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OCTOBER 2017

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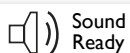
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PLAY

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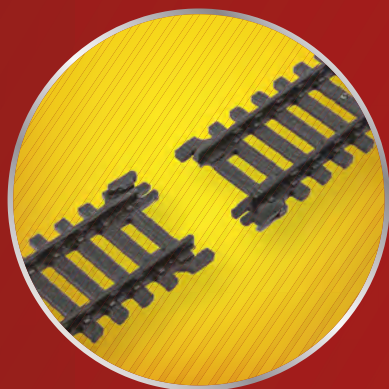
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John Bruce's stunning Vale Quarry layout that was missing from certain copies of **BRM** August. This is an overall view showing all the structures on the layout.



This month we celebrate the smaller things in this hobby, which is to say the projects and layouts that utilise and exemplify N Gauge and modelling at 2mm/ft. There are many advantages in doing so, of course, not least the ability to fit more into compact spaces. Or, as in the case of our first layout 'Neely', fitting quite a lot more into a rather more substantial space. Either way, N does lend itself to some tricky modelling challenges, many of which are now being overcome, as well as some great landscaping and building opportunities. Architectural specialist Graham Hedges does his level best to convince any naysayers as he extols the virtues of the scale and picks some noted layouts in his 'The Joy of N Gauge' article (pages 54-57). If N Gauge isn't quite precise enough, we also have Jerry Clifford on hand to advise and encourage those of you thinking about making the leap to 2mm Finescale. His assertion that doing so doesn't require a hawk's eye for detail and the dexterity of a nimble-fingered neurosurgeon is convincing. I'm certainly not at that level – yet – but my modelling enthusiasm remains undimmed, with an N Gauge brass farmhouse to build, paint and then plonk somewhere suitably rural. I'm feeling quite confident at the time of writing, but you'll see how I got on with the first of those three stages on page 66.

The rest of the issue stays true to the second two letters of our logo. Firstly, Michael Russell returns

with a children's playground diorama. That might not suit everyone's layout, but we always try to ensure that all modellers will learn something from his modelling techniques. Phil Parker next, with an eminently applicable project to build a line-side factory unit – just the ticket if you have a niggling space to fill. He also shows how you can breathe new life into old coaching stock, and then breaks his Isle of Man holiday to chat with N Gauge suppliers Union Mills. Not a bad job for a chap who also has to find time to edit our sister titles Garden Rail and Engineering in Miniature.

We have layouts, projects and features to suit other scales and modelling preferences besides. I'll leave you to discover those at your leisure, but do make sure you read trackplan artist Ian Wilson's account of his ongoing research project in this month's Tail Lamp.

Finally, an apology to John Bruce, whose splendid Vale Quarry layout (pictured) was excluded from a proportion of copies of our August issue. This was the result of a subscription offer we were running through certain outlets. Sorry John, and to other readers who missed out.

Onwards and upwards in the meantime... ■



EDITOR | Andy McVittie



BRM

**BRM NOVEMBER ISSUE ON
SALE OCTOBER 12 - SEE P138**

BRITISH RAILWAY MODELLING

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

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

E help@pocketmags.com

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ISSN 0968-0764

PRINTING

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

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Key Features:

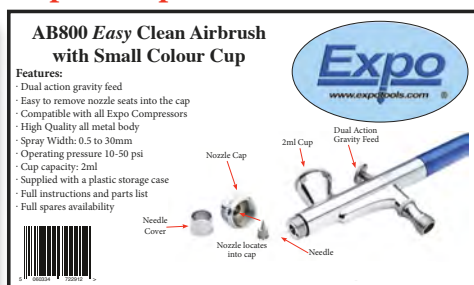
- Quick ratchet trigger
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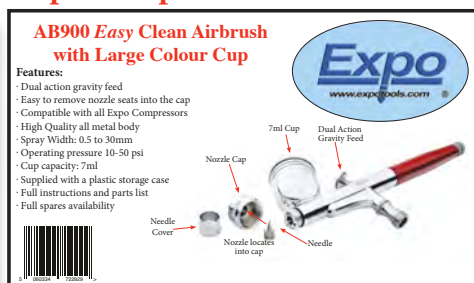
Set contains:
No 5 Handle
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£6.95
GMC-BPPM10 Solenoid Point Motor (5) £29.95
Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



GMC-PM100 Digital Solenoid Point Motor £18.95
All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

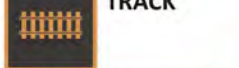


GMC-PM20 Surface Mount Point Motor £9.95
GMC-BPPM20 Surface Mnt Point Motor(S) £44.95
Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK. The magnetic coils are high-efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.



PM200 Digital Surface Mount Point Motor £22.95
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- GM97 900mm N/Silver Bm Flexi Track (100) £315
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- GM54 OO Buffer Stop £1.95
- BPGM54 OO Buffer Stop (5 Pack) £8.75



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- GM22 Autumn Grass Mat 100cm x 75cm £7.95
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- GM56 OO Buffer Stop Lights (Pack of 2) £9.95
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- GM67 Extra Long Track Pins 15mm £2.75

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- GM18 Code 80 (N) Rail Joiners (24) £2.95

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- GM46 N Re-Railer £2.95
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- BPGM53 N Scale Buffer Stop (Pack of 5) £22.50
- GM57 N Ltr Buffer Stop on Track £9.25
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OO GREY BALLASTED UNDERLAY SYSTEM



GM114 OO/HO Granite Ballast (500g)

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- GM200 Flexible Ballasted Underlay (5m) £23.95
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- GM205 N Point & Crossing Ballasting Kit £8.25

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- GM211 N Flexible Ballasted Underlay (5m) £23.95
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OO SCALE CORK TRACKBED SYSTEM



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- GM245 For LH Sectional Curved Points (2) £4.50
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- GM226 For LH Sectional Points (2) £4.25

SCENICS



STARTER PACK

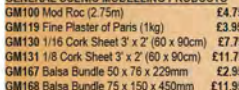


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- GM23 Gravel Mat 100cm x 75cm £5.95
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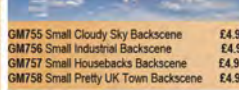
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- GM31 Grey Stone Wall & Buttresses £9.75
- GM32 Grey Stone Wall & Arches £9.75
- GM197 Stone Tunnel Wall £9.75
- GM198 Single Tunnel Mouth & Walls £15.75
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GMK037 Farm House £8.25
GMK038 Steel Footbridge £6.50
GMK039 Modern Industrial Unit £6.50
GMK040 Modern Fire Station £8.00
GMK041 Platforms Wide (2) £3.75
GMK042 Platform Ramps Wide (2) £3.25
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GMK044 Modern Town Station £17.95
GMK045 Old Factory with Chimney £17.95

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GMK051 Wooden Fencing £5.75
GMK052 Lattice Fencing £5.75
GMK053 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMK2000 Station Set £15.95
GMK2001 Town Set £13.95
GMK2002 Suburban Set £15.95
GMK2003 Farm Set £17.95

LIGHTING

OO SCALE LAMPS & LIGHTING

Five 4mm scale lamps with prototypical post extensions and light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 BT Twist Gas Lamp BR/SR Green (3) £13.95
GM803 BT Twist Gas Lamp LMS Maroon (3) £13.95
GM804 BT Twist Gas Lamp GWR Stone (3) £13.95
GM805 BT Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Green (3) £13.95
GM808 Taper Post Gas Lamp LMS Maroon (3) £13.95
GM809 Taper Post Gas Lamp GWR Stone (3) £13.95
GM810 Taper Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 Taper Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck Lamp (2) £13.95
GM821 W/Mounted Swan Neck SR/BR Green (2) £13.95
GM822 W/Mounted Swan Neck LMS Maroon (2) £13.95
GM823 W/Mounted Swan Neck GWR Stone (2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Green (2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon (2) £13.95
GM827 W/Mounted Gas Lamp GWR Stone (2) £13.95
GM828 W/Mounted Gas Lamp Undercoat (2) £13.95
GM829 Modern Sgl Head Adjustable Lamp (4) £15.95
GM830 Modern Dbl Head Adjustable Lamp (3) £13.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototype white LEDs for building interiors and all required light control PCBs

GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 BT Twist Gas Lamp SR/BR Green £32.95
GM853 BT Twist Gas Lamp LMS Maroon £32.95
GM854 BT Twist Gas Lamp GWR Stone £32.95
GM855 BT Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Oil Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp SR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp SR/BR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM870 Modern Sgl Head Adjustable Height £32.95
GM871 Modern Dbl Head Adjustable Height £19.95

LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (5) £12.95
GM897 Mini Light Control PCB - LED (10) £4.95
GM898 Mini Light Control PCB - Lamp (10) £4.95
GM899 Spare Bulbs for Lamps (5) £4.95

TOOLS

MODEL RAILWAY MAINTENANCE

GM50 OO/HO Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
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
GM619 Precision Lubricator £4.75
GM627 Superfine Oil Pen w/Teflon Particles £6.25
GM668 Electrical Contact Oil Pen £9.95

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GM601 A3 Size £10.95
GM602 A4 Size £5.95
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GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
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GM608 Bent Nose Pliers £6.95
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GM611 Sawset 1 w/ Scalpel Handle £10.95
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GM615 Plastic Scalpel & Blades £5.95
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GM618 Magnifier Tweezers £4.25



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GM623 Wires for Hot Wire Cutter (5) £4.95
GM624 Swivel Top Pin Vice £6.95
GM625 Curved Tweezer Reverse Action £4.95
GM626 Straight Tweezer Reverse Action £4.95
GM627 Blunt End Tweezer Reverse Action £4.95
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1950s to 1973 wagons:

ICI003A - 3274 in Battleship grey
ICI003B - 3301 in Battleship grey
ICI003CW - 3215 in Battleship grey - weathered
ICI003DW - 3299 in Battleship grey - weathered
ICI003EW - 3222 in Battleship grey - weathered

1973 to 1992 wagons with PHV TOPS panel (no backing):

ICI004A - 19093 in Battleship grey
ICI004BW - 19033 in Battleship grey - weathered

1973 to 1992 wagons with PHV TOPS panel (Black backing):

ICI005A - 19041 in Battleship grey
ICI005B - 19090 in Battleship grey
ICI005CW - 19116 in Battleship grey - weathered
ICI005DW - 19058 in Battleship grey - weathered
ICI005EW - 19011 in Battleship grey - weathered

1992 to 1997 wagons with PHV TOPS panel (Black backing, no ICI lettering):

ICI006A - 19110 in Battleship grey
ICI006BW - 19019 in Battleship grey - weathered
ICI006CW - 19078 in Battleship grey - weathered
ICI006DW - 19087 in Battleship grey - weathered

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Ex-Class 40 (British Rail) Beilhacks:

H4-BH-001 ZZA ADB965576 in BR yellow
H4-BH-002 ZZA ADB965577 in BR yellow
H4-BH-003 ZZA ADB965578 in BR yellow

H4-BH-004 ZZA ADB965579 in BR yellow "Stratford Shark"

Ex-Class 45 (British Rail) Beilhacks:

H4-BH-005 ZZA ADB966098 in BR yellow with NSE Branding
H4-BH-006 ZZA ADB966099 in BR yellow with NSE Branding

Ex-Class 40 (Railtrack/ Network Rail) Beilhacks:

H4-BH-007 ZZA ADB965580 in Railtrack black
H4-BH-008 ZZA ADB965581 in Railtrack black
H4-BH-009 ZZA ADB965578 in Network Rail black
H4-BH-010 ZZA ADB965579 in Network Rail black

Ex-Class 45 (Network Rail) Beilhacks:

H4-BH-011 ZZA ADB966098 in Network Rail black
H4-BH-012 ZZA ADB965599 in Network Rail black



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Exclusive liveries produced in partnership with Dapol

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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

Hatton's O Gauge Exclusives

Class A3 4-6-2

Pre-order for £750

Due in stock Q3 2018

www.hattons.co.uk/recordbreakers
Produced in partnership with Heljan



Unstreamlined Corridor Tender Variants:

H7-A3-001 2750 "Papyrus" in LNER grass green
H7-A3-002 4472 "Flying Scotsman" in LNER grass green
H7-A3-007 60103 "Flying Scotsman" in BR green with late crest

Unstreamlined Non-Corridor Tender Variants:

H7-A3-003 2745 "Captain Cuttle" in LNER black
H7-A3-004 60072 "Sunstar" in BR Express blue
H7-A3-005 60035 "Windsor Lad" in BR green with early crest
H7-A3-006 60077 "The White Knight" in BR green with late crest



Class A4 4-6-2

Pre-order for £750

Due in stock Q3 2018

www.hattons.co.uk/recordbreakers
Produced in partnership with Heljan



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Streamlined Corridor Tender Variants:

H7-A4-001 2509 "Silver Link" in LNER silver
H7-A4-005 4464 "Bittern" in LNER garter blue
H7-A4-007 60012 "Commonwealth of Australia" in BR green with early crest

Streamlined Non-Corridor Tender Variants:

H7-A4-002 4468 "Mallard" in LNER garter blue (1938 condition)
H7-A4-003 4468 "Mallard" in LNER garter blue (as preserved)
H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest

Unstreamlined Corridor Tender Variants:

H7-A4-004 4489 "Dominion of Canada" in LNER garter blue with steel numbers/letters
H7-A4-006 60007 "Sir Nigel Gresley" in BR express blue
H7-A4-008 60009 "Union of South Africa" in BR green with late crest

Warwell Wagons

Pre-order for £85

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Warwell Wagons with Diamond Frame Bogies:

H7-WW-701 - MS.1 in WD Livery (GWR registered)
H7-WW-702 - WW.55 in WD livery (LMS registered)
H7-WW-703 - WD livery (LNER registered)
H7-WW-704 - MODA95560 in MOD 1970s olive
H7-WW-705 - M360333 in BR grey
H7-WW-706 - M360329 in BR brown
H7-WW-707 - ADRW96501 in BR Engineers yellow

Warwell Wagons with Gloucester GPS Bogies:

H7-WW-708 - MODA95511 in MOD 1970s olive
H7-WW-709 - MODA95537 in MOD 1990s olive
H7-WW-710 - MODA95536 in MOD 2000s olive



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Class 1532 Johnson 1P 0-4-4T

Pre-order for £111 (estimated)



31-740 1273 in Midland Railway crimson lake
31-741 1303 in LMS black
31-742 58072 in BR black with early emblem

Class H2 'Atlantic' 4-4-2

Pre-order for £152.96
Due in stock Q4 2017



31-920 2426 "St Alban's Head" in SR olive green
31-921 32424 "Beachy Head" in BR black with early emblem

Class 20/3

Pre-order for £129 (estimated)



35-125 20306 in Direct Rail Services blue
35-126 20311 in Harry Needle Railroad Company orange
35-127 20312 in Direct Rail Services compass blue

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

SECR 60' Birdcage Coaches

Pre-Order for £55.21

Due in stock Q3 2017



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

Warflat Bogie Flat Wagon

Pre-Order for £42.46

Due in stock Q4 2017



38-725 WD Khaki Drab livery with tank
38-726 WD Bronze Green livery with tank
38-727 BR grey without tank



Pre-order Hornby OO items at: www.hattons.co.uk/hornby2017

Class 8P Princess Coronation 4-6-2

Pre-order for £161. TTS for £187
Due in stock Nov 2017



R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Class Q1 0-6-0

Pre-order for £93

Due in stock Sep 2017



R3559 C24 in Southern Railway wartime black
R3560 33032 in BR black with late crest

Wainwright Class H 0-4-4T

Pre-order for £157

Due in stock Dec 2017



R3512 31551 in BR black with late crest - Limited Edition train pack with Push/Pull coaches

Class 87 Electric

Pre-order for £144

Due in stock Feb 2018



R3580 87035 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

Hitachi IEP Class 800

Pre-order for £319

Due in stock Jan 2018



R3514 800004 in GWR green (5-car set)

Mk1 BSO/FO coaches

Pre-order for £34

Due in stock Oct 2017



R4777 BSO brake second open W9353 in BR blue and grey
R4778 FO first open W3123 in BR blue and grey
R4788 BSO brake second open E9220 in BR maroon
R4789 FO first open E3050 in BR maroon



Oxford Rail OO Pre-Orders

LNER N7 0-6-2T

Pre-order for £87

Due in stock Q4 2017



OR76N7001 1002 in Great Eastern Railway livery
OR76N7002 8011 in LNER black
OR76N7003 E9621 in BRITISH RAILWAYS early black

Class A & B tank wagons

Pre-order for £16.50

Due in stock Q4 2017



OR76TKA001 Class 'A' tank in BRT - Staveley chemicals livery
OR76TKA002 Class 'A' tank 4022 in Esso livery with revised suspension
OR76TKA003 Class 'A' tank 4022 in Esso livery with original suspension
OR76TKB001 Class 'B' tank 3300 in Esso black with original suspension
OR76TKB002 Class 'B' tank 47792 in Esso black with revised suspension
OR76TKB003 Class 'B' tank 441 in Regent Oil livery with revised suspension

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Steam locos



R3515 Battle of Britain Class (Air Smoothed) 4-6-2 21C168 "Kenley" in Southern Railway malachite green - "The Final Day" special edition (Hor) £161
R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "St. Archibald Sinclair" in British Railways malachite green (Hor) £139.50



R3454 Castle Class 4-6-0 5078 "Dryallwyn Castle" in GWR Green (Hor) £140



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) BARGAIN £79
1304 Class 1361 0-6-0ST 1363 in BR black late crest (Hor) £124



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



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



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



H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green GWR lettering (DJ) £99
H1415 Class 14xx 0-4-2T 1432 in BR lined green late crest - Newly weathered (DJ) £96



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



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



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



32-830A Class 2MT 2-6-0 Ivatt 6418 in LMS black (Bac) NEW £123.21



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



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (RRP £154.99) BARGAIN £105



31-127 Class 30xx 2-6-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) BARGAIN £80



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99) BARGAIN £80
R3587 Class 3F Jinty 0-6-0T 7100 LMS black - Railroad Range (Hor) NEW £38



32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) £72.21



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £44.99) BARGAIN £25



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



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor) £169



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



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



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £93.46



H1401 Class 48xx 0-4-2T 4825 in GWR Unlined green Great Western lettering (DJ) £99



R3499 Class 49xx 4-6-0 6947 "Helmsham Hall" in BR Green late crest - Railroad Range (Hor) (RRP £94.99) BARGAIN £57



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



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



32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) (RRP £134.95) BARGAIN £88



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



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



31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (Bac) £79



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (RRP £139.99) BARGAIN £83



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) £135.96



31-190 Class 5XP Jubilee 4-6-0 45575 "Madras" in BR black (Bac) £144.46



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



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



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green Shirtbutton logo (Hor) (RRP £181.99) BARGAIN £109



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



31-438 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) £90.05



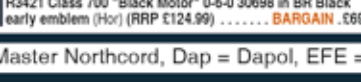
31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55



31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £184.95) BARGAIN £104



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



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



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



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



R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) £89



R3066 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £94.99) BARGAIN £55



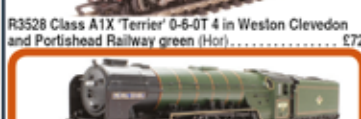
R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) (RRP £119.99) BARGAIN £85



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £99.99) BARGAIN £88



R3528 Class A1X "Terrier" 0-6-0T 4 in Weston Clevedon and Portishead Railway green (Hor) £72



31-328A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest (Bac) (RRP £179.95) BARGAIN £121



31-581 Class A2 4-6-2 60536 "Tomb Raider" in BR lined green early emblem (Bac) (RRP £179.95) BARGAIN £121



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



R3371 Class A4 4-6-2 4489 "Mallard" LNER green - Railroad range (Hor) £74.06



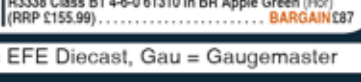
R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (RRP £99.99) BARGAIN £70



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



R3522 Class A4 4-6-2 60026 "Miles Beavor" in BR green early emblem (Hor) £144



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

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R3004 Class B17 4-6-0 61631 "Serby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £79R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) **BARGAIN** £8830-575 The Railway Children Train Pack GWR 57xx Pannier in GWSR, 2 x GWSR Coaches & Scenecraft Oakworth Station Building (Bac) (RRP £134.95) **BARGAIN** £99

3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94

R3495 Class D49/1 4-4-0 62760 "The Coltsford" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £59
R3505A Class E-4-6-2 2517 Southern Railway green (Bac) £201.96
R3507B Class E-4-6-2 32500 in BR black late crest (Bac) (RRP £109.95) **BARGAIN** £80R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) **BARGAIN** £89R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) **BARGAIN** £145

R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £85

35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) **BARGAIN** £80

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



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

32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) £117.26
32-376A Class 37/4 37422 "Robert F. Triffin" Redwood Railway (Bac) £123.21

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



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

R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) **BARGAIN** £19R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74
32-483 Class 40 4338 in BR Green small yellow panel (Bac) £118.96R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (RRP £126.49) **BARGAIN** £75R3380 Class J15 0-6-0 7510 in LNER black (Hor) (RRP £109.99) **BARGAIN** £78
R3405 Class J70 0-6-0 1985 in LNER black (Hor) (RRP £133.49) **BARGAIN** £89
DOUBA 003 Class J54 Austerity 0-6-0ST 8064 in LNER black original bunker (Bac) (RRP £25.95) **BARGAIN** £72R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) **BARGAIN** £28R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £39.99) **BARGAIN** £39
32-089 Class 41 Warship D805 "Benbow" full yellow ends (Bac) £127.48R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82R3524 Rebuilt "West Country" 4-6-2 34096 "Trevone" in BR green late crest (Hor) **NEW** £144
32-359A Standard Class 4MT 2-6-4T 80052 BR black early emblem (Bac) £120.46

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

R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82

32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £110.46

1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72R3483 Class 4DH Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervé de Ravel" in BR Lined Green early emblem (Hor) (RRP £159.99) **BARGAIN** £10832-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) **BARGAIN** £891604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) £144
40-069-012 Class 52 diesel loco D1526 "Winston Churchill" in BR blue full yellow ends - weathered (Bac) £127

R3440 Class P2 2-6-2 2001 "Cock O' The North" in LNER apple green - gloss finish (Hor) £122.50



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



R3394TTS Class 20 20163 in BR blue - TTS sound fitted - Railroad Range (Hor) £93



32-334DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) £212.48

R3171 Class P2 2-6-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) (RRP £94.99) **BARGAIN** £68R3286 Class Q2 Pannier 0-6-0 63420 in BR black late crest (Hor) (RRP £154.99) **BARGAIN** £106

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

R3473 Class 58 58108 in Railfreight red stripe (Hor) **NEW** £153R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) **BARGAIN** £88R3287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hel) (RRP £43.99) **BARGAIN** £312680 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) **BARGAIN** £59

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

R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) **BARGAIN** £88R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150
30-425 Class 251 Midland Pullman train pack in Pullman livery black - Collector's Edition (Bac) £4902661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61

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

R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) **BARGAIN** £88R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150
30-425 Class 251 Midland Pullman train pack in Pullman livery black - Collector's Edition (Bac) £4902661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61

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

R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) **BARGAIN** £88R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150
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32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) £208.21

R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) **BARGAIN** £88R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150
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32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) £208.21

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R32-737 Class 66 66085 in EWS DB Schenker branding - weathered (Bac) £142.76



R3486 Class 66 66185 "DP World London Gateway" in DB Schenker (Hor) (RRP £98.99) £59



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac) £131.71



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



R3388TTS Class 67 67004 "Caim Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) £104



4D-022-003 Class 68 68010 in Chiltern Railways (Dap) £123.72



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

Electric locos



O071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) £139.95



O071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) £139.95



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



31-679 Class 85 (ALS) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) £89

DMUs



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



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



32-912A Class 106 3 Car DMU in BR blue yellow ends - weathered (Bac) £152.96



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



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



4D-015-005 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55007 in BR green small yellow panels (Dap) £123.25



4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (Dap) £123.25



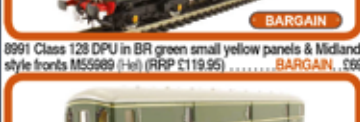
4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) £129.95



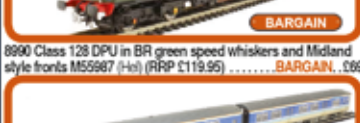
8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (RRP £119.95) £59



8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (RRP £119.95) £59



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



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



32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered (Bac) (RRP £189.95) £119



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

EMUs



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



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



31-032 Class 350/1 Desiro 4-Car EMU 350 101 in London Midland (Bac) (RRP £189.95) £99



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (RRP £189.95) £99



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



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

DEMUS



31-236A Class 205 "Thumper" 1121 in BR green small yellow panel - weathered (Bac) £203.96

