time to time. My love of railways started through my uncle who was a locomotive driver on the Cromford & High Peak Railway in Derbyshire. On many occasions he would let me ride on the footplate of the saddle tank he was driving.

I grew up in Chaddesden and fondly remember cycling down to the sidings, with my 'Box Brownie' over my shoulder, to watch 3Fs and 4Fs shunting the vast array of wagons. Whole days were spent on the bridge called 'Five Arches', immediately north of Derby station, where I was fascinated by the sight, sounds and smell of 'Jubilees', 'Patriots', 'Black Fives', 8Fs, and the occasional 'Scot' or 'Britannia'. Brand new 'Peak' diesel locomotives could also be seen turning their wheels for the first time after emerging from the works.

Most of our relatives lived in the North East and holiday visits meant I often had the opportunity to absorb the atmosphere of Newcastle Central. It was so exciting for a boy of 12 to stand next to B1s, V2s and the mighty 'Pacifics' under that roof. As a result, the London Midland and Eastern became my favoured regions of BR. As the diesels took over, I gained just as much pleasure from humble Class 08 shunters, '20s' on MGR workings, Metrovick Co-Bos on the 'Condor' express freight and the mighty Deltics.

A model railway was something I yearned for, but lack of space at home and years away at college made it difficult. A layout did not materialise until I was married and we had a house of our own. I dabbled in OO for a while but my main focus throughout the years has been N gauge.

STEADY EVOLUTION

I have been modelling N for over 40 years and, although we have not moved home, the layout has moved as it

An impressive fleet of modern traction can be found on Leefield West depot and on the main line - including CJM Class 92 electric 92022 *Charles Dickens*, Network Rail's New Measurement Train HST, the EWS management train and numerous Class 59s, 66s and ex-BR types.

FACT FILE

SCALE/GAUGE: 2mm:1ft scale, 9mm gauge N
SIZE: 46ft by 2-4ft
ERA/REGION: Eastern/LM Region 1960s-2000s
LOCATION: Flexible
POWER & CONTROL: 12V DC analogue
LAYOUT TYPE: Continuous loops with connecting lines
WORDS: Ged Lee
PHOTOGRAPHY: Nigel Burkin





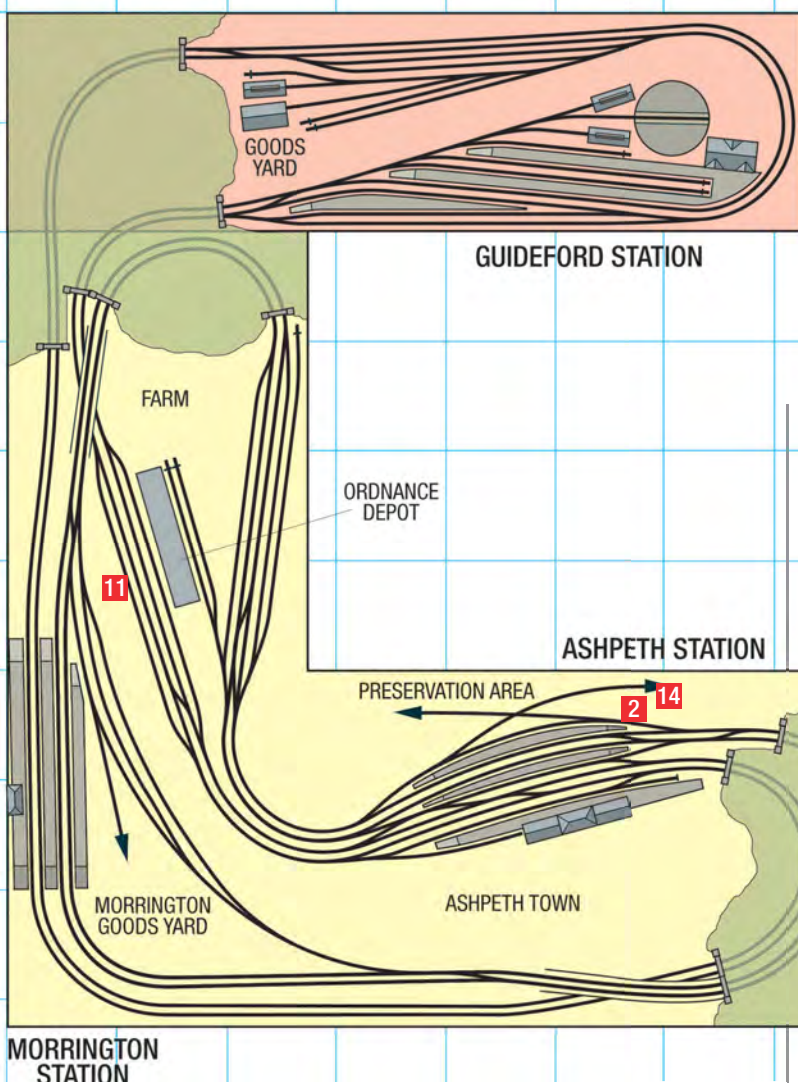


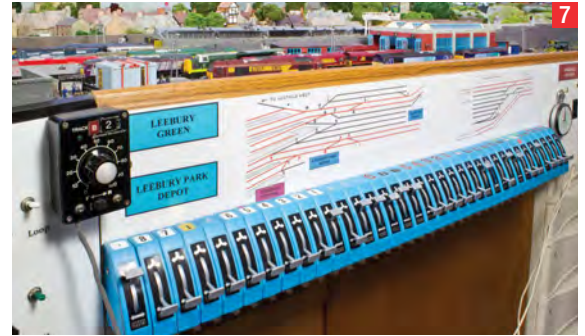
has grown. It is now 46ft long and the width varies from 2ft to 4ft. There are three double track main lines, five stations, four locomotive depots, three hand-operated turntables, seven tunnels, five freight yards, 231 points and 34 colour light signals.

Over a similar period of time many might have preferred to build several different layouts, but I have enjoyed the challenge of creating and developing one very large railway. The essential elements are in



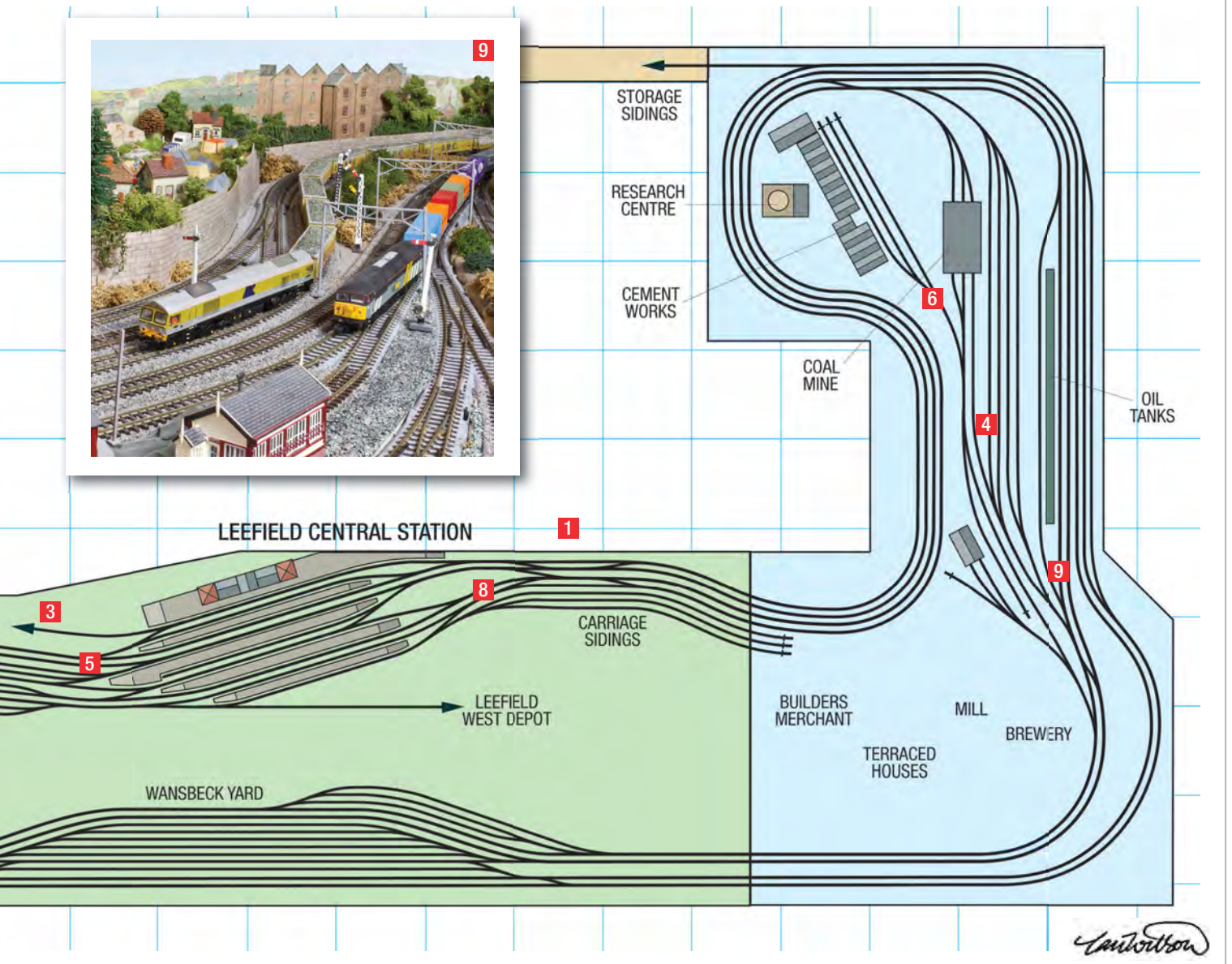
TRACKPLAN ASHPETH & LEEFIELD





place but it will still take many years to complete all the detailing and scenery, including the installation of several more working semaphore and colour light signals.

Over those 40 years I have collected British outline steam, diesel and electric locomotives, coaches and wagons, manufactured by Minitrix, Lima, Peco, Union Mills, Graham Farish, Dapol, CJM and the N Gauge Society. Various kit-built locomotives have also been





ABOVE: Limestone from the Mendips rolls towards Lee field behind a CJM Yeoman Class 59/0. Note the working colour light signals and the buildings of Leebury Park depot flanking the main line.

purchased from Morays, Millfield Models, Nthusiast Resprays and Ian Stoate. As a result, each era, from the 1960s to the present day, can be represented. Periodically, changing the stock to a different era provides a great deal of enjoyment, along with a new operating experience.

For many years the layout did not have an identity, as I could not think of an appropriate name. Now, my two principal stations are Lee field Central and Ashpeth, but it was over 20 years before the layout was christened 'Ashpeth & Lee field'. The story of how the layout has grown is possibly a little unusual. However, it has been, and still is, a fascinating and absorbing hobby. It has always provided me with an immense amount of pleasure.

We were on holiday in Cornwall when I started doodling, thinking about the space in the loft that had been freed up. On returning home I took some measurements and set to work.

FIRST STEPS

I started with N gauge in 1972, shortly after our first child was born. It was 6ft by 4ft, mounted on the wall in the second bedroom, and it lowered on to the bed when in use. As the baby grew the layout had to go, as we needed the bedroom. The only space left for a layout was the small box bedroom so N was the ideal solution. Although the quality of models was not brilliant, I was committed to British outline.

A redundant 6ft 6in by 2ft door was used as the base for the layout. It rested on a couple of drawer units and there was just enough space for it along one wall. The station was called 'Guideford', but, due to the non-standard design, creating the platforms was a bit of a challenge. Eventually I decided to use balsa wood as it could be cut and sanded to the desired shape. Once the platforms were painted and in place I used some secondhand plastic canopies and buildings - they were all that I could afford at the time.

In the mid-1970s there were only a few ready-to-run British N gauge locomotives available. This made it difficult to focus on one region of BR. I started my

collection with a Minitrix 'Britannia', a 'Warship' diesel and Mk 1 coaches, along with an ex-GWR Pannier Tank, suburban coaches and a few wagons from Graham Farish. Modellers of a certain age will, no doubt, fondly remember those models but I know we are all delighted that the details and mechanisms have improved so dramatically over the intervening years.

With the arrival of our second child, a new home was needed. Up to this point, I had not considered using the loft because access was difficult. However, the loft became the new home for the growing layout and Phase Two of its development.

ROOF SPACE

When we decided to extend our home and add a fourth bedroom, it presented an opportunity I wasn't going to miss as, naturally, it meant that the loft had to be extended as well. After flooring the space and covering the roof with thin plywood boards and insulation, I fixed beams in place to support the railway. This provided clear areas underneath for storage. The original layout, on the door, gravitated into the loft, was extended by 14in and integrated into the new layout by separating the double track main line, under the hill, and re-aligning the tunnels.

In retrospect, I am not sure why I decided to include the door layout as it was, but I'm happy that it is still there as a constant reminder of how the project began.

I added two more boards measuring 4ft 2in by 2ft 9in and 7ft 8in by 3ft 3in, creating three sides of a square. The layout represented a fictional location, probably somewhere south of Leeds. Trains from the Midland and Eastern dominated with occasional excursions from the Western Region.

The original main line was extended around the whole of the new area and became known as 'The Eastern Line'. A second main line, known as 'The Northern & General', was contained on the two new boards. I fixed the track with pins but instead of painting the appearance of ballast on to the baseboard, I used Peco foam underlay. This is good if you only need it to last for a few years but no-one told me that it deteriorates over a long period, falls apart, and makes a real mess, sticking to the track like glue. In the end, when I had completed the whole layout, I had to spend nearly four years lifting and replacing most of the track. I replaced it with polymer-based underlay from Noch and replaced the Peco points with electric ones from Kato Unitrack.

The additional space meant it was possible to install part of a town, a second freight yard, an ordnance depot, two depots, extra loops on each main line to hold freight trains and two more stations. It was now possible to operate four trains at the same time.

Operating the layout gave me untold hours of enjoyment but I felt that I wasn't fully exploiting the potential of N gauge. Passenger trains were made up of only three to five coaches, and nine wagons was about the maximum for freight. These restrictions were dictated by the size of platforms and passing loops where trains were held. How could I double the length

ask the expert



Q One of the problems with many loft layouts is reaching into the furthest recesses of the baseboards to recover derailed trains or keep the track clean. Did you design the layout with this in mind, and if not, how do you keep on top of those jobs?

A Along the far wall I attached an 'L' shaped board that was 5ft 8in long and 4ft 6in deep. The narrow part of the 'L' was 2ft 6in wide and the larger part was 3ft 4in wide. This meant that I could just reach across into the corners to lay the track and add the scenery. However, lacking sufficient foresight, I didn't realise what a stretch it was going to be once the scenery was in place. Now, if a derailment occurs in the corners, it is not just 'the hand of God' over the railway, as I have to use a litter picker to retrieve locomotives and/or stock.

Regular maintenance is necessary to ensure smooth operations. The track is cleaned regularly using track rubbers; axle hung track-cleaning pads and a CMX 'Clean Machine' tank wagon (available from DCC Supplies) filled with Deluxe 'Track Magic'. To keep dust down I brush delicate items with a soft paintbrush. Then I strap to my waist a small portable vacuum cleaner, with fine brushes and extension tubes, and carefully vacuum the whole layout.

BELOW: Parked in the goods yard behind Morrington station, an Nthusiast Resprays Plasser & Theurer 07 Series tamper represents one of the few track machines ever produced for British N scale.





of freight trains and lengthen passenger rakes? There was a lot of available space in the main part of the loft that looked tempting. It could be the answer, but the original double leaf external wall of the house was in the way. Or was it?

BREAKING THROUGH

Developing the railway continued to be a great source of pleasure, and operating it was a therapeutic 'switch off' at the end of a busy week. My son also got involved making many cameo scenes that were gradually incorporated into the scenery. He also made sure that I purchased some items of rolling stock that he wanted to see on the layout, even if they were not British – such as a TGV and Japanese 'Bullet Train'. Still, it kept him interested for several years, until a certain maker of red racing cars became his new passion. Sometimes, though, I would cast an eye into the

ABOVE: Crossing the modified Faller viaduct, Yeoman 59005 *Kenneth J. Painter* heads for Leefield. Scenery on the layout ranges from gritty urban yards to rolling hills.

BELOW: A common sight around the country in the autumn and winter months, Network Rail's Railhead Treatment Train (RHTT) is not available as a ready-to-run model, however

original loft and think that if the layout could be extended into there it would almost double in size. Then longer trains and more prototypical freights would be a real possibility.

It struck me that removing bricks from the partition wall to create two tunnels might be possible. I contacted the builder who extended our house, who suggested we knock the wall down to the level of the layout. He decided that most of the wall could be removed but leaving bricks to support the purlins would be wise!

I was able to add a further 14ft to the layout; the width increased to 3ft 6ins for half of the length and then 4ft for the remainder.

Being a 1960s-built house, these trusses were substantial (5ft by 2in) so they coped with the weight. I had exhausted the supply of old doors, so constructed the baseboard from MDF, bracing with 2in by 1in timber and covering with fibreboard. The centre of the large cross trusses, roughly 4ft apart, were removed to create a through walkway.

When I devised this extension, it resulted in the N&G becoming an elongated figure of eight. This certainly added operational interest and was a source of fascination for casual visitors as they tried to work out which tunnels the trains would emerge from.

Creating the hillside was a headache as several removable sections had to be incorporated to gain access to the tracks underneath, in case of derailments.

The raised part of the N&G emerged from Oak Hill, crossed the river mouth on a long viaduct, made from four Faller kits, and descended Leebury Bank into Leefield Central, a large city station with nine platforms. The line continued round the outer reaches of the new boards, finally passing through the small rural station of Oakdale before entering Oak Hill again on the lower level.

A third double track main line, known as 'The Central Line', was created within the confines of the new boards, passing through Leefield Central.





Extensive carriage sidings and depots for diesel locomotives, electric traction and HSTs were included. The design and location of these three depots had to remain relevant for all of the eras that would be depicted on the layout. One included a roundhouse and turntable that continued to be used by diesels after the demise of steam. Peco Code 80 track, insulfrog medium and large radius points and foam underlay were used again; by this stage I had still not realised my mistake in using the foam underlay.

Large items stored at one end of the loft were no longer needed so that area was cleared and the temptation to extend the railway again was far too great.

TRACK TRAUMA

Due to work and family commitments, completing this final phase of the layout took considerably longer than I had envisaged. I had noticed that some of the foam underlay on the original part of the layout was breaking up. Something radical had to be done. The only way forward was to lift the track, clean it and replace the underlay. I gradually worked my way round the layout using Noch underlay impregnated with ballast. Hopefully, this will last a lot longer. Track that could not be cleaned properly had to be replaced.

Until now all points had been hand operated resulting in a great deal of stretching across the layout. Lifting the track gave me the opportunity to go for electric points. As my electrical skills were limited, I chose Kato Unitrack points with motors hidden in the ballast base and 'plug and play' installation. Relaying and replacement work was a drawn out process, completed

ABOVE: A look back to the early-2000s as an immaculate EWS 67004 passes a Midland Mainline Turbostar at Ashpeth. Buildings on the layout are a mix of modified kits from a wide range of UK, European and US sources.

in stages as funds allowed. I had a variety of static semaphore signals on the layout, but wanted electric colour light signals for Leefield Central.

Some of the platforms required bi-directional signalling so I needed a total of 24 units. I purchased ready-made signals and switches in batches from CR Signals. It was time to face my electrical demons. I'd used a soldering iron to connect wires together but not to connect a complex set of signals.

It was a challenge for me but I thoroughly enjoyed it. The signals were placed in position, wired up to the switches and tested one at a time. Miraculously they all worked until the penultimate one when I encountered a dry joint that I couldn't locate. In the end two switches had to share one power cable. To many modellers this whole exercise would be a simple process but I was really pleased with what I had achieved and am looking forward to installing more signals in the future.

Now that the layout essentials are completed, six trains can be operated at the same time. When shunting manoeuvres are taking place in the yards, carriage sidings or colliery, five other trains can run on the main lines. I need 'eyes in the back of my head', but 40 years of working in the classroom has honed that skill.

Fortunately, thanks to careful tracklaying, derailments are rare. I operate four trains at a time with all six lines running when our N Gauge Society area group is in attendance. It will still take years to complete all of the scenery and signalling but I am not complaining. I thoroughly enjoy every opportunity I have to climb into the loft and lose myself in a fantasy world. Now where did I put that soldering iron? ■



BUILD A DCC CONTROLLER

Determined to overcome a fear of electronics, **Phil Parker** builds a DCC system in kit form, sold by the Model Railway Electronics Group (MERG).

SHOPPING LIST

TOOLS

- | 15W soldering iron with fine bit
- | Cored electrical solder
- | Multimeter
- | Fine nosed pliers
- | Flush cutters
- | 2mm drill bits
- | Magnifying loupe
- | Anti-static wrist strap

KIT

- | MERG DCC Command Station with CBUS Interface
- | MERG Handset for DCC Command Station with CBUS Interface

CONTACT

MERG
www.merg.org.uk

A visit to Pete Waterman's 'Leamington Spa' layout earlier this year was my first introduction to the CANCAB system produced by the Model Electronics Railway Group (MERG). I've never been a big DCC fan; some controllers are huge, covered in buttons or it's hard to achieve the precise driving I get from my Gaugemaster DC handheld controller.

The CANCAB system is different. It has many buttons, but they're contained in a handset little bigger than my DC one. Best of all, control is via a neat metal knob. Ergonomically, it works well.

Checking out the details online later, the first job was to join MERG.

Kits are only available to members, so once joined I headed to the 'Kit Locker' and spent less than £65 for a base unit and handset. For a full DCC system, it's a bargain.

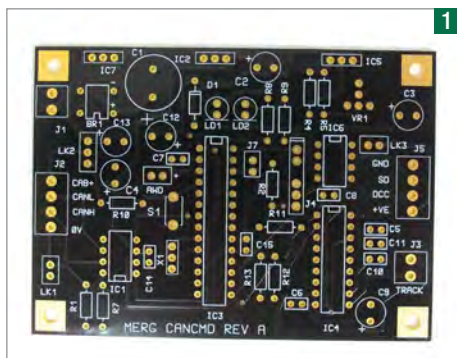
I'm pretty confident with a soldering iron and years ago I dabbled with electronics, but the idea of assembling my controller made me nervous. I needn't have worried. The moment I unpacked both kits it was obvious much time and effort had gone into making them as easy to build as possible. All components are clearly

labelled and stuck to sheets and the circuit boards have component locations marked. Just remove each component and solder it into position - simple.

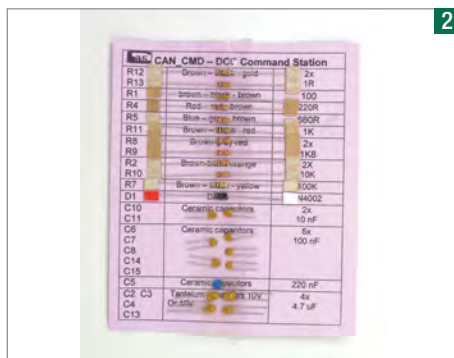
The instructions are clear and well written and once I got into it I really enjoyed it. Take your time, checking components are in the right places and each joint is as good as possible.

When it came to testing, everything worked. The moment I tuned the LCD display and could read words was a real joy. Shortly afterwards, a locomotive moved. ■

Electronics are more fun than you'd think when you buy a well thought out kit. I'm heading back to the MERG 'Kit Locker' for more.



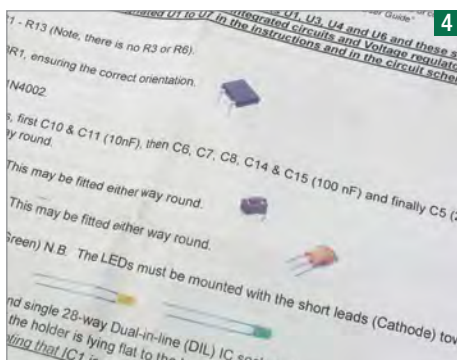
The printed circuit board (PCB) for the base unit. Locations for each component are clearly marked on the side to be fitted. Solder from the back.



One of the biggest challenges is identifying similar-looking components. MERG has made this easy by sticking them to a piece of paper with relevant details.



Larger components are packed in a separate bag. The chips are kept together in a plastic tube for safety and shouldn't be unpacked until required.



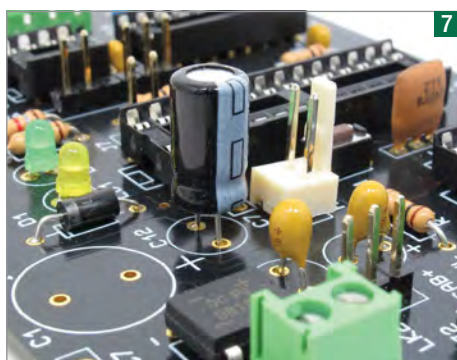
The instructions are clear, just follow them to the letter, ticking each step off as you go. I liked being told when a component should be inserted a certain way round.



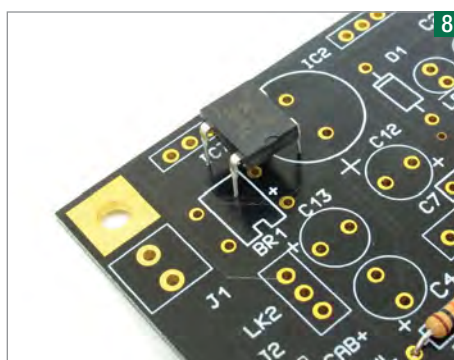
Resistors are fitted first and provide an excellent introduction to construction - there's no polarity to worry about and they stand up to clumsy soldering efforts.



Where polarity matters, identify the + and - sides of a component. Tantalum capacitors like this have different length leads, the longest being positive.



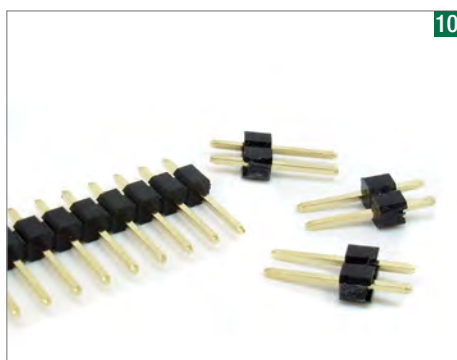
Electrolytic capacitors are printed with a '-' symbol on the side, the PCB with a '+'. With just two legs it's not hard to work out which way around they fit.



Square components such as the bridge rectifier and chips have a notch in the end to indicate correct orientation. The PCB drawing shows the correct position.



Rather than solder delicate chips to the PCB, dual-in-line (DIL) sockets are fitted into which they are later inserted. An indent shows correct orientation.



Many parts are connected with header pins and corresponding sockets. Pins are supplied on a strip with can be snapped to length.

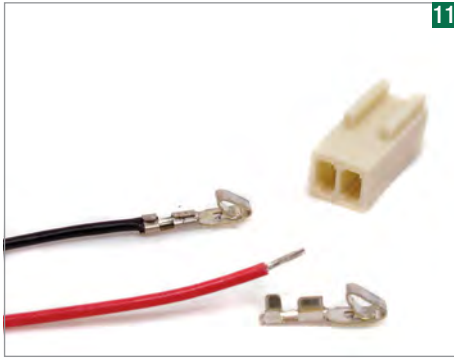
I ask the expert

Q Who or what is MERG and why should I buy its kit with lots of components when many DCC systems are ready to use off the shelf?

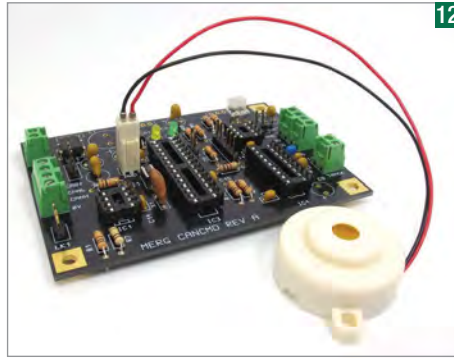
A MERG, the Model Electronic Railway Group, is a UK group set up in 1967 to promote interest in the use of electronics and computers for all aspects of railway modelling. Members are railway modellers with an interest in using electronics in their hobby. MERG has developed a number of kits for its members, from the simple 'Pocket Money Kits' ideal for electronic newcomers to DCC equipment of great sophistication, there is something for all budgets and skill levels.

Support is provided on its website by forums, technical bulletins, a journal or local area groups where you can meet to try new systems or ask for advice if you have trouble with something you've built. See more on the MERG website or chat to members manning stands at the many exhibitions it attends nationwide.

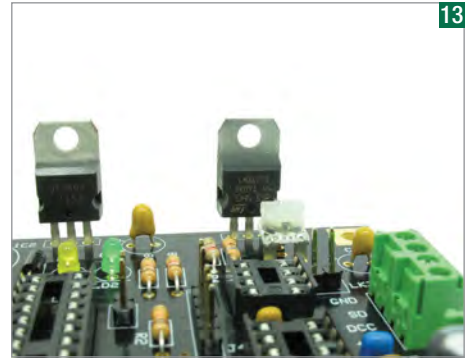
W www.merg.org.uk



The fiddliest component to make up is the Molex connector for the short circuit sounder. Crimp the wires in the connectors with small pliers.



The short-circuit sounder can be plugged into the PCB. Leave it off until construction is finished otherwise it gets in the way.



Three voltage regulators are fitted to the edge of the PCB. They all look the same, but mustn't be mixed up. A magnifying glass helps to identify them.



Testing starts by connecting the board to a 16V AC feed. The voltage is checked at several points using a multimeter and the regulators checked for excess heat.

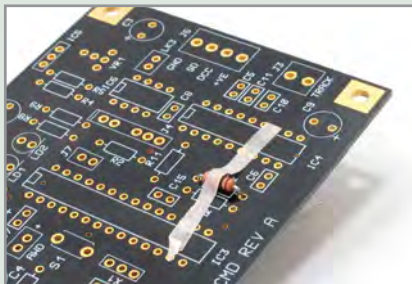


The chips can be damaged by static electricity so earth yourself by wearing an anti-static wristband clipped to a nearby water pipe before handling them.

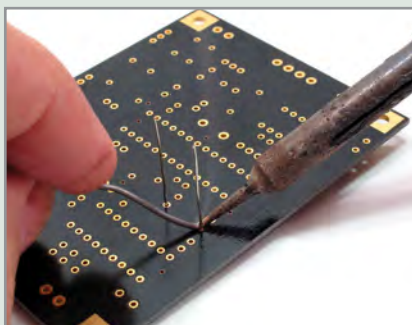


The green light is a big step, indicating the processor is working. If it doesn't light up, turn the power off and check that chips are correctly inserted.

Soldering components



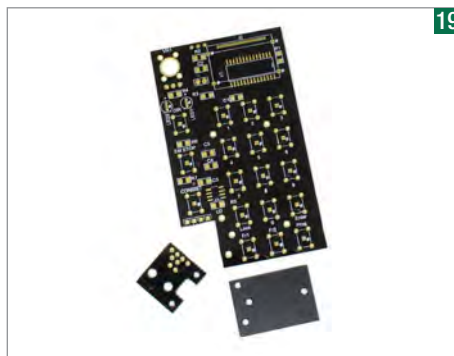
Feed each component leg through ready-made holes in the PCB, ensuring it lies flat on the surface. Masking tape is handy to keep it in place.