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



35-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) (RRP £59.95) £42

Train sets - analogue



R1183 "Master of the Glens" Train Set Class P2 2-6-2 "Cock O' The North" in LNER green and three LNER teak coaches (Hor) (RRP £184.99) £145



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



R1202 Malford Pullman Train Set Class A4 4468 "Malford" in LNER blue and pair of Pullman coaches (Hor) NEW £131



R1155 Pendolino trainset Class 390 390004 in Virgin Trains "A160 Pendolino" branding (Hor) £150

BARGAIN



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) £45

Train sets - DCC



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R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) £170



R1125 Sonnet Bolle train set Class 3F 0-6-0 S&DR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99) £130

Coaches



39-001 2 x Mk1 coaches in "Works Test Train" in BR blue & grey - weathered (Bac) £76.46



39-426 BR MK1 POS Post Office Sorting Van BR Blue & Grey (+ Nets) (Bac) (RRP £59.95) £40



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R4695 K-Type Pullman Third Class Parlor Brake Car "Car No.80" (Hor) (RRP £54.99) £39



39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) (RRP £39.95) £29



39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) (RRP £39.95) £25



39-475 LMS 60 ft Porthole Open Vestibule 1st BR in crimson & cream (Bac) (RRP £39.95) £29



R4768 Maunsell corridor brake third 3778 in SR olive green (Hor) NEW £38



R4768A Maunsell corridor brake third 3779 in SR olive green (Hor) NEW £38



R4796 Maunsell corridor brake third 3777S in BR crimson and cream (Hor) NEW £38



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26602 Vauxhall 'Western National' (EFE) (RRP £18.99) BARGAIN £10

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76SET49 5 (Horn) Land Rover Classic Set (Ox) NEW £25

NEW



76AMV1001 Aston Martin V12 Vanquish S Volcano Red (Ox) NEW £15
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76BM2002 BMW 2002 Cab Yellow (Ox) NEW £5
76BM2002 BMW 320i Cab (Ox) NEW £4.50
76CC002 Continental Cannon Arctic White (Ox) NEW £6
EM7856 Ford Focus - Popular 3-door in Police (Horn) (RRP £4.25) BARGAIN £3

NEW



76F5003 Ford Sierra Sapphire Radiant Red (Ox) NEW £4.50
EM7857 Ford Thames 300E 7-seat version (Horn) (RRP £4.25) BARGAIN £3
76JXK75002 Jaguar C-X75 Prototype Orange (Ox) NEW £5
76F7002 Jaguar J-PACE Poodle White (Ox) NEW £5
76F7002 Jaguar XF Antelope Grey (Ox) NEW £5
76LH002 Land Rover Discovery Sport Firenze Red (Ox) NEW £5

NEW



76SDV001 Rover SD1 3500 Vitesse Targa Red (Ox) NEW £4.50
76VX003 Vauxhall Astra Mk3 Silver Grey (Ox) NEW £4.50
76VX003 Vauxhall Astra Mk3 Light Blue (Ox) NEW £4.50
76VX001 Volvo 760 Gold Metallic (Ox) NEW £5
76VX003 Volvo 760 Gold Metallic (Ox) NEW £4.50

Commercial vehicles

EM78694 Austin Kiti 'Proton Drive' (Horn) (RRP £4.50) BARGAIN £3
32201 Ford F350 48V Oval Tanker 'Moss Transport LMF (EFE) (RRP £21.99) BARGAIN £9.50
76FT1006 Ford Transit Mk1 Marley (Ox) NEW £4.50

NEW



76FT028 Ford Transit Mk5 LWB High Scorail (Ox) NEW £5

NEW



76FBB003 Fowler BB1 Ploughing Engine No.15436 Princess Mary (Ox) NEW £14
76LRF0001 Land Rover FC GS 1974 Tetra Sabers Expedition (Ox) £8.50
EM78690 Morris Minor Van 'British Railways' (Horn) (RRP £4.50) BARGAIN £2.50
76ST43004 Scania 143 Short Curtainside Sundry (Horn) (Ox) NEW £7.9

NEW



76VOL4003 Volvo FH4 Curtainside - Knowles Transport (Ox) NEW £21.50

Farming & Construction

76FMT003 Field Marshall Tractor in Red (Ox) NEW £4.50
76FMT004 Massey Ferguson Open Yellow (Ox) NEW £4.50

Military ground vehicles

NEW



76LRFCA001 Land Rover FC Ambulance Gulf War Operation Granby 1991 (Ox) NEW £8.50
76WM001 Willys MB Royal Navy (Ox) NEW £5

Public Service vehicles

76LRFCA001 Land Rover Series 8 SWB Hard Back Royal Mail (Ox) NEW £5

Tools



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

N Gauge

Steam locos

372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) £118.95



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.95



372-138 Class SMT Black Five 4-6-0 5190 in LMS Black (Gra) (RRP £129.95) BARGAIN £76

371-486 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) £118.95



371-985 Class 64xx 0-6-0PT Pannier Tank 6407 in GWR Green (Gra) £80.71



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



372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined green late crest (Gra) (RRP £169.95) BARGAIN £94



372-388 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) (RRP £169.95) BARGAIN £94



29-011-006 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest (Dap) £124.38



29-008-008 Class A4 4-6-2 4468 'Mallard' in LNER garter blue valances (Dap) £128.83



29-008-0120 Class A4 4-6-2 4487 'Sea Eagle' in LNER garter blue valances - DOC fitted (Dap) £150.57



372-079 Class B1 4-6-0 1040 'Roeder' in LNER lined black (Gra) (RRP £129.95) BARGAIN £84

371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £121.95) BARGAIN £72

371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £121.95) BARGAIN £72

29-002-004 Class V Schools 4-4-0 910 'Merchant Taylors' in Southern Railway olive green (Dap) £120.76

29-002-004 Class V Schools 4-4-0 910 'Merchant Taylors' in Southern Railway olive green (Dap) £120.76

Train packs



29-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley tank coaches - light bars fitted (Dap) £198.90

29-011-002 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley tank coaches - light bars fitted (Dap) £198.90



29-011-003 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley tank coaches - light bars fitted (Dap) £198.90



370-400 Longmoor Military Railway Train Pack WD Austerly 2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95) BARGAIN £89



Diesel locos



371-037 Class 20 2005 in BR blue - as preserved (Gra) NEW £101.95



371-038 Class 20 2027 in London Underground (Gra) NEW £101.95



372-978A Class 24 D5031 in BR green (Gra) £101.95



371-085A Class 25 D5177 in BR green (Gra) £101.95



371-087A Class 25/2 25225 in BR blue (Gra) £101.95



2D-018-007 Class 35 'Hymek' D7003 in BR green no yellow panels (Dap) NEW £98.29



2D-018-007D Class 35 'Hymek' D7003 in BR green no yellow panels - DOC fitted (Dap) NEW £120.05



2D-018-009 Class 35 'Hymek' D7007 in BR blue small yellow panels (Dap) £98.29



2D-018-009D Class 35 'Hymek' D7007 in BR blue small yellow panels - DOC fitted (Dap) NEW £120.05



371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) NEW £103.86

371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £121.95) BARGAIN £72

371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £121.95) BARGAIN £72

NEW



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) NEW £103.86



371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95) BARGAIN £72



372-243 Class 47/7 47701 'Saint Andrew' in BR Blue (Gra) (RRP £124.95) BARGAIN £79



371-287 Class 55 D6650 'The Prince of Wales' Own Regiment of Yorkshire in BR Blue (Gra) £106.21



371-396 Class 66/9 66731 'Interhub' GBR Livery (Gra) (RRP £121.95) BARGAIN £79

2D-009-007 Class 67 67005 'Queen's Messenger' Royal Train class D8 (Gra) (Dap) £104.67

2D-009-007 Class 67 67005 'Queen's Messenger' Royal Train class D8 (Gra) (Dap) £104.67

DMUs



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

371-6705 Class 101 2-car DMU in BR Blue - DOC second class (Dap) £299.46

2D-009-002 Class 121 single car DMU in BR Blue - 5003218 (Dap) £114

2D-009-002 Class 121 single car DMU in BR Blue - 5003218 (Dap) £114

EMUs



371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) (RRP £169.95) BARGAIN £89



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) BARGAIN £89

371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) BARGAIN £89

Train sets - analogue



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



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

Coaches



2P-011-253 ex-LNER Gresley tank brake composite BR carmine and cream (Dap) NEW £22.91

2P-011-352 ex-LNER Gresley tank brake 5542 in BR blue (Dap) NEW £22.91

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2P-011-352 ex-LNER Gresley tank brake 5542 in BR blue (Dap) NEW £22.91



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

NEW



2P-005-038 Mk3 TSO second open E42135 in BR blue and grey (Dap) **NEW** £21.39
2P-005-039 Mk3 TSO second open E42012 in BR blue and grey (Dap) **NEW** £21.39
2P-005-040 Mk3 TSO second open E42014 in BR blue and grey (Dap) **NEW** £21.39



2P-012-252 Pack of six Maunsell coaches in SR olive green (Dap) £116

Wagons

37-902C 40 Tonne (pl) Wagon Upper Railright Coal Sector Westhead (Gau) £14.41
NR-9751 TTA tank wagon in Alagon grey (Pec) **NEW** £10
NR-9750 TTA tank wagon in Alagon grey (Eso) **NEW** £10

Spares

SL-310 Rail Joins/Fishplates for N & OO gauge (24 per pack) (Pec) £2
ST-11 Double straight track (Pec) £1.50
ST-4 Sotrack left hand point insulating (Pec) £8.50
ST-3 Sotrack right hand point insulating (Pec) £8.50
ST-300 Starter Track Set (Pec) £48

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-E395 Right hand medium point electrofrog (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



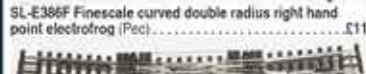
SL-E399F 3-way finescale turnout (Pec) £28



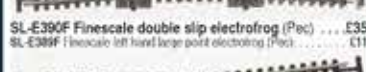
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11



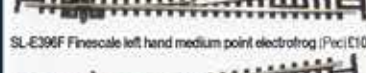
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



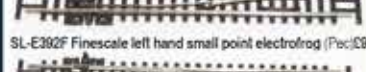
SL-E390F Finescale double slip electrofrog (Pec) £35
SL-E386F Finescale left hand large point electrofrog (Pec) £11



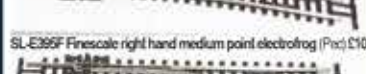
SL-E396F Finescale left hand medium point electrofrog (Pec) £10



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



37-518 Harrington Cavalier Valiant (Jas) (RRP £135) **BARGAIN** £8



NR-006 Mini M & S Road (Caf) **NEW** £3.50

Commercial vehicles

NR-008 Ford F100 4x4 (Hag) (RRP £145) **NEW** £5
NR-009 Ford F100 4x4 (Hag) (RRP £145) **NEW** £5
NR-010 Ford F100 4x4 (Hag) (RRP £145) **NEW** £5

Military ground vehicles

NR-006 Ford F100 4x4 (Hag) (RRP £145) **NEW** £5

O Gauge (1:43 Scale)

Steam locos



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

Diesel locos



7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £199.95
2552 Class 25/1 in BR Green tall yellow code (unnumbered) (Hag) £470



4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hag) £550



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



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterside numbers, sector emblems and a selection of nameplates.) (Hag) £499

Wagons

7F-057-002 12-ton insulated van Diagram 6251 BKT2452 BR light blue (Dap) **NEW** £42.46



7F-054-001 12-ton Motor Van 670060 in BR crimson (Dap) **NEW** £42.46
7F-055-007 12-ton van plywood sides (Dap) **NEW** £42.46
7F-056-005 12-ton van plywood sides (Dap) **NEW** £42.46
7F-056-006 12-ton van plywood sides (Dap) **NEW** £42.46



7F-058-002 14-ton Type A tank wagon in Shell BP silver (Dap) £42.46
10023 3-ton class 31 tank in Vanguard black (Hag) £83
7F-053-004 Tank wagon (Hag) Diagram 30 5425 105 831 (Hag) **NEW** £38.25



7F-053-005 5-plank open wagon Diagram 44 B485971 in BR blue (Dap) **NEW** £38.25
7F-053-006 5-plank open wagon Diagram 44 B485971 in BR blue (Dap) **NEW** £38.25

Accessories

7A-000-003 Pack of O gauge scores for couplings, drawbar hook (Dap) **NEW** £5.90

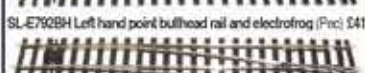
Track - Code 124 Bullhead Streamline



SL-7008H Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
SL-7008H Single (Pec) £6.50



SL-7008H Left hand point bullhead rail and electrofrog (Pec) £41



SL-7008H Right hand point bullhead rail and electrofrog (Pec) £41



SL-7008H 1020mm (40.5") 10 gauge a circle (Pec) £3
ST-0750 Sotrack second radius electrofrog right hand point (Pec) £3
SL-E797H Y Point bullhead rail and electrofrog (Pec) £41

Cars

NEW



43AMZ002 Aston Martin DB4GT Zagato 2 VEV (Jim Clark Goodwood 1961) (Dap) **NEW** £21
43AMV002 Aston Martin V8 Vantage S Lightning Silver (Dap) **NEW** £20
CR047 Ford Capri Mk1 (Hag) (Dap) **NEW** £3.50
CR050 Ford Capri Mk1 (Hag) (Dap) **NEW** £3.50
CR041 Ford Capri Mk1 (Hag) (Dap) **NEW** £3.50
CR048 Ford Capri Mk1 (Hag) (Dap) **NEW** £3.50
CR033 Ford Escort Mk1 (Hag) (Dap) **NEW** £3.50
CR042 Ford Escort Mk1 (Hag) (Dap) **NEW** £3.50

NEW



43RSC001 Rolls Royce Silver Cloud I Sand/Sable (Dap) **NEW** £21
43RSD001 Rolls Royce Silver Dawn (Dap) (Dap) **NEW** £21

Commercial vehicles

43LRD003 Land Rover Series II SWB Hard Back Post Office Telephone (Dap) **NEW** £14

Any or Multiple Scales

Analogue controllers



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



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



Q Quadriple 4 circuit power controller (Gau) £140

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11

DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hag) £110
DCR-21PIN-Direct Single (Hag) £12
DCR-21PIN-Direct Box of 5 (Hag) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £92.50) **BARGAIN** £70
36-557 Single (Bac) £15.73
X9659 4-pin DCC decoder for Sotrack and Puckett locos (Hag) £12



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24
BPDCG27 6 & 21-pin 4-function 1A (1.1A peak) small OMNI decoder (suitable for 27 & 103 mm) x 5 (Gau) £71



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hag) £34
DCR-8PIN-Harness Single (Hag) £10
DCR-8PIN-Harness Box of 5 (Hag) £18



R6249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hag) £92
R6249 Single (Hag) £18



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hag) £105
DCR-8PIN-Direct Single (Hag) £13
DCR-8PIN-Direct Box of 5 (Hag) £59

DCC accessory decoders

DCC-ADSBX COBAL T 8 output Accessory Decoder for all Sotrack and other point motors needing motorised point (DCC) £56

DCC controllers



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



52000 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635



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



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £220



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £129

DCC accessories

BPDCG80 Pack of three DCC autoboot polarity reversal switches - for electrofrog points (Gau) £14

Point motors

DCC-086P Cobalt tip slow-action analogue point motor - pack of 6 (DCC) £90
DCC-081DMP Cobalt tip slow-action digital point motor * 1 (DCC) £20



DCC-081DMP Cobalt tip slow-action digital point motor * 1 (DCC) £20



DCC-081DMP Cobalt tip slow-action digital point motor - pack of 6 (DCC) £200
DCC-0860P Cobalt tip slow-action digital point motor - pack of 6 (DCC) £105
DCC-08120M Cobalt tip slow-action analogue point motor * 1 (DCC) £16
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Plug of 6 (Pec) £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Single (Pec) £6
PM-2 Sleep point motor (Gau) £3.50
PM-1 Sleep point motor accessory switch (Gau) £4.50
PL-11 Side/under 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 (Hag) £35
HAT-PM-01 Single (Hag) £6.50

Switches & Levers

PL-18 Accessory Switch for fitting to turnout motor PL 10 (Pec) £3



DCC-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165
PL-288 Pressing Contact Switch - Black Lever (Pec) £5.50

Accessories

GMC-LT Locomotive Tester for N, OO, HO and OO scales (Gau) £270



XU2175B Flexible track cutters (DCC) (Gau) £15

Track underlay

XU2175B Flexible track cutters (DCC) (Gau) £15

Tools

XU2175B Flexible track cutters (DCC) (Gau) £15

NEELY

Terry Metcalfe has come to the hobby later in life but, in going straight for an exhibition layout, there is plainly no faulting his ambition.



Factfile

Layout name: Neely
Scale/gauge: N scale
Size: 14'3" x 4'8"
Era/region: Contemporary East Anglia
Location: Cambridgeshire
Layout type: Oval with storage sidings
Power/control: DCC
Words: Terry Metcalfe
Photography: Andy York

The East Midlands Class 158 from Norwich has disgorged its passengers on platform 3 and now the driver and guard are getting ready to swap ends before taking the train to Peterborough and the north. Meanwhile, a northbound container train hauled by a Colas Rail Class 66 trundles through platform 1.

I had in mind to use our large spare bedroom and fortunately my wife agreed. 'Neely' is the result

Having relocated to be close to our two sets of grandchildren, my wife suggested that as there was a model railway club in the town, maybe I should join to give me something to do. So, in autumn 2010, I made my first visit to the Ely and District Model Railway Club. The clubroom was small, hence they could only erect their new N scale layout, which was in the process of having the track laid. On the second visit, I asked if I could help. The layout was called 'Westgate Park'. It was built on five heavy baseboards intended for exhibitions as well as club use. It was conventional DC, but was so complex that it needed over 100 electrical connections between each baseboard, which was a disaster waiting to happen. Several frustrating years followed, where we tried to get Westgate Park fully wired and working. The layout was finally made operational in 2015 using Model Electronics Railway Group (MERG) components, DCC and CBUS.

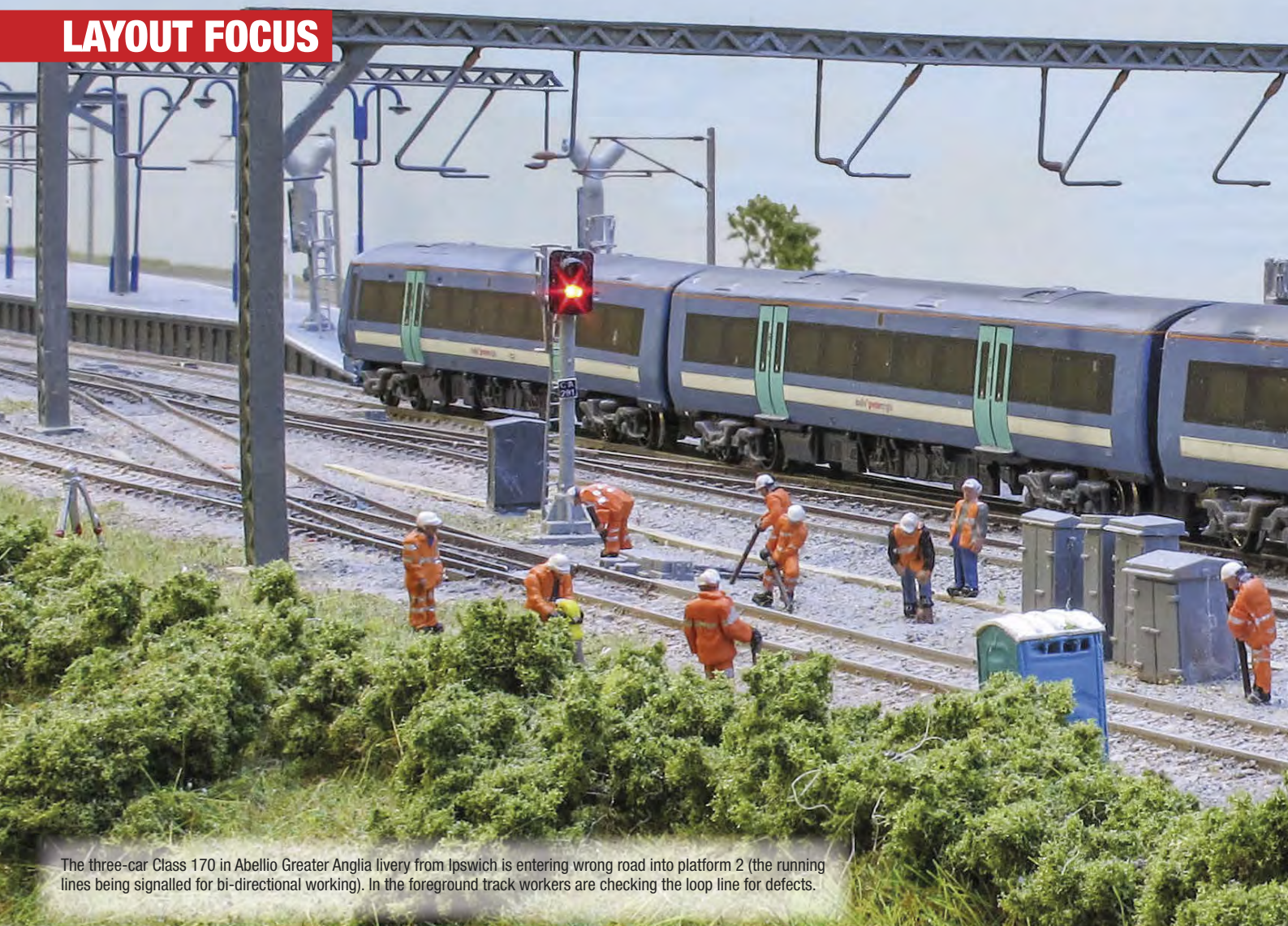
At the beginning of 2012 I resolved to build my own N scale layout, avoiding all those things that I perceived as wrong with Westgate Park. I set several goals – DCC operated; based on a real location; easily transportable using lightweight baseboards; curves with as large a radius as possible

on the scenic side and to be suitable for exhibiting as well as being my home layout. I had in mind to use our large spare bedroom and fortunately my wife agreed. 'Neely' is the result. It is based on the train schedule and much condensed track plan at Ely in Cambridgeshire. It is operated using MERG hardware and the route-setting software is PanelPro by JMRI. It had its first outing at my home club's exhibition in May 2015, where it performed well.

Why choose 1:148 scale?

After visiting several exhibitions and having had many discussions with club members, it was obvious that if I wanted to model a real location it had to be N scale so as to make the best use of the space in the spare bedroom. I also realised that this scale would enable me to run freight trains of a length that looked right. The sidings in Neely's storage yard can accommodate four trains of 13 or 14 container wagons plus locomotives. Exhibition visitors have commented how the length of these trains makes the layout look more like the real thing. I was also impressed by the quality and running capability of available N scale stock.





The three-car Class 170 in Abellio Greater Anglia livery from Ipswich is entering wrong road into platform 2 (the running lines being signalled for bi-directional working). In the foreground track workers are checking the loop line for defects.



Top Tips

- Don't put Copydex under a point's tie bar!
- In the storage area use micro switches operated off the tie bar to switch the polarity of the common crossing rather than Peco PL13 switches, which can be tricky to set up correctly and then occasionally and randomly fail – possibly due to movement during transportation to exhibitions.
- Use point motors with built-in polarity switches on the scenic side of the layout.
- You don't have to solder feed wires precisely at the toe end of the points because the solder makes it difficult to fit rail joiners. You can solder the dropper wires anywhere along the two outer stock rails. In fact, my feed wires are extensions of the wires that bond the stock rails to the fixed extension of the switch rail.
- Always fit insulated rail joiners to the common crossing on points, even when using DC.
- Try to minimise the amount of work that has to be carried out under a layout. If it's portable, turn the baseboard over. If it's permanent, try to use solenoids and point motors, which are easy to align and fix. Avoid soldering upside down if you can and, if not, wear eye protection.
- Finally, never say "I can't do that". Instead, adopt the approach "I can't do it YET" and then learn.

What I have learned

Since starting Neely I have been to six or seven courses at Missenden Abbey held over spring and autumn weekends. The tutors there have taught me how to solder decoders into some of the locomotives bought second hand, and to fit directional lighting to my Graham Farish (GF) diesel multiple units. I also learned the basics of airbrushing and lining, and they helped me with some of the more complicated MERG kits. For example, the first decoder that I ever tried to solder into a GF Class 66 was fried within five minutes by the clumsy use of the soldering iron. More recently one of my colleagues discovered a badly soldered 37-way D connector in the clubroom which, embarrassingly, was one of my early attempts. I now use it to show how you can improve with practice. I am now content to repeat my work until it is acceptable.

I believe that less is more when it comes to scenery, and that moving trains are what people expect to see at an exhibition. A pet hate is to see a scenic layout at an exhibition become a static diorama because the trains aren't running when either the operators are

chatting or there is a breakdown. The latter is mostly avoidable by cleaning the track and the wheels, checking the layout immediately after setting up and having backup stock. We also carry spares of all the CBUS modules, including a command station, booster and several controllers.

Neely overview

The layout is a depiction of Ely but it's not a replica. So it's nearly Ely, or 'Neely' for short. The track plan has all the salient features, including the two long layup loops for use by the container trains to and from Felixstowe and the triangular-shaped island platform. Making good use of Google Earth and my own site visits, I must have made a reasonable job, as most people recognise it as Ely – even with the transposed underpass and level crossing! The planning of the layout, including the complicated storage area, was carried out using AnyRail, which enabled me to try out different ideas for this area. After taking Neely to the Nottingham exhibition in 2016, it was obvious that there were several operating defects and I have recently made some alterations to the storage area to



No depiction of Ely would be complete without this scene, where a van has struck the very low bridge and become stuck.



the layout is a depiction of Ely but it's not a replica. So it's nearly Ely, or 'Neely' for short



Northbound Class 66 runs cautiously over the road bridge, with the Class 158 from Peterborough just about to stop in platform 3.

increase capacity. The layout is 14'3" x 4'8", which just fits our spare bedroom, with a central operating area for home use. At exhibitions we prefer to operate from one end of the layout.

There are nine baseboards – none bigger than 48" x 18" for ease of transportation. The lightweight baseboards were made to my dimensions by Model Railway Solutions (MRS). Their strength comes from the baseboard frames being 4" deep, which have also proved useful for protecting the Tortoise point motors and the many MERG PCBs. Having now had the layout at several exhibitions, the ease with which the layout can be erected and dismantled is a joy and well worth that initial first cost.

The Neely baseboards are fitted with 15-way D connectors to carry the three power buses and the control bus between boards. The connecting wiring looms are identical at each end, so there is no question of wrong polarity. The buses have been set up like a ring main system such that if a connector fails, power and communication is still

available to all the components. I mentioned earlier that our original club layout had over 100 connections between baseboards – Neely requires just 12. If you are considering a sectional layout DCC and CBUS should be given serious consideration, if only because of the reduction in wiring and connectors.

Neely has its own lighting rig using day-light white LED strips in lightweight plastic channels supported on aluminium shelving uprights and cross pieces attached to the rear of the scenic baseboards. The backscene was painted onto boards by John Mitchell, a club member, in grey and blue acrylic paints to represent a typical Fenland sky.

Exhibition visitors like to watch how we control the trains using the computer, and

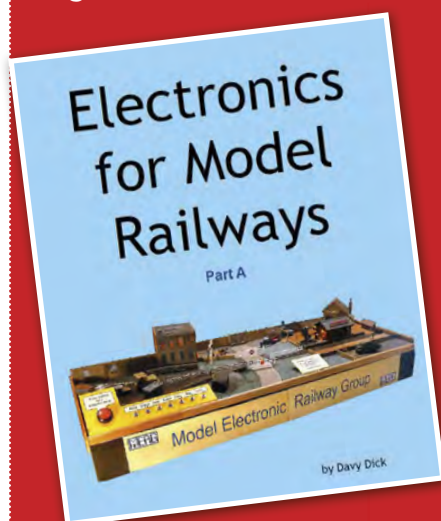
seem to be quite taken by the operator's ability to click on an icon on the display to change a route. Children take all this in their stride and, where their grown-up is happy, we invite them to have a go in our less busy periods. I try not to be precious about visitors touching the layout. I take the view that most things can be repaired.

The track work is Peco Code 55 on the scenic side, with large radius Electrofrog points. Peco Code 80 track is found in the storage area where there are medium radius points to provide better use of the available space. I made the points DCC-friendly by isolating the common crossing from the switch blades using a jeweller's saw to cut the rails and then bonding the stock rail to the fixed rail near

making good use of Google Earth and my own site visits, I must have made a reasonable job, as most people recognise it as Ely – even with the transposed underpass and level crossing!



MERG – a treasure chest of goodies.



MERG is a 2500+ strong club that provides electronic kits and components. MERG has a web-based forum to provide a ready means of help and fault finding if kit builders run into difficulties. It is worth remembering that the group caters for many novices. The kits require reasonable soldering skills, but are straightforward to assemble by carefully following the comprehensive instructions. It's the solderer's equivalent of painting-by-numbers!

To find out more about MERG, and for details of membership, see the advertisement on page 139, or www.merg.org.uk.



A view from above the station roof of a King's Lynn-bound Class 365 EMU entering platform 1. In the far background the Middleton Towers sand train waits in one of the loops before uncoupling and running around the train to make a return trip.

exhibition visitors like to watch how we control the trains using the computer, and seem to be quite taken by the operator's ability to click on an icon on the display to change a route.



A bird's eye view of the busy level crossing caused by the passage of the sand train about to enter a freight loop. The ubiquitous Turners lorry is one of many road vehicles patiently waiting to cross.

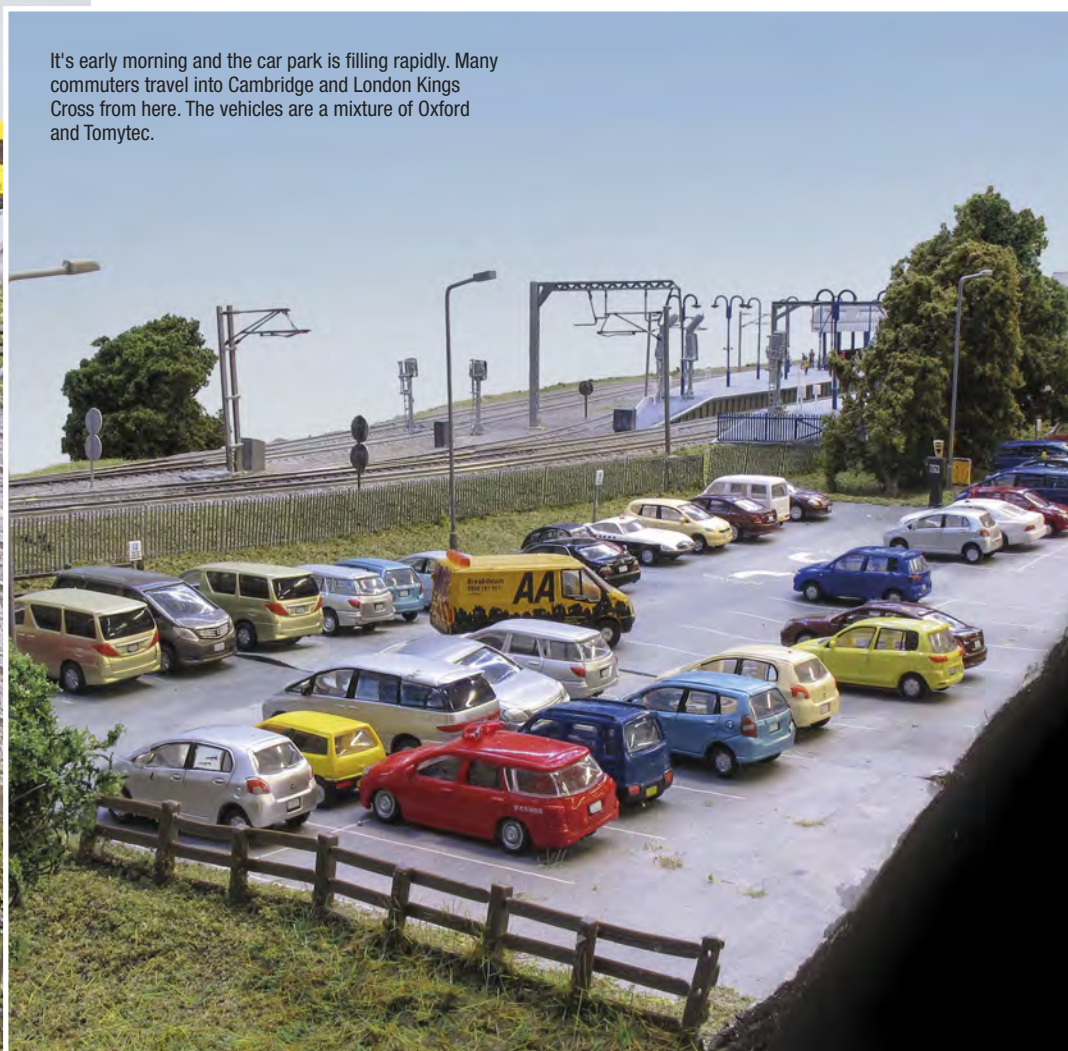
the hinge of the switch blade. On the scenic side, the common crossing's polarity change is handled by one of the switches on the Tortoise motor and on the storage side I fitted Peco PL13 switches to the Peco solenoids. I am aware of the strongly-held views for and against the various methods of changing the polarity, but my scheme has worked well on Neely. The track was laid out using the Any-Rail plan, with adjustments for the location of supports and then glued in position. Ballasting was carried out by misting dry sand with water containing a drop of detergent and then applying weak PVA glue through a pipette. When this had dried I used a fine saw to cut through the rails to ensure that the gaps were minimised.

The colour light signals work and are from CR Signals (see page 115). The standard two and four aspect ones I built from kits. Those with feathers I bought as completed items.

The stock is a mixture of Graham Farish and Dapol. We run Class 66 and Class 70 freight locomotives and several two- and three-car Class 158 and 170 DMUs, all fitted with Zimo decoders. At exhibitions, Neil

Watson, who often operates Neely on his own, brings along some of his beautifully crafted steam locomotives. Two of the Class 170s were repainted for me professionally in the Abellio Greater Anglia livery. Some of the Class 66s have been hardwired to four-function decoders so that the rear lights can be switched off when hauling a train. All of my stock has directional lighting and many have been fitted with Dapol close couplings. Dapol's Easi-shunt couplings have been fitted to the freight locomotives and to the ends of my freight rakes.

The scenery is lightweight using a mixture of Woodland Scenics earth colour paint, grass scatters and War World Scenics static grass. I've started to make my own trees using twisted wire to replace those made from Woodland Scenics Forest Canopy, which are easily damaged when setting up and dismantling the layout. The embankments are made from 5mm square wire mesh. This is held in place over thin plywood formers with adhesive from a hot glue gun, then covered in thin mesh cloth which is hardened using liberal coatings of undiluted PVA glue. ■



It's early morning and the car park is filling rapidly. Many commuters travel into Cambridge and London Kings Cross from here. The vehicles are a mixture of Oxford and Tomytec.



Prices vary depending on the extent of the course selected and whether accommodation is required, but start at £215 for a weekend course. See www.missendenrailwaymodellers.org.uk for more information

Sharpen your modelling skills

We will always recommend your local model railway club as the best, and most sociable way to learn and practice aspects of railway modelling. However, those of you in the market for a more concentrated dose of education should consider investigating the range of courses that are run at Missenden Abbey in Buckinghamshire.

The various courses that run throughout the year are always popular, and are frequently sold-out. Currently booking is the 'Railway Modellers Weekend' running from September 30th to October 2nd and the 'Autumn Modelling Weekend', which takes place from October 20th to 22nd. The courses seem to have most of the major bases covered, with options to focus on disciplines like layout construction, weathering, scenery and, entertainingly, 'electronics for the bewildered'.

Prices vary depending on the extent of the course selected and whether accommodation is required, but start at £215 for a weekend.

Meet the modeller



My early modelling credentials are minimal. I remember being allowed to look at our Hornby Dublo train set laid out on the dining room carpet as a child with my younger brothers, but I have no recollection of ever operating it. I dabbled in slot car racing as a teenager. For my 50th birthday, I indulged myself and bought an LGB train set of the sort that I had coveted for many years and could now afford. More trains and track were incorporated into a moderately-sized G scale garden layout. After my retirement in my early 60s, I kept the garden layout under the pretext that it would entertain my grandchildren. Unfortunately, this was not the case and I eventually sold all my stock and track.



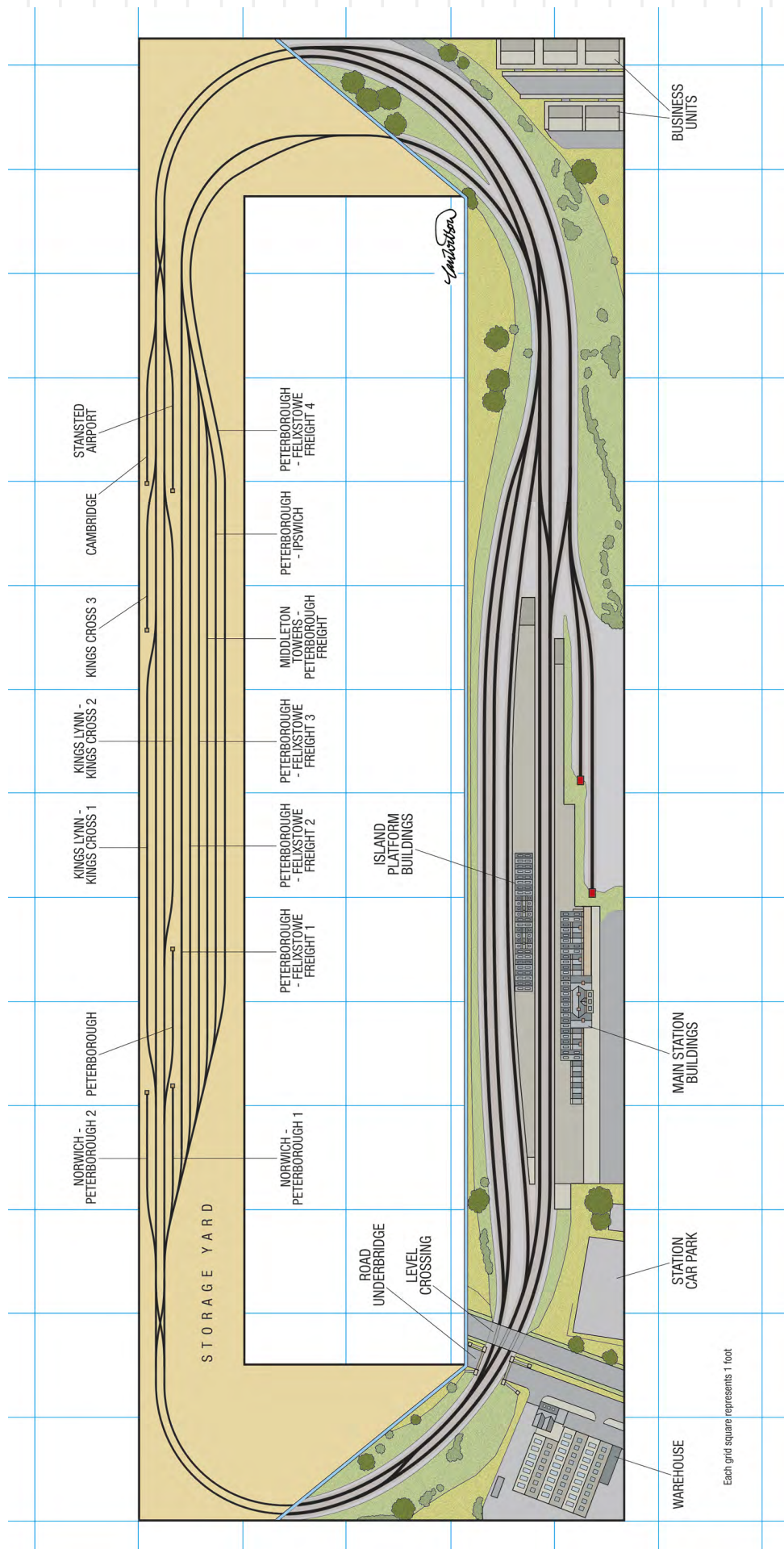
A cameo shot of the side yard of Standen Engineering, which manufactures and sells agricultural machinery.



What we think...

As a first N gauge layout, let alone an exhibition layout, Terry took on a steep learning curve and has produced a creditable layout. The tidiness and uniformity of the track and ballasting, and integration of the lineside features creates a plausible whole. Basing any layout on prototype inspiration is always going to produce more believable end results.

Andy York, RMWeb editor & BRM photographer





How to make...

A PLAYGROUND

Want to add a bit of fun to your model railway? Michael Russell has the solution with this easy-to-follow, stress-free kit build.

The Noch laser-cut kits are easy to build and the use of a laser to pre-cut the parts means that they are very accurate. Also, since they are pre-coloured, you don't need to do any painting. The design of this kit is thoughtful, sometimes providing spare parts and including templates for fitting the completed items into place on your layout. Although the instructions are good, the steps below will show you a few areas to look out for and lead to a stress-free build.

When I was a child in the late 1970s and early 1980s, play areas were usually just grassed areas, but contemporary designs have bark or rubber on the floor. Both of these options are modelled in this instance to demonstrate the full range of techniques. ■



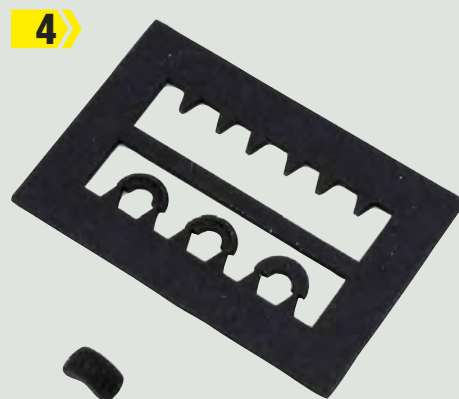
The kit comprises of a number of laser-cut cardboard parts. You only need a sharp knife, PVA, wire snips and a cocktail stick to apply the glue in order to finish this kit.



The swing consists of just a few parts. The blank from which the parts are cut has holes in it that can be used for marking out the position of the swing on your layout.



The seesaw parts should be glued into sub-assemblies and left to dry before being brought together. When putting the spacers in place on the frame, ensure that you don't cover up the top hole that is used to hold the pivot.



The seesaw includes representations of tyres that have been set into the ground. Each tyre is composed of three parts and it is easy to mix these up. Ensure that the pieces that are bevelled, part 10, sandwich the plain piece, part 11.



The seesaw beam was a tight fit into the frame, so I squeezed the centre around the pivot hole gently with a pair of pliers to aid fitment. I glued mine in place without any pivot pin, but you could cut down the pin supplied or use a piece of plastic or metal rod instead. If the seesaw isn't in use, pose it with one end resting on a tyre.



For the roundabout, fit the seven seat supports first and let these dry. Ensure that you get the orientation for the supports the right way up. I recommend quickly gluing them all in place and then straightening them up before the glue dries, as it is easy to disturb one when fitting another.



Paint your play area a dark base colour and add a scatter to represent earth. I used chocolate-coloured tile grout. Cut a strip of wood from a thin sheet of wood. This will be the demarcation point between the grass and bark covered areas. Glue the stick using PVA and weight it down until dry. Now paint with a weak mix of Indian ink to weather it.



Decide where you want the equipment and draw around the outside to form an outline using a pencil. Allow a margin around the roundabout for grass erosion due to the high level of foot traffic. Don't site the equipment where it would foul another. For example, take account of the arc of the swing when in use.



Daub PVA in the grassed area keeping it away from places where you wish to show wear. Now add 1mm of static grass. Paint PVA on the area covered in bark and sprinkle on dried tea leaves with a sieve. Wait until this has dried before moving to the next step.



Bark would quickly become unevenly distributed, so add further layers to represent mounds and dips. Layer the grass with longer fibres to give a more tufted appearance. Depict bark moving into the grassy area with usage. Add some suitable figures – mine are from the Noch range. These can be fixed in place using PVA or Tacky Wax. Remember to include adults as well as children.

INBOX

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KEEP IN TOUCH

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

USE THEM OR LOSE THEM?

The Hobbybox model shop in Uckfield has gone, killed by the internet. We now have a round trip of 40-50 miles to access our nearest model shop. Use them or lose them. Who will be next? Where do you go for that sudden purchase of small items, pot of paint or replacement point motor? Manufacturers should treat all trade customers equally, regardless of size – each shop lost is detrimental to their well-being as well as ours.

Lose your local shop and you lose convenience, service, help, the pleasure of seeing the article before purchase, exploring the shelves for small items and impulse buys, and gain postage and travel costs. The whole model railway world loses another shop window advertising a wonderful hobby to the world at large.

Manufacturers and modellers – save your local shops. Value them or lose them and regret it forever!

Roger N. Bradgate. President of Uckfield MRC

Howard Smith replies:

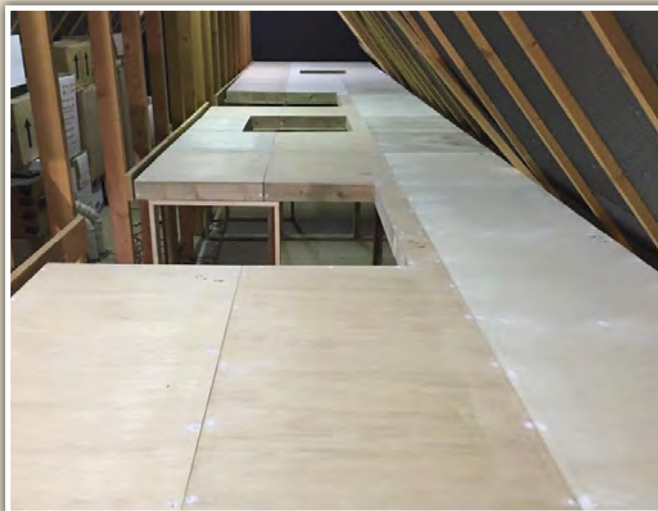
Thanks for sharing your concerns with fellow readers Roger. Model railway customers without internet access and hence online purchasing ability are now in the minority however. I can understand and share your frustrations Roger, nobody wants to see model shops with a physical presence disappear, but it's part of a much wider change in the retailing sector that has affected High Streets, with shop closures the length and breadth of the country.

Whilst some model shops close around the country, it's worth mentioning those that open. Chester Model Centre opened its doors to the public in 2013 – a spacious ex-Modelzone shop stocking model railways, die-cast and books. The following year saw Victoria Court Model Railways emerge in Burnham-on-sea, Somerset. Shortly afterwards, The Little Layout Company set up business in Deeping St. James, Lincolnshire where it builds layouts in addition to RTR sales and last year, Sawyer Models opened premises in Leigh, Greater Manchester. Even our own town of Bourne in Lincolnshire has plans for a new model shop, opening soon, so it's not all doom and gloom.

Shops exist only to cater for market needs. Over the past decade we've seen a shift in the way consumers spend money. Busier lives and convenience have resulted in less time available to visit shops for those with day jobs, culminating in the rapid growth of online shopping – even for groceries. Quick access to a wealth of choice has given consumers a better selection of goods than ever before. Our hobby has been slow to react to this market change, but those who did early enough are now reaping the rewards.

Large online auction websites have put an end to the many second-hand 'bargain bins' in model shops which rely on impulse purchases. Some model shops, however, have adopted the same websites to their advantage and regularly list items on a daily basis. The same traditional websites and auction websites can be responsible for introducing new customers to the hobby – not a window shop in the traditional sense, but an online equivalent.

Model shops which rely solely on the customer through the door are exposed to a greater risk of closure. An online presence, adapting to the way consumers now shop has become a minimum requirement, not an option. Whilst it can be difficult to compete at times, the more astute shop will focus on the services it can offer or a market niche it can carve – layout design, baseboard construction or sound decoder installation can all prove lucrative side lines if properly marketed.



The Little Layout Company shop in Deeping St. James builds baseboards for its customers such as this loft installation.

FOLLOW THE LEADER



Here is a photograph of a wagon I've weathered using the method illustrated in the August 2017 issue of **BRM**. I ended up weathering 15 x 21ton wagons in the end, with a few alterations to Michael Russell's method.

Phil Harbutt

KEEPING IT SIMPLE



Hello, I was fascinated by the 'simplify layout wiring with DCC' article, September **BRM**. I am using two Train-Tech PC2s to great effect with my Bachmann Dynamis Pro, but because I couldn't fit point motors in one go, the unit ended up on top of the baseboard, so my solution was to hide it with a modified Hornby Nissen hut. I'm pleased with the result.

Roger Giles



Send us your Letters



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How to...

BUILD A LINESIDE INDUSTRY

Where do goods trains come from? Phil Parker builds an N gauge lineside industry that could fit in the corner of most layouts.