Heat the joint between board and component leg, then feed enough cored solder to flash around the leg. Avoid creating mountains of excess solder.



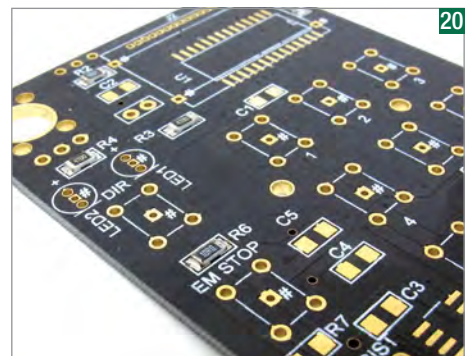
A final test is to short-circuit the track outputs. This should set the sounder off and make a yellow LED flash. If this works then you can build the handset.



A corner of the PCB is removed for later use with cutters. A piece of plastic sheet is drilled to match the fixing holes in the bottom of the board, both are used later.



At first glance the packed handset kit looks simpler than the base unit. That is until you realise that most of the components are in the plastic box.



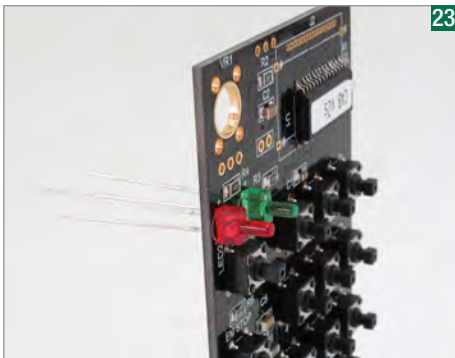
Construction makes use of surface mount device components such as the tiny resistors and capacitors seen fitted here.



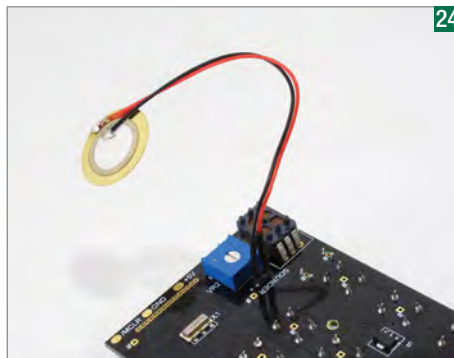
Correct orientation of the chips is essential. Pin 1 is marked by a dimple on the plastic body, hidden by a label. Don't assume the writing is the correct way round.



Each switch clips into the holes in the PCB and is then soldered from the back once you're happy it is sat flush on the board.



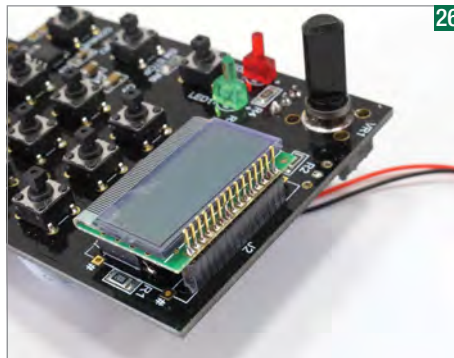
Direction LEDs fit flush to the board. The leads are cut off but retained for later use. Make sure these poke through the holes in the handset easily.



The control potentiometer needs modification to fit in the board, all clearly explained. As well as the connections, the body is soldered to the PCB for extra strength.



On the back of the board, a piezo sounder is fitted to a couple of header pins. The joints are protected by heat shrink sleeving, heated with the soldering iron.



The display slots over the pins. It's easier to only use the two end pins at first and then put the others in through the holes in the display PCB.

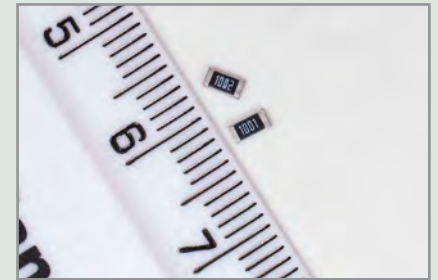


With everything soldered, we are ready for testing. Clear some space, set up the multimeter and dig out some track and a DCC-fitted locomotive.



Assuming the multimeter checks go OK, adjust the blue potentiometer on the back of the handset board until the display is clear.

Using SMDs



Surface Mount Devices (SMDs) are tiny electronic components. With care they aren't much harder to fit than conventional components.



Check the joints with a magnifying glass. It's essential that adjacent pins on chips aren't joined and that solder looks shiny and is a fillet, not a blob.



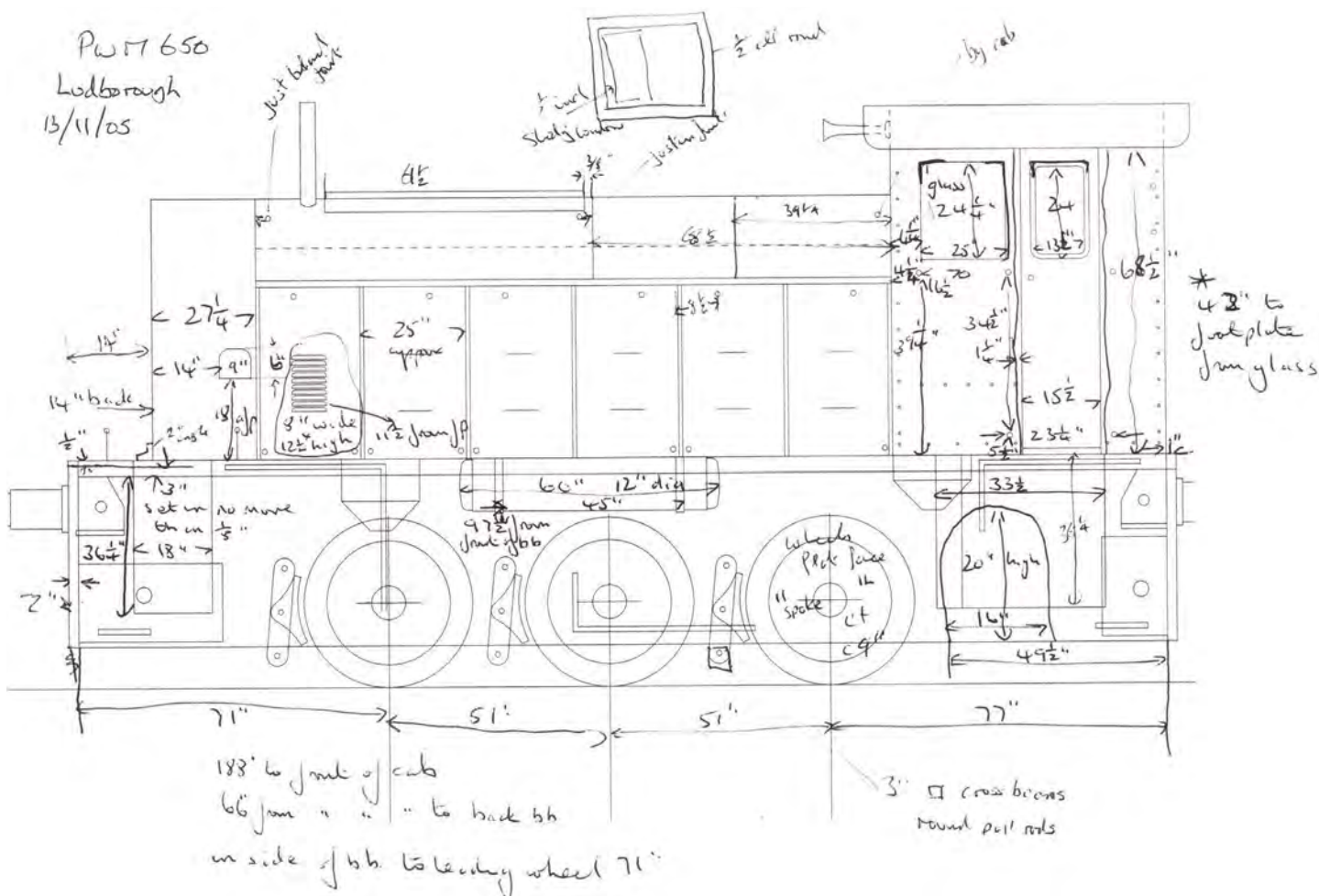
The handset connects to the base unit via an RJ22 socket, fitted to the PCB off-cut using leftover LED legs. This is soldered and bolted to the main PCB.



Tape the piezo sounder to the back of the case, then bolt in the plastic rectangle cut earlier and use the self-tapping screw provided to hold the back and complete.

THE MAKERS HOW IT'S DONE: ETCHED KIT DESIGN

Continuing our series celebrating the craftsmen and women who make our hobby possible, **Mike Edge** guides us through the highly skilled process of designing etched locomotive kits.

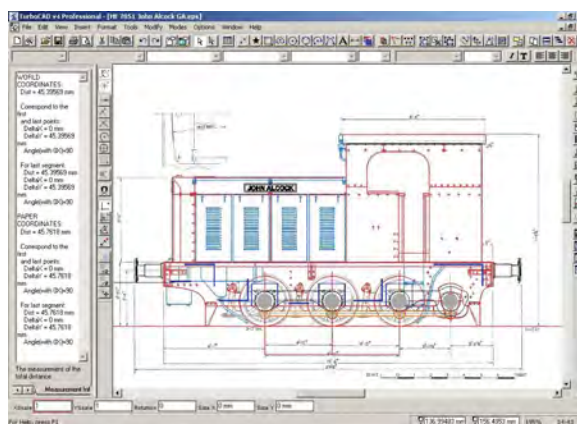


About the author

Mike Edge started building etched kits in the 1970s and by the 1990s, working professionally, had built examples of most of those available. He was particularly interested in small locomotives (shunters and industrial types), acquiring considerable knowledge of industrials from fellow members of the Leeds Model Railway Society. He identified a lack of kits for industrial locomotives, and set out to rectify that situation. After selling a few etchings for a couple of years, in 2002 the business of Judith Edge Kits was formed - so called because it was her idea, she does most of the work and runs the business; Mike just designs the kits. They do get a little weary of explaining that it isn't a tax fiddle, and although most people now accept that Judith does exist, they do still get calls from customers who aren't expecting a woman to answer! Initially focussed on small diesel locomotives, in particular industrials, the business has since expanded and diversified considerably.

Prototype information for designing a kit comes from a number of different sources. I often use drawings from railway publications (I've found those by D.H. Townsley to be very accurate), which I import direct into my Computer Aided Design (CAD) program to start designing, overlaying lines onto the background drawing. I always check given dimensions against the drawing itself though - they have been known to differ!

Scale drawings in magazines can be useful, though a check is needed on both axes since magazine designers often tweak the scale to fit on the page! Side-on photographs can be useful, and if there is an extant



example of the prototype then I will make a sketch and record measurements (left), measuring lengths with a tape measure and angles with a protractor. Sometimes it's easier to take a side-on photograph than measure absolutely everything, and then import that into the CAD program (above) to trace around the edge. General Arrangement drawings are also used, with the caveat that they do not always reflect what was actually built.

GENERAL PRINCIPLES

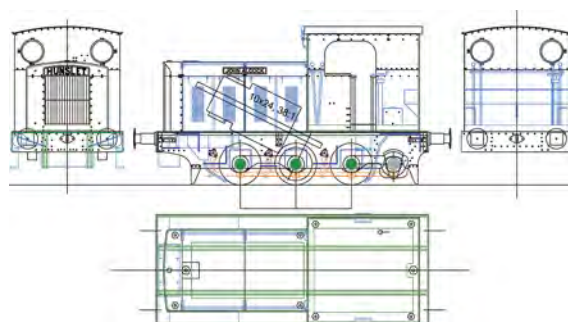
Based upon my experiences assembling kits from other manufacturers, I have evolved a number of likes and dislikes with respect to etched kit design. Among my dislikes are:

- Slot and tab construction; they often don't fit because of cusps. I use half-etched lines for locating parts
- Overlays
- Numbered parts on crib sheets, because they take forever to find
- Small parts attached to one another, but not necessarily in the right order
- Lengthy and wordy instructions
- Tags positioned on the inside of a curve, making clean removal difficult
- Removable cab roofs.

When designing the frames, I first check the distance between mainframes; this is important to ensure the fit of such things as vacuum reservoirs. Frame spacers are L-shaped and are located into half-etched lines. The desirability of a suspension system (compulsory for P4 models) led to simple compensation being designed in, with coupling rods being split but not articulated.

OPPOSITE: Even though you might have a drawing, quite often some dimensions are not shown or detail is missing so a visit to the prototype is important. Having a drawing to hand for such a visit is useful for taking dimensions and making notes.

BELOW: Once the key shapes and dimensions have been ascertained, a scale drawing is produced in TurboCAD showing front, rear and side elevations, as well as a plan view. This drawing acts as a basis and reference when designing the individual components of the kit.



For diesel locomotives, the engine casing and cab are designed to be bolted onto the footplate with 14BA bolts, since plate frames can easily distort if they are bolted onto a body. Likewise on steam locomotives, cab floors are permanently attached to the frames, precluding the need for a removable cab roof. For the location of smaller, cosmetic parts, use is made of half-etched rivets locating into half-etched holes.

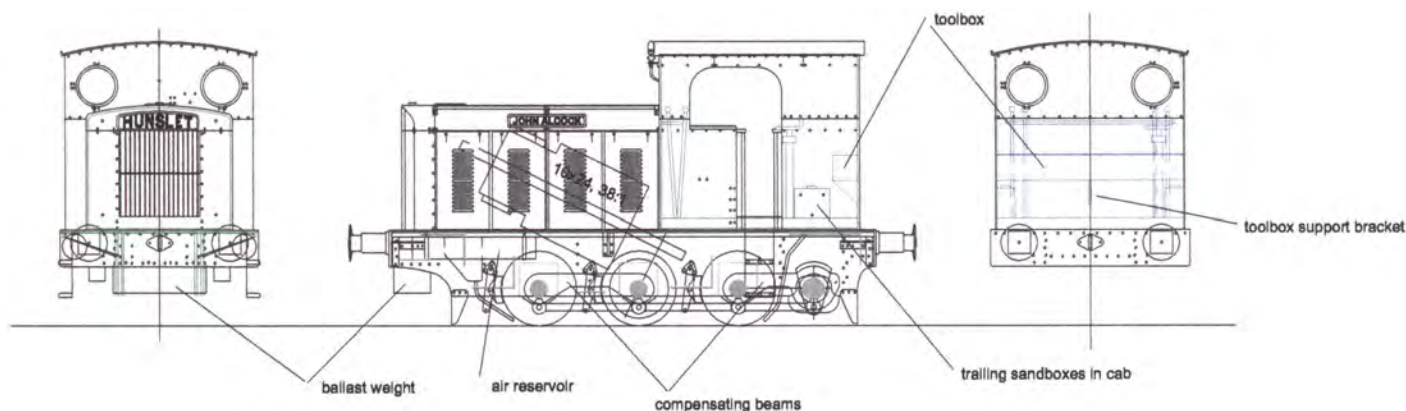
SUITABLE MATERIALS

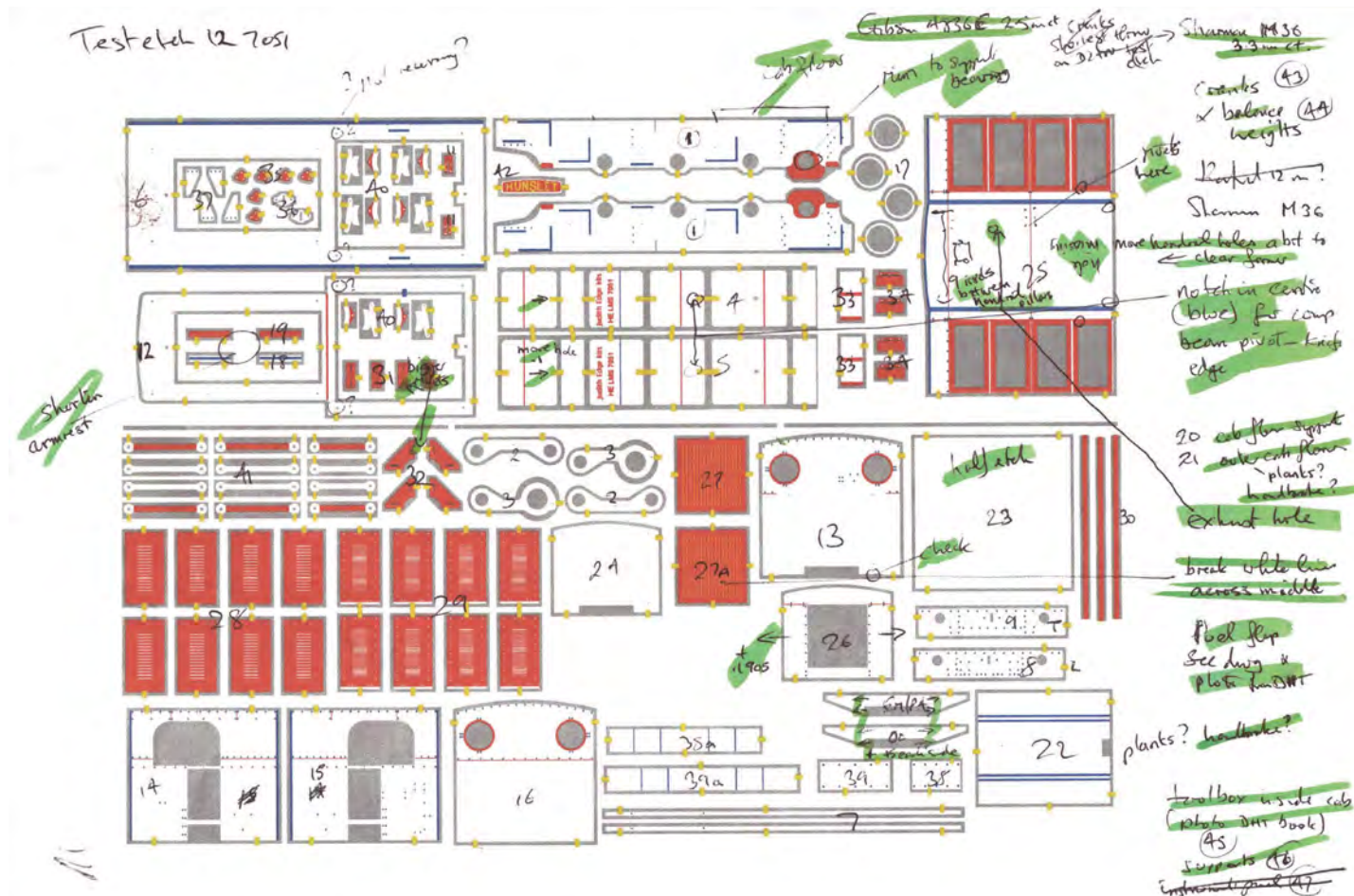
All our 4mm scale kits are etched from 15thou brass or nickel silver (NS) sheet, thicker than that typically used in kits, but thick enough to keep the model straight and flat where it should be. Half that thickness is about scale, so wherever possible half-etches are used where the edge of the plate will be visible (for example footplate edges). At 15thou, NS is a bit thin for most frames but is thick enough for a 4mm model so this allows the use of one sheet for the whole locomotive, thus keeping costs down.

Etchings that will need to be rolled or formed to shape are better etched in brass rather than nickel silver

CONTACT

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as it is easier to work. But since most kits are on one sheet, I usually choose one or the other for the whole kit. An important consideration is whether the model needs bright metal parts - window frames or unpainted coupling rods for example. Nickel silver is considerably dearer than brass so is only used when appropriate.

DESIGN PROCESS

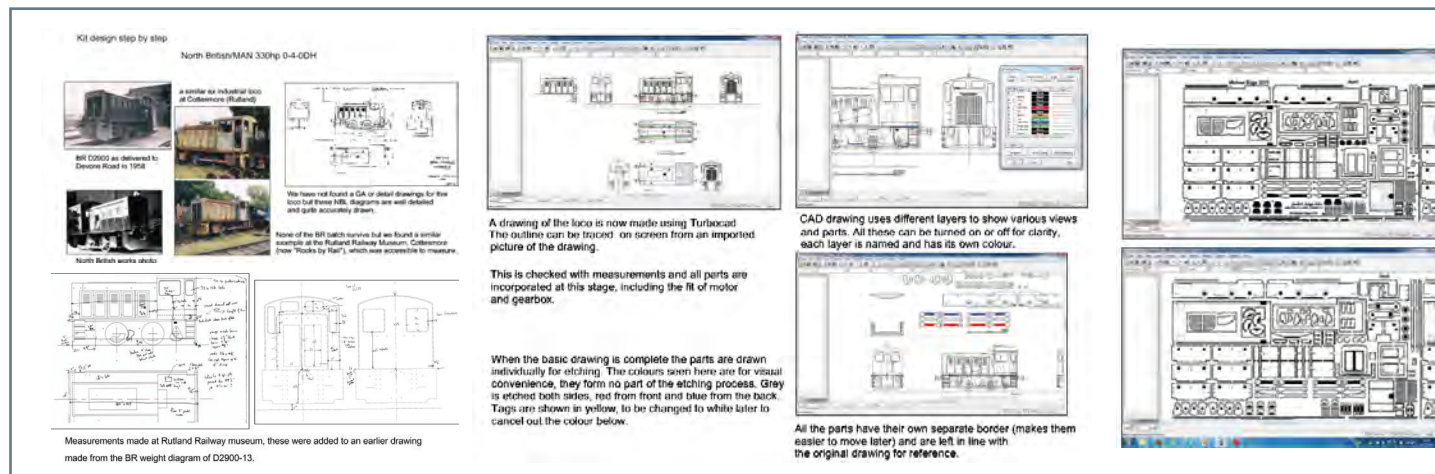
From designing our first kit, I've always used CAD. All design work is done with TurboCAD (mostly in V4, some with V15), something which I would definitely recommend as it is cheap, easy to use and does everything I need. I've been using it since it was a DOS program on a 'floppy disc' in 1993. For design of pantographs, I've been able to use the software to

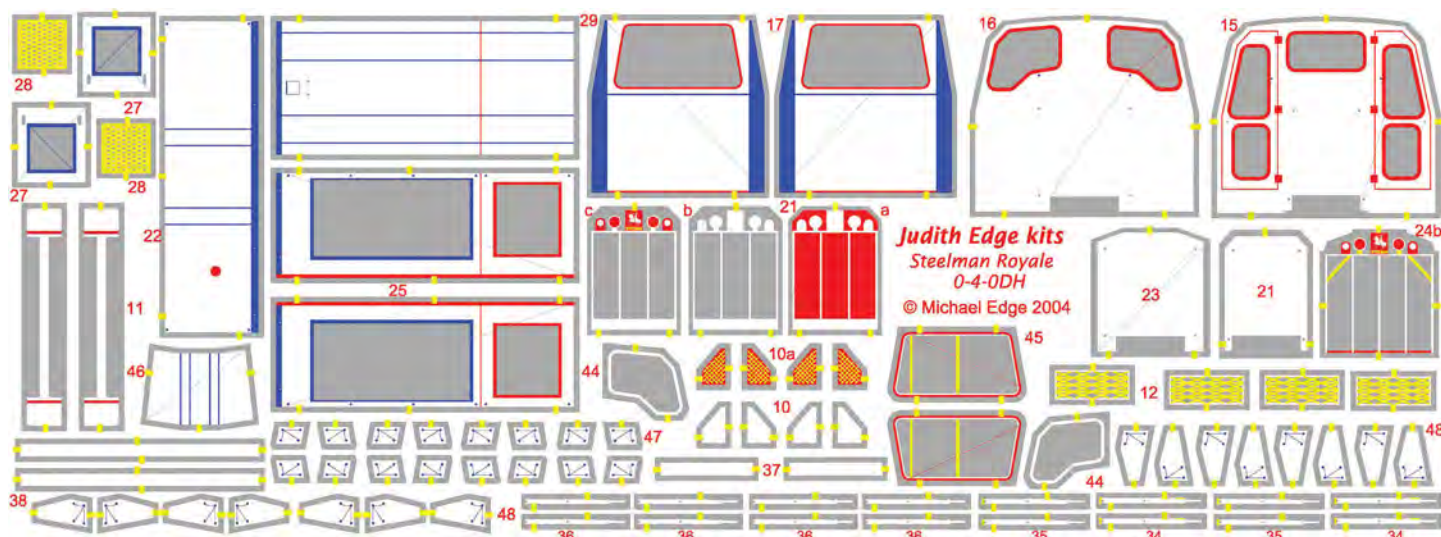
ABOVE: Don't expect everything to be right on the first try! Assembling the test etch often reveals a few errors and oversights. Also at this stage I consider numbering of components; these numbers are applied to the etch itself rather than subjecting the kit builder to a perplexing crib sheet.

move various elements around to ensure not only that everything fits, but that it functions correctly too.

Each component is drawn in isolation, such as a cab side, before considering the layout of the fret. Once every component belonging to a kit has been drawn, each group of parts is placed vertically in-line on the drawing of the fret - this is invaluable when making corrections. A space is left near each component for a number which also aids identification. A minimum gap of 0.7mm is left between each etched part and the fret frame.

As many layers as you want can be used in CAD drawing; I generally use six, which I call Front, Back, Both, White front, White back and White both. These are initially drawn in red, blue and grey (see above), with three shades of yellow for the white ones. Front, Back





and Both are self-explanatory; that's where they will be etched. Red and blue are used for easy distinction on screen (these are also the colours which used to be used in photographic processes), grey because it's easier on the eye than black. The three white layers are used to cancel out the others where required, for example to add tags or correct errors. They are called 'white' but in fact yellow shades are used so that they can be seen on a white screen. All yellow shades will be turned to white in the final stage, the others all black.

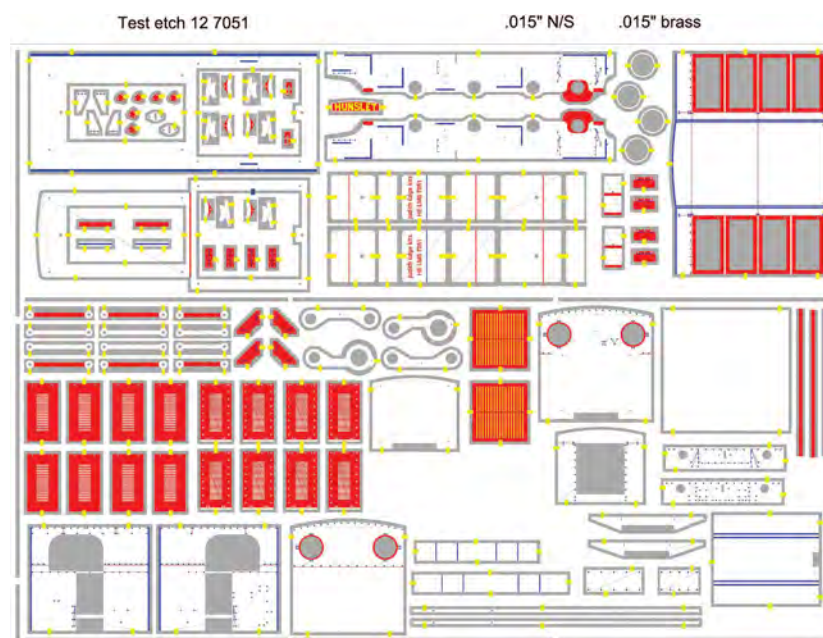
While you can never be sure all parts will fit - that's what test etches are for - CAD does allow you to move individual parts around and check as you go. In the days of hand drawing there was a school of thought that corrections led to problems - if you redrew parts you would add new errors. CAD eliminates this since you only alter the part you want; the rest is untouched.

Once the fret layout is completed, two drawings are created, a back and a front, in black and white with black representing to the etcher everything that should be etched. These are sent to a film-printing company. The films are not sent straight to the etcher, but firstly to me for inspection. This is useful, as if, for example, a tag is missing, a little bit of the black print can be scratched off!

As the final stage, I assemble a test etch (doesn't every manufacturer?), record part numbers on the drawing as

BELOW: The completed design featuring text and component numbering.

I proceed, and identify corrections to the artwork. After that it is then a straightforward process to amend the artwork and commission the final etchings, leaving only such decisions as "What size box should the kit go in?" before releasing the kit to market. ■



The colours seen in etcher drawings are for on screen visibility only. The files sent for producing the etch tool are black and white only. All black areas will be etched. Two files are made, one all parts etched from the front, the other all parts etched from the back. Where these coincide it will be etched through. The tags were changed to white and brought to the front to cancel out the black below.

I use the smallest number of tags which will hold the parts safely and avoid as far as possible putting them on the inside of curves. The parts are designed to be separated with snips, dismembering the fret as you go.



All the parts are grouped on to a test etch, these are 18"x12" and this loo takes up about half of it. The other half will be used for another test.



The parts list is written at this stage, notes on here will form the basis of the written instructions later. This means that part numbers run roughly in the in which I have built the model.

During construction of the test etch model a print out of the sheet is used for notes and alterations. Part numbers added at this stage.



The completed test etch model built as BR D2500



Alternative footplate assemblies for BR D2911-13 and an industrial variant.



The production etch drawing (still in false colour). Two loos per sheet and space left over used for some other useful bits and pieces.



The other half of the test etch sheet was used for the 440hp 0-6-0. This has many parts in common with the 330hp 0-4-0 and will be released as a kit in the near future.

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R3004	BR Serby Hall weathered	£116.45
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R3233	D16/3 LNER	£100.95
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R3327	SR S15	£123.99
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R3326	J50 BR Late	£69.45
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R3243B	K1 BR Late	£116.95
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R2647X	CL56 BR Grey	£83.95
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32-227B	LMS 3F Jinty	£72.20
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31-627A	Class 3F LMS	£71.25
31-628DC	Class 3F BR weathered	£93.20
31-931	LMS Compound	£112.90
31-933	BR Compound Late Crest	£112.88
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32-550A	A1 Tornado Apple Green	£109.45
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32-955	4MT BR Black Late	£87.50
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32-882	Fairburn BR Late	£106.20
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31-462A	C Class BR Early	£106.20
31-433	Midland Class 1F LMS	£81.55
31-434	Midland Class 1F BR	£81.55

31-003A	Robinson LNER	£110.45
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31-481	G2A BR Early	£114.70
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32-279A	LNER Class K3 Black	£118.95
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31-615	BR Early V3	£110.45
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31-440	Ivatt 2MT BR Early	£110.45
31-728	GWR City Class	£118.95

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31-266	MLV Green with yellow panel	£62.45
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31-269	MLV Jaffa	£83.26
31-326	CL105 BR Green	£79.45
31-327	CL105 BR Green	£79.45
31-535	CL105 BR Blue Power Twin	£84.45
31-575	Windhoff MPV NWR	£104.00
31-576DC	Windhoff MPV NWR	£114.00
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31-658	Class 47 Petroleum Sector	£97.70
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31-365	03 BR Blue	£70.50
32-065	Class 43 Zealous	£118.95
32-066	Class 43 Pegasus	£118.95
32-067	Class 43 Royal Oak	£118.95
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32-913	Cl. 108 Green w/ Whiskers	£114.50
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Right: Graham Farish Class 55 Deltic no: 55 012 Crepello. One of Finsbury Park's famous race horses. Full re-spray with white window surrounds, re-name, renumber, weathered with Airbrush, oil paints, pigments, resin and graphite powder.