Steam era railways were as much about freight as they were passengers. Most of us build stations for people, but what about the goods? Fortunately, lineside industries make the perfect interesting feature to fill a corner of your layout. What's even better is that building one makes for a quick and enjoyable project.

My starting point is the Kestrel Designs factory. It's a nice-looking building of the sort that could be seen in all areas of the country. The 'northlight' roof, designed to allow maximum light into the work areas, first appeared in the mid-19th century and is still widely used today, making it appropriate for most eras.

This impressive building isn't that large. The whole scene you see here will fit into a shoe box – the baseboard measures 33 by 20 cm. No need for a rectangular space either, it could just as easily be constructed in a

corner outside the main running loops of your layout.

Despite the small space, my moulding factory would need materials and coal brought in and finished products shipped out again. Quite a bit of traffic for such a small area, possibly enough to justify an extra siding if you have the space.

Although I've built this in N, everything you see could easily be built in other scales. Similar buildings are available as resin and card kits.

I like industrial buildings because they add character to a layout and give running the trains a purpose. For inspiration, just take a look out of the window next time you travel. Most large towns and cities still have a lot of similar structures adjacent to the tracks. Maybe they aren't rail served any more but that's no reason why they shouldn't be on a model. ■

1»



For a building in N, there's a big box and a lot of parts. All are injection moulded in appropriate colours, including lots of transparent ones that I left out of the photograph because they don't show up.

2»



There's a little flash to clean up from some parts but the boiler house and chimney assemble nicely and quickly with liquid plastic glue. Run it into the joins from behind and let capillary action take it where it's required.

3»



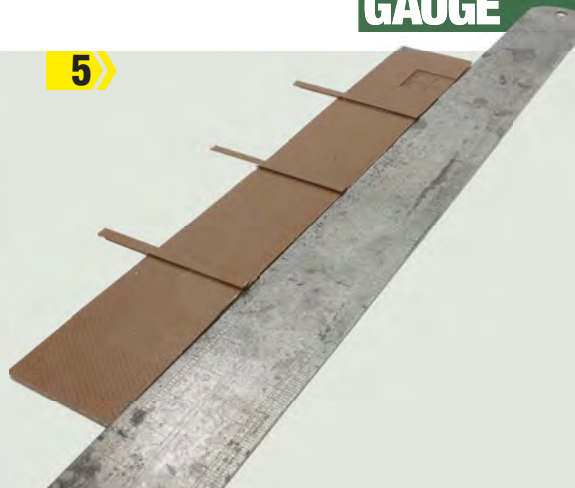
Feeling the basic boiler house building is a little plain, I'm adding strips of Slaters embossed Plastikard around the roof edges and base. The roller shutter doors looked a bit too modern for the steam era period so replacements are made from 15 thou plastic, detailed with Microstrip.

4»



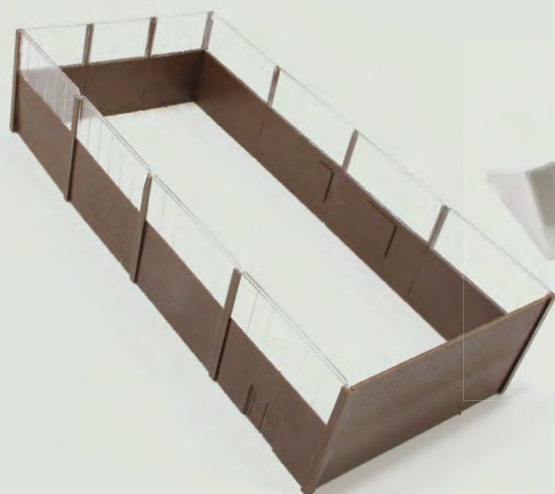
The main building is a modular construction – you could join several kits together to form a much bigger structure. The brick panels are joined with T-pieces and the clear top half of each wall slots in, overlapping the brick panel along the top. It's essential to get this the right way up or the roof won't fit.

5»

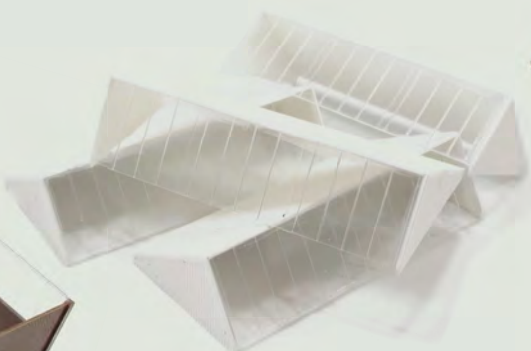


Use a ruler to line-up the brick panels and T-pieces to avoid making a banana-shaped wall. Let each wall harden before assembling them to make the building, again, to keep everything straight.

6»



7»



Keeping glue away from the surface of the transparent plastic parts is the only tricky assembly job for the northlight roof element. Handle them by the white sides and run glue sparingly into the corners.

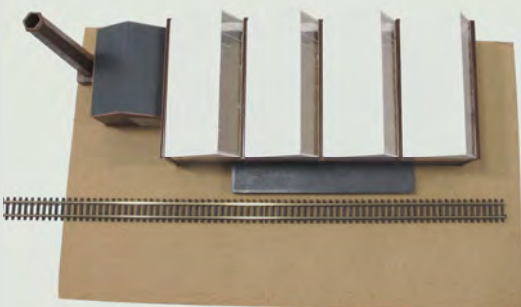
8»



In theory the square gutters drop into gaps at the top of each pillar but mine needed a little cleaning up for a good fit. Even so, once the roof sections are added, there seems to be a small gap at the back of each, although this is easily filled with some plastic strip glued inside the join.

The modular nature of the kit allows the builder to choose the positions of doors and the plain end wall which is supposed to be next to the boiler house. Once assembled, check the corners are square. It makes fitting the roof a lot easier.

9»



It's now time to plan the scene. I'm working on a separate piece of board, but if building this into a layout, the buildings should be put in position but not glued to see if it all looks right. If possible, leave the model for a couple of days and come back to it with fresh eyes.

10»



One essential is that both wagons and locomotives will fit alongside the platform. Test this with the widest models you have and if the wagon-to-platform gap is away from the viewer, leave an extra couple of millimetres to be sure.



PRACTICAL BRM

11»



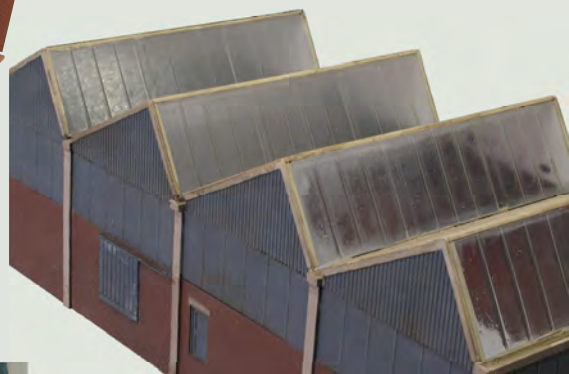
To represent tarmac, I spray the area with car primer and gently sand it flat a couple of times. You really don't need any texture other than the paint in this scale. For the earthworks, brown emulsion and some wall filler builds a little shape.

12»



Factories are normally surrounded by brick walls and so I've made a couple from Ratio plastic sheet. Don't forget to make a gate to let the workforce in and out!

13»



Having gone to all of the trouble keeping the glass clear, I decided that painting the top half of the walls would look better and to hide the empty interior, a couple of coats of matt varnish sprayed over the roof would look like dirt.

14»



Ballast is from Woodland Scenics fixed with Deluxe Materials Ballast Magic, handy for small jobs like this.

15»



To represent tarmac, I spray the area with car primer and gently sand it flat a couple of times. You really don't need any texture other than the paint in this scale. For the earthworks, brown emulsion and some wall filler builds a little shape.

16»



The car park looks a bit plain so after a wash of Phoenix Precision paint 'Faded Tarmac' colour, grey weathering powder is worked into the surface with a stipple brush.

See more..

Discover more great dioramas in the November issue of **BRM**, our 'build it' special, on sale October 12.

Shopping list

Kestrel Designs
www.gaugemaster.com
 KD1001 Old Factory with Chimney
 KD13B Fencing (Brown)

Ratio
 301 – Brick sheets

Woodland Scenics
 B75 – Fine gray ballast

Oxford Diecast
 VW Beetle - 1:148 Scale

BECC lettering
www.becc.co.uk
 8mm Arial Lettering Pack - 8A

17»



Joining lengths of fence starts by removing the post from one end. Then the joint is made with plastic solvent and left lying on the worktop while it dries to keep the horizontal bars in line.

19»



For its size, this Oxford Diecast Volkswagen is the most expensive item on the model. Placing something red into a mucky scene draws the eye so it's worth it to add some colour.

21»

Larger letters look much better. I'm using vinyl ones designed for model boat names. Printing the words out and using them as a guide ensures correct spacing and helps keep everything in line.

18»



I had wondered if I'd need to fit brass wires into the bottom of the posts to hold them on the model but drops of Deluxe Speed Bond gave a surprisingly strong result and as it dries clear, you can't see the joins.

20»



Handy hint. If you are going to use the name of someone you know on a model, try to spell it right. As it happens, the nameboard produced on the computer and printed on photo paper doesn't look right. It's just too modern, although for a 1970s factory this would be OK.



LITTLE MUDDLE

Kevin Phare's scenic layout is pretty as a picture, although it might have had a different name if he'd been able to keep his modelling room a bit tidier.



Factfile

Layout name: Little Muddle
Scale/gauge: OO
Size: 2.5m x 2.5m
Era/region: 1930s/GWR
Location: Fictional
Layout type: Branch line terminus with station
Power/control: DCC. Railmaster with e-link
Words: Kevin Phare
Photography: Andy York

4550 leaves for the West with the local passenger service just as a coal train sweeps out of the Little Muddle branch onto the 'up' line. Scenery, railway and backscenes are designed to work as one homogeneous view – each supports the other.



Work commenced in January 2009 on what would become Little Muddle. The framework was constructed and fixed to the perimeter wall and supported with legs at the front. The framework was made strong enough for me to kneel on if required, since the main station section was about 1.2m deep at its widest.

The original layout was L-shaped, with the station layout based on Shipton-on-Stour. However, even that had to be truncated, as the basic plan was too long for the area I had. As it is, a sweeping bend takes the line towards the viaduct, over a small valley with a stream running through, past a farm and then off board onto a two track train turntable. The driving force behind this layout was not operational but scenic, as was my plan from the very beginning.

Peco trackwork templates were used, with card strips for the track to lay the design out so it could be moved and altered until I was happy with the result. Considerable time was spent on laying out the trackwork to achieve the desired effect. One example of the amendments I made was that the station area is not square with the backscene, as this gave a more natural feel to the plan.

The train turntable was never really completed, as by July 2013 I had decided to extend the layout further under the window to make it U-shaped and to increase its potential overall. The main purpose of this new part of the layout was to give the branch line a purpose by terminating at a bay platform of a main line through station. In reality, this station is a dummy. It is fully operational, but it doesn't actually go anywhere.

Originally the layout was designed to have a gasworks by the goods yard at Little Muddle in line with the one at Shipton-on-Stour. However, when I laid out the design using card mock-ups I realised exactly how big a gasometer can be. Although I am a great fan of view-blockers and having to peer around items, this was excessive. It overpowered the whole concept, so it was scrapped.

After visiting an exhibition a few years ago, and studying layouts with harbours, I decided this was the route to follow, and plans were drawn up to extend the layout board. The original profile board became the harbour wall and an additional section was added to form the harbour and associated buildings.

my wife Kay came in one day and said what a muddle the room was. I replied 'just a little' and, hey presto, the name arrived and it stuck



A view along Encombe Station platform, the canopy is a much-modified Ratio kit. The footbridge is scratch-built from card, with a plastic corrugated roof. Where the track disappears behind the 'black hole' a 4-line traverser is planned.

00
GAUGE



KEY DETAILS

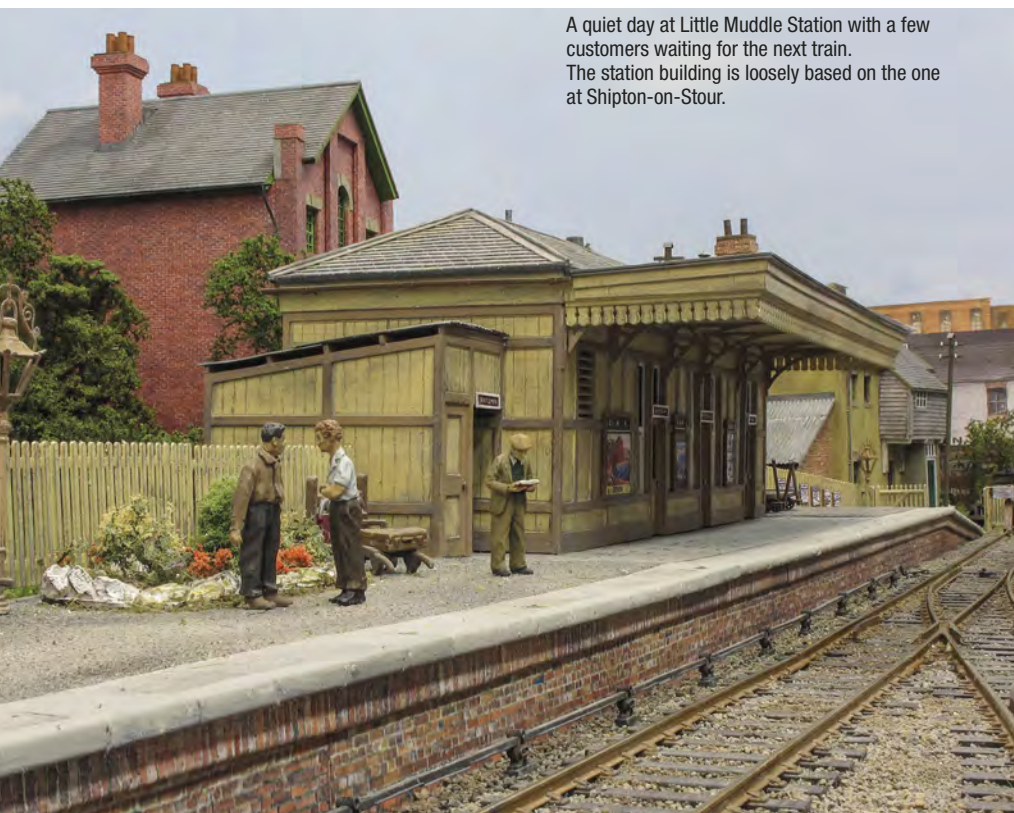


The scenery is the main reason for this layout and is what I spend most of my time working on. To that end, I seem to have achieved my aim, with the kind comments that I receive on RMweb saying as much.

When looking at pictures of trains passing through the countryside in the early part of the 20th century one of the main things that will I notice are trees, hedges and fields. These became my main focus. The trees in particular, with over 360 of them of various heights and shapes on the layout.

I have two basic types, which I refer to as 'prime' or 'secondary' trees. The prime trees, by their very nature, are the ones at the front of a group or those that stand on their own. These are based on sagebrush armatures, which grows in the wild – I get mine from the USA. They are trimmed to shape, with seamoss sprigs glued to the branches to form smaller branch clusters. They are then sprayed mid-brown and grass scatter is sprinkled on and held in place with hairspray. Each tree can take up to four hours to build, but it's well worth the effort. I tend to use them as view blockers.

The secondary trees are selected seamoss, sometimes with additional sprigs added to increase the density or shape. They are sprayed brown and grass scatter is added again, and held in place with hairspray. The hedges are home-made using a mixture of horsehair, seamoss, clump clusters, foam and twigs to produce the various shapes and types seen on the layout. The grass is a mixture of products of various lengths and colours. I have used ready-made grass mats and tufts, hanging basket liners and grass scatters. Most of the roads and lanes are made using Treemendus earth powders, and are coloured by washes to give the desired result.



A quiet day at Little Muddle Station with a few customers waiting for the next train. The station building is loosely based on the one at Shipton-on-Stour.



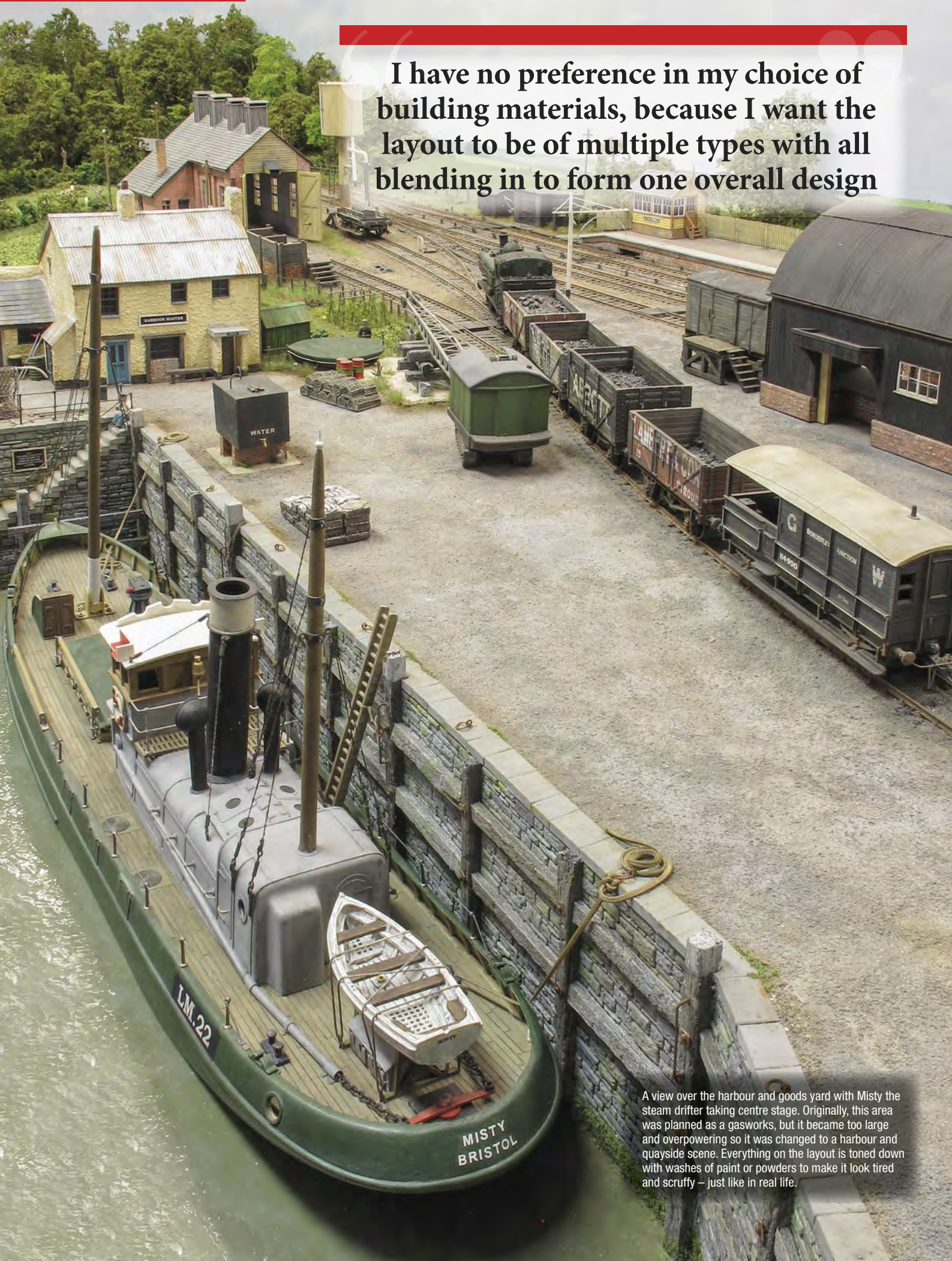
'Old sea dog' still sitting at the top of the harbour steps waiting to regale a story of the deep sea to any unsuspecting passer-by. The harbour wall is made from Wills random stone panels, with distressed balsa wood for the timberwork. The retaining bolts are dress making pins with plastic card washers.

**Watch more...**

I realised that I had been going about it all wrong, so I designed the countryside first and put a railway through it – just like in real life – and Little Muddle was born



I have no preference in my choice of building materials, because I want the layout to be of multiple types with all blending in to form one overall design



A view over the harbour and goods yard with Misty the steam drifter taking centre stage. Originally, this area was planned as a gasworks, but it became too large and overpowering so it was changed to a harbour and quayside scene. Everything on the layout is toned down with washes of paint or powders to make it look tired and scruffy – just like in real life.



Backscenes form a major part of this layout and were installed first in order that the layout scenery could be built up to it plus work in conjunction with it. This particular scene is a collage of five different parts from a range by Townscene from Freestone Model Accessories.

Buildings

Most of the buildings are scratch-built using a whole range of materials. I have no preference in my choice of building materials, because I want the layout to be of multiple types with all blending in to form one overall design.

That said, I am becoming more impressed with the various printed brick papers, as the finish effects are very realistic.

The farm and derelict house are from the Hornby Skaledale range. They were bought for me by my family one Christmas, so I really had no option but to include them, or I'd have to face their wrath. None of them are entirely pristine, as all have been modified, detailed or repainted to change their appearance slightly.

I must also mention the small coal office in Little Muddle goods yard. For years I tried to get both my son and daughter interested in the layout. Then, in her mid-teens, my daughter decided to have a go, so she built, altered and painted the Wills kit – although nothing since then. The coal office is now on its third layout and will be relocated if I decided to scrap Little Muddle and build a new one.

Other elements

Figures are mainly from the Dart Castings range with a few Noch workman figures. No single figure is seen in mid-motion, as I feel this looks wrong. As such, all the figures used are shown in a static pose.

The point rodding was another favourite of mine. When Wills came out with their kits it didn't take long for me to buy a set and work out how to fit it. One problem I had to overcome was that it would have to be fitted retrospectively, plus I placed great store on getting them in line in both planes and to follow GWR procedures as much as I could.

Signals are based on Ratio kits and are all static, but I plan to replace them with the working variety one day. Some are as per the kit, but the majority are built using Ratio parts and altered to suit the need.

History

I have been building model railways on and off since my early teens. During the 70/80's I hit the exhibition circuit in and around Buckinghamshire with a joint narrow gauge called 'Encombe' that was built in conjunction with my good friend Andrew Mott. With the advent of children, though, our

time and enthusiasm waned and it wasn't until the mid-90's that the railway modelling bug bit again, with a new portable layout called 'Encombe North'. Work progressed slowly and interest was flagging, so a complete re-think was in order with a layout built as if viewed from a rear bedroom window. The layout was fronted by 14 back gardens and you had to look through them and over a brick wall to see the trains. However, it was still not ticking all the boxes for me.

I was going to scrap this layout but its ended up going up north with Andrew, who plans to use it as part of his set-up.

Then I realised that I had been going about it all wrong, so I designed the countryside first and put a railway through it – just like in real life – and Little Muddle was born. Well, not quite, as the working title at the time was 'Smidgen Down'. This name lasted until my wife Kay came in one day and said what a muddle the room was. I replied 'just a little' and, hey presto, the name arrived and it stuck.

The other major thing was that my building techniques got better and were now matching what I had in my mind's eye. More products became available and the



GWR 0-4-2T 14XX No.4825 ambles through the countryside towards the viaduct whilst on its way to Little Muddle with the auto train service. The single arm home signal with an indicator panel utilises parts from a Ratio kit and is non-working, I plan to convert all the signals into operational ones (one day!)

internet had arrived, making finding out information so much easier.

Originally the layout was built for DCC using a Hornby Select, but it was converted a few years ago to Railmaster utilising a 10" tablet as the control module.

I think many people will have picked up that the operational side of the layout is of low priority for me. There are no timetables, train movements or shunting puzzles. In fact, I'm seriously thinking about adding a shuttle module to the branch line, so I can just switch the train on and leave it running while I get on with a none-rolling stock project.

In conclusion, I would like to pass on a saying that has following me for years:

"Model what you see, not what you think you see."

By that I mean, look at nature and don't try to guess. Not all trees are the same colour, not all grass is green, roads are not grey and nothing is clean and tidy.

It's all out there, so just look around you and take it all in. ■



Meet the modeller

From being a member of a school model railway club and to my recent retirement, model making has always formed some part of it.

My career as a Building Surveyor enabled me to utilise my knowledge of building construction and materials to make buildings that where feasible, practical and realistic. All my buildings will function in real life because they are fully detailed externally, from lead flashings, rainwater goods, drainage and correct construction details, thereby meeting my vision of how a completed building would look.

With regard to the the scenery, this has come about from years of experience, trial and error, taking on board whatever information and ideas I can glean and adapt from fellow modellers/internet/books to evolve into what has become Little Muddle – my best layout to date. You are never too old to stop learning....

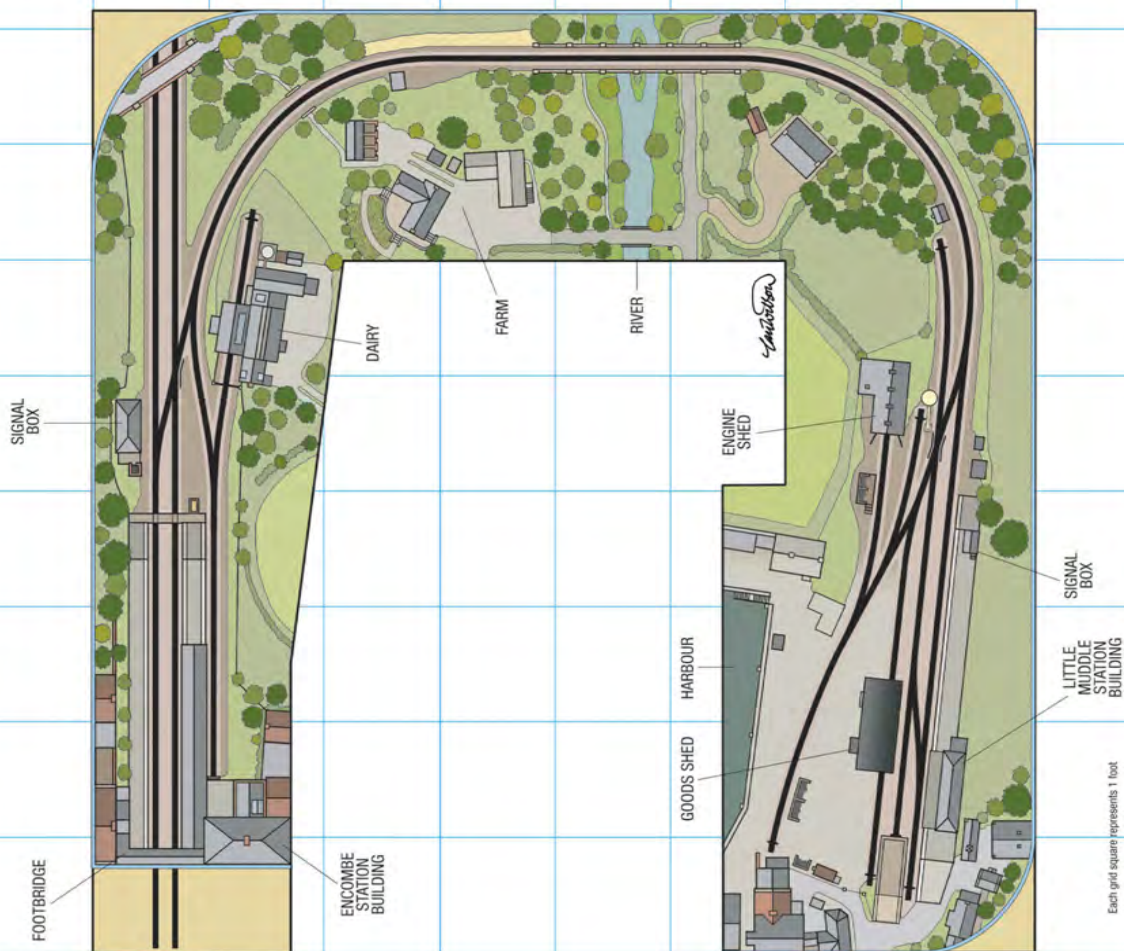


What we think...

A great-looking layout by any measure. Kevin suggests that the scenery has been his main focus, and the Little Muddle is positively draped in greenery. This is not to overlook the excellent modelling on the rest of layout, of course. His buildings are to be admired, his figures are well painted and I particularly like that he's made his sea and waterway the right shade of British murk.

He has some useful advice too, in the suggestion to model what we actually see. I'll certainly bear that in mind as I continue my own railway modelling journey. **Andy McVittie**

LITTLE MUDDLE



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How to make...

A DUNGENESS BEACH HOUSE



Andy York has a creative solution for adapting an unassuming wooden pavilion card kit. It's good to know that he's keeping a watch over British waters too...

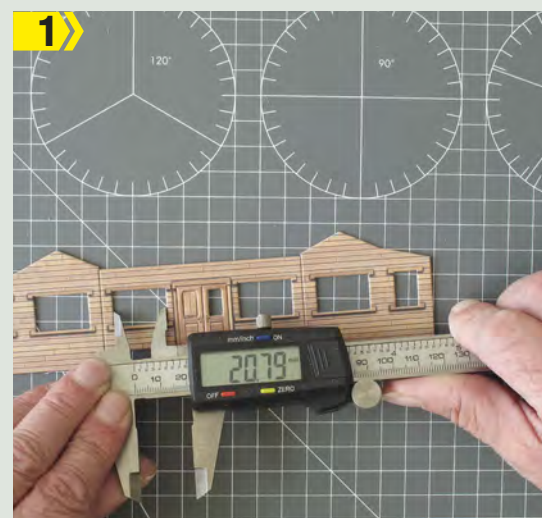
Tasked with adapting a Metcalfe wooden pavilion card kit, I was keen to take it away from the standard printed finishes. I considered its potential use as a roadside café, a light railway booking office and even a burnt-out clubhouse, but in the end I decided to recreate the sort of place I'd love to call a holiday home. I enjoy the barren landscape of Britain's only desert, Dungeness, and its ramshackle huts and homes, power poles, telegraph wires and looming nuclear power station. Scattered around the shingle is a varied collection of ageing wooden structures and architect-designed houses, and so I turned the pavilion into a coastal retreat; slightly shabby but with a comfy sofa-bed, a log burner, a good bookcase and a telescope to survey shipping in the Channel. ■

Tools required

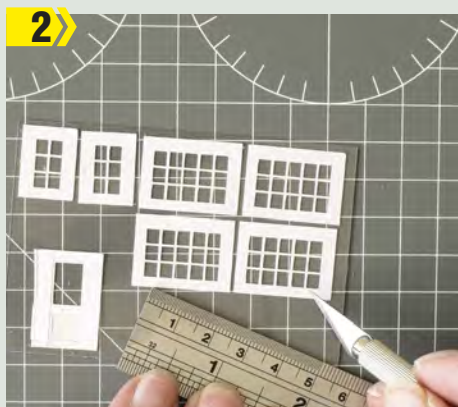
- Metcalfe PO410 00/H0 Wooden Pavilion kit
- Scalescenes.com texture sheets
- Deluxe Materials Roket Card Glue
- Inkjet self-adhesive labels
- Acrylic paint
- Knife
- Steel rule

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I start by removing the front and side sections of the pavilion kit. Measurements are taken to draw up the window frames.



The frames and doors are cut from self-adhesive sheets, using a silhouette cutter, and stuck to the acetate supplied. If you don't have one of these useful tools it will be a longer process and it's unlikely you'd go down to the size of these 0.75mm window bars!



Scalescenes TX35 Plain Clapboard sheet was downloaded and re-toned in Photoshop to provide a couple of different shades; one for the walls and one for the decking. The clapboard finish is then printed onto the self-adhesive label stock.



The front and sides section is stuck onto the printed label and trimmed to leave about 7mm of label to wrap around the edges and onto the inner face of the kit parts. The window apertures are cut from each corner towards the centre and folded inwards.



Cut a section of the lighter-toned clapboard-print label to cover the floor section. Note the recesses, trim accordingly to get a neat fold in these areas.



Glue the folded front and sides to the floor, taking care to avoid any excess seeping out. The fine nozzle provided with the glue is great for achieving this.



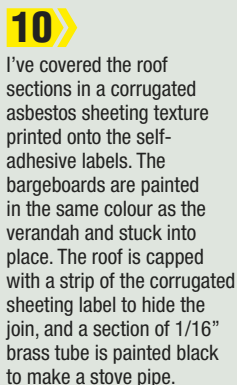
Trim the interior reinforcement pieces beneath window level, as this part is still useful to help the base sit correctly. Follow the instructions on the positioning of this part and glue in place.



Glue the windows and doors in place. Used sparingly, the glue will allow for further adjustment when positioning.



Assemble the laser-cut steps and paint the verandah and steps with acrylic paint, in this case, an off-white. Don't use too much paint because the card will soften.



I've covered the roof sections in a corrugated asbestos sheeting texture printed onto the self-adhesive labels. The bargeboards are painted in the same colour as the verandah and stuck into place. The roof is capped with a strip of the corrugated sheeting label to hide the join, and a section of 1/16" brass tube is painted black to make a stove pipe.



THE JOY OF N GAUGE

Minor in size but major in terms of modelling opportunities, N Gauge doesn't always get the respect it deserves. Scale stalwart Grahame Hedges explains what we're missing...

Vale of Oxbury was featured in the June 2017 issue of **BRM** and is a great depiction of the vast idyllic landscapes of Oxfordshire, with plenty of action to keep Western Region fans entertained.



N Gauge is probably the only commercial scale that allows model railway enthusiasts to build and operate a layout where the railway is part of the landscape, as in real life, and full-length trains can be run reliably in an acceptable space. It also allows for the modelling of scenery beyond the railway fence, which means a more holistic layout can be produced and the trains seen in a wider and more realistic setting.

Although there is a range of N scales, all at very close to 2mm to one foot (such as 1/160 for American and European prototypes, 1/150 for Japanese and 1/148 for British), they all share a common track gauge of 9mm. This is how N Gauge gets its name, as 'N' is the first letter of 'nine' in most European languages. It also means that enthusiasts can mix and run trains from various countries.

Benn Pollard's 'Barton Road', May 2017 **BRM**, bridges the gap between BR green and blue from the tail end of the 1960s to the early 1970s. Clever use of an awkward space was made with a scrapyard, seen in the background, whilst large buildings dominate the skyline.



Blue is the Colour by Stafford Railway Circle is a charming semi-rural layout that can be easily extended with a wing, providing more room for rolling stock. The large amount of landscape represented helps create the setting of the Welsh Marches or Scottish lowlands.



Ready to run N Gauge models are marvellous miniature replicas, with phenomenal amounts of detail and fidelity, and it is often difficult to tell them from larger scale models. The range may not be as wide as that in OO/4mm scale but now with the two traditional manufacturers, Graham Farish (by Bachmann) and Dapol, having been joined by Union Mills and more recently by smaller newer companies like DJM and Revolution Trains, there is a greater choice. It is quite possible to kit and scratch-build locomotives, units, coaches and wagons for those that want something special or a little different. Plus, there is a huge range of kits and RTP models available for reproducing the infrastructure of a railway and the scenery outside the railway boundary, as well as plenty of accessories and detailing items to bring a layout to life.

Membership benefits

The N Gauge Society, which celebrated its 50th year in 2017, still champions its original aims to support and encourage N gauge modelling. It is a non-profit organisation, run by volunteers for the benefit of the railway modelling hobby in general and N gauge modellers in particular. It offers a range of benefits, including a unique range of wagon

Burnham-on-Sea depicts an S&DJR terminus with roomy approach and return loop, all in just under 10ft in length. See more of this layout in the December 2011 issue of *BRM*.

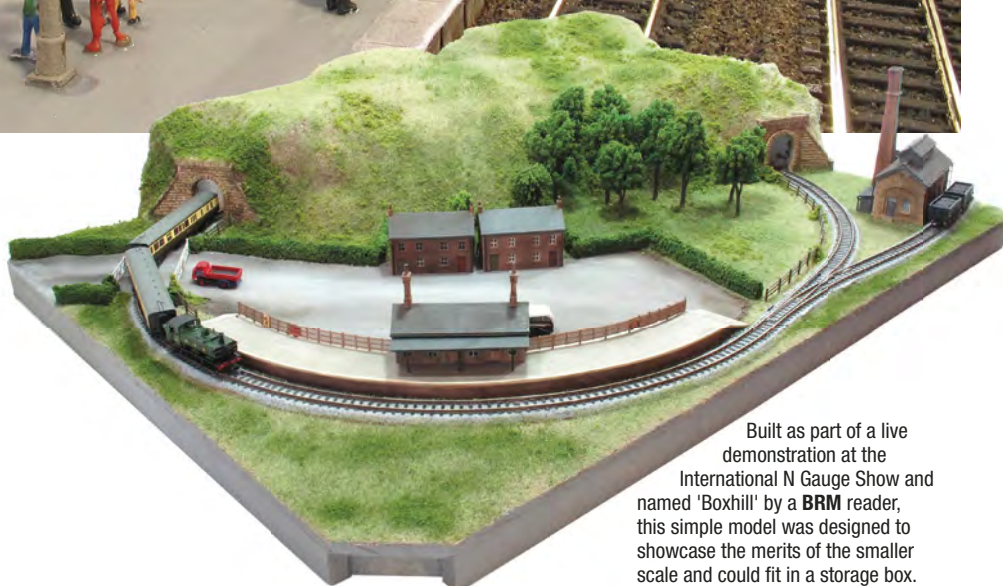


Prestatyn is a model that closely copies the prototype counterpart - a model of the station trackplan as it was laid out in 1962, before the Up Slow line was removed. The bay platform by the signalbox at the west end was modelled, but the branch line to Dyserth was omitted because of space constraints. The layout measures 11ft x 2ft, for the available space, but even so, the prototype had to be compressed to fit.



kits. Having introduced and expanded its exclusive range of wagon kits since 1985 in to what is probably the largest range of N gauge kits available, the N Gauge Society took a bold step and introduced its first RTR rolling stock product in 2009. It has since followed that up with a further six RTR wagons and Non Passenger-Carrying Coaching Stock. As part of the 50th anniversary celebrations, the society has seen a further ambitious leap in starting the development of its first RTR motorised product – a Hunslet industrial 0-6-0 DH shunter.

Other benefits of membership are a Helpline, a handbook, the opportunity to join a local area group, and an opportunity to participate in the Annual Model Making Competition. The society also offers a mail order shop for members to obtain their kits, exclusive and branded products, and a quality bi-monthly magazine – ‘The Journal’ – that includes reviews, modelling articles, member projects and a newsletter that carries society reports and information. You don’t have to be a member of a club or the N Gauge Society to build a layout, but it will help. See www.ngauesociety.com for further information.



Built as part of a live demonstration at the International N Gauge Show and named 'Boxhill' by a **BRM** reader, this simple model was designed to showcase the merits of the smaller scale and could fit in a storage box.

LAYOUTS

There are plenty of inspiring N gauge layouts and many can be seen at exhibitions. Seminal layouts were ‘Acton Main Line’ (now named ‘Dragonby’) and Andy Calvert’s creations ‘Calverdale’, ‘Nether Stowey’, ‘Welham Green’ and ‘Moorcock Junction’. More recently a number of finer scale layouts such as ‘Blueball Summit’ and ‘Burton-on-Trent’ are taking advantage of the fine code 40 kit-build track from fiNetrax and the 2mm SA version Easitrac. Both these two layouts are currently under construction and their progress can be seen on RMweb.

Possibly the one drawback with N gauge is the cost. It is not more expensive than OO/4mm, but many people expect that because it is half the size it should be half the price. Obviously, that can’t be the case as material costs only accounts for a small portion of the total cost, which are similar to those of larger scale models in the main. Additionally, N gauge has been affected by the recent cost increases (labour, exchange rates, etc.) that have affected all model railway scale models. But the issue is that with smaller models many like and expect to have more models in the same amount of space.

The big shows

For your fill of all things N gauge then there is an annual exhibition held in Leamington known as The International N Gauge Show (TINGS). The show is full of N gauge layouts from around the globe, and N gauge manufacturers, specialist retailers and societies. See <http://bit.ly/2fexTi4> for more information. N Gauge is also featured at the multitude of local exhibitions held up and down the country, of course, and the Warley show at the NEC always has many working N gauge layouts on display.

Recent developments

N gauge has seen significant increases in commercial quality and standards that would never have been dreamed of when it was in its infancy. N gauge models nowadays look and perform better than they ever did.

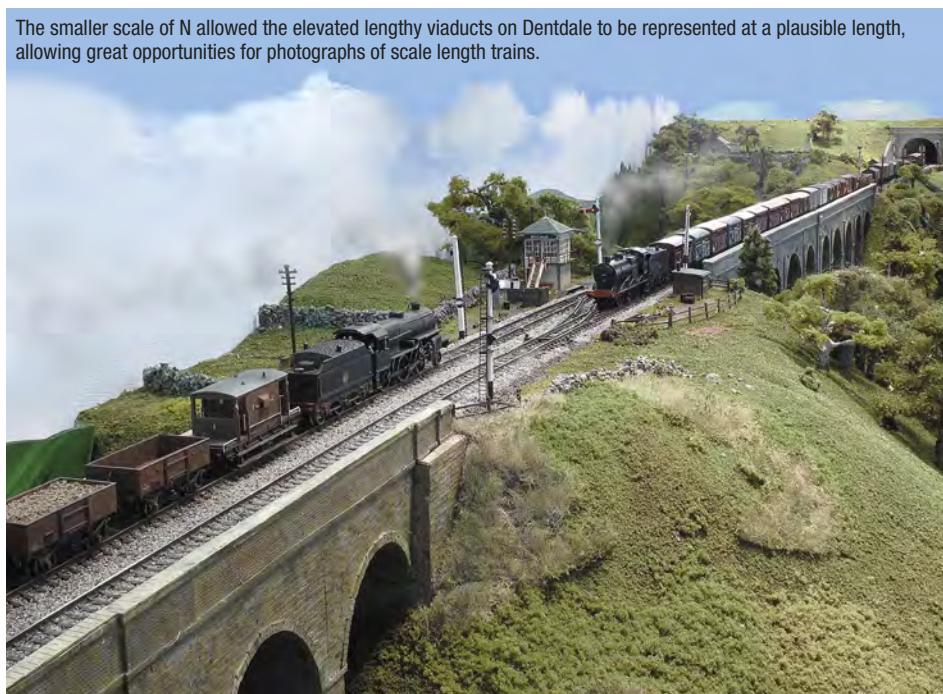
The majority of new models are now DCC ready, just requiring a suitable decoder chip to be plugged in. Some manufacturers are fitting the second generation 'standard' socket, the Next18, which offers greater flexibility and more functionality over the original 6-pin socket. More recently sound in N gauge has become a reality and sound-fitted models are readily and increasingly available.

Standards have improved with the adoption of fine profile blacked wheelsets to NMRA RP25 standards, which have eradicated the 'pizza cutter' flanged wheels of the last millennium. NEM coupler sockets allow couplers to be easily pulled out or pushed in to change them for those with different shank lengths to achieve closer coupling, such as the Dapol Easi-shunt system, which is a magnetically operated knuckle coupler similar to the KD/Microtrains design that allows hands free shunting. Efficient core-less motors are now starting to be installed in new models and, being smaller, allow their fitting in steam loco boilers to provide direct loco drive to the wheels and low down in units to provide 'invisible' motors through the windows.

Bachmann has revamped the Graham Farish range and very few of the old 20th century models still exist in production. Dapol has emerged to become an effective competitive foil and provides alternative models that expands the options available to enthusiasts. More recently we have seen the rise of the crowd-funding phenomena, which has enabled groups of modellers to get together and finance the development and production of specific models that they want.



The smaller scale of N allowed the elevated lengthy viaducts on Dentdale to be represented at a plausible length, allowing great opportunities for photographs of scale length trains.

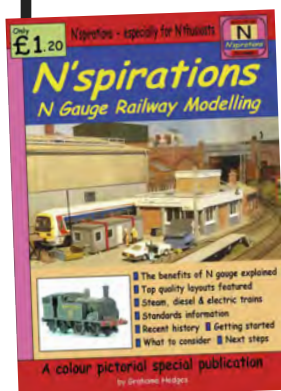


The beneficiaries of all these developments and innovations have, without doubt, been the customers and enthusiasts. Certainly the recent history of British N Gauge now offers modellers and collectors a rapidly growing RTR range that is high quality and a seriously competitive alternative to other scales. With a large number of RTP buildings available and expanding ranges of accessories and kits, N gauge modelling has come of age and is

moving in to a golden era.

Now is certainly the time to consider adopting the scale and gauge for all your modelling needs. It is said that N gauge is a modern model railway scale, especially for what are often smaller modern homes. With N Gauge, you can build and run a model railway of your dreams in the most unlikely and restrictive spaces. The future has to be N gauge! ■

Meet the modeller - Grahame Hedges



I've been an N Gauge modeller for over 35 years and a member of the N Gauge Society for over 30 years. Currently I'm Editor of the NGS Journal which is the Society's bi-monthly full colour magazine sent to all members. I've also been an independent author and commentator on British N gauge matters and issues. I've had many articles published in the model railway press, initiated, edited and contributed to the NGS handbook, and I've created and developed the N'spirations range of twelve publications. In addition, I wrote, produced and published the book 'British 1:148 N Gauge Modelling'. My modelling efforts are underpinned by two portable layouts – 'Hedges Hill Cutting' and 'Stoney Lane Depot' – that were exhibited at shows around the country over a number of years before being sold. Currently I'm planning on building a new magnum opus as a permanent layout, although I need to move house first. Some of the buildings for it were featured in the June issue of **BRM**.



An overall view showing the urban and rural aspects of the layout. Look closely to see the many accidents waiting to happen.

Factfile

Layout name: Power for Life
Scale/gauge: 4mm/ft 00
Size: (to include any fiddle yards): 4'6" x 8'6"
Era/region: Modern
Location: Fictional
Layout type: Continuous loop
Power/control: DC
Words: Steve Gibbons/Darren Berry
Photography: Andy York

POWER FOR LIFE

Steve Gibbons and Darren Berry's layout doesn't just represent a major power company, but also warns of the dangers of messing around with electricity.

The background for this model dates back to 2015, when Darren Berry was helping out on a safety display stand for Western Power Distribution (WPD) at the Bath and West Showground. Some years before, Western Power Distribution had launched a television advert to explain the company's role in people's lives, and part of that involved a layout built as one of the main props. This model was over nine feet long, six feet wide and would take a minimum of eight people to move. However, as it was given to WPD on completion of the advert being filmed, they decided to make use of it.

As a model it was reasonable, but besides weighing the same as a small country, it also lacked movement of any kind. The DMU used in the advert was glued to the track and apart from a few lights that switched on and off there was nothing to keep anyone's attention for more than a few seconds.

We saw potential but knew it would be hard to win over the minds of our bosses. Nevertheless, Darren suggested we could do better than that on every level, with moving vehicles, trains and more flashing lights. The initial reception was doubtful, but the bet that we could do it was left on the table.

A few weeks later our managers asked

if we had the ability to make the promise a reality. After a meeting at which we showed examples of WPD vehicles that Steve Gibbons had used on a diorama that he'd knocked up on the lid of an old plastic tub, along with a high voltage pole and transformer that Darren had put together, the bosses were sold on the idea. We were given a budget and off we went.

Construction, scenery

The layout is built on a single board, with the legs fitted. It's now light enough to be carried by two people and can be erected quickly. It's also designed to fit neatly into



Watch more...