Also front pipework and shackle fitted, double wiper marks applied by

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Bachmann OO gauge 31-657 Class 47/7 47715 'Haymarket' in BR Network Southeast Revised Livery given a light weathering by GC Weathering



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FAST & SIMPLE DETAIL TWEAKS

Any RTR model can be improved with extra detail and little effort, as **Phil Parker** demonstrates with a Bachmann Midland 1F 0-6-0T.

Years of fiddling with old RTR models have given me confidence to alter anything that comes my way. As a penniless young modeller, I was a lot slower to make modifications to a precious locomotive, even though some of them called for improvement.

Modern RTR rarely needs fettling. The exquisite miniatures presented to us are so good at times it can seem there's nothing left for the modeller to do.

The moment I saw Bachmann's '1F' tank pre-production model, I was smitten. Personalising the model to make different than any other bought from a shop isn't hard and requires few tools - fine paint brushes and a cotton bud. The main item to address is the lack of footplate crew. At an exhibition

I found some specific figures for the 1F from MasterPiece. The weathering is simple, a little powder dusted over the model. More fun was bulling up the paintwork using mildly abrasive car polish - it's a simple technique used in other modelling hobbies but not so much on railway models. ■

After a few evenings work this model is better than anything I've built from a kit, and all without burning my fingers.



1

Bachmann's Midland 1F 0-6-0T is a lovely model straight from the box but even this little cracker can be improved and personalised by adding a few extra fine details.



2

The open cab looks better without the moulded spectacle plates running across the inside. Push from the front with a cocktail stick to break the glue joint and remove them.



3

Place a blob of Deluxe Materials Glue'n'Glaze on the end of a screwdriver and wagggle it around the hole to form a skin. Keep the windows horizontal while drying.



4

To protect the crew, locomotives were fitted with a canvas weather sheet. Many had locally made ironwork on the bunker to support this, but not No. 41661.



5

Moulded coal never looks realistic, though Bachmann has tried by gloss varnishing it. Crushed with big pliers to a coarse dust, real coal is glued with PVA or Ballast Magic.



6

MasterPiece Models produce a crew for the 1F, making installation a breeze. Both figures are washed with Citadel Nuln oil into all the folds in the clothes.



7

Our prototype shot shows a set of fire irons on the tank tops. Springside's set of whitmetal tools is simple to use, just remove the flash before painting.



8

Railmatch Weathered Black or a dark grey looks better than pure black. When the paint is tacky, roll each tool through Lifecolor black and brown weathering powders.



9

Looking at this image, the tank sides are shiny. Rather than use varnish, I'm polishing the paintwork with T-Cut and a cotton bud, avoiding the crests and numbers.



10

Apply weathering powders for rusty brakeshoes. The footplate and boiler top get a dusting of Humbrol Smoke colour powder. Both stick well enough without fixative.



11

The finishing touch is a headcode lamp from the ModelU 3-D printed range. These have a hole in the bottom so they can be pushed onto lamp irons without glue.



12

A couple of hours work transforms a fine model into something unique and personal. Have a go and you'll find a great deal of satisfaction for little effort and cost.

THE MAKERS DELUXE MATERIALS

Ben Jones meets John and Vivienne Bristow and the Deluxe team to find out how they formulate, manufacture and distribute their wide range of modelling products.

How many bottles and tubes of glue do you have in your toolbox? Half a dozen? Maybe ten if you regularly work with a wide range of materials? Few of us ever give any thought to the work going on behind the scenes to create chemical concoctions that will stick card to wood, plastic to metal or different kinds of plastic to each other. And don't forget the other compounds that allow us to create fake water, snow or rust, clean rails and paintbrushes, mould our own models and dozens of other essential modelling tasks.

Based deep in a leafy part of Hampshire, Deluxe Materials is one of the best-known suppliers of such materials to the British market. Thanks to innovative products such as Rokat card glue, Plastic Magic, Track Magic and Scenic Water, Deluxe Materials is also increasingly well known on the international scene.

We're used to seeing (and using) specialist products from overseas firms these days, but we wanted to know more about a UK enterprise making waves with modellers around the world. And so it is that I find myself surrounded by stacks of boxes and empty bottles in a typical industrial unit somewhere near Basingstoke.

John and Vivienne Bristow are familiar faces at model

shows - boats, radio control vehicles, aero modelling and doll's houses as well as railways - and you might be forgiven for thinking that they're simply salesmen for their range of products.

"I'm a chemist and a modeller," John says. "I've got degrees in chemistry and engineering, but being a modeller gives me an insight into what model makers want. I've had technical papers published and have won awards for some of them over the last 42 years.

A brief tour reveals just how much work the Deluxe team does from a relatively small site. Chemical storage and blending, packing and packaging, research, design of packaging and promotional materials, sales, after-sales assistance and dispatch are all undertaken by John, Vivienne and their team of seven staff.

FIERCE COMPETITION

How long has Deluxe Materials been around, I ask?

"We started as far back as 1974" he continues. "There are three important elements to this business; finding better, more innovative solutions for modelling tasks, looking after modellers and being better than our competitors.

"There's fierce competition out there. We look at what they do and figure out how to do it better. Our new 'Plastic Magic' bottle is a good example. We redesigned it to make it more stable, but we waited until it was complete before tooling the new brushes for it. Unlike other brushes, ours can reach every drop of glue in the bottle and give full value for money.

"We select, refine and formulate the chemicals here, but we don't make them ourselves - they're bought in from specialist chemical producers. We select what we want to make useful products from suppliers in Germany, the UK, the Far East and even Colombia."

Already I can sense that John takes a great deal of pride in his work. Are there any that he's particularly pleased with?

"The products I'm most proud of are 'Track Magic' [a brush-on rail and contact cleaning fluid] and 'Brush Magic' - they required us to think differently. Another good example was in 2010 when we had to reformulate



There's fierce competition out there. We look at what our rivals do and find ways to do it better.

'Plastic Magic' because of new regulations banning certain harmful chemicals. We used chemicals from the medical industry. No-one else in the world has anything like it.

"We've had to take some brave decisions in abandoning established materials, but we're committed to looking after modellers."

What sets Deluxe Materials apart from its competitors elsewhere in the world?

"Our products have got to work better than anyone else's," says John, although he admits, "that's not always easy. We have the ability and the passion but it's got to be cost effective. The frustrations can be huge when it doesn't come together."

"It's also vital to communicate what we do and why. That's a big task for Vivienne, Suzanne and I."

In full flow now, John continues: "I keep a file of new ideas that we have on the go or awaiting development (33 on the day of our interview, apparently). Some are waiting for the technology, materials or chemicals to catch up while for others we just need the time to develop them."

DEVELOPMENT TIME

How long does it take to develop a new product from the initial idea to bottles or tubes arriving in model shops?

"It can take a year or more to develop a new product; there's formulation, label design, testing and approval, devising sales and marketing plans, consumer research, refinement and, after all that, manufacturing. Once it's ready, we then have to update the catalogue, communicate with the hobby press and our customers."

"Research is essential. Products evolve as they progress from a working title to a final

BELOW LEFT: John and Vivienne Bristow with some of the Deluxe Materials team.

BELOW: John is a published chemist and engineer, as well as a modeller, giving him a good insight into the needs of hobbyists.

brand name. We're extremely thorough; we consult the retail trade, modellers, our distributors and specialist press to gradually 'finesse' a product down to a final look. We also ask for feedback from modellers at the shows we attend to determine the final design of a product.

"Box design is hugely important. We don't just get there on a whim - the design and images are vital when you're selling to dozens of countries in many different languages and cultures. For example, new 'Plastic Magic' is the result of 18 months work."

Bearing in mind the commercial sensitivities mentioned earlier, it's heartening to hear that the end user plays such an important role in determining how Deluxe Materials products work and look. How often does that process throw up surprises?

"We let modellers test products before they're released to find out what they can do - often that includes jobs we hadn't thought of! Modellers can be extremely imaginative but it's good to know about such things before we proceed. Customer feedback is vital."

"But we go even further than that when the products are ready. We produce training material for retailers and distributors; videos, catalogues and sales support

from here. This increases their knowledge and confidence in selling our products. We also

train sales teams and demonstrate our products to businesses

both in the UK and overseas.

Suzanne produces professional documents for training sales staff, which go out via Gaugemaster [UK distributor] and our distributors elsewhere."



WORKING ABROAD

Talking of Deluxe's overseas business, I press John to tell me more about this growing aspect of the company's activities.

"Around 10% of our sales are now in the United States, and we're working hard to increase that at the moment. The other 90% is in Europe including the UK. On a recent trip to the USA we drove 5,100 miles, training sales staff at Walthers, which is our US distributor and visiting models shops right across the country.

"Most had not heard of us, but were impressed by our products. Some even placed orders there and then, based on a quick demo!"

My visit takes place the morning after the European Union referendum, so inevitably the conversation turns to the possible ramifications of the vote to leave the union.

"We regard ourselves as an international company, based in the UK. Our export activities are supported by the UK Government, but leaving the EU will affect us. It certainly won't make our job any easier; and will affect profitability by reducing efficiency. The EU currently negotiates on our behalf and saves us a lot of work on aspects such as labelling, hazard warnings and conforming to the rules of non-EU partners.

"As well as the USA, we're currently working on increasing sales in Belgium and Poland, we have our first customer in Mongolia and recently received our first order from Iran."



ABOVE: As well as adhesives, Deluxe has developed useful products such as 'Track Magic', designed to clean track and electrical connections.

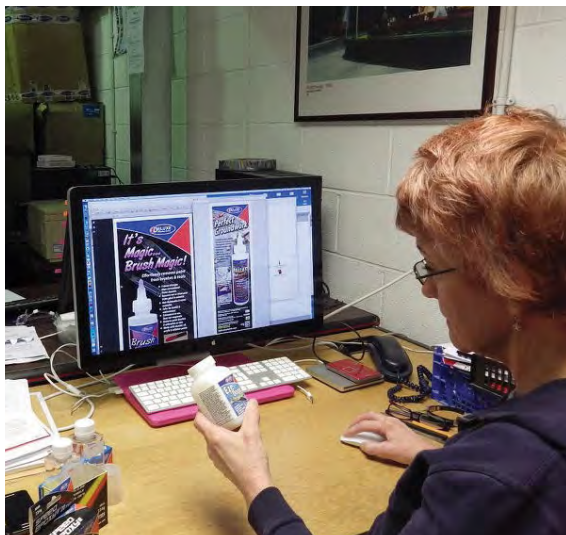
BELOW: Another batch of Rocket Hot (a fast acting cyano glue) is labelled and prepared for shipping out to retailers.

BRM readers will be aware of Deluxe Materials products from the various practical articles we've run over the years, but how important is the model railway hobby to the company?

John smiles and says: "Model railways is now our biggest sector, ahead of radio control and aero modelling.

"We've gone to great lengths to encourage relationships with professional modellers, authors and the specialist press. Trusted individuals can act as ambassadors for our brand. When they use and champion our products,





Suzanne designs the labelling, packaging and promotional material for new products, and revises them as the products evolve.

people listen and they give us valuable feedback on them or tell us what else we should be doing.”

A common theme of my recent feature visits has been innovation; an unwillingness to sit back and accept the existing way of doing things. Deluxe Materials is another example of a company that is doing well because of a positive attitude to its customers, a desire to make its products better and encourage newcomers to get more from their hobby. That can only be a good thing for modellers. ■



ABOVE: Using their knowledge of chemicals, John and Vivienne have developed a range of adhesives for plastics, card, metal, wood and almost any material used by modellers. Railways, aero modelling, doll's houses and radio control cars are among the company's key markets.



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PART ONE

WHAT GOES ON

For more than a century, railway enthusiasts have been organising special trains to visit rarely used lines, sample unusual locomotives or simply have a civilised day out. Such trains offer many opportunities for modellers, as **Ben Jones** discovers.

It's 1964, there's no internet, no smartphones and no enthusiast 'jungle drums' to tell you what you'll see on your trainspotting day out. But, there are murmurings on the platform end about a special train due through today. No-one knows what might be on the front, leading to wild speculation about what it could be. Amongst the regular diet of 'Black Fives' and '8Fs' there's suddenly an unfamiliar whistle as a large 'foreign' locomotive looms out of the distant haze.

"It's a 'Duchess' someone shouts, quickly contradicted as another spotter realises it's something even more exotic - a Southern Region rebuilt 'Merchant Navy' heading for Carlisle with a railtour; not something you see every day in northern England!

In an age where we travel much more widely and more frequently than our forefathers, where standardised multiple unit designs and Class 66s roam to every corner of the network, it's difficult to imagine just how remarkable it would have been to see a Bulleid 'Pacific' so far from home, a T9 double-heading with a 'Dukedog' on the Cambrian Coast Line or a Peppercorn A2 at Exeter.

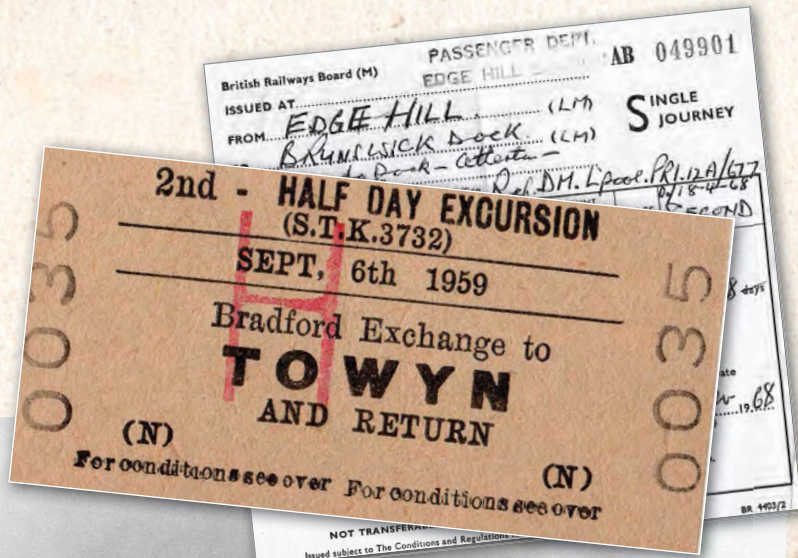
Many of us justify off-region impulse purchases on our layouts by claiming "it's a railtour", but if you're going to run such trains there's plenty of archive material out there to help us do it properly.

EARLY OUTINGS

For many years it was widely accepted that the first privately planned and organised enthusiast railtour was run by the Railway Correspondence & Travel Society (RCTS) from London King's Cross to Peterborough on September 11 1938. It was formed of restored GNR Stirling Single No. 1 and seven vintage 6w coaches recently refurbished by the LNER in connection with the launch of the new 'Flying Scotsman' service in June of that year.



TOUR...



A view that epitomises much of what made railtours of the 1950s and 1960s memorable. 'Schools' No. 30925 *Cheltenham* and Fowler 2P No. 40646 rest at Nottingham Victoria after their return journey from Darlington with 'The East Midlander No. 5' tour on May 13 1962. T.G. HEPBURN/RAS



LEFT: Many tours sampled Scottish Region lines and the interesting variety of pre-BR locomotives that survived into the 1960s. Stanier 2-6-4T No. 42196 simmers under the roof at Ardrossan Winton Pier after arrival with the joint RCTS/SLS 'Scottish Rail Tour' on June 22 1962. This multi-day tour featured no fewer than 21 locomotives covering dozens of lines between Stranraer and Perth. Behind the locomotive are two restored Caledonian Railway coaches. COLOUR-RAIL

BELOW: Long regarded as the first enthusiast organised railtour, this September 1938 RCTS trip took members from King's Cross to Peterborough behind restored GNR Sirling 'Single' No. 1. A set of restored GNR six-wheelers completed the vintage look. RAIL ARCHIVE STEPHENSON



However, recent studies suggest that the Stephenson Locomotive Society (SLS) may have been organising special trains for enthusiasts as early as 1909. The first confirmed SLS railtour visited the extensive Beckton Gas Works internal system on June 27 1925, but a tour of the same facility may have happened 15 years earlier.

The SLS' first main line railtour was actually in the Netherlands in April 1930, but two months later the society arranged for the LNER's 2.27pm Stratford Low Level-Custom House train to be extended to Beckton in connection with another private visit to the giant gas works in east London.

Two years later, the SLS also managed to arrange demonstration runs with the experimental Micheline rubber-tired railcar for its members, one on the Bletchley-Oxford line and another from Ascot to Alton. Little did they know that they were paving the way for what would become a key part of the railway enthusiast experience.

POST-WAR HEYDAY

Formed in Cheltenham in 1927, the RCTS organised around 300 railtours between 1938 and 1985, but the 'golden era' for such trains was undoubtedly the 15 years from 1954 to 1969. Along with the SLS, the Locomotive Club of Great Britain (LCGB), Ian Allan, the Tallyllyn and Ffestiniog Railway societies and many other smaller organisations, hundreds of special trains were run, taking locomotives to unusual destinations, visiting rarely-used or endangered lines and allowing



ABOVE: As this rare view of the tailboard suggests, August 1968 saw the end of BR steam and many tours were organised to mark the occasion. Note the mix of maroon and blue/grey coaches, which was common for tour stock in 1967/68. ROBERT CARROLL COLLECTION

enthusiasts to (officially) visit distant locomotive sheds where they could score plenty of rare 'cops'.

Having dipped its toe in the water in 1938, the RCTS was prevented from further outings by the outbreak of the Second World War. But, as early as May 25 1946 it was back with a visit to the Longmoor Military Railway in Hampshire.

September 30 1950 saw its first main line tour on BR, using 'Schools' 4-4-0 No. 30925 *Cheltenham* (for obvious reasons) on a trip from Holborn Viaduct to Victoria via lines in south-east London and Kent.

II essential models

N Gauge

- 1950s: Dapol BR crimson/cream Gresley/Collett stock, Graham Farish ex-LMS Period III/Hawksworth/Bulleid stock, Graham Farish crimson/cream Mk 1 FO/TSO/RFO/RU/BCK
- Early to mid-1960s: Dapol BR maroon Gresley stock, Graham Farish ex-LMS Period III/Bulleid stock, Graham Farish Mk 1 FO/TSO/RFO/RU/BCK in BR maroon or SR green
- Mid to late-1960s: Graham Farish BR maroon Period III/SR green Bulleid stock, Graham Farish Mk 1 FO/TSO/RFO/RU/BCK in BR maroon, blue/grey or SR green, Graham Farish BR blue/grey Mk 2

OO Gauge

- 1950s: Hornby BR crimson/cream Gresley/Collett/ex-LMS Period III/Hawksworth stock, Bachmann crimson/cream Bulleid stock, Mk 1 FO/TSO/RFO/RU/BCK, Comet Models BR Mk 1 BSO, Hornby 'K' type Pullman Cars, Hornby crimson/cream Pullman observation car
- Early to mid-1960s: Hornby/Ian Kirk BR maroon Gresley stock, Hornby/Bachmann BR maroon ex-LMS Period III, Bachmann Bulleid stock, Bachmann Mk 1 TSO/RFO/RU/BCK/RMB and Replica Railways Mk 1 FO in BR maroon or SR green, Hornby BR maroon Pullman observation car

- Mid to late-1960s: Hornby/Bachmann BR maroon Period III/SR green Bulleid stock, Bachmann/Hornby Mk 1 TSO/RFO/RU/BCK/RMB and Replica Railways Mk 1 FO in BR maroon, blue/grey (post-1965) or SR green, Bachmann BR blue/grey Mk 2.

Railtours don't often appear on exhibition layouts, but part of the running sequence on 'Horfield' (February 2016 BRM) is this authentic-looking SLS tour hauled by a 'Dukedog' 4-4-0. ANDY YORK





No. 30925 was used several times on RCTS tours, most famously working over the Great Central's 'London Extension' to Nottingham Victoria with ex-LMS 2P No. 40646 in May 1962 (see page 71).

Tours became more and more ambitious over the years, extending from one to two days or even more. The five-day 'North Eastern' in 1962 and a ten-day tour of Ireland in 1964 were two of the more extreme examples. The joint SLS/RCTS 'Scottish Tour' of June 1962 used no fewer than 21 steam locomotives of North British, Caledonian, Highland Railway, Great North of Scotland, LMS and BR origin over several days

ABOVE: In 1959, the Scottish Region restored four pre-Grouping locomotives including the legendary Caledonian Railway 'Single' No. 123. On September 5 1963, it leads restored LSWR T9 No. 120 across Balcombe Viaduct while heading from Victoria to Haywards Heath with 'The Blue Belle'.

RAIL ARCHIVE STEPHENSON

criss-crossing routes north of the border.

Famously, the Scottish Region resurrected four pre-Grouping steam locomotives in 1959 to work such special trains; 'Caley Single' No. 123 (above), Highland Railway 'Jones Goods' 4-6-0 No. 103, GNSR 4-4-0 No. 49 *Gordon Highlander* and NBR 'Glen' No. 256 *Glen Douglas* became popular traction for railtours and even ventured south to England on several occasions.

Other famous locomotives liberated from museums to work special trains included GWR No. 3440 *City of Truro* in 1957-61, Midland 'Compound' No. 1000 in 1959, Great Northern 'Atlantics' Nos. 251 and No. 990 *Henry Oakley* for the 'Plant Centenarian' tours celebrating the 100th anniversary of Doncaster Works in 1953 and, of course, GNR No. 1 in 1938.

With no fewer than 24 railtours, 1964 was the RCTS' busiest year. In many cases, these tours were the last train to traverse lines being closed as part of the Beeching cuts.

Locomotives were often specially selected, especially if they were last of their class or goods types that rarely hauled passenger trains. They were normally specially prepared and cleaned for their big day - often by volunteer enthusiasts working through the night. There are far too many examples to mention everything special working, but a few exceptional outings are worthy of a mention.

An Ian Allan Locospotters Club outing to Doncaster Works on April 20 1960 paired No. 1000 and *City of Truro* to work the special train from King's Cross. Unfortunately the GWR 4-4-0 failed on the return leg and had to be removed at Fletton Junction, just south of Peterborough.



A week before the end of BR steam, on August 4 1968, 'Black Five' No. 45305 is escorted by a flagman through a scene of devastation on its route between Edge Hill Junction and Bootle in Liverpool with the LCGB's 'Last Days of Steam' tour. ROBERT CARROLL COLLECTION

On December 2 1962, Beattie 2-4-0WTs Nos. 30585 and 30587 were sent up from Wadebridge to Waterloo to work the 'South Western Suburban' Railtour, along with H16 4-6-0T No. 30517. The tour was so popular that a repeat was run two weeks later.

The 'High Peak' tour of June 27 1964 ran via the Woodhead Route with 'EM1' electric No. 26000 *Tommy* piloting B1 No. 61360 from Sheffield to Manchester. At Parsley Hay, passengers swapped their comfortable coaches for goods wagons for a journey over the Cromford & High Peak Railway with J94s Nos. 68006/012/079 and Fowler 0-4-0ST No. 47006. Due to its unique (if not notorious) features, the C&HPR became a regular destination for tours in the 1960s. On April 30 1967, the last day of operation, the SLS said farewell to the line with a brake van special hauled by Nos. 68006 and 68012.

On June 13 1964, the 'Solway Ranger' took rebuilt 'Merchant Navy' No. 35012 *United States Lines* over the S&C to Carlisle, but the train was also hauled by a 'Black Five', two Ivatt 2MT 2-6-0s, 'Caley' No. 123 and *Gordon Highlander* on a visit to the Silloth branch.

Tours were often fairly sad occasions, marking the end of particular classes or lines. In the late-1950s and early-1960s, pre-Grouping locomotives were becoming a rarity and the final working examples were popular choices to haul tours, either on their home turf or further afield. Many trips also included stops for works visits and depot tours to view locomotives stabled for the weekend or undergoing repair.

Obscure cross-country railways seem to have been a magnet for tours, not least the Stratford-upon-Avon and Midland Joint (SMJR), which was visited by several trains hauled by locomotives as diverse as 'Dukedog' 4-4-0 No. 9015 (April 1955), ex-LNER B12 4-6-0 No. 61572 (October 1963), SR 'U' 2-6-0 No. 31639 and 'Q1' 0-6-0 No. 33006 (March 1965), ex-LMS 3F and 4F 0-6-0s and GWR '61XX' 2-6-2T No. 6111 (September 1964).

From the mid-1950s, as modernisation, dieselisation and line closures began to eat into many older steam locomotive classes, 'Dean Goods', 'Dukedogs', myriad Southern Railway and Scottish 4-4-0s, LNWR 'Coal Tanks', humble 0-6-0 goods locomotives in dozens of forms, Great Eastern E4 2-4-0s and D16 4-4-0s, 'Terriers', O2s and LBSCR 'Atlantics' - to name just a few - had a final day in the limelight.

As redundant steam locomotives started to pass into private hands, a few of those enterprising individuals grasped the opportunity to return their machines to the main line, often repainted into colourful pre-Nationalisation liveries. Locomotives such as *Flying Scotsman*, *The Great Marquess*, *Pendennis Castle* and *Clun Castle* led the way until the BR steam ban of 1968.

Steam traction dominated until 1968, but the RCTS also used 'Brighton Belle' EMUs for a tour of Southern Region lines in 1972 (so popular it had to be run twice), DMUs, diesel and electric locomotives. The various societies also visited lines such as the Romney, Hythe & Dymchurch, the Liverpool Overhead Railway, industrial lines such as ironstone branches in Lincolnshire/



ABOVE: By the early-1960s, pre-Grouping classes were a rarity and in demand for railtours. Ex-GER J15 No. 65476 looks out of place among the EMUs at Chingford with the LCGB's 'Great Eastern Suburban Rail Tour' on April 7 1962. ROBERT CARROLL COLLECTION

BELOW: A rebuilt 'Merchant Navy' at Carlisle Citadel; No. 35012 *United States Lines* prepares for the long journey back south with the RCTS 'Solway Ranger' on June 13 1964. PATRICK RUSSELL/RAS

Rutland and Northamptonshire and the many light railways that were disappearing as the 1950s and 1960s progressed.

Once main line steam had finished in August 1968, those still needing their 'fix' redirected their attentions to industrial lines still using steam locomotives and many special visits were organised to experience these railways in action. Railtours evolved to cater for several markets, including preserved steam locomotives in the early-1970s. We'll look at how to model diesel and electric era railtour operations in Part 2.

MODELLING RAILTOURS

In their early years, railtours were enjoyed by the lucky few who could afford the fares. As a result, they were often short trains formed of whatever spare stock was available (or requested), supplemented in many cases by a restaurant or kitchen car. This makes them an ideal subject for modellers, especially as you can be





fairly flexible about the vehicles used. If you're looking to model a specific railtour, careful research into the formation will be required, although photographs should provide much of the necessary information.

Evidence suggests that vehicles with open saloons, rather than compartments were normally requested for tours. Stanier Period III and Gresley end-door open stock is much in evidence, and from the mid-1950s BR Mk 1 First Open (FO), Tourist Second Open (TSO) and Brake Second Open (BSO) vehicles began to appear. The latter appears in many railtour formations, but is a significant omission from the ranks of RTR models in N and OO. Comet Models can supply a 4mm scale kit.

Maunsell and Bulleid stock appears to have been a common choice for tours originating on the Southern Region, the latter usually mixed with BR(S) green

ABOVE: Brake vans and open wagons were occasionally employed for short-distance tours over lines unsuitable for main line coaching stock. April 8 1966 saw BR 3MT 2-6-0 No. 77005 haul an extensive tour of colliery and other freight lines in Lanarkshire as part of the four-day 'Scottish Rambler No. 5' joint tour. COLOUR-RAIL

Mk 1s by the early-1960s. A mix of ex-GWR stock can be seen in photographs of railtours from the 1950s, including Collett 'bow-end' and 'Sunshine' stock, Hawksworth coaches, although photographs suggest WR tours largely went over to Mk 1s by the late-1950s.

One exceptional tour was the Ian Allan-Trains Illustrated 'Pennine Pullman' of May 12 1956, which featured A4 No. 60014 *Silver Link* over the Great Central route from London Marylebone to Sheffield Victoria, EM2 electric 27002 over the Woodhead Route to Ashburys and an immaculate pairing of ex-GCR D11 4-4-0s Nos. 62662 *Prince of Wales* and 62664 *Princess Mary* over the Calder Valley route and back to Rotherwood Sidings. From there the A4 took over again for the return leg via Retford to King's Cross.

Apart from the impressive motive power, what made this train special was the use of seven Pullman Cars and a former 'Devon Belle' observation saloon (plus a Mk 1 FO to replace a defective Pullman Car and Mk 1 TSO to add extra capacity). A reasonable representation of this train could be assembled fairly easily using RTR models released by Bachmann and Hornby over the last few years.

As the popularity of trainspotting grew towards the end of the 1950s, and British families had a little more disposable income, more and more enthusiasts wanted to take part in railtours. Even from a brief scan of contemporary photographs, it's clear that trains grew from four or five comfortable open vehicles (including a restaurant car) into much bigger trains of 12-14 coaches for the most sought-after trips.

Some RTR coaching stock models are suitable, but for greater variety, it's well worth investigating the ranges of kit manufacturers such as Comet Models and MJT.



Excellent photographic records exist of many tours because frequent stops were made to enable participants to alight for a leg stretch and a few 'snaps'. On July 24 1960, the RCTS Sheffield Branch organised the 'Dukeries Rail Tour' to visit various freight-only lines in the Derbyshire/Nottinghamshire coalfield. Ex-LMS 4F No. 44590 and Ivatt 4MT No. 43145 pose in the sidings at Glapwell Colliery, near Chesterfield, as their passengers scale the spoil heaps for a better view. COLOUR-RAIL



BASIC ACCOMMODATION

While some tours may have enjoyed Pullman standards of comfort and at-seat meals, others were notable for using open goods wagons and brake vans to visit obscure parts of the system. We've already mentioned the Cromford & High Peak line, but tours also ran to destinations such as Wenfordbridge in Cornwall, using ex-GWR '1366' 0-6-0PT No. 1369 and half a dozen BR and ex-GWR 'Toad' brake vans (September 19 1964) and toured the coalfields of Ayrshire and the North East of England in the 1960s.

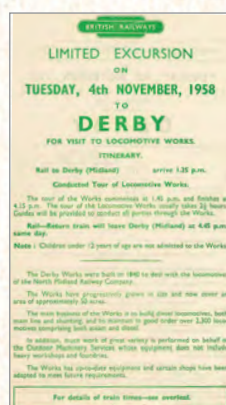
Many tours of private railways and industrial systems such as collieries, gas works and docks used small locomotives and brake vans or open wagons. These are rarely seen in model form, but would be relatively straightforward to re-create using the many RTR and kit brake vans now available, five or six-plank opens, ex-LNER 13t steel 'High' opens or even BR 16t mineral wagons embellished with groups of hardy figures dressed in tweed jackets and gabardine 'macs'.

Another well-documented trip was organised by the RCTS' West Riding Branch on April 9 1960 and offered participants a unique chance to ride on the Hepworth Iron Company's 1½-mile branch from Hazlehead Bridge, on the Woodhead Route, to Crow Edge, high in the Pennines west of Penistone. Yorkshire Engine Co. 0-6-0T *Hepworth* conveyed more than 100 people in five BR shock-absorbing open wagons up the 1-in-25 incline to the remote quarry, shortly before the branch closed.

RAILTOUR SPECIALISTS

Certain locomotives and coaches became inextricably linked with railtours, especially those locomotives

ABOVE: Rare lines, unusual traction and oddities were inevitable targets for railtours; in this case Weymouth Quay was the destination for the 'Wessex Wyvern' on July 8 1956. Ex-GWR 0-6-0PT No. 1368 edges along the famous tramway with a Maunsell 'nondescript' saloon coupled behind. These vehicles appear to have been a regular feature in Southern Region tour formations. COLOUR-RAIL



revived for special duties. As the range of RTR models has grown in recent years, we've seen models of many of these 'celebrities' released, not least by Bachmann and Hornby for the National Railway Museum. Midland 'Compound' 4-4-0 No. 1000, Great Northern Ivatt 'Atlantic' No. 251, GWR No. 3440 *City of Truro*, LSWR green T9 No. 120 and numerous editions of No. 4472/60103 *Flying Scotsman* have been produced. Rapido Trains is working on a high-quality OO gauge model of GNR 'Single' No. 1 for Locomotion Models, which should appear in 2017.

At the opposite end of the scale, Tri-ang's Caledonian 'Single' No. 123 can be obtained secondhand, along with the two CR style coaches restored for railtours in the 1960s. The other three Scottish Region 'stars' require more work as they're only available as kits. The 'Jones Goods' is an old DJH kit, Nu-Cast offers an ex-GNSR D41 which can be adapted for *Gordon Highlander* while PDK Models and Crownline have produced kits of the D34 'Glen'. The same applies to GNR/LNER 'C2' 4-4-2 No. 990 *Henry Oakley*, which can be obtained in kit form from DJH (see Tony Wright's guide to building a 'C2' in August 2016 BRM).

Other suitable OO gauge RTR railtour traction for the 1950s and early-1960s includes Bachmann's forthcoming LNWR 'Coal Tank' 0-6-2T, Oxford Rail's Adams 'Radial' 4-4-2T, the Hornby BR 'Clan', LNER J15, D16/3 and B12/3, Bachmann's GWR 'Dukedog' 4-4-0, LMS 'Super D' 0-8-0, LNER D11 4-4-0, J11 and LMS 3F/4F 0-6-0s plus the various express 'Pacifics' that were (and still are) so popular with 'spotters'.

But it's not just about locomotives; certain passenger vehicles were also particularly suitable and specially



SAMPLE RAILTOUR FORMATIONS 1948-68

- September 6 1953, RCTS 'East Anglian': BR D16/3 4-4-0 No. 62567+Gresley Brake Third Open+Gresley Third Open+Kitchen Car (unidentified)+ Gresley Third Open+Gresley Brake Third Open
- May 12 1956, Ian Allan 'Pennine Pullman': BR A4 No. 60014 *Silver Link* or BR EM2 Co-Co or D11 4-4-0s Nos. 62664/662+Pullman Parlour Third+Pullman Kitchen Third+Mk 1 FO+2 x Pullman Kitchen+Mk 1 TSO+Pullman Kitchen+Pullman Parlour First+Pullman Kitchen+Pullman Observation Car
- April 6 1957 - REC special to Tollesbury Light Railway: J15 0-6-0 No. 65443+BR 20t brake van+3 x ex-LNER 13t steel 'High'+BR 20t brake van
- April 26 1958, Ian Allan 'Pennine Limited': BR No. 71000 *Duke of Gloucester*+Mk 1 FO+Gresley Restaurant Buffet+2 x Mk 1 FO+ Gresley Restaurant Buffet+2 x Mk 1 TSO+Mk 1 BSK+Pullman Observation Car (ex-'Devon Belle')
- April 16 1965, SLS Ayrshire branch lines tour: Hughes/Fowler 'Crab' No. 42739+2 x BR 20t brake van+LMS 20t brake van+6 x BR 20t brake van
- July 25 1965, LCGB/REC 'Thames Valley': BR '8750' 0-6-0PT No. 9773+Bulleid Brake Second+2 x Bulleid Second Open+Mk 1 RB+Bulleid Second Open+Bulleid Brake Second (all SR green)
- August 8 1965, Ian Allan Swindon railtour: GWR 'Castle' No. 4079 *Pendennis Castle*+Mk 1 BSO+Mk 1 TSO+Mk 1 RB+Mk 1 RFO+Mk 1 TSO+Mk 1 BSO
- September 19 1965, RCTS 'Blyth & Tyne': Ivatt 4MT 2-6-0 No. 43057+Mk 1 BSO+3 x Mk 1 TSO+Mk 1 RMB+3 x Mk 1 TSO+Mk 1 BSO
- April 22 1967, Middleton Railway Trust 'Derbyshire Dawdler': BR 'Jubilee' 4-6-0 No. 45593 *Kolhapur*+Mk 1 BSO+3 x Mk 1 TSO +Mk 1 RB+2 x Mk 1 TSO+Mk 1 BSO (all BR maroon)

Q6 No. 63431 runs along the cliffs between Saltburn and Loftus with four brake vans forming the SLS 'Cleveland Limited' on June 8 1963. COLOUR-RAIL

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● Six Bells Junction website: www.sixbellsjunction.co.uk

requested for railtours. After the cessation of the 'Devon Belle', the train's two observation cars lived a nomadic life and could often be seen attached to the rear of excursion and touring trains on the London Midland and, later, Scottish Regions. Hornby has produced this vehicle in various liveries, including BR crimson/cream and maroon.

If you're on the move all day, your train is likely to need some form of catering vehicle. All sorts of kitchen, buffet and restaurant coaches were commandeered for early railtours, many of which can only be re-created using kits – assuming you can identify them correctly from contemporary photographs. Suitable RTR models include the Replica Railways (formerly Mainline) Mk 1 Restaurant Buffet (RBR) or Bachmann/Farish Mk 1 RU and RMB 'miniature buffet'. Hornby's Gresley Buffet car is also suitable, especially in BR blue/grey for 1970s tours. Along with Thompson buffet 1708, these coaches became much requested for enthusiast tours as some of the last surviving pre-BR vehicles in passenger service.

Many modellers spend a great deal of time and effort creating obscure and unusual vehicles for their layouts. Railtours offer many opportunities for scratching this creative 'itch' and recalling favourite days out or famous tours from the 20th century. Next time Pip Dunn looks at the possibilities offered by diesel and electric tours. ■

■ Thanks to Bob Gwynne of the National Railway Museum, Robert Carroll, Paul Chancellor and Brian Stephenson for their assistance with this article. Thanks also to Gary Thornton of Six Bells Junction and to John Debens for giving us permission to reproduce images of classic railtour tickets and handbills.



PART TWO

INSTALL OVERHEAD CATENARY

SHOPPING LIST

MATERIALS

- I 145 degree solder
- I 188 degree solder
- I Solder flux suitable for brass
- I 40 thou sheet styrene
- I 0.45mm nickel-silver wire
- I 0.45mm diameter brass wire
- I 0.7mm diameter nickel-silver wire
- I 0.2 wire strands
- I 2mm diameter brass rod
- I 10BA brass screws
- I 8BA brass nuts and 1 in long cheesehead screws
- I Squadron putty filler
- I PlastiZap CA glue
- I Grey etching primer
- I BR diesel roof grey paint
- I BR post 1964 freight bauxite
- I Pale green paint (Centro green)
- I Black and weathering paints, including frame dirt and roof dirt colours
- I Matt varnish
- I 6mm masking tape

TOOLS

- I Minimum 25W soldering iron
- I Selection of soldering tips
- I Tip cleaning sponge
- I Braided solder mop
- I Sharp modelling knife and spare blades
- I Steel rule
- I Fibre scratch pencil – 4mm/8mm diameter
- I Grade 240, 600 and 1200 wet and dry paper
- I Pin vice
- I Twist drills: 0.3mm to 2mm diameter
- I Needle files
- I Fine nose pliers
- I Clamps (wooden clothes pegs)
- I Black fine tip marker pen
- I Small table vice

Nigel Burkin completes his project to install 1960s West Coast Main Line electrification on his N gauge 'Dudley Heath' layout.

Electrifying an N scale model railway is not as simple as assembling a few portals and popping them across the tracks, as I discovered when adding 1960s electrification to my 'Dudley Heath' layout. It started with researching the electrification of the West Coast Main Line and culminated nine months later in the final assembly of the last portal. The project was time-consuming, but not excessively challenging from a modelling point of view and reasonably experienced modellers can achieve good results with the N-Brass Locos OHLE kits.

Incorporating portals when layout planning is ideal, but I fitted out 'Dudley Heath' retrospectively, even though OHLE was planned from the start. I did some initial checks on the span of the portals and built station platforms and other structures so they would match the width of the three-track portals. Bridges

were modelled as if being prepared for electrification.

When planning, portal and mast locations need calculating for realistic spans. Take measurements to be sure the right portal kit is chosen for each location. It was apparent that few of the portals on 'Dudley Heath' would follow instructions, each one becoming a bespoke model for its location. Ideas of how to better model the OHLE fittings sprung to mind when building and some earlier builds were reworked to match the improved versions.

A variety of etched brass kits for Mark 1-series 25kV AC electrification portals, cantilever supports and fittings are available from N-Brass Locos in both OO and N scale. The portals are available in light- and heavyweight designs with both tall and short legs for a degree of adaptation. Tall portals are usually fitted with hanging pulley supports and shorter ones have overhead



Modelling OHLE in any scale widens the scope for operating different locomotives and multiple units. N gauge modellers can enjoy state-of-the-art models of electric traction such as the Dapol Class 86, Revolution Trains 'Pendolino' and Graham Farish Class 350.

ask the expert

Q What considerations should I take into account when planning a layout with OHLE?

A Overhead line equipment (OHLE) will have an impact on the layout design, particularly structures relating to the infrastructure. In using the Grand Junction line as my inspiration, I could choose from a variety of full-size bridges and structures to create each scene. One thing that struck me was the extra height of the bridges on the layout, particularly the footbridge at the north end of the station. Allowances have to be made for the height of the OHLE wiring (imagined or real); the pantograph and of course the train itself. Many locations in the Black Country had new structures during the 1967 electrification scheme. Before embarking on electrifying your layout, do the existing structures have enough clearance for wires, pantograph and train?

Spacing of portals and masts (the span) is another consideration: How far apart should they be? It will vary depending on line curvature, junctions, structures and other factors. On plain line with gentle curves, the span can be a maximum of 73 metres, and no less than 13 metres. In reality, spacing masts and portals on a model railway becomes a matter of selective compression. A span of 73m works out at 490mm in 1:148 scale. 'Dudley Heath' is only 2.6m long, which means that only five spans could be accommodated on plain track.

Reducing the span to about a locomotive and half a coach length on plain track introduces the same level of selective compression as the rest of the layout. Furthermore, the closer spacing better suits the sharper curves and tighter junctions typical of a model railway.

The height of the register arms and contact wire from the rail is the next consideration. In scale terms, the maximum is 4.8m (16ft) or approximately 32.5mm. The distance between registration arms and rail should be as standard as possible, even under bridges and structures, something which must be carefully considered when first building the layout.

Clearance should be allowed for line side equipment such as cable troughs, drainage, equipment cabinets and signals so sight lines are maintained. A three-track portal may be a better fit for a double track main line than a two-track portal (unless masts and cantilevered arms are being used). Also, allow for the greater clearances required on sharp curves with Mk 3 coaches and long wagons. A three-track span may be a better fit for a curved double-track main line.

Correctly positioning the hanging register arm assemblies (the vertical mounting pole and registration arm itself) and pulleys on the portal is an important detail which requires study of full size portals. As a rule, the register arms and pulleys are fitted to the side of the portal facing approaching trains; although there are exceptions! Consequently, the assemblies would not normally be all fitted to the same side of the portal unless there are clearance issues (unlikely). There may be some alternating between register arms and pulley assemblies depending on local variations. Lower portals fitted with overhead pulleys will have the register arms assemblies facing approaching trains on high speed plain line.

Register arm assemblies are fitted where there is room, particularly with wiring cross-over at diverging junctions where there is more than two register arm assemblies bolted to the portal to support wires and linkages.

pulley supports or are mounted on raised structures such as station platforms.

One feature common to much of this style of OHLE compared to later Mark 3-series high speed equipment is the separation of the upper support wire from the lower contact wire (encumbrance or system height) which can be as much as 6ft.

Before placing an order, photographs of the Grand Junction line were examined to see how portals were used and which types were used in stations, junctions and plain line situations. Long portals are used to clear station platforms and junctions with more than enough clearance on either side of the permanent way. A lightweight portal can follow a heavyweight and cantilevered masts are inserted where additional support is necessary. As a result, 'Dudley Heath' has a variety of portals and was a kit-bashing paradise.

Bending formers were added to the shopping list to help with folding and assembly of the 20-odd portals. The catalogue numbers of N-Brass Locos portals are in parenthesis:

PORTALS

- Three-track (86mm span) heavyweight portals (2523)
- Four-track (127mm span) heavyweight portals (2525)
- Twin-track (67mm span) lightweight portals (2530)
- Three-track (92mm span) lightweight portals (2532)
- Four-track (132mm span) lightweight portals (2534)

OTHER FITTINGS

- Hanging register arm sets (2585)
- Cantilever masts (6ft encumbrance fittings) (2500)
- Bending formers for accurately folding the portal etchings

BELOW: Overhead line equipment or OHLE has to be planned into the layout theme from the start to allow sufficient clearance for wires (real or imaginary) and the locomotive pantograph too. Whilst OHLE can be incorporated before the scenery stage, it is not difficult to retrospectively add OHLE to the layout after scenery has been completed.



INSTALLING PORTALS

I used 2mm diameter brass rod as mounting spigots. Lengths of 30mm were soldered to the legs of each portal. A brass tube with a 2mm inner diameter was chosen to complete a secure mounting method allowing the portals to be easily removed and replaced. Fitting the portals to a layout with scenery and structures in place made measuring the hole positions awkward. If the mounting tube was slightly out, the portal etch would be under stress. Fitting a mounting tube for one leg only, leaving a wider, looser hole for the other worked a treat.

Holes were drilled through the baseboard top with care to avoid equipment underneath. If an area is too congested to allow the desired portal span, consider moving the equipment (such as point motors) rather than compromise on portal spans and fittings.

Each portal is identified with a number plate on the rear leg, identifying which way round the portal should be replaced after cleaning and maintenance. Each mounting hole is identified on a plan with the number of the portal belonging to it.

ENHANCEMENT WORK

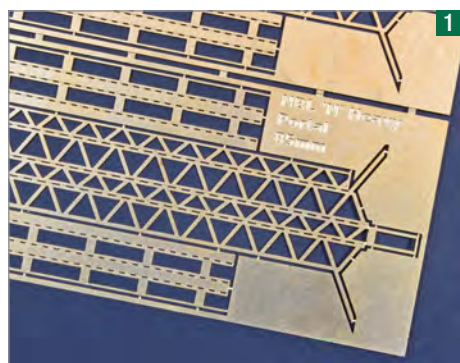
Each register arm etch is supplied as a two-part assembly which is soldered together to give the piece some bulk. Unfortunately, the manner in which the assemblies are laid out in the etch means that some have very short mounting poles to attach to the portal. In the end, I used 0.7mm diameter nickel-silver wire for the

pole, with the registration arm and insulator soldered to the end of the wire. The wire was cut over-length to allow for adjustment.

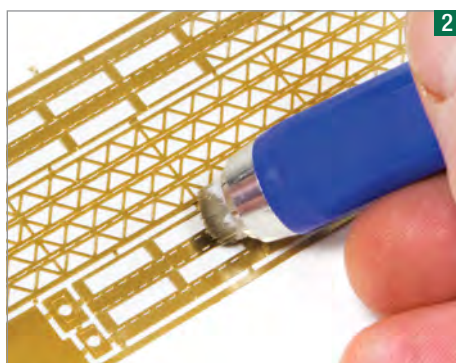
Working out track centre lines with masking tape for each portal ensured registration arm assemblies were fitted in the correct position. Fittings had to be at a standard height to allow pantographs to be operated in a raised position just below the level of the registration arms. A height gauge made from 40 thou' styrene set the height at 35mm allowing room for error and slightly overscale pantographs.

The kits are a great foundation for modelling more complex structures such as junction portals, those fitted with tension weight pulleys for wire overlap, line isolators and transformer equipment. One of the portals fitted to 'Dudley Heath' has isolators for a diverging line and another has bus bars for energising a second set of wires at the start of a line. There are also single masts with anchors to secure the end of wiring at junctions. NBL components can be used to create these structures together with 0.45mm and 0.7mm diameter nickel-silver wire, H-section brass rod and 10BA screw thread.

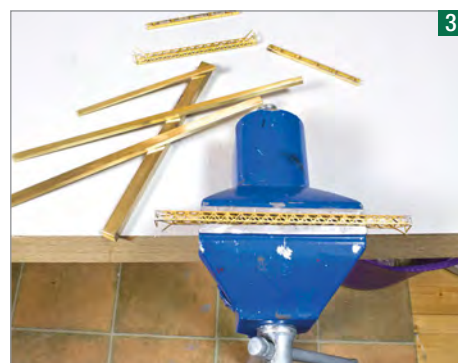
Painting the portals depends on era and the age of equipment. Records indicate that Mark 1-series portals were galvanised from new which explains why they have lasted so long. In recent years, portals and masts are painted light grey or patchily painted or primed as if ready for repainting. I painted mine with Phoenix Precision grey etching primer and a coat of light grey. ■



An N-Brass Locos N gauge heavy-weight portal etch. Folding is aided by a mix of half etch lines and holes. Thin tabs hold the etch in the fret which are easily cut.



Prepare each NBL portal etching for either glue or soldered construction by cleaning it with a fibre scratch pencil.



The bending formers supplied by NBL for its portal kits are strongly recommended, along with a bench vice for folding the long thin etchings.



A small bench vice was used to hold etchings and bending formers securely when forming each bend. Use pieces of wood to protect the etch if it has serrated jaws.



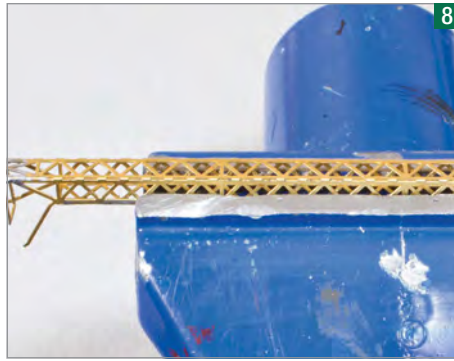
The bending former is placed against the lower edge of the half etched line and etched holes. Solder fills as much of the folding holes as possible.



Use an off-cut of plywood to fold the brass around the bending former to avoid distorting it.



All that remains to form this portal span is to cut a piece of plywood to the exact length of the etching to make the last fold and complete the assembly.



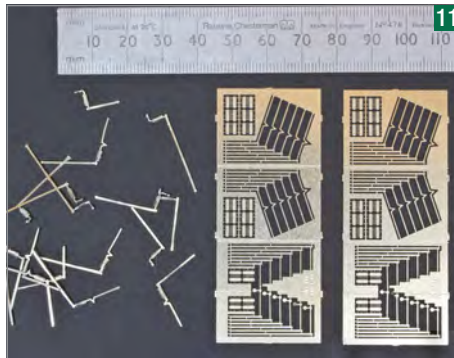
The bending former is removed from the portal span. Solder is applied to the join. Note the effect of the fold line holes along the edge of the portal assembly.



Flux is important to allow the 188 degree solder to flow along the join, leaving a thin layer. Wooden clothes pegs make excellent clamps.



Another view of a long four-track lightweight portal span held with clothes pegs whilst the join is completed with solder.



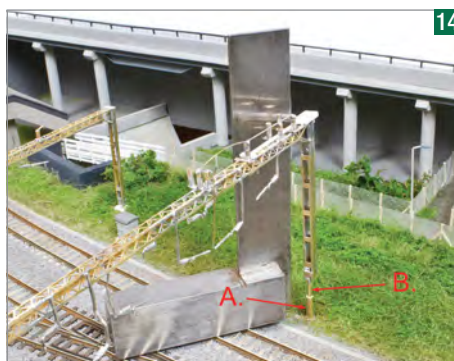
Register arm assemblies and pulleys are soldered together from etched nickel-silver parts. Register arm mounting poles are replaced with 0.7mm diameter wire.



With care to avoid equipment located under the baseboards, a first hole is drilled through the baseboard top for fitting mounting tube.



The completed portals are fitted with mounting spigots of 2mm brass rod which slot neatly into metric brass tube on one side only. A looser hole is made on the other.



The tube (A) is slotted onto the portal mounting spigot (B) to check it slides on and off freely. A jammed mounting spigot is not desirable. Take care when gluing into place.



An engineers' square helps keep the installation square. Add pieces of styrene to the portal legs to represent a concrete mounting plinth.



First installation of portals with clearance checks on the curve. Portals are situated closer together at junctions and curves. Centre lines are yet to be established.



Masking tape is used to indicate the centre line of each track so the register arm and pulley assemblies can be fitted in the correct position, allowing for wire stagger.



Junctions make for interesting portals. This long four-track portal has five sets of register arms, four of which relate to the junction and cross-over of the wires.



NBL three-track lightweight portals span the tracks and platforms of the second station on the layout perfectly and give an authentic WCML look.



Masking tape has been used to mark in the track centre lines in the station area before the register arm assemblies were fitted.



Gauges are one way of fitting register arm assemblies at a constant height from the rail right across a layout and avoiding inconsistencies that might damage pantographs.



The etched register arm assemblies were modified with new mounting posts of 0.7mm diameter nickel-silver wire.



A centre-line was drawn on the register arm height gauge to position each arm. The top of the gauge is the width of a Dapol pantograph head.



Setting registration arms to a standard height allows the operation of the unsprung Dapol pantographs. A gauge sets the height of the pantographs correctly.



Single masts are also fitted with mounting spigots which are slotted into a tube set into the baseboard. This allows for easy removal for cleaning and transport.



Using the correct OHLE components adds character to a layout and helps create the appearance of a secondary main line in the West Midlands.



Portals fitted to plain line are spaced roughly a locomotive and half a coach length apart. The Farish '350' runs south under the twin-track portals.



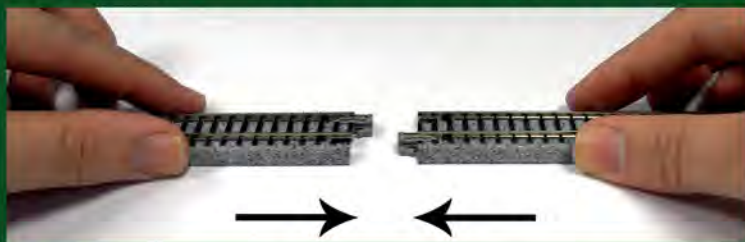
Photographs were an important part of OHLE installation. Numerous images were examined to identify portals that were not straight and level in relation to other structures.

TEN CONSTRUCTION TIPS

- 1) Use 145 and 188 degree solder together with flux to build the NBL portal kits whenever possible. The resulting assembly will be the stronger for it!
- 2) Use bending formers to assemble the portals - it will make the job so much easier
- 3) If liquid flux has been used with solder to build the etched portals, take the time to thoroughly wash each completed portal and remove traces of it. Clean your tools and bending formers of flux traces at the same time.
- 4) Grade 600 wet-and-dry paper is perfect for cleaning portal assemblies and preparing them for painting
- 5) Some portal kits have half-etch lines in the legs to enable them to be shortened for mounting on platforms. This is a weakness in the design which should be reinforced with solder or glue during assembly
- 6) The register arm etchings are supplied with additional insulators which can be used to further detail the OHLE
- 7) The vertical mounting poles of register arm assemblies may be replaced with 0.7mm diameter nickel-silver wire for a better appearance
- 8) Make height gauges for setting pantograph and registration arm heights to a consistent level
- 9) Apply a tiny drop of silicone lubricant to each mounting tube so portal spigots do not become jammed in place.
- 10) Prime the portal assemblies with etching primer before painting to prevent 'silvering' from paint rubbed away from corners and edges.

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K20-101 Ground Level Radius 248mm Curved Track 15 Deg (4)	£5.25	K20-420 Single Straight Viaduct Track 124mm (2)	£6.00	K24-817 S Joiners (20)	£3.75
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K20-120 Ground Level Radius 315mm Curved Track 45 Deg (4)	£6.75	K20-431 Single Track Truss Girder Bridge 248mm Green	£9.50	K24-826 AC Extension Cable 90cm	£2.35
K20-121 Ground Level Radius 315mm Curved Track 15 Deg (4)	£5.25	K20-432 Single Track Truss Girder Bridge 248mm Grey	£4.35	K24-827 3 Way Power Extension Cable 90cm	£3.75
K20-130 Ground Level Radius 348mm Curved Track 30 Deg (4)	£6.75	K20-440 Single Straight Viaduct Track 62mm (2)	£4.35	K24-828 Double Track Power Leads (2)	£6.25
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K20-170 Ground Level Radius 218mm Curved Track 45 Deg (4)	£6.00	K20-461 Single Track Deck Plate Girder Bridge 124mm Green	£7.50	K24-843 Power Cable 90cm	£2.35
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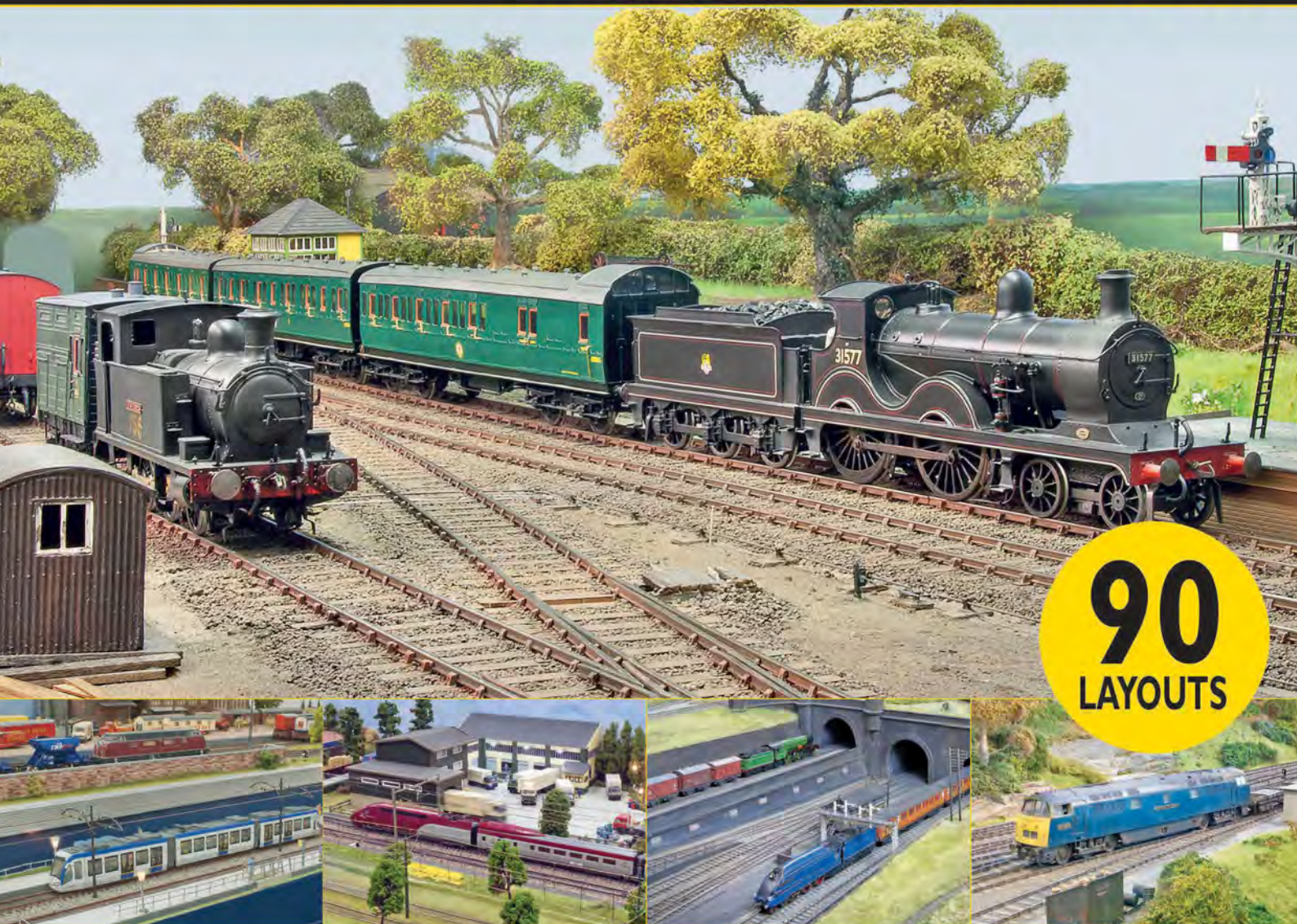
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FOUR RAILCARS AND GWR 'MOGUL' FROM HELJAN



An astonishing renaissance in ready-to-run O gauge looks set to continue with Heljan announcing plans to release a GWR '43XX' 2-6-0 and no fewer than four different designs of BR diesel railcar.

In development are 1:43.5 scale models of the Pressed Steel Class 121 single railcar, Class 117 three-car suburban DMU, Swindon Class 120 Cross-Country DMU (two and three car versions) and the Gloucester RCW Class 128 Diesel Parcels Unit (DPU).

Of the quartet, the '128' looks to be furthest advanced with six versions announced covering two Western Region BR green vehicles, BR blue M55994, weathered BR blue W55991 plus 'Version 2' DPUs M55995 in BR blue and Royal Mail red 55993. Delivery is expected in the fourth quarter of 2017 with an RRP of £579.00. Heljan has already offered numerous versions of this popular railcar in OO gauge. Target prices are £579.00 for the single railcars, £800.00 for two-car sets and £1,100.00 for three-car Class 117s and 120s.

Also now confirmed is a GWR Churchward 'Mogul' to follow the GWR 'Large Prairie' due later this year. T '43XX' 2-6-0 will be offered in early GWR and later BR versions covering three GWR liveries (Great Western, 'shirtbutton' monogram and GWR tender lettering), plus four BR models covering plain black and lined green with the early emblem, lined green with the late crest and late crest unlined green. The models are based on

prototypes from the Nos. 4321-99 and 5300-83 series. RRP is £799.00.

The Gauge O Guild's Guildex at Telford also saw Heljan announce six additional centre headcode Class 37s for O gauge in response to customer demand. Despite the model having an unrefurbished bodysell with bufferbeam cowlings, the '37/0' will be offered in BR large logo blue, 'Dutch' grey/yellow, Railfreight 'Red Stripe' grey and post-1987 Railfreight triple grey with Coal, Distribution and Petrochemicals sector logos. All are due in the first quarter of 2017 with an RRP of £699.00.