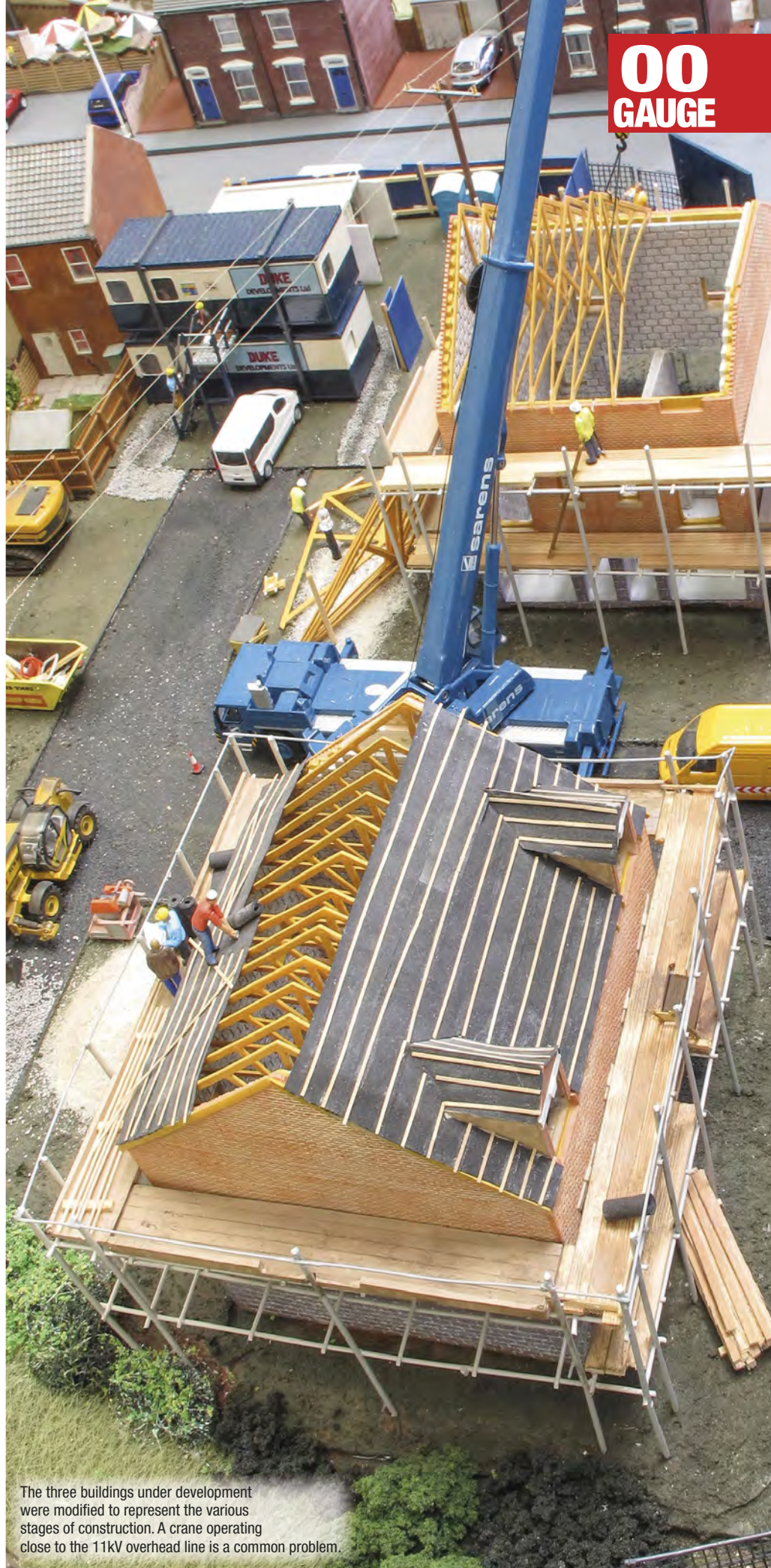
the back of a Transit van, which is how we transport it to all of the events. The board is a large sheet of 9mm ply, with 100mm strips of 9mm ply for the bracing and sides. A few holes drilled in them allow the wiring to be installed and take away a bit more weight. The control panel for the switches is another braced piece of ply and the legs are made from 75mm x 50mm timber with adjustable feet. It has proven to be solid enough to take the demands of being moved multiple times in one piece.

Wiring is as easy as we could make it. We have a 230V supply, which is transformed down to drive the locomotive and power the electromagnets for the Faller system vehicle stops. The rest of the lights are powered by a 12V rechargeable battery pack. All of the flashing LEDs are controlled by people pushing the relevant buttons on the front panel and are designed to show the different types of work that Western Power Distribution undertakes and the dangers associated with the Electricity Distribution Network.

The scenery is pretty straightforward. Foam blocks are stuck down and carved to shape with a Surform, which, while it is messy, is a very quick and easy way to create contours. Over these are several layers of brown craft paper soaked in a PVA/water mix. It sounds basic, but I've used this on my layouts for many years and it not only goes off like wood, but also lasts the test of time. The static grass, assorted foliage and trees are from various sources, some rescued from the old model and some bought new. A lot of the fencing is standard proprietary products, along with the plants and garden furniture.

The 132kV pylons are from the Hornby range and are actually not too far from the real things. The 11,000V poles, however, had to be built from scratch using various Evergreen plastic struts for the main poles and cross-arms. The line insulators are brown beads bought at a local haberdashery shop and the pole transformers are blocks of plastic filed to shape with OBA screws used as insulators. All of the overhead lines are thin EZ Line stretched to as close as the right sag as I could manage and then glued into place. It's a laborious job, but one that completes the layout nicely.

The building site was an area we were keen to recreate, as a lot of safety-related incidents occur there. Cranes and other plant operating close to overhead lines is demonstrated to good effect on the model. The three houses are portrayed at various stages of construction by adding to the



The three buildings under development were modified to represent the various stages of construction. A crane operating close to the 11kV overhead line is a common problem.

**00
GAUGE**





The small WPD Depot with three of the company vehicles. The Fire Tender has been repainted and decaled to represent one of the four the company own that are used to pump water out of flooded electrical installations when required.

ready-to-plant buildings available. These included roof trusses, rolls of roofing felt made from black paper, extra scaffold and walkways added.

Vehicles were rescued in most cases, but we did have one more stroke of luck with this. After approaching Oxford Diecast about making a few WPD vehicles, we were stopped in our tracks by the minimum order needed to make it happen. However, a manager worked a little magic that allowed us to order a limited number of WPD Transit vans, as used by Cable Jointers and Electrical Fitters, and a limited number of WPD Defender Land Rovers, both of which now adorn the model. The additional models have been sold within the company to raise money for the Multiple Sclerosis Society; as it is something that has affected several members of staff in recent years.

The final vehicles are the moving ones. Neither of us had any experience of the Faller Road System, but, with some trepidation and a bit of advice from a model railway club member, we had a go. We have adapted a



Substation

One of the highlight structures is the 132,000 volt substation at the centre of the model. A Walther's kit from the USA was used as a basis, from which Steve painstakingly cut-and-shut to make it a closer match to the electrical equipment we have on the WPD Network. This took over 30 hours to build, before being fitted onto the model. As a lot of the equipment is not available commercially these parts had to be scratch-built, including the copper bus bars and conductors connecting the various plant together. A bund wall constructed around the transformer and concrete troughs around the compound add finishing touches. Palisade fencing with signage and CCTV cameras add extra detail to the scene.

Faller van to represent a WPD branded van, which follows a steel strip in the roadway. The van is stopped under the scenery by an electromagnet operating an on-board reed switch cutting the power to the motor. When the button is pressed, the magnetism is broken and the van makes an appearance.

At the top of the hill we constructed a farm scene. Again a Faller system was incorporated around the site, on which a delivery lorry stacked far too high with hay bales completes a lap. This starts from behind the farmhouse, running through the barn, before moving dangerously close to the overhead lines before disappearing back behind the farm again.

Safety first

One of the key points for building the layout was to show the different work activities within WPD, as well as some of the dangers associated with an Electrical Distribution Network. To which end, we have created a number of scenes and cameos dotted around the display. To highlight some of the safety-related incidents, we have fishermen with rods, kites being flown next to high voltage power lines, boys climbing into a substation and a crane getting too close to 11kV lines. All of these are highlighted using a flashing red LED, operated by pressing a button on the front panel.

Calamity in prospect, as a thoughtless parent encourages his son to fly a kite near to live power lines. Power for Life has several such cautionary scenarios.



Boys will be boys, although they won't be around for long if their ill-advised plan to enter a local substation comes to fruition.



The cable jointers are busy carrying out a repair to the cable network. The Transit van has working roof-mounted flashing beacons. The signing and guarding are set out to the current Streetworks specifications.

In terms of work that WPD undertakes, we have a team of Cable Jointers carrying out a cable repair, Linesmen working on an overhead line and a fitting team carrying out maintenance in one of the substations. The scenes are as detailed as we could manage with the resources available. An example of this being one of our colleagues (Ricky Duke) helped with the cable repair scene. The cones and signs are set out correctly to

the exact measurements given in the Street-Works manual that we work to on site.

Has it worked? We think so...

The model was really built to be seen at two or three shows, as part of our safety display. In the first year of its existence it has been to over ten events, including five recruitment shows and the Derby Model Railway Exhibition 2017. In the next year it's

planned for another 12, including Taunton Railex 2017.

When not out on the road it has been placed on display at both of Western Power Distribution's Training Centres. This has created a lot of positive comments from staff, and has been used as a training aid to help explain the distribution network. It has also brought a surprising number of people with an interest in modelling out of the woodland, and the WPD vehicle sales have raised over £5000 for the MS charities.

Everyone who has seen the model has been complimentary and this has made the effort worthwhile. Our managers seem pleased with the final product and we've used our hobby to promote our own workplace. We now have two departments asking if we can build something for them. We'll be donating our fee for this article to our chosen charity, the Multiple Sclerosis Society www.mssociety.org.uk ■



Power for Life's row of buttons at the front of the display. Pressing each one activates a different function on the layout.

Western Power Distribution had launched a television advert to explain the company's role in people's lives, and part of that involved a layout built as one of the main props. This model was over nine foot long, six feet wide and would take a minimum of eight people to move



Meet the modellers

Steve (back) and Darren (left) have over 55 years of modelling history between them, and both have a keen passion to make things that look right. Add to this our day-to-day work of training people and trying to get the best standards of work we can, and it isn't hard to see why we put so much work into this. As we work 140 miles apart we split the jobs between us, so while Darren started with building the baseboard and setting out the track, Steve set to with the buildings and vehicles. Only in the last two weeks of the build did everything come together.

Reader competition

Enter
to win



Western Power Distribution has kindly given us two pairs of exclusive Oxford Diecast vehicles, which were produced for promotional and charity purposes. The high roof transit and the Land Rover Defender are factory finished with Western Power's branding and are not available through retail outlets.

To stand a chance of winning a pair of these vehicles just answer the following question.

How many kilometres of overhead wires does Western Power Distribution maintain? Is it:

- a. 220,000km
- b. 330,000km
- c. 440,00km

To enter, visit www.brm.ag/westernpowercomp. Two correct entries will be selected at random. Closing date is October 12.

GETTING STARTED IN 2MM FINESCALE



2mm Finescale can be seen as the preserve of masochistic modellers, but there's always room for more determined blacksmiths, says Jerry Clifford.

What I hope to show in this article is that getting started in 2FS is now much more accessible than ever. A fully equipped machine shop and the skills of a micro surgeon are not required – just a basic modelling tool kit and a little determination.

Before looking at how to produce our first items of 2FS track, motive power and rolling stock, we must first face up to the fact that 2mm Scale and British N gauge are different, not just in terms of the track gauge of 9.42mm as opposed to 9mm, but also the scale – 1:152 and 1:148 respectively. The vast majority of modellers working in the 2mm scales ignore these differences and happily mix and match the two scales.

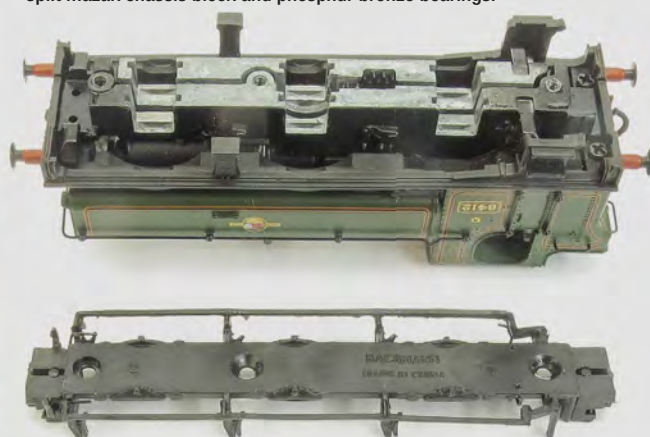
We can now look at that most fundamental of elements – track. Hand-built track in 2FS was traditionally built using rail soldered to



The ingredients required to convert the Farish 64XX to 2FS



Keeper plate and N Gauge wheels removed, clearly showing the split mazak chassis block and phosphur bronze bearings.



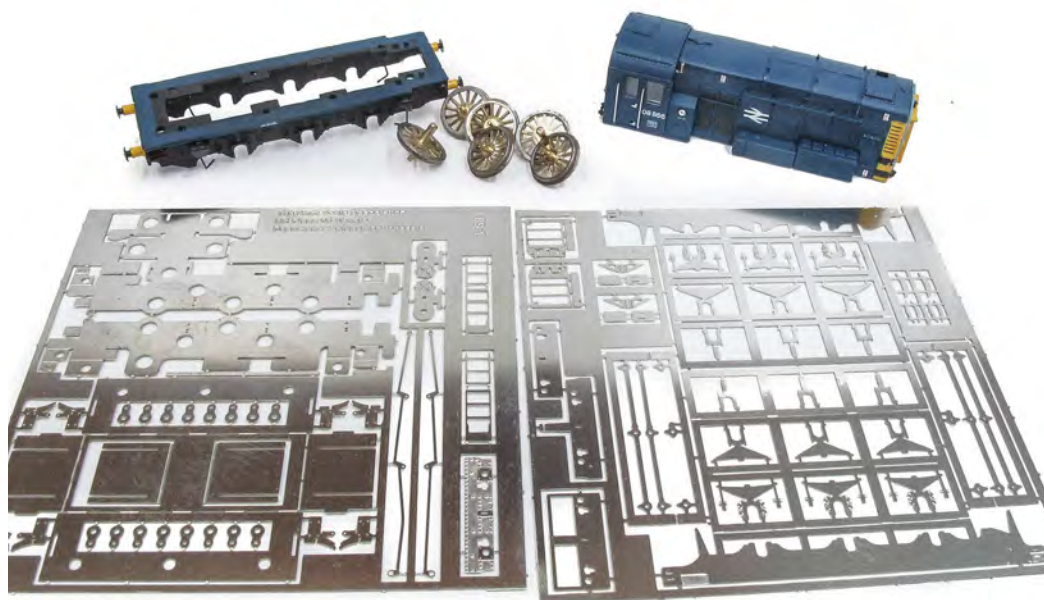
Replacement 2FS wheels in place.



copper-clad sleepers. This method produces a robust track with good scale appearance, but is very time consuming. The 2mm Association still sells PCB sleepers and chairplates, but has also introduced 'Easitrac', which is much quicker and easier to make, involves minimal soldering and gives excellent scale appearance. Wooden and concrete sleepers in both bullhead and flat bottom rail are available, along with an ever expanding range of point and crossing kits.

Getting your first locomotive converted is probably the biggest barrier to giving 2FS a try. The current generation of models offered by the two main manufacturers, Dapol and Bachmann/Farish, are superb. Gone are the generic bogies and shared wheelbases, to be replaced by beautifully detailed examples of

Chassis etches and extended axle wheels for the Farish Class 08.



A MR 4F built to 2mm scale, 1:152 from a Mike Raithby kit sits happily alongside a converted Farish model to N gauge, 1:148 demonstrating just how little difference there is in the two 2mm scales.





Farish Class 25 with 2mm Scale Association drop-in replacement wheels. The difference between a 2FS wheel and its N gauge counterpart is clear to see.

the CAD designer's and injection moulder's art – and they generally run superbly too. So what is involved in converting these wonderful offerings from N gauge to 2mm finescale track and wheel standards?

For diesel and electric locomotives there are two options. The first is to remove the wheels and turn them down. The Association offers a wheel turning service to members, where, for a small charge per axle, wheels can be sent off to be re-profiled and the back to back measurement adjusted. Aside from tweaking the pickups, that's it. It should be noted that re-profiling does not result in a wheel to a true 2FS profile, but one that will

happily run through finescale pointwork. My first prime mover in 2FS was just such a conversion – a Farish Class 33 of mid-1980s vintage.

The second option is drop-in replacement wheelsets. The 2mm Scale Association produces wheels to 6.0mm, 7.0mm and 7.5mm diameters, with either a 15 or 16 tooth pinion to suit the particular locomotive or DMU/EMU. Not only are these wheels to a true 2FS profile, offering greatly improved appearance, but also have the advantage of a metal gear. Conversion using these high quality wheels really is a matter of minutes

and their availability is a huge leap forward in 2mm modelling.

Converting steam outline locomotives to 2FS is a little more involved. Again, there are essentially two options. The latest Farish and some Dapol RTR offerings use a split chassis form of pickup – a system long used as standard in 2FS. Cast mazak chassis halves have phosphor bronze bearings set into them. The Association has produced replacement bearings that will accept a standard 2FS wheel along with a steadily growing range of etched replacement coupling rods to suit. The result is a kit that is



A Dapol Maunsell coach fitted with 2mm Association bogies and DG couplings.

A weathered Dapol Hymek with screw-link couplings, re-profiled wheels and detailed buffer beams.



as close to drop in replacement wheels as we are likely to get.

Many N gauge RTR offerings have superb bodywork but the chassis are, for whatever reason, unsuitable or not worth converting. For these there is a growing range of replacement chassis kits. The thought of building your own chassis in 2FS can be daunting for many but all are designed to be as straightforward as possible. RMWeb has a very active 2mm section, where help and advice for new entrants to the scale is freely available. Building your own 2FS chassis is well within the grasp of any careful, determined modeller who has cut their teeth on a few etched wagon kits and underframes.

As with motive power, the easiest way into 2FS is to simply re-wheel one of the current crop of superb RTR offerings. Disc and spoked wheels are available in a variety of diameters and axle lengths to suit most situations. As with locomotives, if the chassis doesn't match the quality of the body, an extensive and growing array of etched underframes are available to upgrade them. Add into the mix a wide range of coach and wagon bogies and other detailing bits, along with a host of complete wagon kits in plastic, resin and the latest 3D printing, and the result is a remarkably comprehensive range that should offer something for all, regardless of preferences or abilities.

One area that will instantly improve the appearance of your stock is to replace the standard Rapido coupling, which N

gauge has long been lumbered with, for something a little less obtrusive. It may well have the advantage of being standardised and functional but there is no denying it is plain ugly! There are a variety of aftermarket options from the likes of Dapol and Kaydee, but the most popular in 2mm circles is the DG coupling. The DG, as well as being far less obtrusive than the Rapido, offers automatic coupling and uncoupling using electro-magnets with a delayed action, which means complete hands off shunting is perfectly feasible. They have to be assembled from an etch, but it's not too tricky once you get the hang of it.

For those who are tempted to give 2FS a try, now is the perfect time to join up. The 2mm Association celebrates 60 years in 2020 and to mark the occasion has launched the Diamond Jubilee Layout Challenge (DJLC).

Entrants will be required to build a small layout whose scenic area fits in a 60cm x 9.42 inch footprint, dimensions chosen to reflect the peculiar mix of metric and imperial so typical of British railway modelling. Entries can portray any period or aspect of railway history, but must be built to 2FS track and wheel standards, and contain at least one working turnout. The fiddle yard is not included in the above dimensions and can be of any length or width. Completed entries will be invited to be displayed at the Association's Diamond Jubilee Expo in 2020. There is a DJLC thread up and running in the 2mm section on RMWeb.

Membership details and a full list of the products available, along with sample 2mm magazines and further details of the DJLC are all available on the 2mm website at www.2mm.org.uk. ■

A Farish Teddy Bear with re-profiled wheels and detailed buffer beams. It benefits from losing its ugly Rapido coupling.





Factfile

Layout name: Brixham Bay
Scale/gauge: 1/144, N Gauge
Size: 13 ft x 2 ft 8 (viewing area 8ft)
Era/region: 1940s GWR
Location: Devon
Layout type: End to end
Power/control: DC analogue
Words: Kevin Cartwright
Photography: Tony Wright

BRIXHAM BAY

Kevin and Judy Cartwright capture the D-Day preparations in this charming Devon fishing town. But what's the story behind the crashed German aircraft?

My wife Judith and I have been modelling and exhibiting at model railway shows now for over 20 years. Had I not met Judith over 30 years ago, I doubt that I would ever have got involved in this hobby.

Judith already had two young teenage boys when we met and she had the onerous task of setting up their Hornby train set. The locomotives didn't run well and she asked me to take a look. The motors were clogged up with carpet fluff, so I decided to build a board for the boys that would hinge down from the wall. In the fullness of time they grew tired of the railway and moved on to life's other distractions. We married and I still had my interest in this hobby. I then visited Wolverhampton Model Railway Club, which at the time had a thriving show every year. We got involved in this and I met the



A bus-full of troops head into town underneath the railway bridge. To the left, the fire brigade is kept on stand-by.

we have modelled a period two weeks before D-Day, when Brixham was full of military activity. And then, on 6th June 1944, all the ports were deserted



Architecture plays a large part in creating some of the convincing scenes on Brixham Bay. Subtle, yet accurate painting brings the texture of the stones to life.

late Les Spratt, my mentor at this club.

I moved on to helping him and his little band of Colonel Stephens enthusiasts with such layouts as 'South Foreland', 'Ripple Road', 'Martello Shed' and 'Pricklegate Junction'.

Our interest in the hobby grew and we decided it was time to go it alone, and we began construction of our first layout 'Seahouses', based on a north-eastern fishing town. This layout visited over 100 shows before we had to part with it due to our retirement and a long awaited move to the South West to run our guesthouse. It was a sad day for me to let Seahouses go, but we would not have storage for it in Devon.

Judith has always had an interest in N gauge and had built up quite a collection of locomotives and rolling stock. She had built a lot of Metcalfe buildings and was itching to have a small layout on which to use all of her treasures. It was therefore decided to have a go at something for her. Judith pointed out that Brixham once had a railway and she had actually rode on it when she was a child. I had no idea at that time about the line that once serviced this small port in which we now live.

I began to gather the information I needed

There's a whiff of exotica in these warmer climes as palm trees leap high above other native species. The decorative combination of stone and brick in the walls of this building are continued through to the roof with slates and pot ridge tiles.



Half-tracks and Shermans. The south coast for all its beauty is in the wake of a major military offensive, with just a stretch of sea between the military vehicles unloading and the beaches of Normandy, but for that, the vehicles have yet to board boats.



to complete the build. We spent many hours toiling up and down the hill to the site of the line, which now has a small estate of late sixties houses on it. We found remnants of the base of the signal box, high granite abutments, a length of Great Western spear fencing and even some handrails made from broad gauge track. The railway bridge is still in existence, although the top is now part of someone's garden. The view from the buffer stops would have been amazing, taking in the whole of Torbay from the position high above the town.

My research had revealed that this small line and station was a hive of activity during WWII, as well as being one of the D-Day embarkation ports. The railway was instrumental in bringing in supplies, troops and military vehicles, and also transporting out aviation fuel and camouflage paint which was manufactured in the town. This made me decide that Brixham Bay must be built in the 30s/40s era.

Trials and errors

Brixham Bay took almost six years to complete, as we were running our guesthouse at the time. I wanted to make it as historically accurate as possible. This presented us with our first big problem. The railway station was high above the town and almost half a mile from the harbour, which was one of the factors leading to its closure. "How do we model that?" I asked Jude. "Paint it on the

the railway bridge is still in existence, although the top is now part of someone's garden. The view from the buffer stops would have been amazing, taking in the whole of Torbay from the position high above the town

Vehicles bustle around a busy town scene as military vehicles gather in preparation. Most of the buildings depicted in this scene are painted on the backscene which adds depth to the layout. Note how the sharpness of objects and density of colours fade towards the skyline.



backscene,” was her casual reply. So began an oil on canvas epic that is almost 10ft long. The canvas was glued to two 5' x 1'6" pieces of hardboard joined in the centre. But that proved to be the easy part, as you'll see.

Mark 1: Backscene roughed out with at least 200 buildings on it, only to discover that one could almost drive a locomotive through the windows of most of them.

Mark 2: Previous buildings were removed and painted smaller, then fitted to rear of layout, only to discover that when the backscene was curved to fit the layout, everything on the extreme borders was falling south owing to the curvature!

Mark 3: The curvature compensated for, far and middle distance paint fading techniques applied, multiple vanishing points applied, light and shadow applied, prominent landmarks added and hey presto...finished! This is probably why everyone at exhibitions seems to be more interested in the backscene than the model itself!

The next problem that we encountered was that although the actual station appears to be built on almost flat ground, it was actually built into the side of a very steep hill, hence the massive granite abutments still there to this day. There was no quick solution – they all had to be recreated before we could start any tracklaying.

The trackbed and track could now be laid. There's nothing new here – it's all been covered before, Peco track and points, seep point motors etc, although it is built so that the whole of the trackbed can be lifted out of the diorama should the need arise. The layout is actually a 7ft x 3ft x 2ft black box with a viewing proscenium and is operated from the front otherwise no one would see us during shows.