Heljan has announced that the chassis of its Class 03 diesel shunter may also be used as the basis for a Drewry Class 04 in due course. Both will follow the O gauge Hunslet Class 05 0-6-0DM, seven versions of which are now expected in the third quarter of 2017.

W www.heljan.dk



TELFORD GUILDEX

The Gauge O Guild's 60th anniversary show in September was one of its busiest, showcasing some great layouts and an ever-increasing choice of O gauge ready-to-run models and kits. **Cliff Williams** reports.

LEE MARSH MODEL CO.



LEE MARSH

The first sample of the GWR '517' 0-4-2T - expected in early-2017 - was shown and features inside motion and superb attention to detail. Examples of the sold-out GWR clerestory coaches were on display too.

A brass GWR '57XX' Pannier Tank was announced. Also due early in 2017 is a BR 9F 2-10-0, followed by a GWR 'Castle' and LNER A1/A3. Debuting at the show were advanced 3-D designs for a brass LNER/BR A4. All models have factory-fitted DCC sound.

W www.leemashmodelco.com

HELJAN 'LARGE PRAIRIE'



A first complete sample of Heljan's first ready-to-run O gauge British steam locomotive was also shown at Telford. The GWR/BR '61XX'

2-6-2T will be available in 2017 in GWR green, BR black and BR unlined or lined green liveries. Five numbered and several unnumbered 'Large Prairies' will be produced, the latter available exclusively from Tower Models in Blackpool.

W www.heljan.dk

MASTERPIECE MODELS

On display were painted samples of the GWR '45XX/4575' 2-6-2T and RTR brass BR 'Castle' 4-6-0s. Unpainted samples of the GWR '2884', '38XX' and '47XX' 2-8-0s, 'Grange' and 'Hall' 4-6-0s were flown in from Korea.

Outline drawings for an RTR brass 'Western' diesel-hydraulic, with sprung bogies, all-axle drive, full lighting and internal detailing were on show.

Masterpiece's GWR Pannier Tank is at the design stage. Future models include a BR Standard 5MT 4-6-0, LNER/BR A1/A3, LMS rebuilt 'Scots/Patriots' and 'Jubilees'.

W www.masterpiecemodels.co.uk



CLIFF WILLIAMS

DAPOL/LIONHEART

Having merged with Dapol (see October BRM), Lionheart will continue to produce RTR brass O gauge locomotives. Its next batch of GWR '45XX/4575' 2-6-2Ts will enjoy a lower price of £899 for DC and £999 for DCC sound, thanks to

a hybrid design mating fully soldered brass bodies to tooled, die-cast chassis. A BR Standard 3MT 2-6-2T has also been added to the range and is expected in 2018. Announcements of other Lionheart re-runs will be made in due course.

W www.dapol.co.uk

L.H. LOVELESS/55H

Lawrie Loveless and John Riley had their new '55H' joint project BR Standard 9F on show.

An RTR brass model with a choice of tenders and different numbers can be supplied in BR black for £2,000.00. BR lined green No. 92220 *Evening Star* costs £2,200.00. DCC sound is an optional extra for both. 55H is hoping to proceed with a BR 'Britannia' and *Duke of Gloucester* built to similar standards.

Drawings of the rebuilt LNER/BR W1 4-6-2-2, which will be added to an upcoming A4 production run. BR period A3s and more P2s are planned including No. 2001 *Cock O' The North* and new-build No. 2007 *Prince of Wales*.

A side elevation of Victoria Bridge from the Severn Valley Railway was shown, to be produced in single and double track format, the latter replicating the Albert Edward Bridge further up the River Severn. Design work on the brass bridges is complete, with prices to be announced.

W www.loveless.co.uk



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CLIFF WILLIAMS



JLTRT

JLTRT's latest kits depict 'Warwell' and GWR 'Rectank' wagons and feature a simple design for fast construction. The company also showed off the first of its military loads - a 'Crusader' tank - for the new wagons, which are available now at £89.95 each.

Other new models included a painted sample of the NBL D600 'Warship' A1A-A1A diesel-hydraulic kit allowing all variants of D601-604 to be built (£450.00). Its first resin steam locomotive

kit - a GWR/BR 'Dukedog' 4-4-0 was unveiled, priced at £450.00 allowing steam outline models to be built more easily and quickly.

Coming soon is the first variant of the Brush Type 4/Class 47 kit covering the first batch of ten (D1500-09) with three large cantrail grilles. Delivery is expected for Christmas, priced at £450.00, with later versions to follow over the following six months.

[W www.justliketherealthing.co.uk](http://www.justliketherealthing.co.uk)

THE LITTLE LOCO CO.

The Little Loco Co. displayed its first painted sample of the BTH Type 1 (BR Class 15) Bo-Bo. Utilising a heavy die-cast chassis with injection moulded body, working lights and a detailed cab interior, the shape and finish looked good. It will be available in all green, green with small yellow panel or green with full yellow ends. The model will cost £375.00 with delivery expected at the end of this year.

[W www.littleloco.co.uk](http://www.littleloco.co.uk)



CLIFF WILLIAMS

MINERVA MODEL RAILWAYS

Minerva displayed well-received samples of its 'Victory' Class 0-6-0T available in a choice of three liveries from next year. Its big announcement was the start of design work on an RTR GWR '57XX/8750' pannier tank with die-cast chassis and injection moulded plastic body with crew. Delivery is expected in mid-2017 with prices starting at £230.00. DC, DCC Fitted and sound options will be offered for all models.

To cater for detail variations, four batches will be produced, starting with the '8750' variants with later cab design, welded tanks and late pattern injectors in GWR and BR liveries. Three further batches will cover the '57XXs' with riveted or welded tanks, with/without top feed and early or late pattern injectors. Models will feature more than 200 body components, a high-torque motor with 40:1 gearing, sprung buffers/drawgear and finescale wheels.

[W www.minervamodelrailways.co.uk](http://www.minervamodelrailways.co.uk)

DJH MODEL LOCO



This kit specialist was displaying its new LNER/BR D49/2 4-4-0, now available in kit form for £475.00 or ready-to-run as a 'DJH

batch built' model starting at £1,699.00 for BR lined black. The final variant in DJH's LNER 4-6-2 collection is also now available; the 1951-61 period Thompson A2/1 (below) can be obtained in kit form for £575.00 or built to order for £2,995.00. Both kits follow the standard DJH format of etched brass and whitemetal components with wheels, motor and gearbox sourced separately.

A conversion kit for the forthcoming Heljan centre headcode Class 37 has been developed, allowing conversion to a refurbished Class 37/4. Planned release of the pack is early-2017, with an expected cost of £80.00.

[W www.djhmodelloco.co.uk](http://www.djhmodelloco.co.uk)



DJH



GAUGE O GUILD EVENTS 2017

GOG runs several major events for 0 gauge modellers every year. See www.Gauge0guild.com for more information.

- March 4 2017: Guild Spring show, Kettering Leisure Centre
- June 3 2017, Guild Summer show, Doncaster Dome
- September 2/3 2017, Guildex Annual Convention, International Centre Telford

[W www.gauge0guild.com](http://www.gauge0guild.com)

REVOLUTION ROLLS OUT 'B TANK' AND 40FT HI-CUBE' IN N



Revolution Trains is to produce its first steam/diesel transition era model - a 35t 'Class B' fuel tank in 1:148 scale - as well as a 40ft 'Hi-Cube' container for modern intermodal traffic.

The 'Class B' tank is being designed by Colin Allbright, formerly chief designer at Graham Farish, and will be manufactured in China. It will feature a plastic weighted deck, separate photo-etched and wire detail parts and body-mounted NEM couplers with kinematic pivoting sockets. The tooling has been designed to allow both the original and updated suspension types to be modelled.

The design could carry bulk liquids faster and in greater quantities than any comparable design, and hundreds were built between the mid-1950s and early-1960s.

Liveries will be Esso black, Mobil/Charrington red, plain black, 'Regent' and 'Texaco' black and United Molasses blue/brown. They will be available singly or in triple packs, priced at £19.50 and £58.50 respectively.

Revolution is also teaming up with

C-Rail Intermodal to produce 40ft hi-cube containers in N. Now the world's most common container type, the stepping effect seen when they are mixed with standard height containers is a characteristic feature of modern intermodal trains.

Mike Hale of Revolution Trains said: "The 40ft Hi-Cube is a missing link for those modelling intermodal trains in British N, so this product fits perfectly with our ethos of filling the gaps the mainstream manufacturers can't. Although optimised to fit our KFA flat, this model will be compatible with any suitable wagons already available in N."

The boxes will be offered in six versions - Maersk, MSC, UASC, Hamburg Sud, Evergreen and Hanjin - reflecting the most numerous types observed. CAD work is complete and it is anticipated that the containers will be ready early next year. Orders can be placed via the Revolution website now.

W www.revolutiontrains.com

GAUGEMASTER 'UNITY' CONTROL SYSTEM UNVEILED

Gaugemaster has announced a new system of modular components designed to offer modellers a 'contemporary and stylish' solution for controlling trains, sounds, points and accessories. At the heart of the system is the UNITY-P 4Amp supply. It will provide power for the UNITY-T push-button turnout controller capable of controlling up to eight turnouts, UNITY-C twin-track controller (due Winter 2016), UNITY-L lighting unit and UNITY-S sound controller (due early-2017). All will feature screw terminals for solderless connection.

UNITY-L is programmable and will feature built-in lighting effects. A range of plug-and-play LEDs will be added later. UNITY-S will allow the creation and control of background sounds. Users will be able to record their own sounds or use pre-loaded files. There's even a microphone jack, so you can announce your own trains!

Gaugemaster has also acquired the range of 4mm scale LED lighting from DCCconcepts. Ranging from Victorian gas lamps to modern station lighting, wall-mounted lamps, replacement LEDs and more, the products will be offered at new, lower prices shortly.

W www.gaugemaster.com

NEW SUPPLIER TO PRODUCE PGA STONE HOPPER



Cavalex Models is the latest name to join the growing ranks of independent ready-to-run model suppliers. The company has revealed that its first project is a OO gauge model of a Standard Wagon Company 51 tonne PG012A two-axle hopper, built for Redland Aggregates from 1979.

Still in service today with Lafarge, these wagons can be seen right across England, delivering stone from Mountsorrel Quarry in Leicestershire. Cavalex points to the shortage of good quality modern 4w hopper wagons in OO gauge and the long working life of these wagons, spanning the BR blue, Sectorisation and privatisation eras, as the main reasons for its selection.

Design work is complete, but Cavalex is now seeking feedback from potential customers before it goes into production. No prices or delivery dates have yet been announced, but updates will be posted on the Cavalex website and at www.rmweb.co.uk.

W www.cavalexmodels.com



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1 DAPOL 2S-008-011 LNER SILVER/GREY A4 NO. 2512 SILVER FOX

➤ Dapol's N scale Gresley A4 has been around for a few years, but only in late LNER and BR condition. The latest batch of releases fills the gap by introducing new versions complete with original streamlined valancing over the wheels. Shown here is LNER silver/grey No. 2512 *Silver Fox* in original 1935 condition. LNER garter blue, lined apple green and, of course, LNER blue No. 4468 *Mallard* are also being produced. Delivery is expected imminently. Look out for Tony Wright's review in December **BRM**.

Price RRP £146.30
W www.dapol.co.uk

2 GRAHAM FARISH BR/EE TYPE 4/CLASS 40 1-C0-C0-1 DIESEL

➤ The International N Gauge Show offered a first opportunity to study the all-new Farish Class 40. It will feature a coreless motor, working cab interior lights (both firsts for a British N diesel), directional, switchable headcode marker and tail lights with realistic fade in/out, a Next18 decoder interface and optional 'Easy Fit' DCC sound with wireless connection to the chassis PCB. Disc and centre headcode versions will be offered as well as two body styles with both types of boiler port.

Price RRP £TBA
W www.bachmann.co.uk

3 DAPOL BR/LEYLAND CLASS 142 'PACER' TWO-CAR RAILBUS

➤ Several years in the making, this model is moving closer to completion and factory-decorated samples are expected shortly. A hand-assembled EP sample showed that several important detail differences have been incorporated into the tooling, not least the two styles of roof for 142001-049 and 142050-096 (three ribs) and both original folding and later twin-leaf doors. Dapol's excellent telescopic gangway system is also fitted as standard. DC and decoder fitted options will be offered too.

Price RRP £114.95
W www.dapol.co.uk

4 BACHMANN 37-326C RMC ORANGE JGA BOGIE STONE HOPPER

➤ Returning to the Bachmann OO range after a long absence is the impressive JGA bogie stone hopper. Presented for the first time in weathered RMC orange/grey livery, it features superb printing and multi-toned weathering. Overall looks and detail are excellent and a train of these wagons makes an imposing sight behind a pair of Bachmann Class 37/5s, a Class 66 or a Hornby Class 60. The real JGAs worked over a wide area, delivering Derbyshire limestone to sites in the Midlands and southern England.

Price RRP £42.95
W www.bachmann.co.uk

5 HORNBY R3502 VIRGIN TRAINS CLASS 43 HST PACK 'NRM 40'

➤ To celebrate the 40th anniversary of the National Railway Museum, Virgin Trains East Coast unveiled a specially decorated HST power car earlier this year. VTEC 43238 is now the subject of an exclusive OO pack for Locomotion Models. Paired with 43312, it features a number of authentic details including the two-piece cab door windows and revised roof/exhaust arrangement. Ideal for use with Hornby's VTEC Mk 3s. Stocks were already running low as this issue went to press.

Price £220.00
W www.locomotionmodels.com

6 DAPOL VOSSLOH/ DRS CLASS 68 B0-B0 DIESEL (OO GAUGE)

➤ Among the N scale items in Dapol's display was the latest factory-decorated sample of its OO gauge Class 68 diesel. Apart from a few final tweaks to the complex 'Compass' livery, the model is now complete. Two DRS, ScotRail 'Saltire' 68006/007 and two Chiltern Railways grey/silver models will be released, with DCC Ready, decoder-fitted and DCC sound options for every model. Fine details to look out for include the etched windscreen wiper, factory-fitted nameplates and fine etched grilles.

Price From £145.55
W www.dapol.co.uk

1 MASSOTH 8415001 PULSED SMOKE UNIT FOR ROUND BOILERS

Available now from Massoth stockists is this re-designed smoke unit combining pulsed exhaust smoke with cylinder steam. With an outside diameter of 30mm, the unit is suitable for O gauge and larger. Temperature and run dry protection are integrated for safe operation.

Price £POA

W www.massoth.com

2 METCALFE P0320 4MM SCALE MAIN LINE STATION AND P0341 CANOPY

Recently revamped by card kit manufacturer Metcalfe is this stone-built station booking office with add-on platform station and canopy section. The kits benefit from intricate laser-cut detailing for ultra precision and are modular, allowing any length of station to be represented.

Prices P0320 £22.99, P0341 £15.99

T 01729 830072

W www.metcalfe-models.com

3 SCALE MODEL SCENERY LX083-00 AUTOMATIC TICKET BARRIER KIT

Scale Model Scenery has produced this laser-cut modern image automatic ticket barrier for 4mm scale. The pre-printed detailed kit builds up into seven barriers, using paper, laserboard and MDF to build up to six regular ticket barriers and a wider disabled or parent and child barrier. Each barrier set has two doors.

Price £4.99

T 01530 456952

W www.scalemodels scenery.co.uk

4 BARLEYCORN DESIGNS WARM WHITE LED INTERIOR LIGHT UNIT

Now in stock with Barleycorn Designs are these single unit LED lights to illuminate buildings. Twist the base to switch on or off. Fully submersible (if required), the two CR2032 coin cell batteries supply enough power for up to two days of constant use.

Price £1.99 each (£5.00 for three)

T 01603 398 163

W www.greateasternmodels.co.uk

5 PIKO 55041 SMARTCONTROL SYSTEM (DCC HANDSET ONLY)

Developed for Piko by ESU, this revolutionary DCC handset operates Android 4.1 to control an entire model railway via its dedicated app. Its 3.2in TFT display and throttle wheel combine to provide the user with a choice of traditional or screen control of locomotives. Its internal database can store the details of 16,000 locomotives. Available from Gaugemaster, a full review will appear in **BRM** shortly.

Price £339.95 (£389.95 with starter set)

T 01903 884488

W www.gaugemaster.com

6 SEVERN MODELS D12 1:76 SCALE ETCHED BRASS PYLON KIT

Now in stock and part of the range of etched brass kits offered by Shropshire-based Severn Models is this impressive electricity pylon. Designed to be assembled with either solder or superglue, the locating tabs help the builder to construct its intricate shape in a simple way in just a few hours.

Price £48.00 + £2.25 P&P

W www.severnmodels.com



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REVOLUTION TRAINS TEA BOGIE TANK



Crowdfunding has been treated with some apprehension by the model railway hobby. Many attempts to 'kickstart' model projects have fallen at the first hurdle, but the method seems to have gained some traction recently with N scale modellers. Leading that movement is Revolution Trains, set up by Ben Ando and Mike Hale, well known through their work for the N Gauge Society.

Their record of delivering quality models and some excellent PR work has helped them to overcome the fears of potential customers and push on with several projects, most notably a run of RTR Class 390 Virgin Pendolino EMUs. However, the first Revolution models to reach modellers are TEA bogie tank wagons, being produced in a range of colourful liveries seen over the last 15 years. Although the order book is now closed, we thought they were worth a close look to see what level of design and detail Revolution is delivering.

Kindly supplied by Ben and Mike for review is VTG88143, decorated in the wagon leasing company's dark blue livery. Built from the early-2000s to replace earlier generations of TEA bogie tanks dating from the late-1960s onwards, there are several variants of the new TEAs, but all are visually similar, apart from differences in discharge gear and walkways. Revolution's model represents wagons built for VTG by Greenbrier from 2006. Supplied singly or in selected triple packs, Revolution's TEAs have been produced in VTG grey, VTG red, Freightliner green, EWS light grey, Greenergy blue/green (triple pack) and ex-Freightliner green with VTG branding.

Revolution has worked with Rapido Trains to design and manufacture these models, and the Canadian company's eye for fine detail is immediately evident. Components such as the photo-etched metal catwalks and discharge gear constructed from separate plastic and wire parts really shout 'quality'. However, the flip-side of such fine detail is that the models must be handled carefully. In fact, Revolution recommends

FACT FILE

I MODEL Revolution Trains
VTG blue TEA bogie tank
wagon VTG88143
I AVAILABILITY Sold Out
I WORDS Ben Jones
I PHOTOGRAPHS
Tony Wright

keeping any handling to a minimum.

Our sample showed signs of excess 'flash' on the ladders at one end of the tank - on other models it might not even raise a comment, but the quality shown elsewhere on the TEA made it stand out.

The overall look and shape compares well with published information and components such as the Axiom Rail TF25 low track force bogies are beautifully rendered. Free-running metal pin-point axles are fitted, along with detachable Rapido couplers in kinematic NEM pockets that allow close-coupling and operation on tight curves. Our sample ran faultlessly at the head of a long train - useful as the real wagons operate in block trains of up to 30 vehicles. However, the model's *pièce de résistance* (and apparently the bane of Rapido's life in recent months!) is the decoration, which is simply outstanding. Hazchem warning notices, data panels and instructions, wagon data and Network Rail overhead line warning flashes are crisp and legible throughout. All credit to Revolution and Rapido for achieving such a high standard, despite the inherent difficulties.

These wagons are seen far and wide, working from ports and refineries to terminals in Scotland, Cumbria, the Midlands and southern England. I'm very much looking forward to seeing trains of Revolution TEAs rolling through the landscape on N gauge layouts in the near future. If you've ordered some of these wagons we're sure you won't be disappointed and, if you model in OO gauge and haven't yet decided whether to reserve some of the larger scale versions, do it before it's too late. ■

LIKE THIS? TRY THESE...

Motive Power:
Graham Farish EWS/
DB/Colas Railfreight
Class 60, Graham
Farish or Dapol EWS/
Freightliner/DB/GBRf
Class 66, Graham
Farish 371-640
Freightliner Class 70
Rolling Stock: Graham
Farish IIA/HYA/VHHA/
JGA bogie hopper
wagons



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THIS MONTH'S NEW RELEASES

1:76 Scale '00' gauge precision diecast models

Exclusive
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Editions

Details May Be Subject to Change



35213 36' BET Weymann

MAIDSTONE & DISTRICT

Within the M&D fleet, there were batches of these BET designed vehicles, this AEC Reliance version featured an alternative grill at the front. Registered EKJ 117C, fleet number 3757, is featured working route 180 to Brighton via Heathfield. We think this model will be popular with enthusiasts and bus collectors.

AUGUST RELEASE



30608 AEC Renown

TYNEMOUTH

This AEC Renown registered GAT 817D was originally operated by East Yorkshire. On joining the Tynemouth fleet it was numbered 330 and in the attractive maroon and cream colours, it is working route 3 to Cullercoats, while displaying adverts for Real English Cheese.

AUGUST RELEASE



20457 Bristol VR111

EASTERN COUNTIES

During its working life this Bristol VR, registered BVG 219T, was decorated in various Eastern Counties liveries. Depicted here in the mainly cream livery, fleet number 219 is shown working route 604 to Martham and displaying advertising for Norwich Airport.

AUGUST RELEASE



13918 Bristol FLF Lodekka

STAGECOACH EAST

Our model captures JAH 553D, as it moved within the group when working for Stagecoach East. Numbered in the group as 19953, it is featured working route 128 to Cambridge. This vehicle has now lovingly been restored into Tilling red and cream livery.

SEPTEMBER RELEASE



24907 Reeve Burgess Minibus

FIRST CYMRU

After the acquisition of South Wales Transport, the First Group were happy to retain the distinctive livery, rebranding the fleet as First Cymru, as shown on our model. Registered E299 VEP, fleet number 299, shown working on route 44 to Grenfell Park in Swansea, and displaying advertising for a local radio station.

AUGUST RELEASE



16231 Bristol LS Coach

EASTERN COUNTIES

This coach bodied LS, registered PNN 774, first entered service with Mansfield District, subsequently moving on to join the Eastern Counties fleet. Numbered LE998, our model is depicting this coach whilst it was operating on service 207.

AUGUST RELEASE



29636 Leyland Olympian

STAGECOACH PRESTON

With the acquisition of Preston Bus, Stagecoach retained the blue and cream livery, adding their fleet name branding. G35 OCK was given a new fleet number of 14545 and has been captured here working route 119 to Royal Preston Hospital, carrying adverts for the Preston and Leyland Reporter newspaper.

SEPTEMBER RELEASE



25815 Leyland Fleetline

YELLOW BUSES BOURNEMOUTH

Ex London DMS 2045, looks good in the bright Bournemouth Yellow Buses livery. These DMS buses were used on specific routes and fleet number 530, registered OUC 45R, is on one such route W2 to Bournemouth Square, whilst sporting advertisements for Panasonic and Worthington Beer.

SEPTEMBER RELEASE

For EFE Stockists or to Buy Direct call: 0208 344 6720

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exclusivefirsteditions.com

BACHMANN/TMC BR 9F 2-10-0



It's been in the range for a decade but Bachmann's BR Standard 9F 2-10-0 is still highly regarded and is, for many people, one of the company's best models to date. Some argue that Bachmann hasn't made enough of

it over the years, suggesting that it should be a staple item, rather than something that comes and goes from catalogue. Falling into this camp is TMC, which has put its 'money where its mouth is' and commissioned an exclusive model of class pioneer, Western Region No. 92000, to fill the gap.

As a plain black, late crest 'Spaceship' with a BR1G tender, there's nothing out of the ordinary about this example, but that's really the point of it. It offers TMC an - almost - blank canvas for its custom finished models (see October **BRM**), as well as an exclusive product for collectors. The model has been finished by Bachmann in early- to mid-1960s condition with overhead line warning flashes, Western Region yellow route restriction dots on the cabside and a Bristol Barrow Road (82E) shedplate. No. 92000 was based at Bristol's former Midland Railway depot from December 1962 to February 1965, having previously been resident at Ebbw Junction, Bath Green Park, Banbury, Old Oak Common and Tyseley. It was withdrawn from Gloucester in July 1965 after just 11 and a half years in service.

Evening Star aside, this common variation on the 9F theme has not been offered regularly by Bachmann and so it is likely to be welcomed by modellers of the Western Region and beyond. As befits a heavy goods locomotive, the model is substantially built with a die-cast chassis/frame section and metal running plate, slender metal smoke deflectors, wire handrails and sprung buffers. It has a real 'heft' about it, just like the hugely successful prototype.

Other than the decoration chosen by TMC, the model is unchanged from previous Bachmann 9Fs; performance is excellent with lots of haulage power for prototypical freight trains, an eight-pin DCC decoder sits atop the chassis and its overall looks are superbly accurate.

FACT FILE

I MODEL Bachmann/TMC 32-859Z BR late crest black Standard 9F 2-10-0 No. 92000

I PRICE £169.95

I AVAILABILITY Exclusive to TMC, **W** www.themodelcentre.co.uk

I WORDS Ben Jones

I PHOTOGRAPHS Tony Wright

The 9F predates the trend towards DCC sound and so does not have provision for a speaker or sound decoder. However, TMC can offer sound as an optional extra on request, as well as weathering and renumbering to the locomotive of your choice.

If we have one small niggle with the design of the model, it's the tender coupling bar, which is also a product of its time. Although the simple metal bar has two positions, neither is especially close coupled, leaving a significant gap between the footplate and tender. Perhaps Bachmann could consider modifying this connection if/when it updates the 9F to allow factory-fitted sound?

Whether you run it as delivered, or in weathered condition, it's an ideal model for fast fitted goods trains, long strings of mineral wagons carrying coal or iron ore and unfitted steel or oil trains. WR 9Fs also saw their fair share of passenger work, especially on the Somerset & Dorset, so this model offers plenty of opportunities for all sorts of traffic from the late-1950s to mid-1960s.

Overall though, the 9F is still an outstanding model of an imposing prototype and well worth considering if you model the final years of BR steam, either on the Western Region or elsewhere. Highly recommended. ■



LIKE THIS? TRY THESE...

Motive Power:

Bachmann 31-119
BR Standard 4MT
4-6-0, BR 31-980/981
BR 3MT 2-6-2T,
Bachmann BR(W)
Class 42/43 'Warship',
Dapol 'Western', Heljan
Class 14 0-6-0DH,
Class 35 'Hymek'
diesel-hydraulic
Rolling Stock:
Bachmann BR short-wheelbase goods wagons, Bachmann BR(W) chocolate/cream Mk 1 coaches, BR(W) parcels stock



DAPOL BRCW TYPE 3 Bo-Bo/CLASS 33



Given the popularity, numerical size and versatility of the prototype, as well as the inadequacies of the existing model, it's perhaps surprising that we haven't seen an updated Class 33 in N scale until now.

However, several years after they were first announced, Dapol's 'Cromptons' are now arriving in UK shops.

For the first time, the tooling is designed to allow production of standard Class 33/0 and push-pull fitted Class 33/1 locomotives across their entire career, from introduction in 1960 to the privatisation era survivors. Reviewed here is BR 'Dutch' grey/yellow 33103, in post-1992 condition with high intensity headlights.

As is normal for Dapol locomotives in N, the model is supplied with three sets of alternative couplers, including the company's own magnetic knuckle type, a set of optional bufferbeam details, push-pull buffing plates, optional miniature snowploughs and, specific to Sector era liveries such as this, a set of etched metal BR double arrows. An illustrated instruction sheet explaining how to maintain your model and fit a

six-pin DCC decoder is also

supplied, along with details of Dapol's

unique 'no quibble' mechanical warranty scheme.

It's immediately obvious that this model is in a different league to the old Graham Farish Class 33, which despite Bachmann's best efforts to upgrade it mechanically, was

FACT FILE

MODEL Dapol 2D-001-021 BR grey/yellow Class 33/1 Bo-Bo diesel 33103

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

PRICE £128.02

AVAILABILITY Dapol stockists

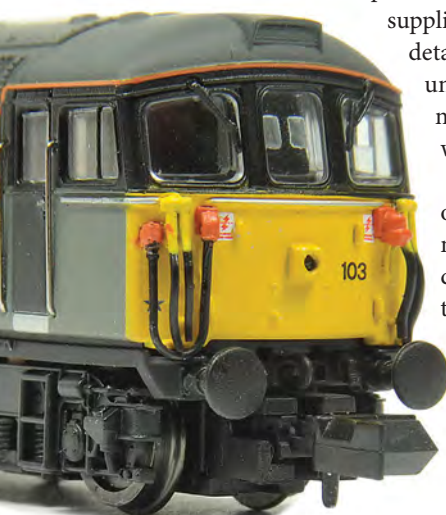
WORDS Ben Jones

PHOTOGRAPHS Tony Wright

never one of the Poole company's best efforts. Building on the good foundations it set with the closely related Class 26 and Class 27, also built in Smethwick by the Birmingham Railway Carriage & Wagon Co., Dapol has created a model that is rather more faithful to the prototype.

Instead of rushing to release a model that may have had flaws, Dapol has taken its time with the '33' and even took the brave step of re-tooling the bodyshell after receiving feedback from modellers about pre-production models. The result is a model that captures the character of the prototype well from all angles. The troublesome curves and angles of the BRCW bodyshell, which have bamboozled more than one RTR manufacturer, are pleasingly rendered.

Looking closer, there's some particularly fine work around the cab windscreens where the frames and their surrounds have been moulded in considerable detail. There's also excellent moulded detail on the roof, along the solebar and on the bogies. The latter are excellent, apart from the omission of the extended top footboard of the cab steps, which runs under the cabside on Class 33s, but not on '26s' and '27s'.





LEFT: Dapol's new tooling allows the standard '33/0' and push-pull Class 33/1 variants to be produced for the first time in N.

Additional details such as etched metal radiator grilles, wire cab door handrails and fine separate windscreen wipers help to reinforce the impression of a quality model. The '33/1' also features Southern Region 27-way jumper cables on the cab ends – fitted in 1966/67 to enable the sub-class to work in multiple with SR EMUs and the '4-TC' trailer sets on the Bournemouth-Weymouth route. Fine cables and hoses are tricky to reproduce to scale in N and while Dapol's look a little overscale, they have been well rendered, even including the characteristic bend in the air pipes when correctly replaced.

Applied from 1991 onwards, 'Dutch' grey/yellow was the final livery for many Class 33s, as they were steadily demoted to departmental duties towards the end of their careers. However, the livery sat well on the BRCW design, as it does on Dapol's model. Our sample was very neatly and accurately decorated, corresponding almost exactly with a photograph of 33103 taken in April 1993. Application of the yellow band over the grey base colour was crisp, as was the printing of many smaller details such as orange central warning lines, Blue Star multiple working codes and cabside numbers.

Also available from Dapol stockists now are original BR green D6571, D6597 in green with a small yellow warning panel, BR green D6561 with full yellow ends, BR blue 33020, 33030 and 33102, 33008 *Eastleigh* in 1980s style BR green, BR 'Dutch' grey/yellow 33046 *Merlin* and Railfreight Construction sector grey 33042. Considering the number of liveries applied to the class since the

late-1980s, including Network SouthEast, EWS, DRS and West Coast Railways red, there will undoubtedly be more versions released soon.

Straight out of the box, our sample displayed superb slow speed running, down to almost imperceptible movement even on a basic DC controller. Dapol recommends running your model in thoroughly for optimum performance, and while ours was smooth and reasonably quiet, an hour's running in each direction helped to settle down the mechanism even further.

Mechanically, the model will be familiar to Dapol customers, employing a five-pole motor driving all four axles via a gear tower on each bogie. Current collection is via all eight wheels and pin-point axles running in brass bearings.

Another impressive feature is the lighting. The SR two-character route code panels are illuminated, with white blanks leading and red blanks at the rear (in direction of travel). This is one of the best treatments we've seen for SR headcodes, helped by the gentle warm-white glow of the LEDs. This model also has bright, cool white LED headlights and the overall effect is excellent. A sliding switch under the fuel tanks turns off the red lights when hauling trains on DC analogue.

In this guise, the '33' is suitable for use with anything from ballast hoppers to sets of Network SouthEast Mk 2s, SR EMUs or even VSOE Pullman Cars. As a true mixed traffic type, the various other versions of the model will handle everything from Dapol's Maunsell coaches in BR green to modern air-braked freight stock, SWT Desiro EMU moves, parcels and newspaper traffic, nuclear flask trains and just about anything that worked over Southern Region lines (and beyond) from 1960 onwards.

However you choose to employ it, this is an excellent addition to Dapol's N scale diesel fleet. We're delighted that this successful and versatile Type 3 has finally been given a 1:148 scale model that does justice to the prototype. Recommended. ■

LIKE THIS? TRY THESE...

Motive Power: Dapol Class 73 electro-diesel, Graham Farish Class 42 'Warship', Graham Farish '4-CEP' EMU, Arnold '5-BEL' EMU
Rolling Stock: Dapol 'Dogfish' ballast hoppers/Grampus engineers wagons, Graham Farish 'Sealion' ballast hoppers, Farish NSE Mk 2s



ABOVE: Overall detail is excellent with numerous separately fitted parts, crisp mouldings and a convincing shape. Only the incorrect cab footsteps - without extended top steps - detract from the bogies.

OXFORD RAIL LNER/NBR GOODS WAGONS



Ben Jones looks at three new OO gauge wagon releases from Oxford Rail, ideal for modellers of the pre-Grouping and 'Big Four' eras.



Announced late last year, this trio of new pre-Nationalisation goods wagons is now on general release via Oxford Rail stockists. Like the company's debut wagon, the Railway Clearing House (RCH) seven-plank open, the intention is to release numerous liveries at frequent intervals over the coming months.

Oldest, and smallest, of the three new models is a Scottish 'Jubilee' four-plank open of late-Victorian design. Shown here is the North British Railway grey version, but several others carrying the colours of Scottish collieries are also available or planned. According to the worksplate, neatly printed on the solebar, NBR No. 55605 was built at Cowlaers Works in Glasgow in 1895. Although the NBR was absorbed into the LNER in 1923, humble goods wagons were not repainted regularly and pre-Grouping liveried vehicles are likely to have been seen well into the 'Big Four' era.

Some of these wagons, introduced in 1887, survived into the BR period and were seen well beyond their Scottish 'patch' after 1923. With vintage wagons often being transferred to departmental use after their working life was over, there's even potential for suitably delapidated wagons in BR engineers trains.

The model compares reasonably well with published photographs of the prototype in Peter Tatlow's *LNER Wagons Volume 3: The Scottish Area* and conveys the

FACT FILE

I MODEL Oxford Rail
OR76MW001 LNER grey
six-plank open No. 143946,
OR76CAT002 LNER bauxite
'Large' cattle wagon No.
150624, OR76MW4001
North British grey four-plank
open No. 55605
I PRICE RRP 4/6-plank:
£9.95 each, Cattle wagon:
£10.95
I AVAILABILITY Oxford Rail
stockists
I WORDS Ben Jones
I PHOTOGRAPHS
Tony Wright

LIKE THIS? TRY THESE...

Motive Power:
Bachmann LNER J39
0-6-0/LNER O4 2-8-0/
K3 2-6-0, Heljan O2
2-8-0, Hornby J15
0-6-0
Rolling Stock:
Bachmann LNER 12t
vent/Fruit van, 10t Fish
van, Bachmann LNER
20t brake van

late-19th century personality well. In that respect, it's a brave but commendable choice by Oxford Rail and will add character and variety to pre-BR coal trains. Fine details include slender turned metal buffers, extensive strapping detail with dozens of rivet heads, separate handbrake levers and just one brake shoe per side.

Dating from after 1923 is the LNER 12t six-plank unfitted open. Although prior to Nationalisation most goods wagons (especially opens) were owned by private companies, the 'Big Four' and their predecessors maintained fleets of general-purpose opens and vans for merchandise traffic. Until now, RTR manufacturers have tended to simply decorate standard PO wagons in railway company colours for this purpose, but this model is the first to specifically depict a 'Big Four' six-plank open.

Although at first glance similar to an RCH five-plank, the longer body betrays the fact that this is something different. The model compares well with published information and features some neatly moulded detail on the body and underframe. Separate handbrake levers and brake gear are joined by neatly modelled tapered buffers with turned metal heads.

The arrangements of the brake gear is not entirely accurate as the prototypes had Morton brakes with two shoes on one side only, rather than two on both sides as modelled. Our sample carries the LNER's simple



mid-grey livery with white 'NE' lettering and numbers. It's perhaps a fraction too light, but most impressive element of the decoration is the worksplate on the solebar which is fully legible. A BR unfitted grey version is also available and should prove popular.

Sharing many of the six-plank's 9ft wheelbase underframe components is an early version of the LNER's standard Diagram 39 'Large' 10t cattle wagon of the late-1920s. By the 1930s 10ft underframes were the norm and the 9ft versions were withdrawn before 1948 due to stability issues.

A 10ft version would allow BR-liveried versions to be produced legitimately but would have required additional new tooling. In the circumstances, this should be an acceptable compromise for most buyers. Presented in LNER bauxite, the model features neat



printing in white on a matt base and a white roof. Again, strapping detail and rivet heads are crisply moulded and the body features ventilation gaps between the lower planks. There are no partitions inside the van, but these could be added along with a few cattle to complete the wagon if required. Although the basic underframe is the same as the six-plank, the cattle van features a different style of brake gear and more intricate detail appropriate to this prototype, although the vacuum cylinder has been omitted. Sadly, it's not entirely perfect in terms of body detail either, with the two sides being identical rather than handed, mirror images of each other. Despite these reservations, we're now well served for cattle wagons in OO with Dapol, Bachmann and Hornby providing examples from the other 'Big Four' companies.

All three wagons feature pin-point metal axles and metal tyres with split-spoke wheel centres and detachable couplings in NEM pockets. As with other Oxford models, the couplings are longer than necessary, pushing the wagons some distance apart when marshalled in a train. Unless your curves are especially tight, shorter couplings will help to improve the effect.

Oxford's *modus operandi* is to supply a steady flow of attractive RTR wagons at reasonable prices and these three fulfil that brief well. Pre-Nationalisation wagon experts may demand more attention to detail, but for most modellers they will be a cost effective and quick way to assemble attractive looking goods trains. ■



ACCUCRAFT ISLE OF MAN 2-4-0T



Accucraft has been happy for the last few years to fulfil the needs of Manx fans who model in larger scales. Beyer, Peacock 2-4-0Ts and the Dübs-built 0-6-0T *Caledonia* have appeared every two to three years. All are

produced in limited runs and buyers now pay attention to news from the company to ensure they secure these sought-after models. The latest IoM locomotive to arrive is of the largest Manx 'Peacock', No. 16 *Mannin*.

No. 16 was by far the most powerful 2-4-0T on the island, employed on the heavy Port Erin boat train, a job which had previously taken two locomotives either double-headed or banked.

Built in 1926 by Beyer, Peacock & Co. in Manchester (Works No. 6296) it was delivered on March 17 of that year, the last locomotive to be supplied to the Isle of Man. In 1975, it entered the Port Erin Steam Museum, where it resides to this day.

At first glance, this is an impressive model. At 36cm long and nearly 11cm wide it has real presence and not a little weight. Checking details against those published David Lloyd-Jones' book *The Manx Peacocks* shows that it scales out perfectly at 15mm:1ft. The bodywork is made from stainless steel with cast details and brass dome for the owner to polish. Copper pipework really is copper and slightly wobbly as on the prototypes.

There's certainly a wealth of detail, especially under the footplate. While this is taken for granted in smaller scales, garden locomotives are often simplified in this area as they can come across all sorts of unexpected obstacles when running outdoors. A nice touch is the operating lubricator driven via a linkage from the front axle.

Paint finish is excellent with neat lining and an overall satin finish. Indian red seemed to vary considerably on the real locomotives, I'd suggest the real thing is slightly redder but it's been sat in the museum for years and we can't be certain how accurate the paint mix was during its cosmetic restoration.

There are a couple of niggles; for a start, the cab windows are unglazed. This is probably because the live steam version doesn't require it but for the price, some glass in the windows might be expected.

Looking at the chimney there is an anomaly; Manx locomotives carried their number on their brass numerals. Previous models in the range have been so fitted but not here. I'm assuming that the livery is taken from the prototype in Port Erin Museum which is without numbers. Every photograph from No. 16's operational career shows them proudly in place.

A 2-4-0 chassis can be challenging in model terms. The long pony truck requires some of the locomotive's

FACT FILE

MANUFACTURER

Accucraft

MODEL E20-7R Isle of Man Railways lined Indian red 2-4-0T No. 16 *Mannin*

GAUGE/SCALE 45mm gauge 'G', 15mm:1ft scale

PRICE RRP £1,375.00 (£1,500 Live Steam)

AVAILABILITY Accucraft stockists

REVIEW Phil Parker



LIKE THIS? TRY THESE...

Locomotives:

Accucraft *Loch*, *Caledonia*, *Peverill*. All were limited runs but can be found second hand.

Coaches: Accucraft four wheel and 'pairs'.

Wagons: IP engineering 'G' goods wagon and 'M' cattle wagon. Accucraft 'H' open wagon.



weight to be carried for the correct balance. On this model there is a large sprung plunger sticking up from above the centre of the axle and bearing on the underside of the chassis.

All six wheels pick up electricity from the track and feed a 24V DC Pitman motor in the boiler. Running is steady and smooth when powered by an LGB controller. DCC can be fitted but the modeller will have to hard-wire the decoder. Another bonus is that the smokebox door opens to provide access to the boiler space.

The model will look superb on display, or operate on track with curves of at least one metre radius. Some will query the choice of electric power. If you prefer your locomotives to be powered by live steam, it is available for £225 more.

The model is pricey but you're paying for a limited run of a detailed, hand-assembled model which has an indefinable quality feel. Ownership is a pleasure. ■



1 I TRIED TO RUN A RAILWAY,
GERARD FIENNES, HEAD OF ZEUS, ISBN
9781784977368

Written in 1968 by the General Manager of the Eastern Region of British Railways, this classic led to his sacking by the board. Not one to mix his words, its author, Gerard Fienes, aired his thoughts on the running of British Railways by non-railwaymen. A fascinating and interesting read, even half a century later.

Price £16.99

W www.headofzeus.com

2 GREAT WESTERN MOGULS AND PRAIRIES, DAVID MAIDMENT, PEN AND SWORD, ISBN 1 473 82744 2

Part of the Locomotive Portfolios series by Pen and Sword, this book offers a detailed description of the conception, design, building and operation of 'Prairie' 2-6-2T and 'Mogul' 2-6-0s designed by Churchward and perpetuated by his successor, C.B. Collett. With over 300 photographs, this is a comprehensive record of the locomotives, ideal for modellers.

Price £30.00

W www.pen-and-sword.co.uk

3 BRITISH RAILWAY WAGONS 1980-2015, JOHN DEDMAN, AMBERLEY BOOKS, ISBN 9781445661827

Written and illustrated by the photographs of John Dedman, this 96-page softback covers a good selection of British Rail's wagon fleet, including engineering and private owner fleets. Of value to post-1980 modellers as a guide to wagon weathering alone, but despite its title, most of its images pre-date the year 2000.

Price £14.99

W www.amberley-books.com

4 COUNTRY RAILWAY ROUTES: MARKET HARBOROUGH TO NEWARK, VIC MITCHELL & KEITH SMITH, MIDDLETON PRESS ISBN 9781908174864

Continuing this popular series, Vic Mitchell and Keith Smith's latest book looks at the forgotten rural route that ran across the Leicestershire Wolds. The Leicester Belgrave Road branch is also illustrated, adding a selection of alternative views to those of holiday trains *en route* to popular destinations along the East Coast.

Price £18.95

W www.middletonpress.co.uk

5 SIXTIES SPOTTING DAYS AROUND THE EASTERN REGION/LONDON MIDLAND REGION, KEVIN DERRICK, AMBERLEY, ISBN 978 1 445660677/9781445660837

Hot on the heels of its other reprints in this series are another two nostalgic books on railways of the 1960s around the Eastern and London Midland regions. At 96 pages each, both offer colour photographs taken at widespread locations around their respective regions. Useful for analysing train formations.

Price £14.99 each

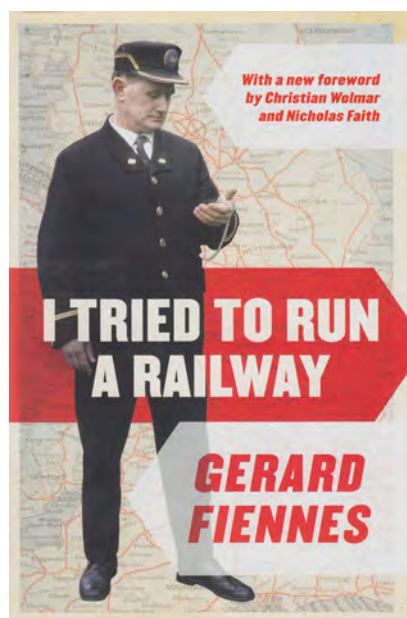
W www.amberley-books.com

6 WORKHORSES OF THE BIG FOUR: STEAM'S FINAL FLING, JOHN EVANS, AMBERLEY, ISBN 9781445655024

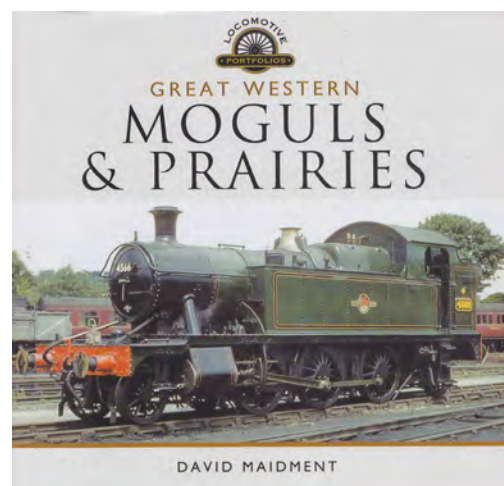
Looking at the end of steam across former LMS, LNER, SR and GWR routes, John Evans witnessed these final years armed with a camera. Many steam specials also feature.

Price £12.99

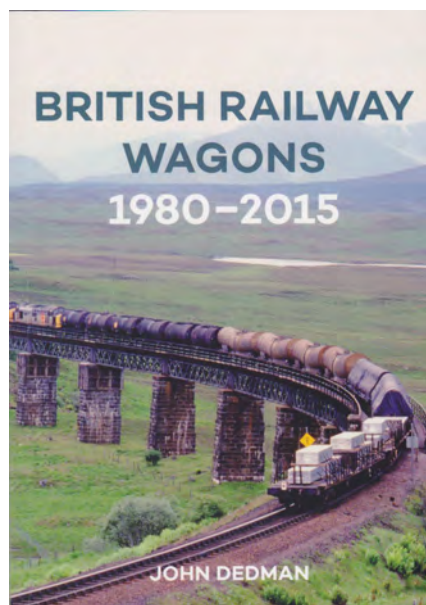
W www.amberley-books.com



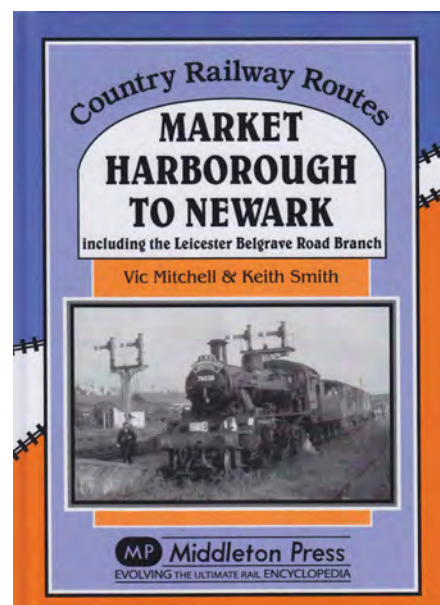
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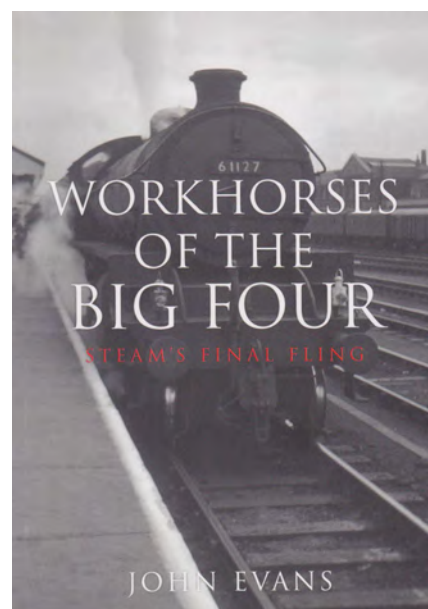
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EVENTS

EXHIBITIONS

OCTOBER 13 - OCTOBER 16

Midlands Model Engineering Exhibition
Warwickshire Exhibition Centre,
Leamington Spa, Warwickshire CV31 1XN
Opening Times: Thursday/Friday/
Saturday 1000 - 1700 Sunday 1000 -
1600 **Prices:** Adult £10.00 Senior £9.00
Child £4.00 Book Online £1.00 cheaper
per ticket **T:** 01926 614101
W: www.largescalemodelrail.co.uk

OCTOBER 15

**Plym Valley Railway Association
Model Railway Show** Community
Centre, Stray Park, Yealmpton, Plymouth,
Devon PL8 2HF
Opening Times: Saturday 1000 - 1630
Prices: Adult £2.50 Senior Citizens £2.00
Child 5-16 £1.00
T: 01752 880668
W: www.plymrail.co.uk

Tring & District MRC Exhibition

Cottesloe School, Aylesbury Road, Wing,
Leighton Buzzard, Bedfordshire LU7 0PD
Opening Times: Saturday 1030 - 1630
Prices: Adult £5.00 Child £3.50
Family £12.20 (2+3) **T:** 01442 824350

OCTOBER 15 - OCTOBER 16

**Dundee MRC Hobbies Extravaganza &
Swapmeet** Dundee International Sports
Complex, Mains Loan Dundee, Angus
DD4 7AA

CONTACT US

DIARY DATES

**BRM, The Maltings,
West Street, Bourne,
Lincolnshire. PE10 9PH**

WEBSITE

Enter your event on our website at
www.world-of-railways.co.uk

Closing date for the January issue
is November 7

 Suitable for disabled visitors.

Whilst BRM makes every attempt
to include all Diary Date events and
exhibition dates, occasionally, due to
limited space, we may have to leave
some out. Gold (paid for) listings are
always included.

Diary Dates entries are published free
of charge to bona fide model railway
clubs and societies.

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1630
Prices: Adult £4.50
Concessions/Child £3.50
Family £12.00 Under 5s free!
T: 01382 644342
W: www.dundeemrc.talktalk.net/

32nd Uckfield Model Railway

Exhibition Uckfield Civic Centre, Civic
Approach, Uckfield, E. Sussex TN22 1AE
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1700
Prices: Adults £6.00 Senior Citizens
£5.00 (over 65) Children £4.00 (5-14)
Under 5s free Up to two children (5-14)
accompanied by a paying adult/senior.
T: 01903 745759
W: www.uckfieldmrc.co.uk

Cardiff Model Railway 30th Exhibition

Ysgol Gyfun Gymraeg Glantaf (formerly
Glan Taf High Street), Bridge Road,
Llandaff North, Cardiff, CF14 2JL
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prices: Adult £5.00 Under 12 Free
W: www.cardiffmodelrail.org.uk/

The National Festival of Railway

Modelling East of England Showground
Oundle Road, Alwalton, Peterborough,
Cambridgeshire PE2 6XE
Opening Times: Saturday 1000 - 1700 -
Sunday 1000 - 1600
Prices: Advance BRM Subscriber £8.00
Non-subscriber £9.00
Door: Adult £10.00 Child £5.00
T: 0844 5810816
W: www.theticketfactory.com

OCTOBER 22

Cradley Heath MRC Exhibition Cradley
Heath Community Centre, Reddall Hill
Road, Cradley Heath, West Mids B64 5JG
Opening Times: Saturday 1000 - 1700
Prices: Adult £4.00 Child £3.00
Family £10.00 (2+2)
W: www.cradleyheathmrc.co.uk

Mid Wales Model Railway Show

Welshpool Town Hall, High Street,
Welshpool, Powys SY21 7PG
Opening Times: Saturday 1030 - 1630
Prices: Adults £4.00
Accompanied Children FREE
T: 01938 559350

Chelmsford & District MRC Exhibition

Patching Hall Lane, Chelmsford, Essex
CM1 4BS
Opening Times: Saturday 1000 - 1630
Prices: Adult £4.05 Seniors £4.00
T: 01277 225206

W: www.chelmsford-and-district-mrc.
webs.com

Chichester Annual Model Railway

Exhibition High School, Kingsham Road,
Chichester, West Sussex PO19 8AE
Opening Times: Sat 1000 - 1630
Prices: Adult £5.00 Senior £4.00
Unders 12s £2.00 Family £12.00 (2+2)
T: 0777 681292
W: www.chilions.org.uk/modelrail

Stephenson Model Railway Group

Rainhill Annual Exhibition The Guild
House, Corner Old Lane & Stoney Lane ,
Rainhill, Prescot, Merseyside L35 9JY
Opening Times: Saturday 1000 - 1700
Prices: Adult £2.50
Child £1.50 (Under 5 Free)
T: 0151 430 6883
W: www.stephensonmrg.org.uk

St Cuthbert's Church Model Railway

Show St Cuthbert's Church, Lichfield
Road, Portsmouth, Hampshire PO3 6DE
Opening Times: Saturday 1000 - 1700

OCTOBER 22 - OCTOBER 23

Greenock & District Model Railway

Exhibition Lyle Kirk, Union Street,
Greenock, Renfrewshire PA16 8DD
Opening Times: Saturday 1000 - 1700
Sunday 1200 - 1700
Prices: Adult £4.00 Concession £3.00
Family £13.00 (2+2)
T: 07795681994

Hartlepool Model Railway Show

Hartlepool College of Further Education,
Stockton Street, Hartlepool, TS24 7NT
Opening Times: Saturday 1000 - 1700
Sunday 1000 -1600 Sat Nav TS24 7LB
Prices: Adult £6.00 OAP £5.00 Child
£4.00 Under 5s Free Family £18.00 (2+3)

Rail Ex Taunton

Taunton School,
Staplegrave Road, Taunton, TA2 6AD
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prices: Adult £6.50 Senior £5.50
Child £3.50 (5-16) Child (Under 5) Free
Family £15.00 (2+2)
W: www.somersetmrc.org.uk/Rail-EX/

OCTOBER 23

The Central Southern Gauge 0 Group

Show Allendale Community Centre,
Hanham Road, Wimborne, BH21 1AS
Opening Times: Sunday 1000 - 1600
Prices: Adult £4.00
Accompanied Children Free

OCTOBER 29

Nottingham Woodthorpe Model Rail-

Way Show Woodthorpe Comm. Centre,
Mansfield Rd, Nottingham NG5 3FN

Opening Times: Saturday 1000 - 1700
Prices: Adults £4.00
Children/Concession £3.00
Family £12.00 (2+2) Children 5 years/
under Free (Max 2 Children per adult)
T: 07889031305

Seaford Model Railway Show

Baptist
Church, Belgrave Rd, Brighton BN25 2EE
Opening Times: Saturday 1000 - 1700
Prices: Adult £4.00 Concession £3.50
Child £1.00
T: 07775772246
W: www.newhavendmrc.com

Birmingham Model Railway Club

Exhibition Arden Hall, Water Orton Road
Birmingham, Warwickshire B36 9PB
Opening Times: Saturday 1000 - 1600
Prices: Adult £4.00 Child £4.00
Family £10.00

Chiltern Hills Vintage Train Group

Classic Model Train Show St John's
Methodist Church Hall, Woodside Road,
Amersham, Buckinghamshire HP6 6AJ
Opening Times: Saturday 1030 - 1700
Prices: Adult £4.00
Child £2.00 - 15 years (under 5s Free)
Family £10.00 (2+2)
T: 01895 672251

Bristol & Somerset Group (HRCA)

8th Vintage Hornby Train Show The
King Alfred School, Burnham Road,
Highbridge, Somerset TA9 3EE
Opening Times: Saturday 1000 - 1600
Prices: Adult £3.00
Accompanied Children Free
T: 01278 789031
W: www.bpmrc.org.uk/HRCA

Felixstowe Area "N" Gauge Model

Railway Group Exhibition The Welcome
Hall, High Road , Trimley St. Mary ,
Felixstowe, Suffolk IP11 0TN
Opening Times: Saturday 1100 - 1600
Prices: Admission Free
T: 01349 277211
Prices: Adult £7.00 (Up to 3 Children
Free with Paying Adult)

OCTOBER 29 - OCTOBER 30

Leeds Model Railway Exhibition

Leeds
Grammar School, Harrogate Road, Leeds,
Yorkshire LS17 8GS
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1630
Prices: Adults £7.00 (Up to 3 children
free with paying adult)

Merseyside MRS Annual Exhibition

- Wirral 2016 Mosslands School,
Mosslands Drive , Wallasey, Merseyside
CH45 8PJ
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1700
Prices: All Adults £5.00 Children £2.00
5-15 under - FREE **T:** 07712140422
W: www.merseysidemrs.co.uk/events16.htm
Aberdeen MRC Exhibition The Robert
Gordon University Garthdee Road,



MODEL RAILWAY EXHIBITION BENTLEY MOTORS ***

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High Wycombe & District Model Railway Society

Directions and more information www.hwdmrs.org.uk
or contact Graham Machin on 07889 329211

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**Squires will be exhibiting at the following shows in 2016 –
Diary updated as bookings are confirmed.**

- Oct 15/16 - DUNDEE** M/Railway Show. Sports Centre, Mains Loan, Dundee, **DD4 7AA** Sat/Sun 10-5
Oct 15/16 - UCKFIELD M/Railway Exh, Uckfield Civic Centre, Uckfield. **TN22 1AE** Sat/Sun 10-5
Oct 15/16 - CARDIFF M/Railway Ex, Ysgol Gyfun Gymraeg Glantaf (Former Glantaff High School), Bridge Rd, Landaf North, Cardiff, **CF14 2JL** Sat 10-5/Sun 10-4.
Oct 22 - CHICHESTER M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, **PO19 8AE**. 10-5.
Oct 29/30 - STOCKPORT Hazel Grove & District MRS Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10-5, Sun 10-4. *50th Anniversary - larger show with an extra hall - plenty of FREE parking* - www.hgdmsr.org.uk
Oct 29/30 - ABERDEEN M/R Exh RGJ, Garthdee, Aberdeen, **AB10 7GE** Sat 10-6/Sun 10-4.
Oct 29/30 - LEEDS Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Rd, Leeds, **LS17 8GS** Sat 10-5/Sun 10-4.30
Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks **HP12 4UD**. Saturday 10-5
Nov 5 - ANGMERING M/Railway Exh organised by West Sussex Area Group N Gauge Soc. The Angmering Sch, Greenwood Drive, Station Rd, Angmering, West Sussex **BN16 4HH**. Sat 10-5.
Short Walk from Angmering Station - NOTE show features various scales NOT just N-Gauge!
Nov 5/6 CREWE - Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd. Sunnybank Road, Crewe, Cheshire, **CW2 8WD**. Sat 10-4.30, Sun 10-4
Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10-6, Sun 10-4.00 Free Entry for IPMS Members.
Nov 12/13 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, **PE12 6ET**. Saturday 10-5pm, / Sunday 9.30am - 4.30pm.
Nov 18 - 20 - WAKEFIELD 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Fri 5.30-9. Sat 10-6. Sun 10-5.
Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10-5, Sun 10-4.

Nov 26/27 - BIRMINGHAM - Warley National Model Railway Exhibition Hall 5, NEC Birmingham **B40 1NT** Coming to Warley?
- Why not come on the Sunday?? - the show is much quieter!!!
See more of the layouts and a lot easier to get to our stand!!

Centre Piece Locomotive Attraction Sponsored by Squires

- Dec 3 - ISLINGTON** - The Toy Soldier Show London, Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Sat 10.30-4pm www.guidelinepublications.co.uk - for info.
Dec 4 - ISLINGTON - London Plastic Modelling Show "Mind The Gap", Islington Business Design Centre, 52 Upper St, London, **N1 0QH** Sun 10.30-4 www.guidelinepublications.co.uk
Dec 10/11 - KNOCKHOLT - Model Fest 16, Coolings Garden Centre, Rushmore Hill, Knockholt, Kent, **TN14 7NN** featuring Model Railways, Boats, Planes & Military Modelling. Sat/Sun 10-4.

EXHIBITIONS & SHOWS IN 2017

- Jan 14/15 - BOGNOR REGIS** M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL** Sat 10-5, Sun 1-4.30 **Free Parking**
Jan 21/22 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. **SN11 0SP** Free parking, Sat/Sun 10-5 - **Enlarged Show for 2017**
Jan 22 BRISTOL Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, **BS35 8QZ**. Sunday 10-4pm
Jan 22 GUILDFORD Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**. Sun 10-5 www.astolatmrc.co.uk
Jan 28/29 KENDAL M/R Exhibition Leisure Cen, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5
Feb 11 NEWBURY MODEL RAIL SHOW - St. Bartholomews School, Andover Rd, Newbury, Berks RG14 6JP 10-4.30pm. 13 Layouts - Plenty of Free Parking. Close to Newbury Railway Station
Feb 18 - TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, **TN9 1SF**, Sat 10-5pm. www.tonbridgemrc.com
Feb 19 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, **M22 1QW** 10-4. Free Parking, Test Track, 16 'O' Gauge layouts. *Free entry ALSRM Members*
Feb 24 - 26 - GLASGOW Model Rail Scotland, Scottish Exhibition Centre, Glasgow, **G3 8YW**. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5.
Mar 4 - KETTERING Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. Sat 10 - 4.00.
Mar 4/5 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm.
Mar 11/12 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, **PE29 2NH** Sat 10-5, Sun 10-4 *FREE Parking*
Mar 11/12 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way. Basingstoke, RG22 6HA Sat 10-5, Sun 10-4.
Mar 11/12 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5
Mar 18/19 - NOTTINGHAM East Midlands Model Railway Exhibition, Harvey Hadden Sports Village, Wigman Road, Bilborough, Nottingham NG8 4PB. Sat 9.30-5.30, Sun 10-5
Mar 25/26 PENRITH M/Rail Show, Rhedeg Centre, Redhills, Penrith, Cumbria, **CA11 0DQ** Sat 10-5.30, Sun 10-4. Organised by Border Railway Society; Carlisle & Dist O Gauge Group & Rhedeg.
Apr 8 - NORWICH Model Railway Exh, Hellesdon High School, Norwich **NR6 5SB**. Sat 10-4.30pm
April 8/9 CORSHAM Trainwest 2017 Model Railway Exh, Springfield Community Campus, Beechfield Rd, Corsham, Wilts **SN13 9DN** Sat/Sun 10-5 *Modern NEW Venue - FREE Parking*
April 15/16/17 YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York **YO23 1EX** Sat/Sun 10-5, Mon 10-4.30 **Advance tickets now available from Squires** T&C Apply. 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**

New Tools Shop Extension Opening Soon.