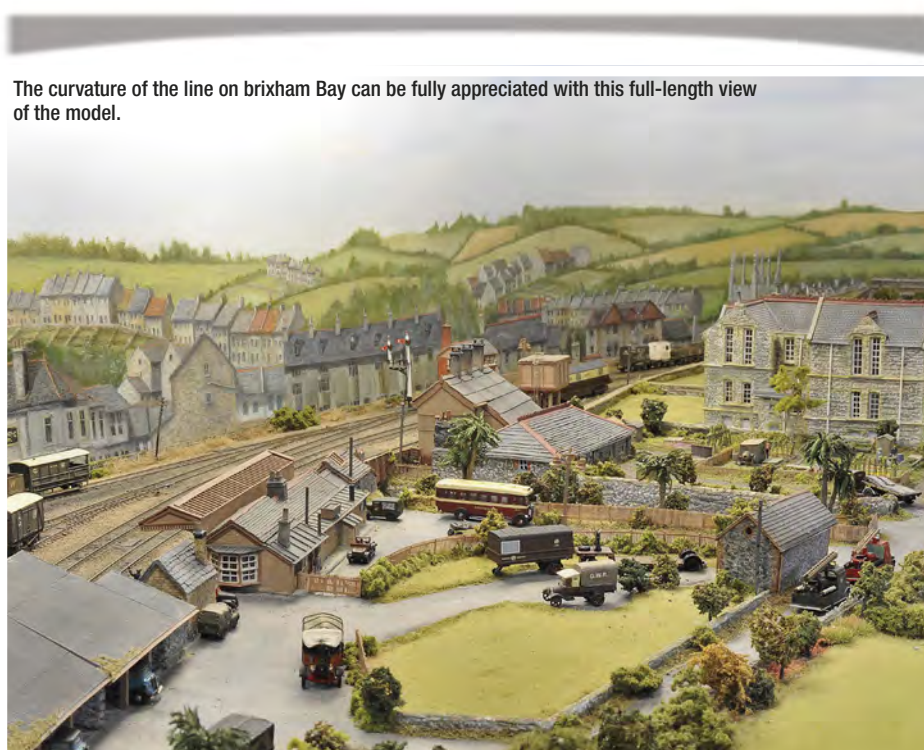
Staging

The buildings are constructed using various techniques and materials, including foam board, balsa wood and plastic card. All are faithful reproductions of what is there. Another aspect of the layout is that the model is viewed from the station approach side. This was done to show the position of it in relation to the town and harbour depicted on the backscene, but also to show the railway in a larger landscape. All the greenery, trees and fields have been modelled to blend in with the colours used on the backscene.

We have modelled a period two weeks before D-Day, when Brixham was full of military activity. And then, on 6th June 1944,



Your country needs you. Allotments and vegetable patches were a necessity to grow produce that was heavily restricted through rationing.



The curvature of the line on brixham Bay can be fully appreciated with this full-length view of the model.

**on one occasion, they were launching
a new craft called a 'Fairmile' and a
German aircraft strafed the vessel causing
considerable damage, before being shot
down by a Spitfire**



The distant sound of tank engines and their squealing tracks is broken by the arrival of a GWR Express Parcels 'Flying Banana' railcar.

all the ports were deserted. On the layout you can see many military vehicles both on the roads, on Warwell wagons and also on the harbour, all making their way on to the various landing ships. There is a very well-known photo of an American engineering unit on the harbour in Brixham, with their vehicles and equipment ready to board the landing ships moored behind them. I have often consulted this photo for reference although it saddens me to think of what became of those young men.

Exhibitions and other projects

Brixham Bay has attended over 20 exhibitions now and is booked for several more. Now we have retired from our Guesthouse and I have acquired a purpose-built modelling room at our new home, I am once again back to my love of 0 gauge, and I am building 'Ventnor West' from the Isle of Wight. This layout has been a long time in the planning and research, although this was made easier as my wife's cousin who lives across the road from the still existing Station building. We were thus able to accurately measure this and other parts. The layout will be over 30ft long, but in manageable size baseboards as neither of us is getting any younger! The project can be seen at the Warley Show at the NEC in November. A small mention here should be made of another small layout of mine in 0 gauge

which is called 'Stodmarsh'. It was originally built by Les Spratt and friends, but consigned to a skip after his sad demise. I rescued it and refurbished the scenery over ten years ago now. The layout is only small by 0 gauge standards, being 8ft and built originally to fit in Les's conservatory, but it always seems to go down well at shows. I have also introduced a band of Dads Army figures gathered around Corporal Jones' van. I have added a motor to the inside of the van that allows rifles to pop up out of the roof, as per the film. As it still seems very popular with people, we have decided to build an extension to this layout which we hope will be well received. This is one layout that we will never dispose of, due to its history of belonging to Les, my mentor and friend.

Finally

Railway modelling, to us, is a means of exploring the railway heritage of this country,

which we like to recreate as accurately as possible. It also allows me to demonstrate my artistic talents. I appreciate everyone does not have an ability with a paintbrush but then, when I first started out in this hobby, I couldn't build a brass locomotive or solder white metal. Judith now builds wagons, makes trees and has a go at many other modelling aspects. All these things we have learnt by watching others, asking questions and then maybe having a go ourselves. Always remember that whatever you build, the second one will be better than the first as you will have learned from your mistakes the first time. Have a go – you might enjoy it!

Jude and I hope to be on the model railway circuit for some time to come. We have travelled around the country and made some great new friends engaging in this hobby of ours. We hope to meet some of you at forthcoming Shows. Please say hello and if we can help you, we will. ■



What we think...

There is some great detail in this layout, with its depiction of the D-Day preparations. The crashed German plane is particularly noteworthy, in the way that it fixes the scene to a very specific date. My thanks to Kevin for his explanation of events – a brief history lesson in itself! Keep an eye out for Brixham Bay on the exhibition circuit. Next stop, Rail-Ex in Taunton and Warley at the NEC, where I'll certainly seek it out.

Andy McVittie, Managing Editor

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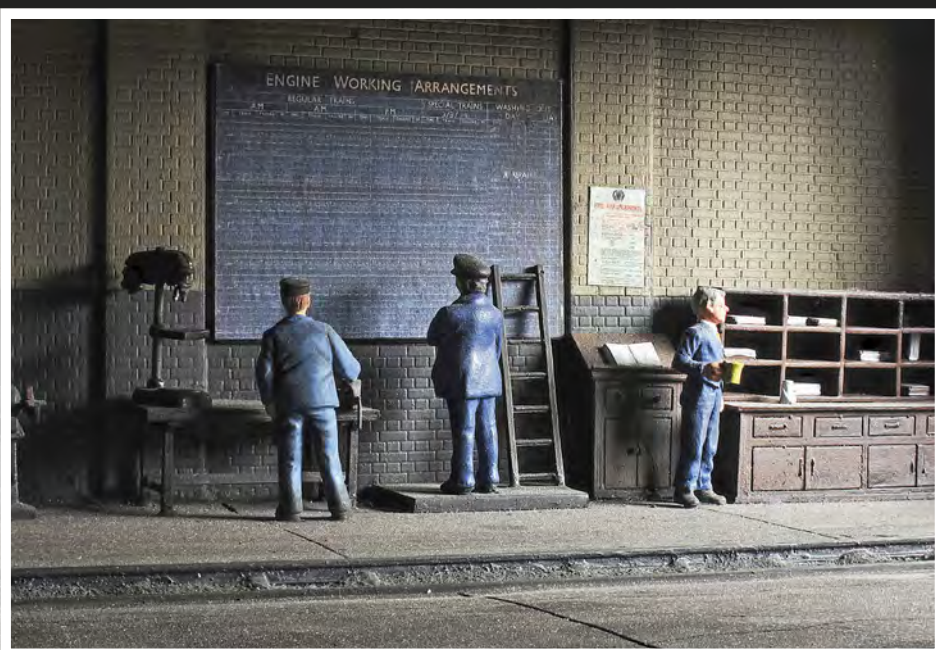
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10 OF THE BEST

With The National Festival of Railway Modelling just weeks away, the **BRM** Team has selected its 10 favourite layouts to appear at this year's 10 Anniversary exhibition. See you there...



See 30
layouts at
this year's
show!



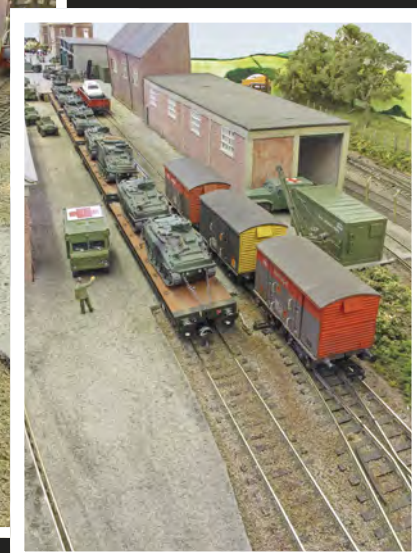
82G - O (left)

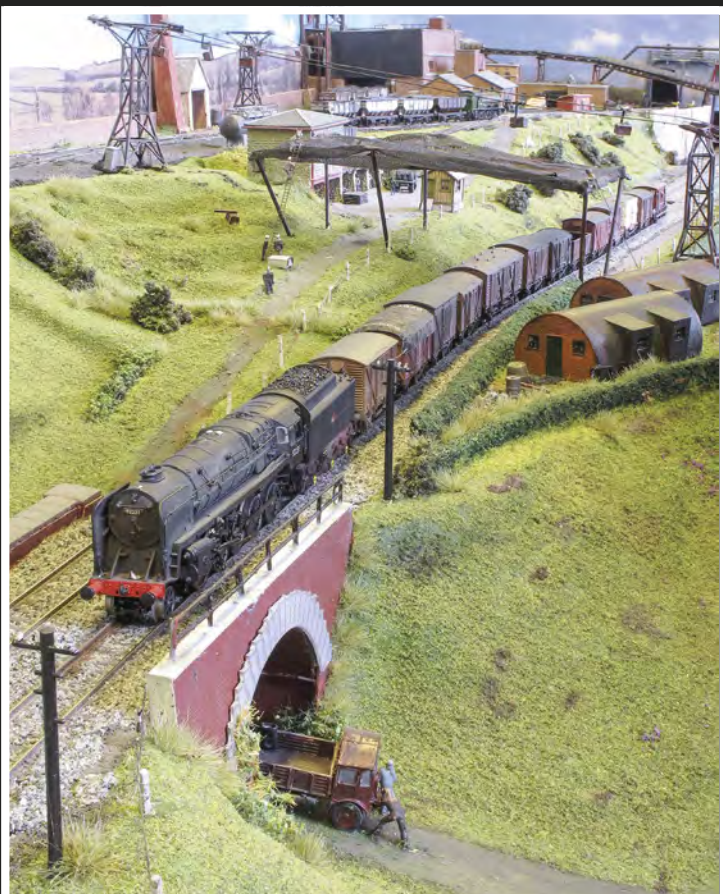
Warley club's O gauge '82G' layout is one of the most impressive layouts in the country for the breadth and depth of top quality locomotives. The shed setting has so much detail when you take time to look, so don't just stand in awe listening to the sound-fitted locomotives. **Andy York**



Dovington Camp - OO (left, below)

Whenever I see the Clevedon and Portishead Modellers at a show with 'Dovington Camp' there's always a healthy crowd around the layout as there are so many details to see with cameo scenes and interesting military modelling. It's an era you don't often see for military modelling too set around the time of the Gulf War. **Andy York**





Hawthorn Dene – N (left)

Les Richardson's 'Hawthorn Dene' captures the grit and grime of a North-East colliery landscape with an interesting procession of trains based on real workings from the late steam era. It's not often you see an aerial ropeway on a layout, let alone in N gauge. **Howard Smith**



Kirkwood West Riding – O (above)

John Smedley's 'Kirkwood West Riding' is a great layout plan, irrespective of scale and gauge, so it should be of interest to many modellers who need inspiration for a workable plan which gives good operational interest. It's worth spending a good 10-15 minutes to take that in. **Andy McVittie**

Neely – N

I find layouts based on prototype locations more interesting and so anyone who is familiar with Ely will be able to identify many features and the feel of with Terry Metcalfe's 'Neely'. It's his first exhibition layout and one that is very well executed. It goes beyond ready-to-run with 3D printed bodys to fill missing gaps in the EMU roster. **Phil Parker**

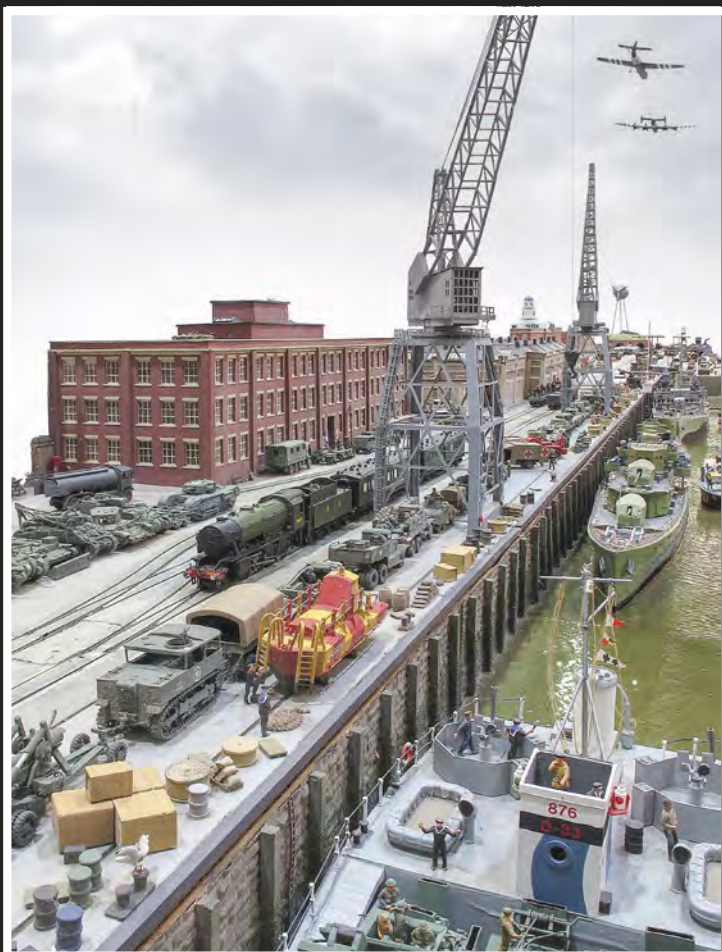


EXHIBITIONS



Oakley Green – OO (above)

Often TMD layouts feel quite cramped and contrived; that's not the case with Jamie Mathlin's 'Oakley Green' (above) as the shed includes fueling facilities with really good weathering, both to the stock and the environment. The small parcels depot adds operational interest too. **Howard Smith**



Overlord - OO (left)

Overlord is a very unconventional model railway. The focus really isn't really on the trains – most people spend their time looking at the vast range of military vehicles lined up on the quayside and the largely scratch-built and well-researched ships tied up alongside. **Phil Parker**



Peafore Yard – OO-SF (above)

Rob Owst squeezes the quart into a pint pot with 'Peafore Yard' with a representation of the approaches to a major city station and a 'back-street' yard down on the lower level. Detail abounds and it's worth looking at the visual improvements that OO-SF can make to the track.

Andy McVittie

South Town – OO (below, bottom)

Summer specials to the East Anglia coast in the late 1950s, mixed in with regular services provide plenty of operational interest on Chris Trafford's 'South Town'. There's also plenty of freight interest with regular workings to the nearby docks. **Andy York**



Wellbridge – OO (above)

Crawley Model Railway Society's 'Wellbridge' is a proper crowd-pleaser with a lot of activity, well-modelled train formations and some excellent scenic and structural modelling. Look for the detail around the residential areas too; it all adds up to give a great 50s/60s feel to suburban life. **Phil Parker**

ESSENTIAL INFO

The National Festival of Railway Modelling

When: October 14 & 15, 2017

Where: The East of England Arena & Events Centre, Oundle Road, Alwalton, Peterborough, PE2 6XE.

Times:

Saturday: 10am – 5pm

Sunday: 10am – 4pm

(Doors open at 9.30am for pre-booked ticket holders)

Prices:

In advance

BRM subscriber: £8

Adult: £9

Child (5-16): £5

Family (2 adults, 3 children): £30

On arrival

Adult: £10

Child (5-16): £5

Family (2 adults, 3 children): £30

For further information including a list of layouts, exhibitors, clubs and societies, plus information on how to book (BRM subscribers save when they book in advance) go to:

www.model-railway-shows.co.uk

Phil Parker meets... UNION MILLS MODELS

Phil Parker visits one of the less well-known N gauge manufacturers.
However, finding it proved to be a minor challenge.



Colin Heard, the man behind Union Mills models

"The industrial estate is opposite the Spar. Go in. Follow the main building on your right-hand side until you come around the back. There you'll see a pair of roller shutter doors. We're on the right of those." Those were the instructions that allowed me, during a break in my holiday on the Isle of Man, to find Union Mills Models, supplier of ready-to-run N gauge locomotives. Based in a traditionally constructed stone building dating from 1835, the first surprise greeted me as I reached the door. As well as Union Mills, the nameplate included the word 'Coopercraft'.

Stepping inside, I was greeted by the smiling face of owner, designer, manufacturer, sales manager and tea boy, Colin Heard. Settling down with a cup of tea in an 'Isle of Man Steam Railways' mug, we started with a little history.

Colin's career began in the Yeovil glove-making industry. Realising that this wasn't a branch of manufacturing that offered a long-term future and, thanks to a childhood with Hornby Dublo, he responded to an advert in *Railway Modeller* for a toolmaker and started working for Peco in 1975.

A few years later, after a brief spell with American company Kemtron, Coopercraft was born within sight of the West Somerset Railway.

Here, he was able to take control of the entire process, through designing and cutting the moulds to making the finished kits. Despite the age of the moulds, all the models he mastered remained in the range through the sale of the company in 1991 and subsequent re-sale when the purchaser retired to the current owner.

Coopercraft kits were popular. For

Straight from the mould, this casting needs minimal cleaning-up before being fitted with buffers and a smokebox door... and painting.



Colin has developed his own moulds for wheel centres. Here we see one in the injection machine.



The output from the wheel mould. Once the runner is removed, a nickel-plated brass tyre will be fitted.

Tender drive units are designed and built by Colin. The latest design is on the left with the early single-ended motor version on the right.





Every single model is tested before delivery on a track with 9in curves and a couple of points.

example, over 140,000 AEC lorries were sold. At one time you'd have been hard put to find a layout that didn't make use of one. It was the first plastic lorry on the market and was certainly easier to assemble than contemporary whitmetal kits, as well as being about a quarter of the price.

A move to the Isle of Man prompted the decision to sell Coopercraft. Manufacturing wasn't a problem, as the moulding machine is still in operation at Union Mills, but distribution from the island became difficult and shipping products more trouble than it was worth, so the business was sold.

Never a man to be idle, Colin was talking to a friend based in Birmingham's Jewellery quarter in 1994 and the idea of Union Mills models developed. Colin would make the masters and develop the mechanisms. Casting and assembly would take place in the Midlands. Finished models are then shipped back to the Isle of Man for sale.

All the company's products are best described as 'layout locomotives'. Basic, well-made models that don't feature all the fine details of current RTR but have an accurate outline and most importantly, can be relied on to run.

Union Mills station



The first station on the Isle of Man steam railway 3ft gauge line from Douglas to Peel opened in July 1873. Home to an unusual, winding long platform built for safety reasons, the station was expanded with a passing loop, sidings and cattle pens. The long loops were required to house 12 coach trains during the popular Braddan open-air church services.

A unique and attractive wooden station building on the island built in 1892 was occupied for many years by stationmaster Mr. Hogg until his death in a shunting accident at 68 years of age. He was responsible for

the magnificent gardens surrounding the station and also the name in white stone letters in the embankment opposite the platform. After his death, both the gardens and some traditions, such as ringing a bell to let the local postmaster know the mail train had arrived, were maintained by those who followed him.

The station closed in September 1968 and now the line is a popular footpath. Volunteers have restored the sign and placed the railways breakdown crane on a short length of track. Mr Hogg's stone letters are still clearly visible in the undergrowth.





Union Mills injection moulding machine used to manufacture all the plastic parts.

Motors are the only component not produced in-house. All the heavy bodywork, which is essential for good running, and chassis are cast. Plastic wheel centres are moulded and fitted with nickel plated brass treads. Couplings are based on the Arnold design but, after difficulties sourcing supplies elsewhere, are produced in the workshop and are compatible with standard N gauge items.

Each model is initially produced in a run of 200. As these sell, further runs of 25 are manufactured. Colin doesn't believe in artificially making anything rare, although if they are sold out getting ready for another run takes time. Should you wish to buy a model that isn't currently available, leaving your contact details will ensure you are told when it next appears.

One area that Union Mills hasn't looked at is DCC. Should a new owner wish to chip a locomotive there are advisory notes on the subject, or they are directed to Wickness Models which can carry out the work. No specific provision is made in the models themselves, although really tiny chips will fit in some of the tenders.

Testing is important to Union Mills. Before dispatch, each locomotive is run



In order to produce a powerful and reliable tender drive unit, Colin has worked his way through many versions of the design.



Lots of tools, but all carefully racked so they easily fall to hand as required.

GWR 0-6-0 'Dean Goods'.



Prince of Wales Class 4-6-0 Mark Twain in LNWR blackberry black.



on a track with 9in curves and a couple of Peco points. Electrical pick-up shouldn't be a problem, as the 'American System' is employed with one side of the tender and the opposite side of the loco being electrically live. Sadly, the track isn't large enough to let the locos demonstrate their ability to haul 14 coaches or 50 wagons at a time, which must be quite a sight.

The industrial unit is a treasure trove of machinery, which allows Colin not only to design and produce N gauge models but also to indulge in some model engineering. That's not to say this is a messy workshop – far from it – and most of us couldn't claim to be anything like as organised.

It's odd to think that this tiny corner of the Isle of Man is home to the third largest manufacturer of RTR UK prototype N gauge. Visitors are rare, but are welcome. Those who make the effort are rewarded with a chat with one of the nicest people I've met in the hobby. Colin isn't interested in mass production. Instead he produces well-respected models at a very reasonable price – the top of the range Prince of Wales class 4-6-0 is only £82. I know several who appreciate them and, having seen the work that goes into each, I can appreciate the engineering. ■

Tea makes everything better, and is all the tastier in an Isle of Man Steam Railway mug.



Get in touch

Union Mills doesn't have a website, but if you're interested in finding out more about the company and its products, write to:

Unit 5, Union Mills Trading Estate
Isle of Man
IM4 4AB

Or call: 01624 852 896

DON'T THROW IT AWAY – UPGRADE!

Above the solebar, the old Farish BG wasn't a bad model. Phil Parker upgrades the underframe with the aid of a simple kit.



Ready-to-run standards never stand still. The model you bore proudly from the shop a few years ago now finds itself consigned to a back siding, overshadowed by more modern products with higher levels of detail.

Does it have to be this way? After all, we've invested hard-earned cash in these things.

In the case of the Graham Farish BG, the modern models win out over older ones under the solebar. Like most coaches of their time, the underframe detail is sketchy at best. It looks OK from the side as long as the train is moving but, standing still, you can certainly see the difference.

Fortunately, Ultima Models has a solution. Cut off the old detail and replace it with an easy-to-assemble kit. As the body still looks pretty good, this results in a model that can sit happily with the latest version.

If you are cost conscious, there's another benefit. I bought a boxed, second hand BG

for £7.50. The underframe kit comes in at £4.95. Total price £12.45 – half as much as a new coach.

Assembling the kit isn't difficult. Part fit is excellent and I expect, with a little practise, a coach could roll on to the layout every hour. No soldering is required, a good quality superglue will make all the joins required.

There were only a couple of niggles and these are in the instructions. Firstly, the plan view showing where each component sits is from above. Since we are working with the underframe upside down, that makes things a little confusing. Secondly, the instructions are for the 63' underframe and don't mention that on the shorter version, there is no space for the fuse box. All of this would be obvious to a coach aficionado. The rest of us just have to pay attention.

The end result is lovely, though. A massive improvement in the look of the model and very satisfying to do. A great first project if you're looking to upgrade. ■

Tools required

- Knife
- Abrasive board
- Swiss files
- Wire cutters
- 0.4mm drill bit
- Pin vice
- Superglue

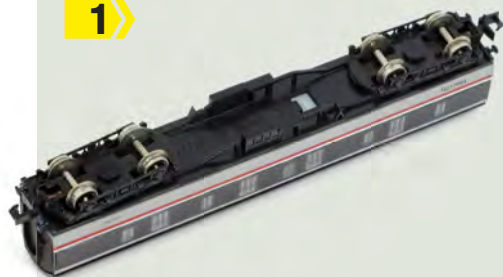
Top Tip

I used superglue for the assembly. Put a few drops on some scrap plastic, then pick up tiny amounts with a pin or a small screwdriver, and place it onto the joints.