New Printed Mail Order Catalogue to be published soon - reserve your copy now.
Exhibition Invitations always welcomed.

Aberdeen, AB10 7GE

Opening Times: Saturday 1000-1700
Sunday 1000-1600 **Prices:** Adult £5.00
Concession £4.00 Child £2.50 Family £12.50

Weymouth Model Railway Association

Exhibition Wey Valley School, Dorchester Road, Weymouth, Dorset DT3 5AJ

Opening Times: Saturday 1030 - 1630
Sunday 1000 - 1600

Prices: Adult £6.00 Child £2.00 5-16

Family £14.00 (2+2) **T:** 01305 269664

W: www.weymouthMRA.org.uk

Durham Locomotive Group - Spennymoor Model Railway Exhibition

Spennymoor Comprehensive School, Whitworth Lane, Spennymoor, Bishop Auckland, Co Durham DL16 7LN

Opening Times: Sat /Sun 1000 - 1600

Prices: Adult £4.00 Concession/Senior £3.00 Child £1.50

T: 01388 817907 **W:** www.wrlpg.com

Huddersfield Railway Modellers

49th Annual Exhibition Civic Hall, Huddersfield Road, Holmfirth, HD9 3AS

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600

Prices: Adult £5.00 Child £4.00

Family £12.00 (2+2)

T: 01274874801 / 07516456312

W: www.huddersrailwaymodellers.co.uk

Bodmin & District MRC Exhibition

Bodmin Community College, Lostwithiel Road, Bodmin, PL31 1DD

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600

Prices: Adult £4.00 Child £3.00 (under 5s free) Family £10.00 (2+2)

T: 07775542174

Cathcart MRE Pollokshaw Burgh

Halls Pollokshaws Road, Glasgow, Renfrewshire G43 1NE

Opening Times: 1000-1700 both days

Prices: Adult £4.50 Child £2 Family £11

Cheltenham Great Western Modellers Group Autumn Model Railway

Exhibition St Margaret's Hall, Coniston Road, Cheltenham, Glous GL51 3NU

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1630

Prices: Adult £4.00 **T:** 01242 517788

OCTOBER 29 - OCTOBER 31

The Model Railway Society Of Ireland - Model Railway Exhibition

St Pauls College, Sybil Hill, Raheny, Dublin 5

Opening Times: Fri/Sat/Sun 1130 - 1730
Prices: Adult Euros 7.00 Child Euros 3.00
Family Euros 16.00

W: www.modelrailways.ie

OCTOBER 30

Colchester & District MRC Exhibition

Colchester County High School, Norman Way, Colchester CO3 3US

Opening Times: Sunday 1000 - 1600

Prices: Adult £4.50

Child £1.00 Family £10.00

W: www.colchestermerc.org

NOVEMBER 5

Thorncombe Rail Activities Club

Exhibition Village Hall & School, Chard Street, Thorncombe, Chard, TA20 4NE

Opening Times: Saturday 1000 - 1630

Prices: Adult/OAP £4.00

Child/TRAC Members Free

T: 01297 552280

West Sussex 'N' Gauge Group Model

Railway Show The Angmering School, Station Road, Angmering, Littlehampton, West Sussex BN16 4HH

Opening Times: Saturday 1000 - 1700

Prices: Adult £5.00 Child £2.00 (3-17)

Family £12.00 (2+2)

T: 01403 266689 **W:** www.wsng.co.uk

Roddington Model Railway Exhibition

Village Hall, Roddington, Shrewsbury, Shropshire SY4 4QS

Opening Times: Saturday 1030 - 1600

Prices: Adult £4.00 Child £1.00

T: 07794849776

Wycrail 16 Cressex Community

School, Cressex Road, High Wycombe, Buckinghamshire HP12 4UD

Opening Times: Saturday 1000 - 1700

Prices: Adult £6.00 Child £4.00

Family £18.00 (2+2)

T: 07889 329211

W: www.hwdmrs.org.uk

World of Motion/Barry Stockton

Promotion Wrexham Memorial Hall, Bodhyfryd, Wrexham LL12 7AG

Opening Times: Saturday 1030 - 1600

Prices: Adult £3.50 Child £1.00

Under 5s Free

T: 0151 638 3915

W: www.worldofmotion.com

Braunstone Model Railway 10th

Exhibition St Peter's Church, Woodshawe Rise, Leicester, LE3 1RH

Opening Times: Saturday 1100 - 1600

Prices: Adult £2.50 Concession £2.00

Accompanied Children Under 16 Free

T: 0116 283 0101

W: www.stpetersbraunstone.org.uk

Padiham Model Railway Event 2016

Unitarian Chapel Hall, Knight Hill, Church Street, Padiham, Burnley, BB12 8JH

Opening Times: Saturday 1000 - 1600

Prices: Adult £3.50 Child £1.50

T: 01282 776115

NOVEMBER 5 - NOVEMBER 6

The Gravesend Model Railway Show

Northfleet School For Girls, Hall Road, Northfleet, Gravesend, Kent DA11 8AQ

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

Prices: Standard rate - £4 Accompanied children under 16 - free

T: 07821 254232

W: www.gravesend-railway-enthusiasts-society.co.uk/

Wolverhampton Model Railway

Exhibition Wednesfield High School, Lichfield Road, Wednesfield,

Wolverhampton, Staffordshire WV11 3ES

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1630

Prices: Adult £5.00 Child £1.00

Barnsley MRC Exhibition

Hoyland Leisure Centre, West Street, Hoyland, Barnsley, S749HX

Opening Times: Sat/Sun 1000 - 1700

Prices: Adult £4.00 Concession £3.00

Under 5s Free **T:** 07774 806487

W: www.barnsleymrc.org.uk

Crewe Exhibition by Alsager Railway

Association Legends Conference, Bentley Motors, Sunnybank Road, Crewe, Cheshire CW2 8WD

Opening Times: Saturday 1000 - 1630

Sunday 1000 - 1600

Prices: Adult £6.00 Child £2.00

Family £14.00 (2+2) **T:** 07747 087050

W: www.alsagerailwayassociation.co.uk

NOVEMBER 6

Cornwall Model Railway Exhibition

Carn Brea Leisure Centre, Carn Brea Avenue, Redruth TR15 3QS

Opening Times: Sunday 1000 - 1600

Prices: Adults £3.00 Children £1.00

Family £6.00 (2 + 4) **T:** 07411 364 302

W: www.cornwall0gauge.org.uk/

exhibition

Burton Model Raillex 2016

National Brewery Centre, Horninglow Street, Burton-on-Trent, Staffordshire DE14 1NG

Opening Times: Sunday 1000 - 1600

Prices: Adult £4.00 Accompanied

Children £1.00 Family £9.00 (2+2)

T: 07425 140292

W: www.burtonrailwaysociety.co.uk

Poole & District Model Railway Society

2016 Exhibition Poole Grammar School, Gravel Hill, Poole, Dorset BH17 9JU

Opening Times: Sunday 1030 - 1630

Prices: Adult £5

Child £3

Family £10

W: pdmrs.wordpress.com/

NOVEMBER 12

Solihull Model Railway Circle Model

Railway Exhibition St Mary's Church Hall & Scout Hall, Hobs Meadow, Solihull, West Midlands B92 8PN

Opening Times: Saturday 1000 - 1630

Prices: Adult £2.50 Concession £2.00

Child £1.00 Family £6.00

T: 0781 7093264

W: www.solihullmrc.org/

Romford Model Railway Society Show

Marshall's Park School, Pettits Lane, Romford, Essex RM1 4EH

Opening Times: Saturday 1000 - 1700

Prices: Adult/Senior £5.00 Child £4.00

Family £14.00 (2+2) **T:** 07939 257359

Friends of Cultra Model Railway

Exhibition Ulster Folk & Transport Museum, Bangor Road, Cultra, BT18 0EU

Opening Times: Saturday 1000 - 1700

Prices: Adult £9.00 Concession £7.00

Child £5.50 Family £25.00 (2+3)

Family £19.00 (1+3)

T: 07788 793362

The Westbury Wiltshire Railway

Show The Paragon Hall, Haynes Road, Westbury, Wiltshire BA13 3HA

Opening Times: Saturday 1000 - 1630

Prices: Adult £4.50 Concession £3.50

Gauge 0 Guild Members £2.00

Child £2.00 Family £10.00 (2+2)

NOVEMBER 12 - NOVEMBER 13

Tolworth Showtrain 2016

Tolworth Recreation Centre, Fullers Way North, Surbiton, Surrey KT6 7LQ

Opening Times: Saturday 1000 - 1730

Sunday 1000 - 1700

Prices: Adult £6.00 Child £3.00

Family £15.00 (2+2) Special Sunday Deal

1 Child admitted FREE with every paying

Adult **T:** 020 8949 3413

W: www.Tolworthshowtrain.co.uk

Tyneside 2016 Model Railway

Exhibition Heaton Manor School, Newton Road, Newcastle-Upon-Tyne NE7 7DP

Opening Times: Saturday 1000 - 1800

Sunday 1000 - 1600

Prices: Adult £5.00 Child £2.00

Family £12.00 (2+2) **T:** 07941157811

Spalding Model Railway Exhibition

Springfield Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET

Opening Times: Saturday 1000 - 1700

Sunday 1000- 1630

Prices: Adult £7.00 OAP £6.00

Accompanied Children Free

W: www.spaldingmodelrailclub.org.uk

Brighton Model Railway Exhibition

Patcham Community Centre, Ladies Mile Road, Brighton, Sussex BN1 8TA

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

Prices: Adult £3.50 Senior £3.00

Child £2.00 Family £10.00 (2+2)

T: 01273 771929

W: www.brightonmrc.com

Elgin Model Railway Club Modelfair

Town Hall, Trinity Place, Elgin, IV30 1UL

Opening Times: Sat/Sun 1000 - 1700

Prices: Adult £5.00 Concession £4.00

Child £3.00 Family £12.00 (2+2)

NOVEMBER 13

Oxrail 2016

Matthew Arnold School, Arnolds Way, Oxford, Berkshire OX2 9JE

Opening Times: Sunday 1000 - 1600

W: www.oxfordmrc.org.uk

MEETINGS & TALKS

OCTOBER 13

Mick Moignard Presents: DCC -

Keen House, Calshot Street, London, Middlesex N1 9DA **Opening Times:**

Thursday 0700 **Prices:** MRC Members Free Donation £3.00 suggested for

Guests

T: 02078372542



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19th & 20th November 2016

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27th December 2016

Spring Toy Fair
18th & 19th February 2017

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Contact: Stuart 01535 642367 or Laurence 07966 333605

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www.spaldingmodelrailwayclub.org.uk

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Family Ticket (2+3) £18

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OCTOBER 20

Lutterworth Railway Society - Talk The United Reform Church, George Street , Lutterworth, Leicestershire LE17 4EF
Opening Times: Thursday 1930
T: 01455 203307
W: www.lutterworthrailwaysociety.co.uk

OCTOBER 24

Plymouth Railway Circle - Talk St Edwards Church Hall, Home Park Avenue Plymouth, Devon PL3 4PG
Opening Times: Monday 1930
Prices: Members £1.00 Visitors £2.00

NOVEMBER 1

The Enfield Transport Circle - Talk First Floor Meeting Room, Old Park Avenue , Enfield, Middlesex EN2 6PJ
Opening Times: Tuesday 2000 - 2300
Prices: Admission £3.00
T: 020 8363 0697

NOVEMBER 3

Lutterworth Railway Society - Talk The United Reform Church, George Street , Lutterworth, Leicestershire LE17 4EF
Opening Times: Thursday 1930
T: 01455 203307
W: www.lutterworthrailwaysociety.co.uk

NOVEMBER 7

Mirfield Railway Enthusiasts Society - Talk Navigation Tavern, Station Road , Mirfield, West Yorkshire WF14 8NL
Opening Times: Monday 1930

NOVEMBER 9

North London Railway Historical Soc Keen House Calshot Street London N19DA
Opening Times: Wednesday 1400
Prices: Admission £3.00 visitor welcome
T: 01235 511044

NOVEMBER 11

Purbeck Railway Circle Talk Village Hall, Haycrafts Lane, Harman's Cross, Swanage, Dorset BH19 3EB
Opening Times: Friday 1930
T: 01929 421913

NOVEMBER 14

Southern Electric Group Sussex Branch - Talk Community Centre, South wick Street, Southwick, Brighton BN42 4TE
Opening Times: Monday 1930 - 2200

OPEN DAYS

OCTOBER 15

Risborough & District Model Railway Club Open Day Community Centre (Adjacent to Springs Swimming Pool), Wades Park, Stratton Road, Princes Risborough, Bucks HP27 9AX
Opening Times: Saturday 1100 - 1600
Prices: Admission Free
T: 01296 415107 **W:** www.rdmrc.org.uk

OCTOBER 22

Horsham Model Railway Club Open Day St Leonards Church Hall, Cambridge Road, Horsham RG13 5ED

Opening Times: Saturday 1000 - 1600
Prices: £1.00 **W:** www.horshammrc.org.uk

OCTOBER 22 - OCTOBER 23

Model Trains In The Valley Open Day Milland Valley Memorial Hall, Iping Road, Milland, Liphook, Hampshire GU30 7NA
Opening Times: Saturday 1000 - 1600
Prices: Adults £2.00 Up to 2 Accompanied Children per Adult Free
T: 01428 741551
W: www.millandvalleyrailway.co.uk

OCTOBER 29

Hillingdon Railway Modellers - Test Track Open Day Viewsley Baptist Church (Side Entrance), Colham Avenue, Hillingdon, London UB7 8HF
Opening Times: Saturday 1000 - 1600
Prices: Admission £4.00 **T:** 020 8368 4090
W: www.hillingdonrailwaymodellers.co.uk

Coventry & Warwickshire 0 Gauge Modellers (COVGOG) Open Day The Church of the Holy Cross, St. Austell Road Coventry, Warwickshire CV2 5AE
Opening Times: Saturday 1000 - 1500
T: 02476 313221

NOVEMBER 12

Barry & Penarth Model Railway Club Open Day Cadoxton Conservative Club, Vere Street, Cadoxton, Barry CF63 2HU
Opening Times: Saturday 1100 - 1630
Prices: Adults £3.00 Under 16s £2.00
W: www.bpmrc.org.uk/penarth.shtml

NOVEMBER 20

Farnham & District Model Railway Club Open Day Wrecclesham Community Centre, Greenfield Road, Farnham, GU9 8TJ
Opening Times: Sunday 1000 - 1600
Prices: Adult £1.00 Under 12 Free with Adult
W: www.farnhammrc.org.uk

OTHER EVENTS

OCTOBER 17

UK Toy & Model Auctions Craxton Wood Hotel, Parkgate Road, Ledsham, Ellesmere Port, Cheshire CH66 9PB
Opening Times: Monday - Viewing 0930 Auction 1130
T: 01513343362 / 01270652773

OCTOBER 22

Model Railways Direct "Knowledge Day" Model Railways Direct, Unit 2 Phoenix Way, Portishead, Bristol, BS20 7FG
Opening Times: Saturday 1000 - 1600
Prices: Free of charge
T: 01275 774224
W: www.modelrailwaysdirect.co.uk

OCTOBER 29

National Model Railroad Association's Annual Convention The Best Western Plus Hotel, Main Road, Meriden, Coventry, Warwickshire CV7 7NH
Opening Times: Saturday 1030 - 1600
W: www.nmraconvention.org.uk/

TRAIN & TOY FAIRS

OCTOBER 15

Jim Corr Toy & Train Fair - Gateshead Gateshead International Stadium, Neilson Road, Gateshead, Tyne & Wear NE10 0EF
Opening Times: Saturday 1000 - 1500
Prices: Adult £3.00 Senior £2.00 Child £2.00
T: 07504035955

OCTOBER 16

SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing, BN14 9HS
Opening Times: Sunday 1000 - 1400
Prices: £2.00 Adult **T:** 0773 9998012
W: www.srptoyfairs1.co.uk

OCTOBER 19

Toy & Train Collectors Evening The Robert Barclay Academy Formerly Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY
Opening Times: Wed 1900 - 2100
Prices: £1.00 **T:** 07866 641215

OCTOBER 23

SRP Toy Fairs - Brighton Charmandean Centre, Forest Road, Worthing BN14 9HS
Opening Times: Sunday 1000 - 1400
Prices: £2.00 Adult **T:** 0773 9998012
W: www.srptoyfairs1.co.uk

OCTOBER 30

Reading Vintage Toy Fair & Exhibition Rivermead Leisure Complex, Richfield Avenue, Reading, Oxfordshire RG1 8EQ
Opening Times: Sunday 0830 - 1530
Prices: £10.00 - 0830 £7.00 - 0930 £3.50 - 1030 **T:** 01270 652773

SRP Train & Toy Fair - Orpington

Crofton Halls, Station Road, Orpington, Kent BR6 8PR
Opening Times: Sunday 1000 - 1400
Prices: £2.00 Adult **T:** 0773 9998012
W: www.srptoyfairs1.co.uk

Jim Corr Toy & Train Fair - Teeside

Thornaby Academy, Baysdale Road , Thornaby, Stockton on Tees, TS17 9DB
Opening Times: Sunday 1030 - 1500
Prices: Adult £3.00 Senior £2.00 Child £2.00 **T:** 07504035955

NOVEMBER 3

Joe Lock Toy & Train Fair - Theydon Bois Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, CM16 7ER
Opening Times: 1900 - 2100
Prices: £1.00 **T:** 07866 641215

NOVEMBER 5

SRP Toy & Train Fair - Crawley Crawley Hawthe Theatre, Hawth Avenue , Crawley, West Sussex RH106YZ
T: 0773 9998012
W: www.srptoyfairs1.co.uk

Barry Stockton Train & Toy Collector Fair - Wrexham

Memorial Hall, Bodhyfryd, Wrexham, Wrexham LL12 7AG
Opening Times: Saturday 1100 - 1600

Prices: £3.50 Adult £1.00 Child
T: 0151 334 3362
W: www.barrystocktonfairs.co.uk

NOVEMBER 6

SRP Toy Fairs Science & Technology College, Heath Lane Dartford, DA1 2LY
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00 Child Free
T: 0773 9998012
W: www.srptoyfairs1.co.uk

NOVEMBER 13

SRP Toy Fair - Rayleigh Sweeney Park School, Sir Walter Raleigh Drive , Rayleigh, Essex SS6 9BZ
Opening Times: Sunday 1000 - 1400
Prices: £2.00 Adult
T: 0773 9998012
W: www.srptoyfairs1.co.uk

Barry Stockton Train Toy Collector Fair - Warrington

Collegiate, Winwick Road , Warrington, WA2 8QA
Opening Times: Sunday 1030 - 1500
Prices: £2.00 Adult £0.50 Child
T: 0151 334 3362
W: www.barrystocktonfairs.co.uk

NOVEMBER 19

SRP Toy Fair - Henfield, Henfield Hall, High Street, Henfield, W Sussex BN5 9DB
Opening Times: Saturday 1000 - 1400
Prices: Adult £2.00
T: 0773 9998012
W: www.srptoyfairs1.co.uk

NOVEMBER 20

Barry Stockton Train & Toy Collector Fair - Wirral Hulme Hall, Port Sunlight, Wirral CH62 5DH
Opening Times: Sunday 1030 - 1500
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362
W: www.barrystocktonfairs.co.uk

Townsend Toy & Train Fair - Kirkby-in-Ashfield

Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Notts NG17 7DJ
Opening Times: Saturday 1000 - 1400
Prices: £2.00 **T:** 07951 072790

SRP Toy Fair - Herne Bay

The Kings Hall, Beacon Hill, Herne Bay, CT6 6BA
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
T: 0773 9998012
W: www.srptoyfairs1.co.uk

Tony Oakes Train Fair - Kidderminster

Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: £1.50
T: 01270 652773

SRP TOY FAIRS 2016 DATES

5th November

Crawley Hawthe theatre, Hawth Avenue, Crawley, West Sussex RH10 6YZ

4th December

Langham Community centre, School road, Colchester, Essex CO4 5PA

EMAIL: srptoyfairs1@hotmail.co.uk

WEB: www.srptoyfairs1.co.uk

TEL: 0773 9998012 / 01322 662729

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www.vectis.co.uk email admin@vectis.co.uk

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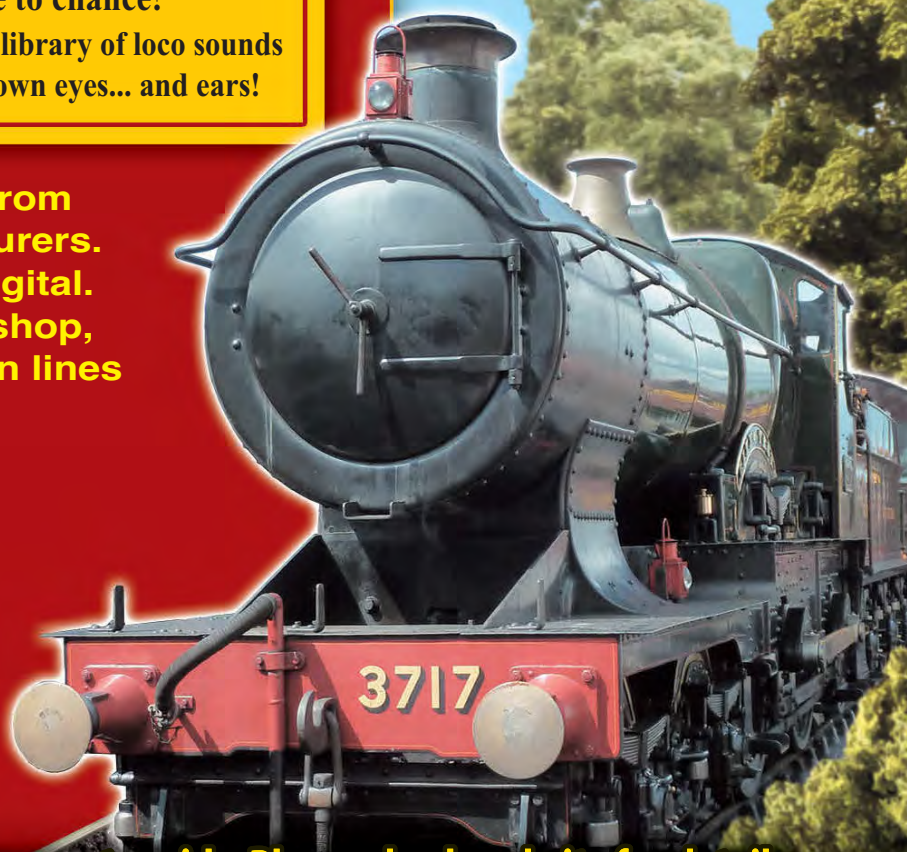
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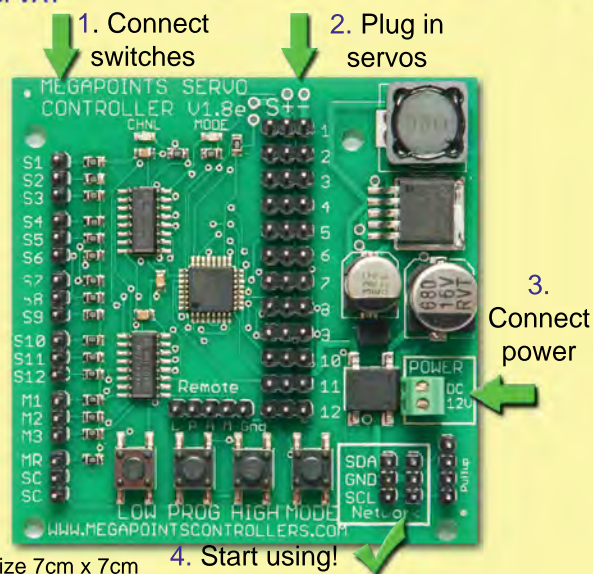
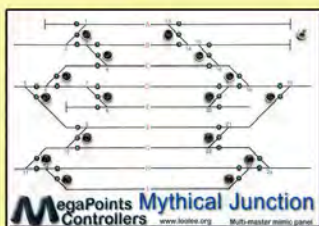
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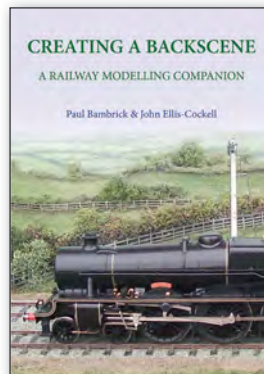
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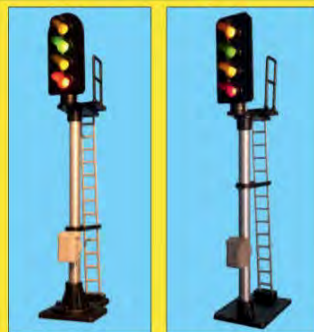
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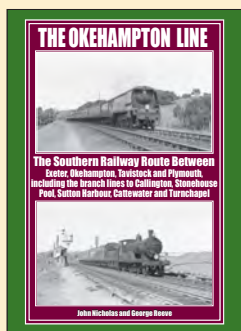
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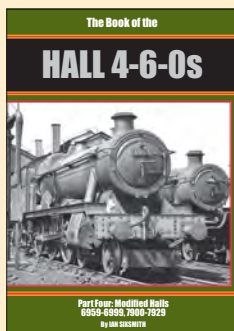
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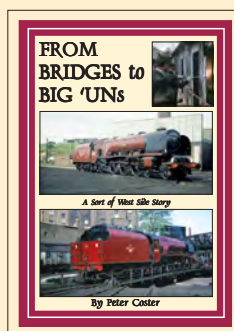
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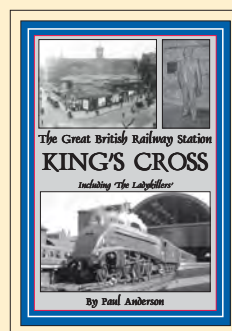
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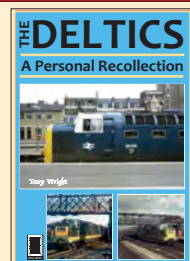
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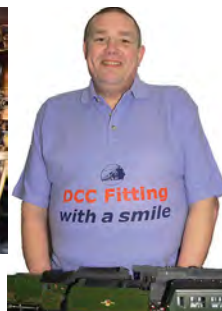


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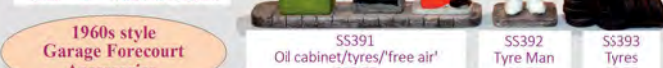
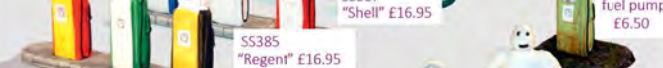
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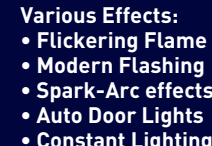
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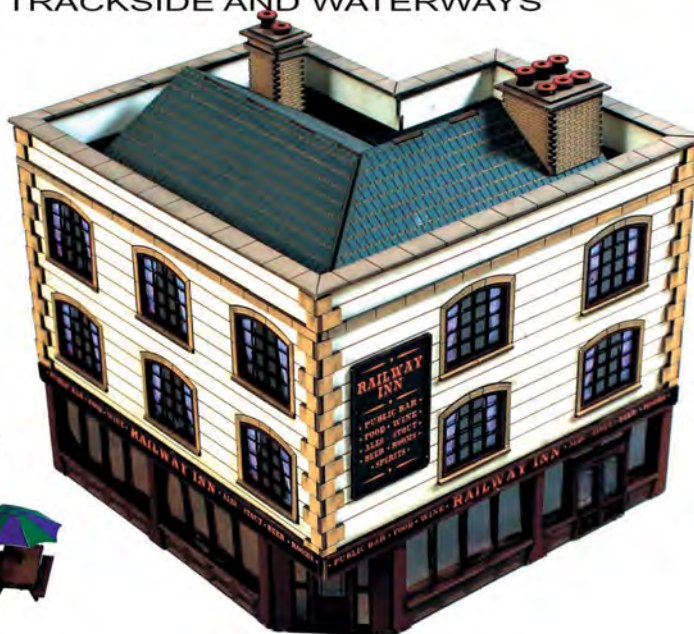
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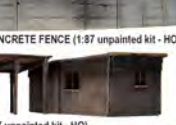
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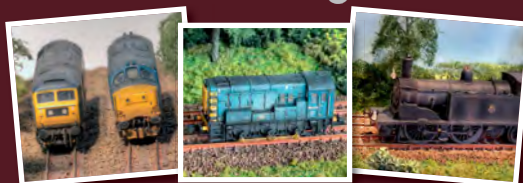
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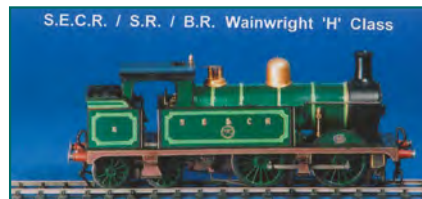
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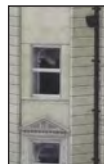
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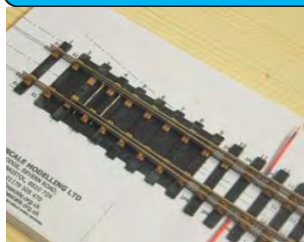


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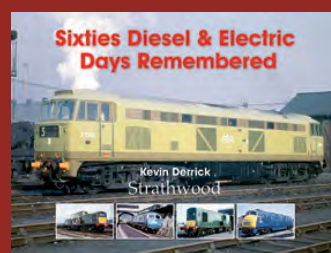
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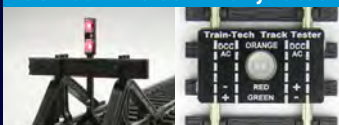
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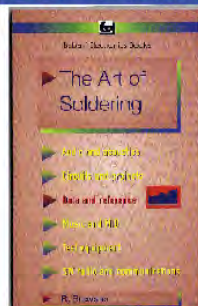
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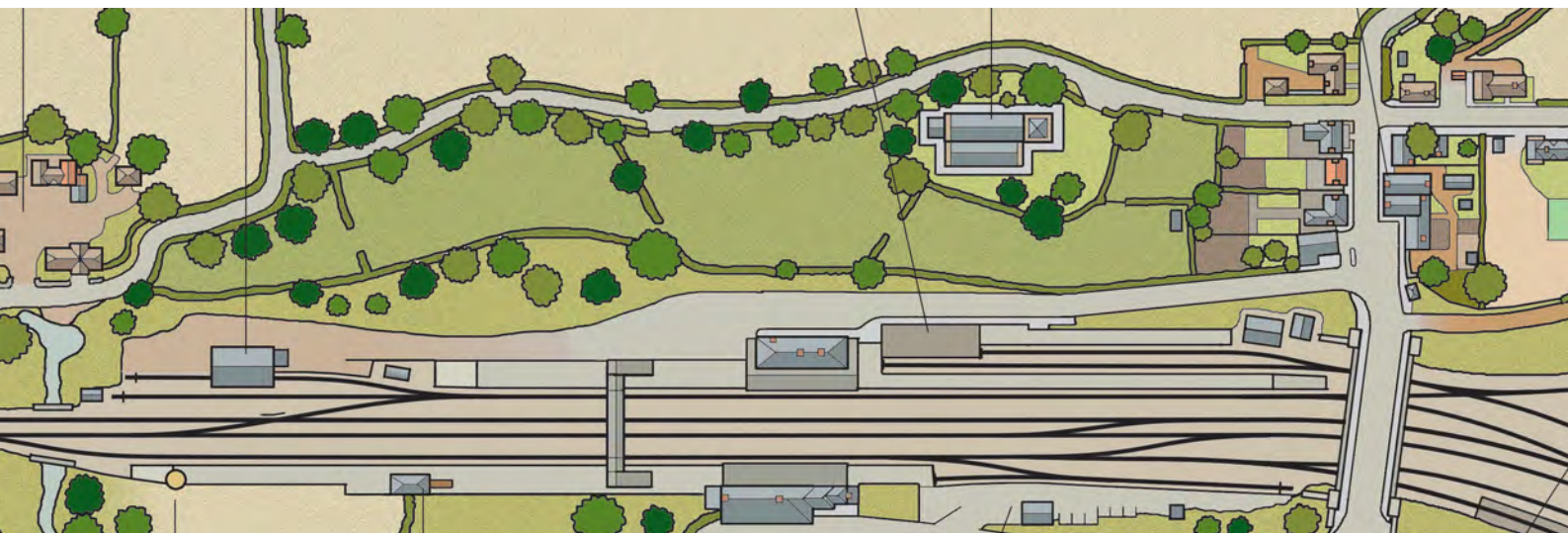
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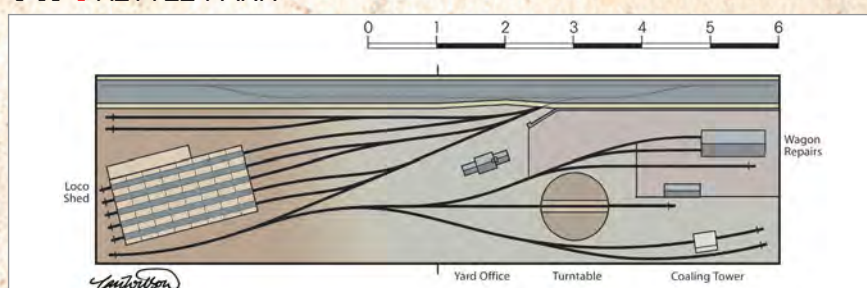
THE BRM TRACKPLAN ARCHIVE

FEATURING KETTLE PARK (OO) | WARMLEY (OO) | TYNEHAM REGIS (OO)



This issue sees the return of the BRM Trackplan Archive section after its summer break. Our trio of inspirational layouts ranges from a GWR-themed rural terminus in Dorset, via a main line wayside station inspired by a real location to a fictitious motive power depot, built to display a large collection of RTR and kit-built locomotives.

147 | KETTLE PARK



how it works

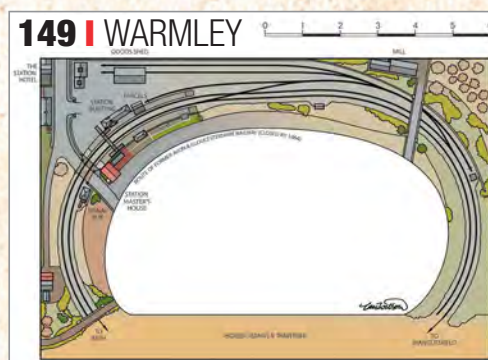
Every issue of **BRM** now includes at least three trackplans to cut out and keep (or scan/photocopy if you prefer), building into a unique resource for railway modellers. As all the layouts have been built and completed, you can guarantee that they work and fit into the advertised space. We'll bring you model railways of all shapes and sizes, from tiny micro-layouts in boxfiles to giant exhibition layouts, covering all scales, gauges, eras, regions and types of location.

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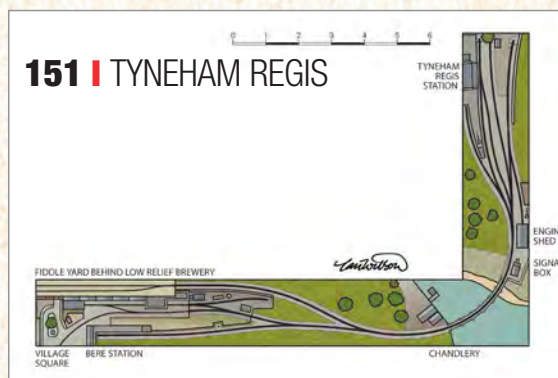
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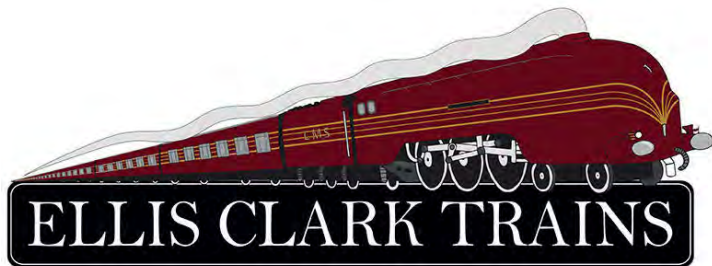


149 | WARMLEY



151 | TYNEHAM REGIS





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SMALL LAYOUT | BR EASTERN REGION 1950s | OO Gauge

KETTLE PARK

John Creek recaptures the atmosphere of a bustling Motive Power Depot (MPD) on the Eastern Region, with a good selection of locomotives.

Kettle Park Motive Power Depot was built by John Creek from a desire to have a layout to display and run his collection of kit-built and modified RTR locomotives. It was to be of exhibition standard to use as an alternative to his other layout.

The original plan was to build a locomotive depot and carriage sidings, but that was rejected as being too big, 12ft maximum being the requirement of his club's exhibition manager. 'Kettle Park' has two 5ft by 3ft boards screwed and glued to a frame of 2in by ½in marine ply, diagonally braced. It gives good rigidity and reduces warping.

The track is Peco Flexitrack with insulated frog points to reduce the number of isolating sections. The layout is divided into three areas, each controlled by a Gaugemaster controller and requires two operators. The fiddleyard is double track and can hold up to ten locomotives, the shed area a maximum of 20 locomotives, with the coaling plant, turntable and wagon repair facility operated separately.

The shed building is based on Scunthorpe's Frodingham depot (36C) using modeller's licence to condense its dimensions. It had five roads with offices and workshops down one side. The model is built using plywood sides to keep it rigid, covered with plain plastic card. The remainder is made from Plastruct plastic sections and weathered. Reference was made to the book *The Illustrated History of Scunthorpe's Railways* by Brian Longbone. Inspection pits are by Peco.

When first built, an area in the middle of the layout was bare, but a magazine article on Boston Docks gave John an idea. Photographed was a small brick office block which was obviously a booking-on, tally clerks' and shunters' building. It was roughly scaled using door gaps, brick courses and window size estimates to reproduce a miniature replica.

The scale 70ft turntable is by Peco and is hand-cranked. He tried numerous options to power it, but could never get it to run smoothly, so resorted to a Meccano worm and gear mechanism. ■

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge OO
- SIZE 10ft by 3ft
- ERA/REGION 1950s, BR Eastern Region
- CONTROL DC
- LAYOUT TYPE End-to-end MPD
- PHOTOGRAPHS Ray Lightfoot



PROS

- Modelling locomotive depots is a simple way to display a large collection of locomotives on a layout
- Simple trackplan, ideal for those who like shunting
- Turntable, coaling tower and wagon repair shop are all easy to add features that add to operations

CONS

- Three operators must interact with precision when exchanging locomotives
- Lack of station or variety in rolling stock

As in most clubs, we have our 'diesel freaks' who malign anything to do with steam. Ours is no exception; a long time ago one asked what I was building. "An engine shed layout", he was told. "Oh, a kettle park" he replied, and the name stuck.

KETTLE PARK

ERA

GAUGE

SIZE

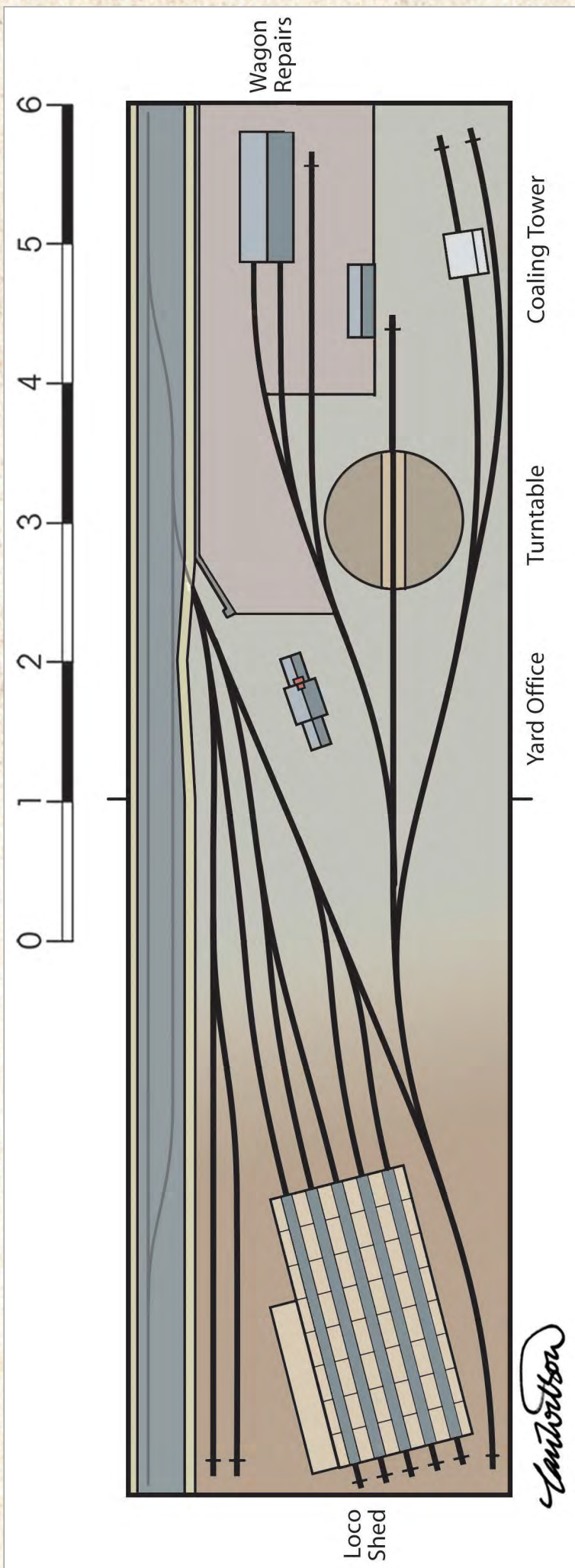
CONTROL

5

00

S

DC



SMALL LAYOUT | BR EASTERN REGION 1950s | 00 Gauge



WARMLEY

Neil Burgess relives childhood days spent at Warmley, on the Midland's route to Bath, with his OO gauge layout.

There's more to railways than locomotives, even if that's often the way we get interested and some of us get round to modelling them. 'Warmley' is an attempt to capture that reality. It is a model of a real station, on the Midland Railway's 1869 Bath Extension, which provided the connection between the Bristol-Birmingham line and the Somerset & Dorset Joint Railway.

Neil knew the station as a child, travelling from there on family shopping trips to Bath or later on, train spotting excursions to Mangotsfield and Bristol Temple Meads. The line closed to passengers in March 1966, along with the Somerset & Dorset, but freight lingered on until North Sea gas put paid to Bath gasworks and its need for coal.

Making a model of a real location can be a bit fraught and involve all sorts of compromises. 'Warmley' is no exception and the main one, apart from the inevitable reduction in length, is that the running lines curve the wrong way through the station; the goods yard should be inside the curve, not outside. The layout is viewed from more than 4ft above floor level, making the discrepancy less noticeable.

The layout structure is from 6mm ply, with 'Barry Norman' sandwich girders with ply skins and 2in by 1in blocks of wood to separate them. Track is SMP with points and crossings from bullhead rail soldered to Paxolin sleepers. Power comes from two AMR hand-held units which have stood the test of time. Two GWR block bells are rigged up, obtained from the Signal & Telegraph stores at Dr Day's Road Junction in Bristol many years ago. Landscape is made from expanded polystyrene, shaped with a bread knife and covered with Mod-Roc plaster bandage, then painted with acrylics. ■

PROS

- Curved platform adds interest on a tail-chaser layout
- Selection of overbridges add layers to the trackplan, creating height
- Simple station still has a few sidings to shunt

CONS

- Most structures now demolished, making research harder
- Trackplan compromises required to fit the space
- Modifications necessary when new information comes to light

FACT FILE

- SCALE/GAUGE 4mm:ft, 16.5mm gauge OO
- SIZE 12ft by 8ft
- ERA/REGION 1950s
- LOCATION Midland Region
- LAYOUT TYPE Continuous loop
- POWER & CONTROL 12V DC
- PHOTOGRAPHY Ray Lightfoot



Warmley is a layout designed to be operated to show what a wayside station on a cross-country line might have looked like in the mid-1950s, before the Modernisation Plan burst upon the scene and the destruction of the Beeching era was unleashed on the railway network.

WARBIVLEY

ERA



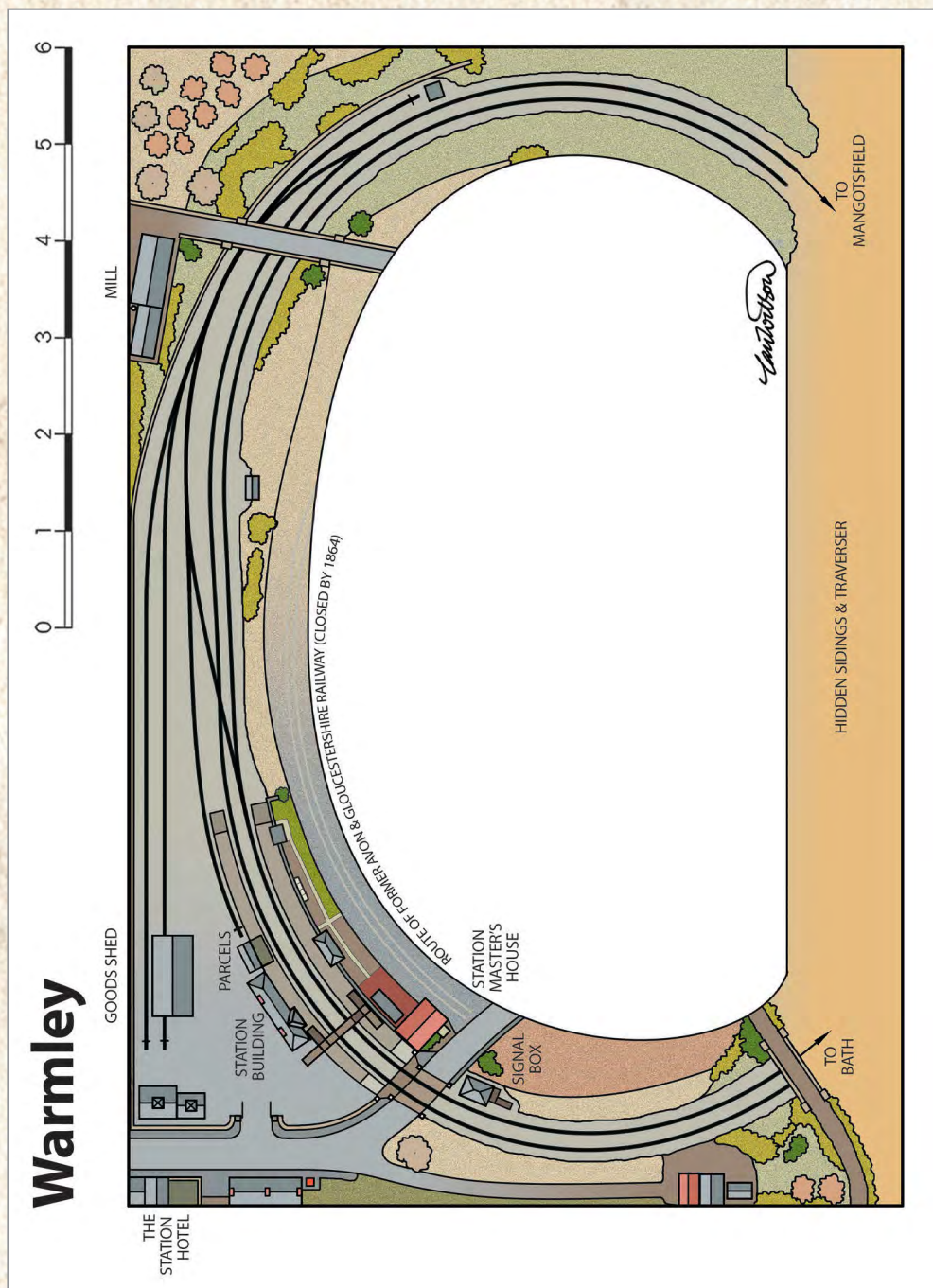
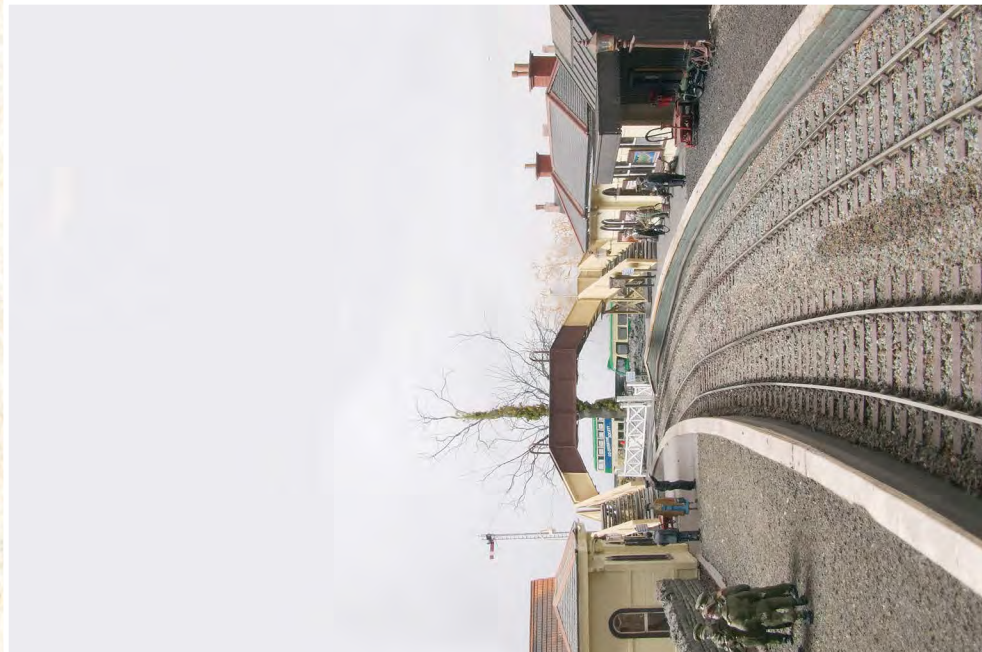
GAUGE



SIZE



CONTROL



SMALL LAYOUT | BR LONDON MIDLAND REGION 1950s | OO Gauge





MEDIUM LAYOUT | GWR DORSET 1930s | OO Gauge

TYNEHAM REGIS

Mike Paginton's recreation of a fictional classic Great Western branchline terminus by the sea captures the essence of a typical Dorset station.

This layout was envisaged and built primarily for exhibition use and is based on a 'Great Western in Dorset' theme. Although the location is fictional, there is a Tyneham village nestling in the Purbeck Hills, though sadly uninhabited since the Second World War when it was requisitioned for military target practice.

The builders tried to create a variation on the standard GWR branch with an 'L'-shaped configuration, measuring 15ft by 9ft 6in, thus trying to convey a feeling of spaciousness compared to the sometimes fairly cramped track layouts seen on branch termini. This length of run from hidden fiddleyard to Tyneham Regis, with a connecting service back via the junction to the small terminus at Beer, combined with slow running, doubles the length of time trains are on view.

The Phoenix Brewery boasts its own motive power in the form of a modified Hornby 0-4-0T named *Titan*. A separate controller operates the brewery yard, the supplies and empties in sheeted open wagons arriving from Tyneham, the barrels going to the unloading bay at the far end of the yard hidden by a corrugated lean-to. After loading at the other end of the building, the vans are moved by *Titan* and propelled onto the weighbridge before, after a suitable pause, they are collected and positioned at the gated entrance for the pick-up goods to collect.

Tyneham Regis station has a main platform with run round and a bay for the secondary branch to Beer. A small goods yard with coal merchants hut and single road loco shed with the usual coal and water supplies complete the scene.

The familiar GW branch line power and rolling stock are to be seen, the Beer branch train invariably uses a '48XX' 0-4-2T with umbilically connected auto trailer, although occasionally a diesel railcar puts in an appearance. An assorted rake of Ratio four-wheelers is usually hauled by a Pannier Tank and excusers are found to run a 'Castle' on a brewery workers outing special, or holiday excursions. The layout isn't run to a timetable - trains have nowhere to go, so must always come back. ■

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge OO
- SIZE 15ft by 9ft 6in (including fiddleyards)
- ERA/REGION 1930s GWR Dorset
- CONTROL 12V DC analogue
- LAYOUT TYPE 'L' station-to-station
- PHOTOGRAPHS Chris Knight



PROS

- Height of brewery buildings used to good effect to hide a small fiddleyard
- Lots of action to keep viewers entertained
- Few tracks align with the layout board edges, breaking up the linear appearance

CONS

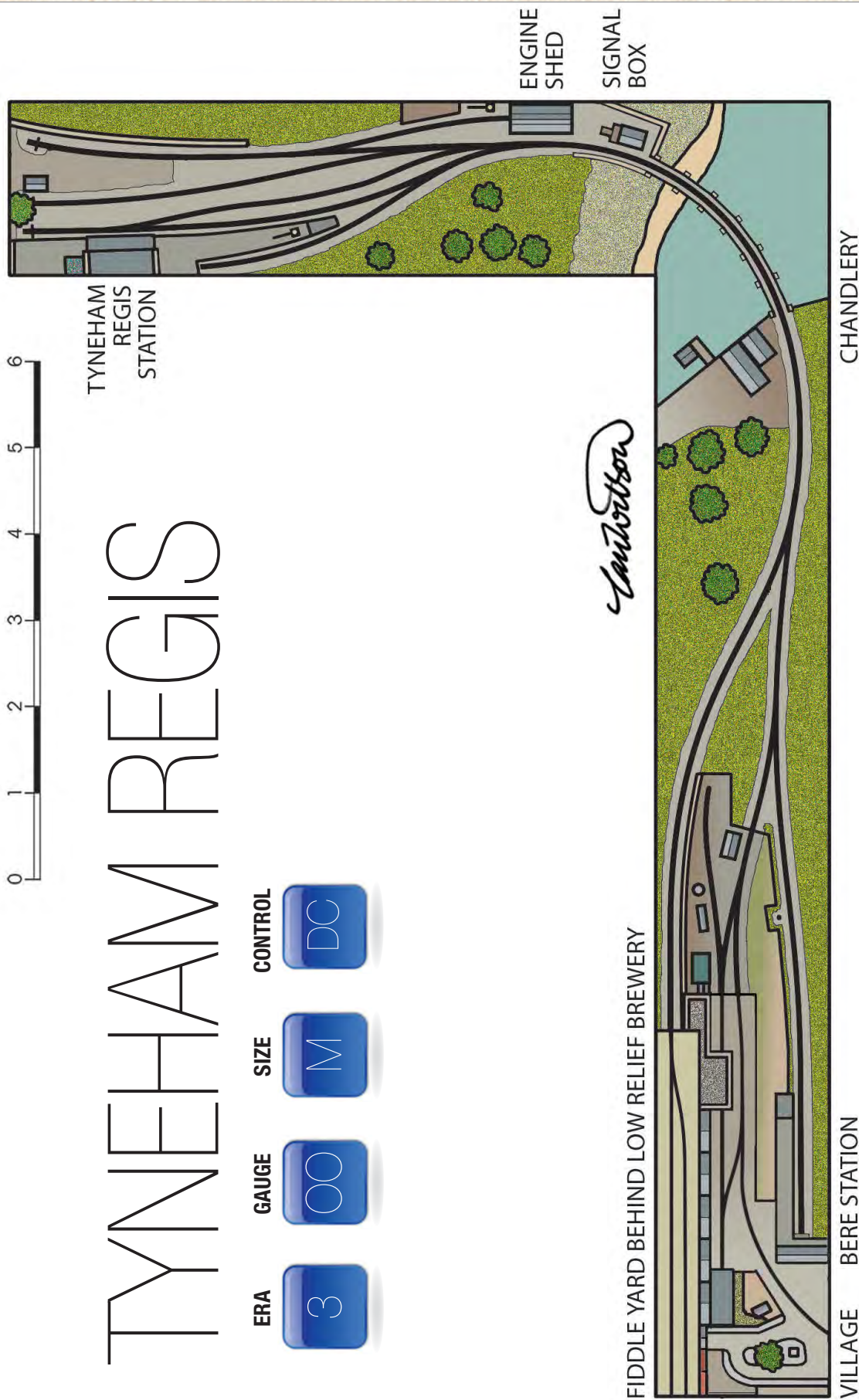
- Four platforms at Tyneham station, but lack of storage room at the other end of the layout
- Not a trackplan for those who enjoy continuous operation

Mike uses a double set of stock for different periods during exhibitions, part of which is loaned by his friend Chris Knight. He admits that modelling the Great Western means that not only is the grass greener on the other side of the railway fence, the locomotives are too.



TYNEHAM REGIS

ERA	GAUGE	SIZE	CONTROL
3	OO	M	DC



MEDIUM LAYOUT | GWR DORSET 1930s | OO Gauge



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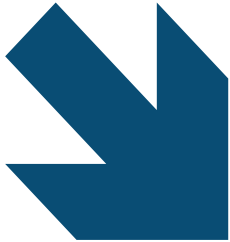


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TAIL LAMP

BRM's 'Industry Insider' welcomes the attention given to our hobby by recent television programmes.



Many years ago, in my youth, an elderly aunt left me a reasonable amount of money. I really wanted to replace the old car that I was driving at the time, but my thoughts turned to buying a state-of-the-art Hi-Fi system (remember them?). Once the money came through I trotted off to the local Hi-Fi specialist convinced that I'd walk out with a music system that would be the envy of all my friends.

When I entered the shop I was approached by an assistant who I suspect regarded me as a timewaster. Nonetheless, I explained that although I knew nothing about top quality Hi-Fi equipment, if he could give me the benefit of his advice I would be able to make an informed judgment before buying.

Sadly he did not make a sale, as his attitude towards me was one of total disdain and arrogance. His underlying approach was one of; 'If you don't know what you want then why should I try and educate you?'

He believed that because he knew more than I did he was somehow superior and that before I could even think about obtaining a top line system I should be aware of my basic requirements. Needless to say I walked out and spent my inheritance on a holiday, girls and everything that went with those two activities. The rest of the money, to misquote George Best, I frittered away.

I have never forgotten my experience in that shop and have always, when approached by any one remotely interested in model railways, spent time talking to them about the many aspects of the hobby and why I find it so interesting. Not all rush off to their local model shops to immerse themselves in all things railways, but over the years there have been a few who have found immense pleasure in the hobby. Others either continue with a mild interest in my latest project or write me off as a lost cause! Whatever the case I think no less of them, be they modellers or not.

Over the last few years I have noticed that there has been

a gradual increase in programmes associated with railways, especially from the BBC, either from an historical position or factual documentaries such as Michael Portillo's journeys guided by an old copy of Bradshaw's.

Most recently, the BBC commissioned three one-hour programmes entitled *Trainspotting Live*. Personally I regarded this as a brave move. Trains, especially those running at night do not always run on time, a fact that was borne out more than once over the three evenings.

The presenters, whose job it was to knit everything together were faced with an almost impossible task. With the events being broadcast live there was no chance of a 'Take 2' and anyone who has been asked to ad lib on occasions would have sympathised with their plight, but unfortunately there were many who didn't.

The whole point of the programmes, as well as others involving the UK's railways, is that they have to appeal to the broadest possible audience. Whether we like it or not, railways are not as popular as football or even fishing, therefore the canvas that the TV producers have to paint on has to be very broad and general. Such generalities can result in a distortion of facts or mild inaccuracies, perhaps even more serious ones. However, the vast majority of people watching are not railway buffs, but casual watchers who might just be inspired to take their passing interest a little further by such programmes.

My message to those who criticise the presenters of these programmes when they don't quite get the terminology right or feel offended by the simplistic approach is remember that we are a minority pursuit. The programmes are aimed at a general populace who are sympathetic enough to take an interest but are without the benefit of our knowledge. And don't forget, even we started out knowing nothing. ■



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- 4F-026-011 - HIA Freightliner White Heavy Haul Limestone Hopper 369022
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Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£127.46	Mar 2013							
Class 450	hattons.co.uk/cl450	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	hattons.co.uk/wct	£97.71	Sep 2014							
Birdcage Coaches	hattons.co.uk/bc	£50.96	Mar 2014							
Class 414 2-HAP	hattons.co.uk/cl414	£186.96 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.hattons.co.uk/projectupdates


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£119.43 - 134.95	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at www.hattons.co.uk/projectupdates

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J94	hattons.co.uk/j94	£82 - £99	Aug 2014							
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
14xx	hattons.co.uk/14xx	£99	Sep 2014							
Hatton's King	hattons.co.uk/king	£169 - £179	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366	hattons.co.uk/1361	£124	Nov 2013							
4-wheel A & B Tanks	hattons.co.uk/heltank	£20.50 - £76	Nov 2015							
Class 47xx "Night Owl"	hattons.co.uk/47xx	£154	Nov 2014							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 1361, Class 07 shunter- view these projects at www.hattons.co.uk/projectupdates

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Class 71	hattons.co.uk/c71	£127.50	Nov 2014							
Peckett 0-4-0	hattons.co.uk/peckett	£70	Oct 2015							
Class B12 Holden	hattons.co.uk/B12	£123	Nov 2015							
10T Cattle Wagon	hattons.co.uk/horcat	£18	Nov 2015							
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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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Hatton's ICI hopper	hattons.co.uk/ici	£24 - £25	Mar 2015							
Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coach	hattons.co.uk/oxmk3	TBC	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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