What we used

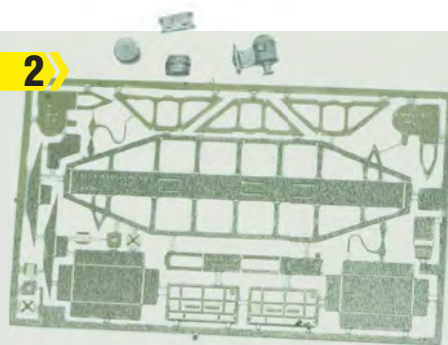
ULTIMA MODELS
UM312 57 underframe kit
www.etchedpixels.co.uk

1»



Turn the coach upside down and the model shows its age. These very basic mouldings really won't cut it alongside more modern models.

2»



Etched Pixels kit consists of a nickel silver etched sheet, some whitmetal castings, a length of wire and some instructions.

3»



Etched parts need to be carefully removed as required, using a sharp knife on a modelling mat. Don't cut too close to the component or it might twist. Once free, remove the tabs with a small file.

4»



Before fitting the underframe parts, the old ones need to be removed with a knife or saw and then the base filed completely flat. You could do without having to dismantle the coach but as it clips together, I prefer not to risk the paint finish.

5»



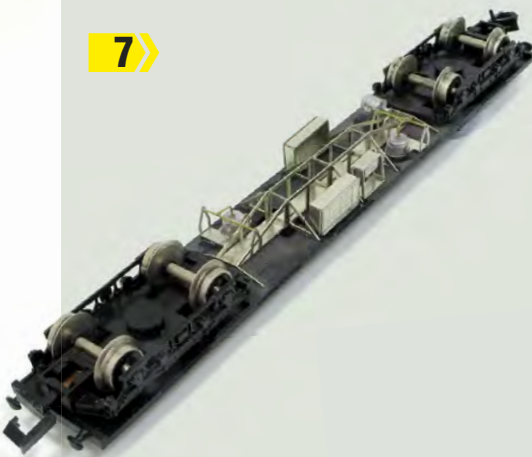
At the ends of the underframe are some optional cross braces. To fit them, the bogies need to be trimmed slightly. This sounds worse than it is. Only a couple of millimetres need to be removed to allow them to swing freely. A coarse abrasive stick takes care of this.

6»



The trick to assembling the vacuum cylinders is to drill the holes out first, but don't try to cut the wires to length until they are all glued in place. Drilling the holes very slightly oversize (0.4 rather than 0.33mm) makes threading the wire through a lot easier.

7»



Battery boxes fold up with a front panel glued in place. They are then fitted between the cross bracing. On a 57' underframe, there isn't space for the fuse box so I left it off. The last job is fitting the dynamo with the pulley near the centreline of the axes. You could add a belt from thin metal to add further detail.

8»



Before painting, the metal needs a wisp of etching primer – the sort used for car re-painting, applied from an aerosol. Be careful not to flood the detail. Follow with a spray of matt black, but keep the couplings masked as we don't want paint in there.

9»



Re-assembled, the model looks much better for its new under-solebar detail. Light weathering helps, so I dry-brushed dark grey to highlight the detail, but a little underframe dirt looks nice too.

*For Help
and Advice*

Visit: www.rmweb.co.uk

assembling the
kit isn't difficult.
Part fit is excellent
and I expect, with
a little practise, a
coach could roll
onto the layout
every hour

International N Gauge Show



Over the weekend of Saturday 9th September and Sunday 10th September 2017 the International N Gauge Show will take place at the Warwickshire Exhibition Centre, Fosse Way, near Leamington Spa. This show is dedicated to N Gauge and features a range of more than 30 modern image, steam, continental and American layouts along with numerous society displays and demonstrations. Over 40 specialist model suppliers are expected to be present.

2017 is the 50th anniversary of the founding of the N Gauge Society, so the society will be presenting a layout along with their society stand to celebrate this milestone in the history of British railway modelling..

There is free parking at the Warwickshire Exhibition Centre for over 2,000 vehicles whilst a shuttle bus will operate on Saturday 9th September 2017 from Leamington Spa railway station. Opening times are:

10.00am - 5.00pm Saturday
10.00am - 4.00pm Sunday
(last admission one hour before closing)

	Advance tickets	Full price
tickets		
Adults	£10.00	£10.50
Senior Citizen Ticket 65+	£9.00	£9.50
Child Ticket 5-14 (under 5 free)	£4.50	£5.00

Advance tickets are available via the show's website at discounted prices until Sunday 10th September 2017 if you order your tickets yourself on-line.

Full price tickets are available on the day from the ticket office or by phone or post before Friday 1st September 2017.

Website address for advance ticket bookings and further information:
<http://www.ngaugheshow.co.uk>



The modern image layouts attending the show include:

Glenellen Castle - west coast of Scotland
Grange-over-Sands - Cumbrian coast line
Kings Park - West Coast Main Line electrics and London Underground
Little Ashton - EWS diesel depot
Nunbrook & Loxley - BR Blue
Titheridge Junction - BR Blue Western Region
Welton Down - 1980s amd 1990s BR Southern Region 3rd rail
Grange-over-Sands - Cumbrian coast line
Kings Park - West Coast Main Line electrics and London Underground
Welton Down - 1980s amd 1990s BR Southern Region 3rd rail

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HATTON'S SURPRISE

➤ Hatton's Model Railways has made a surprise announcement that is a potential major disruptor to the established manufacturers and other newcomers to the marketplace. The Liverpool-based company is to produce two all-new locomotives directly with a factory in China. This is a step forward from its recent Warwell wagon which went from research to production in a very fast period of time. And, indications from the Hatton's team are that there will be more to come too! Here's a sneak preview into currently planned.

SECR P CLASS

➤ Although a small class of just eight locomotives built in 1909 and 1910, the P Class has often attracted attention due to its diversity of liveries through its long life into British Railways service up to final withdrawal in 1961, with four of the class lasting into preservation.

BRM was given access to the engineering samples, enabling us to look at the variety of parts from the tools which will give a range of options to accurately portray variations between locomotives through their life; tall and short cab/tanks lubricators on smokebox where appropriate, BR numberplate on smokebox where appropriate, two types of buffers, cab window guards, smokebox rivets (2 versions) and two different rear steam heat pipes.

We were also able to operate the running sample, adequately coping with a load of four Mark 1 coaches through pointwork and over 1 in 30 gradients. The model is well-weighted and exhibited very smooth slow-speed control. Some minor amendments have been noted and decorated samples of the model are due shortly.

Twelve different models will be available, with initial release planned for around the end of this year and into 2018. They will be priced at £99.00 – customers can pre-order models now at hattons.co.uk/pclass



**Join the
debate at:
www.rmweb.co.uk**

P Class models

- H4-P-01 178 in SE&CR lined green 1910-1911 & as preserved
- H4-P-02 753 in SE&CR lined green 1909-1911 & as preserved
- H4-P-03 754 in SE&CR wartime grey 1910-1920s
- H4-P-04 A325 in Southern Railway green 1924-1937
- H4-P-05 1555 in Southern Railway black 1938-1948
- H4-P-06 1558 in Southern Railway black with Sunshine lettering 1941-1953
- H4-P-07 31027 in BR black with early emblem 1949-1961
- H4-P-08 31323 in BR black with late crest 1959-1961
- H4-P-09 Pioneer II in Bowaters Paper Mill lined green 1958-1968
- H4-P-10 Pride of Sussex in Robertsbridge flour mill green 1961-1971
- H4-P-11 27 Primrose in Bluebell Railway lined black 1961-1963
- H4-P-12 323 in Bluebell Railway lined blue - as preserved



ANDREW BARCLAY 14"/16" 0-4-0 TANK

After years in the wilderness, industrial locomotives are the new black with increasing interest being shown by manufacturers and customers alike. Hatton's announcement of the small Barclay four-coupled tank is a clever move as it is of a prototype which had a high degree of standardisation but over an extended period of time, widely distributed to a variety of industries all around the country and also for export. Built in Kilmarnock, the locomotives certainly found favour in Scotland and the North of England but by no means exclusively.

As with the P Class, we were allowed to test the running EP sample, capably managing a typical load of twelve 16T mineral wagons around a test track,

including the 1 in 30 gradients. Again, the performance and smoothness of running is exemplary.

Many tooling variations have been accommodated to portray different models; two different cab front windows, four different cab rear windows, BR numberplates on smokebox where appropriate, two types of buffer shanks and buffers, tank steps and lubricators where appropriate, two different front spring heights and two different water tank heights.

Twelve different liveries and variations will be available at the time of release at the beginning of 2018, priced at £99.00 - customers can pre-order models now at hattons.co.uk/barclay

Barclay 14"/16" models

H4-AB14-001 14" 2047 '705' in BR black with early crest 1948-1957 & as preserved

H4-AB14-002 14" 2047 '705' in GWR green with shirtbutton roundel as preserved

H4-AB14-003 14" 2134 'Coronation' in lined green 1980s

H4-AB14-004 14" 1863 in Caledonian Railways lined blue 1990s - 2005

H4-AB14-005 14" 2134 'WTT' in lined green as preserved

H4-AB14-006 14" 2069 'Little Barford' in Acton Lane Power Station blue 1965-1983

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

H4-AB14-008 14" 2134 'No.3' in Fina lined blue 1970s

H4-AB16-001 16" 2244 'No.10' in NCB lined black 1960s/1970s & as preserved

H4-AB16-002 16" 2260 'No.23' in NCB green 1960s/1970s

H4-AB16-003 16" 2226 'Katie' in lined maroon as preserved

H4-AB16-004 16" 1964 in CPC UK blue 1970s



Watch more...

Specification

Although there is no commonality of components in the models they do share the same standard of specification which is of a high standard.

- RP25 wheel profiles
- 6-pin DCC socket in tanks
- Chemically blackened wheels
- Separately fitted and blackened handrails
- NEM pockets with tension lock couplings
- Coreless motor in 'locomotive' section with motor in boiler and gears in firebox (P Class)
- 5 pole motor in 'locomotive' section with motor in boiler and gears in firebox (Barclay)
- Fully detailed and painted cab interior
- Easily removable bodysells for maintenance & DCC fitting
- Turned brass whistle
- Separately factory-fitted drain cock detailing and oil lubricators
- Separately factory fitted smokebox numberplate where appropriate
- All wheel pickup
- Weights within boiler for maximum adhesion
- Fluted connecting rods with oily cosmetic finish
- Etched headcode discs, headlamps and oil can provided for fitment by customer (P Class)



HATTON'S UPDATES

During our recent visit to Hatton's to see the new P Class and Barclay samples, Andy York and Phil Parker were treated to the Liverpool retailer's latest samples from its development programme. Here's what they discovered.

BEILHACK ZZA SNOWPLOUGH

This model is currently 'in tooling' with the first engineering prototype (EP) expected very soon. We were shown a 3D printed version. Colour layouts are complete so Hatton's expect decorated samples will follow the EP very quickly.

Delivery Jan/Feb 2018
Price £43



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CLASS 07 DIESEL IN HNRC LIVERY

A painted sample has been received, checked and approved by the Hatton's team. The model is manufactured by Heljan so production will take place as part of the general run.

Delivery is due third quarter 2017
Prices TBC



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ICI HOPPER WAGONS

Painted examples have been received from Oxford Rail, which have been checked and approved. Those that require weathering have been sent to Mercig studios for production of the masters. To reduce the number of processes required at the factory, weathered wagons start as a different colour to the clean variants as seen here. A latticework chassis reduces the opportunities to build weight into the models and they feel quite light. However, Hatton's has extensively tested these models and are happy they will perform acceptably on layouts.

No delivery date as yet
Prices from £24

00



50T WARWELL WAGONS

Decorated samples have been received and are currently being checked for quality before approval is given for production. The main body of the wagons are Diecast, giving each plenty of weight.

Delivery to be confirmed following quality check
Price £85

0



LNER A3 PACIFIC 4-6-2

Hatton's has approved a 3-D printed test model which used the production CAD files. Colour layouts have been produced. Tooling will commence once the A4 reaches the same state. Hatton's is awaiting the 3-D print of this before approving both into production.

Delivery TBC

Price for either loco: £750

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LNER TEAK COACHES

The CAD models for these coaches are complete and approved. A 3-D print has been produced and its dimensions checked. Colour layouts are in development.

Delivery TBC

Price: All coaches will be £249

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KITS FROM FINNEY7

Kit manufacturer Finney7 continues to re-introduce locomotive kits from the O gauge range of kits by Martin Finney.

Its Princess Coronation kit is available for £695 - a detailed one-piece high quality resin firebox and boiler with separate smokebox. Other parts are designed in etched nickel silver with further detail in lost wax brass and white-metal castings.

Its second re-introduction is a V2, available this September and priced at £610. It follows a similar specification but with firebox, boiler and smokebox etched in brass. A machined hornguide and hornblock pack is available at £12.75 for both locomotives. For more details, see page 125 or visit www.finney7.co.uk.

A TURBOT FROM KERNOW



Kernow Model Rail Centre has announced it has been working on eight different versions of a YCV Turbot wagon in OO gauge. It has released an image of its first painted sample, with production of the models commencing soon.

Four models in civil engineers' 'Dutch' livery and four in EWS livery will be made available towards the end of the year, each priced at £29.99. Four-packs of the Turbot wagons are to be priced at £99.96.

Detail variations have been accounted for, with the later EWS livery featuring additional handrails. Each of the running numbers will be finished to match the prototype markings.

Pre-orders are taking place. For full details and to see further images of these wagons, visit its website.

W www.kernowmodelrailcentre.com



Announcing the new Oxford Rail...

Carflat Wagons

(Cars sold separately)



The Oxford Rail BR Carflat wagons are based on diagram 1/088. The three variants currently available include two Carflats as they would have appeared new from the fabricators, while the second two have a worn and much used appearance, with the third pair carrying the distinctive BR Motor Rail livery. These new Carflats are supplied without motor vehicles, although packs containing cars with the contents of each being decade specific can be obtained as part of the Oxford Rail diecast range.



OR76CAR001 BR Carflat No. 748748

OR76CAR001B BR Carflat No. 748735



OR76CAR002 BR Carflat (Heavily weathered, faded and worn) No. 745900

OR76CAR002B BR Carflat (Heavily weathered, faded and worn) No. 745893



OR76CAR003 Motorail Carflat No. 745684

OR76CAR003B Motorail Carflat No. 745758

Model features include:

- High definition printing
- All over spray paint finish
- Detailed body profiles
- Refined under frame detail
- Metal wheels
- Hand fitted components

00 Gauge Carflat Car Packs available:



OR76CPK001

1960's Carflat Car Pack

OR76CPK002

1970's Carflat Car Pack

OR76CPK003

1980's Carflat Car Pack

OR76CPK004

1990's Carflat Car Pack

In Pursuit of Excellence

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GRAHAM FARISH 372-629 IVATT CLASS 2MT 2-6-0

Arriving with Graham Farish retailers is this Ivatt Class 2MT 2-6-0 from the manufacturer. Numbered 46460, it is painted in BR lined black with early 'lion on wheel' emblem and is subtly weathered. Sporting the smokebox shedplate of 64A (St. Margarets), the prototype was captured in 1952 at Fraserburgh fitted with a cow catcher for working along the St. Combs Light Railway - an interesting modification modelling project for those with excellent dexterity.

Price RRP £139.95

W www.bachmann.co.uk

DAPOL/GAUGEMASTER DAGM221 CLASS 66711 SENCE GBRF 'AGGREGATE INDUSTRIES'

Limited to 100 pieces and available exclusively from Gaugemaster, this Dapol Class 66 represents its prototype counterpart 66711 *Sence*, named in a ceremony in July 2015 at Bardon Hill Quarry. Project Sence is the extension to the quarry, situated near the source of the river Sence in Leicestershire. GB Railfreight signed a contract with Aggregate Industries, operators of more than 60 quarries in the UK in 2015 to transport its freight.

Price £109.95

W www.gaugemaster.com



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BACHMANN 37-601B 46 Tonne VGA Sliding Wall Van

Of particular interest to modellers of the 1981 to 1998 period (and beyond), are two VGA wagons from Bachmann Europe. Pictured is 210538 in weathered Railfreight livery with an effective depiction of the patches left behind from the removal of hazard warning labels. At either ends of the vehicle, spreading rust patches so commonly seen on these vehicles that were seldom repainted dominate. The pre-1998 double red flash OHLE warning signs, combined with the level of rust date this wagon to the onset of privatisation in the early 1990s. The wagon is also available in weathered Railfreight Distribution livery. The abandonment of the Speedlink network in 1993 affected usage of the 251 wagons built, however a number of the wagons were returned to service by the MoD for carrying explosives and Ford for transporting parts to Dagenham amongst other users. In recent years, the only wagons in regular service were those in the MoD pool.

Price RRP £25.95

W www.bachmann.co.uk



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ENGINEERING IN MINIATURE OCTOBER

The model engineer's calendar revolves around the exhibitions held around the country. Unlike model railway shows, these include an element of competition, so many projects are built with a deadline in mind.

Once such model is Brian Palliser's quarry dump truck. Having built a Caterpillar excavator, he decided it needed a companion - no mean feat when you realise this is a 1/8th scale model that took 16 months to complete. There were no plans available, so he had to work from 100 photographs of the prototype.

Despite its size, one of the challenges will be familiar to DCC users with small locomotives, cramming all the wiring into the body. With the hopper raised, the chassis is fully exposed, so the motors for driving the model and its wiring had to be hidden in the front.

Visitors to the Midlands Model Engineering Exhibition, on October 19-22, one of the largest shows in the UK, can see this model entered in Class 15 along with dozens of other models built to the highest quality. If you can't make it, or just want to know more, it's featured in the October 2017 issue of **EIM**.



Phil Parker has recently been appointed Editor of Engineering in Miniature magazine and promises to include practical articles aimed at newcomers to the world of model engineering, many of which will be locomotive builds.

EIM can be purchased from WHSmiths stores. Or, subscribe with this introductory offer: 3 ISSUES FOR £3 (then pay just £9.99 a quarter)! Call: 01778 392484 (quote EIMS/BRMOCT17)

W www.brmg.co.uk/EIMOCT17

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ARRIVING THIS MONTH



R3453
BR 4-6-0 '45274' Class 5MT, Late BR
ETA 13 October 17



R3451
BR 4-6-0 'Stembok' '61032' Thompson B1 Class
ETA 09 October 17



R3534
GWR 4-6-0 'King Edward II' 6000 Class
ETA 29 December 17



R3685
BR Class 71 'E5018', BR Green
Available now



R3569
BR Class 71 'E5005' BR Blue (Pre-TOPS)
Available now



R4771
BR Mk1 Parcels Coach 'W80664', Blue & Grey Livery
ETA 23 October 17



R4774
BR Mk1 Coach Corridor Brake 2nd Class 'W35024',
Blue & Grey Livery
ETA 23 October 17



R4772
BR Mk1 Coach Corridor 2nd Class 'W25908' Blue & Grey Livery
ETA 23 October 17



R4773
BR Mk1 Coach Corridor Composite 'W16198', Blue & Grey Livery
ETA 23 October 17

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or call us on **01843 233525**

Dates shown are for guidance only and subject to change. Prices correct at time of going to press.



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FALLER 180330 INDUSTRIAL STORAGE TANK

If you have an industrial-themed layout, take a look at this newly-released plastic storage tank kit from Faller with its stirrer, pipelines and ladders. Above-ground vertical storage tanks are a common sight around industrial settings because they require less space than horizontally-mounded equivalents in built-up areas. In popular use from the 1940s, they steadily increased in numbers from the 1950s at large chemical or food manufacturing sites. The Unilever factory behind Warrington Bank Quay station has a few examples of these tanks, however, photographs of the site in the 1950s show an earlier rivetted style of tank, making the kit more suited to post-1960s layouts. Great for placing around food, beverage or chemical sites.

Price £17.25 W www.gaugemaster.com

FINESCALE MODEL WORLD STATIC GRASS AND FAST GRAB GLUE

Static grass is a mainstay in scenic modelling and a fresh range of products is being introduced to the market by Dudley-based manufacturers, Finescale Model World. Now available in 2, 4, 6 and 10mm lengths in 25g bags are Spring, Summer or Autumn/Winter colours. The manufacturer has announced further mixes to be made available such as corn and in larger-sized bags, ideal for clubs or larger model railways. Also in stock is its new Fast-Grab glue in an easy-to-squeeze 150ml bottle. The glue is tacky in 10 minutes and dry within an hour, leaving a transparent finish that's ideal for scenic work.

Price Fibres £2.85 - £3.95, Glue £3.99
W www.finescalemodelworld.co.uk



GAUGEMASTER ANGLE RULE, STEEL RULE, MINI HOBBY HAMMER, MODELLING SCISSORS AND CUTTING MAT

Add to your modelling arsenal with a new selection of tools from Gaugemaster. Now in stock with the manufacturer are 180mm serrated Modelling Scissors (GM637), a mini hobby hammer, ideal for fixing track pins (GM628), a 6in steel rule (GM639), a 5-in-1 angle rule and gauge which can be used as a protractor, square, circle divider, centre finder or drill point gauge (GM657) and a compact 144 x 105mm cutting mat (GM599) to keep in your toolbox and use 'on-the-go'.

Prices Cutting mat (GM599) £2.95, 5-in-1 angle rule (GM657) £9.95, 6in steel rule (GM639) £3.50, Hobby Hammer (GM628) £3.95, Modelling Scissors (GM637) £5.95
W www.gaugemaster.com



LIFECOLOR CS40 STONE GREY, CS38 WHITE WOOD AND CS39 LEAKING STAINS WEATHERING ACRYLICS

The acrylic paints from Italian paint manufacturer, Lifecolor have a reputation for being supplied in sets designed for specific painting tasks. Adding to its collection of colour sets are another three newly-introduced packs, each containing six 22ml bottles of paint. A fantastic addition to a modelling kit, the Stone Grey pack is perfect for painting dry stone walls, stone buildings and stone structures such as bridges or retaining walls, whilst the White Wood pack can be put to good effect to paint wooden wagons or buildings like timber sheds. Enhance the corners of your buildings and recreate realistic matt and satin-glossy damp effects with Lifecolor's Leaking Grime and Stains and Damp set. This set combines two previous three-pack sets from the manufacturer.

Price £17.99 each
W www.airbrushes.com



THE GARDEN COLUMN with Phil Parker



I've never been content to leave my model locomotives exactly as they came out of the box. Regular BRM readers will have seen me ruin the collectable value of more than one perfectly good RTR product.

Well, this isn't something limited to the smaller scale. Tag Gorton feels the same way about 16mm scale steam engines and in the October issue of Garden Rail he rings the changes to Accucraft's *Ragleth* locomotive (above).

The work isn't so different to what you might do to a 00 gauge model – there are various add-on parts available from small suppliers, and he has had the plain paintwork lined out. There is a bit more fiddling inside the cab to some steam pipework and controls, but that's not so different to adding a DCC chip is it?



Talking of DCC, just because we are outside, this doesn't mean our locos can't be fitted with sound. Mike Barton has built this very unusual, but prototypical, tractor locomotive (above) on a RTR chassis and those great big chain guards on the side proved to be the perfect place to hide the speakers and sound system to make this battery electric model rumble like a proper diesel.

On page 36 of this issue of BRM, I've built a lineside industry. These can be made for the garden too and New Zealander John Robinson finishes a beautifully detailed and quite extensive sawmill, all made from local timber. Looking at the design of his model, it's obvious that John hasn't guessed what he needs, he's carried out all the prototype research so it makes sense and could operate in real life.

There's also a Welsh chapel, 3-D printed news kiosks and some 7/8th scale budget wagons that are so full of character they could tempt anyone into this really large scale. See it all in Garden Rail October.

Phil Parker is the new editor of Garden Rail magazine. Under Phil's firm instructions we have created this special subscription offer for BRM readers! Get your first 3 issues FREE! Ring 01778 391180 and quote: GDR/BRMOCT17 Or visit: www.brmmag.org/BRMGDR0CT17



OXFORD RAIL GWR 2301 CLASS DEAN GOODS 0-6-00

As our review sample was received a little late, we used the opportunity to give RMweb readers input into our review of Oxford's latest steam locomotive model.

It is fair to say that it has received mixed comments. There have been many comments about the accuracy of the model, with the main concerns being the cab width and roof and side styles, the panelling at the base of the firebox, splashers size and width and the inclusion of rivets on the splashers where there shouldn't be.

However, there are many positive comments with respect to the model's running qualities, haulage capabilities and its value for money. As such the decision lies very much with the individual whether they feel it is good for their needs.

The launch model in early lined Great Western livery is eye-catching and a good shade of green, but there are also criticisms over the thickness of the lining and whether a brass dome is correct. There are a lot of positives to commend the model for having a well-engineered chassis and commensurate smooth and quiet running qualities, but it is very much the proverbial 'curate's egg'.

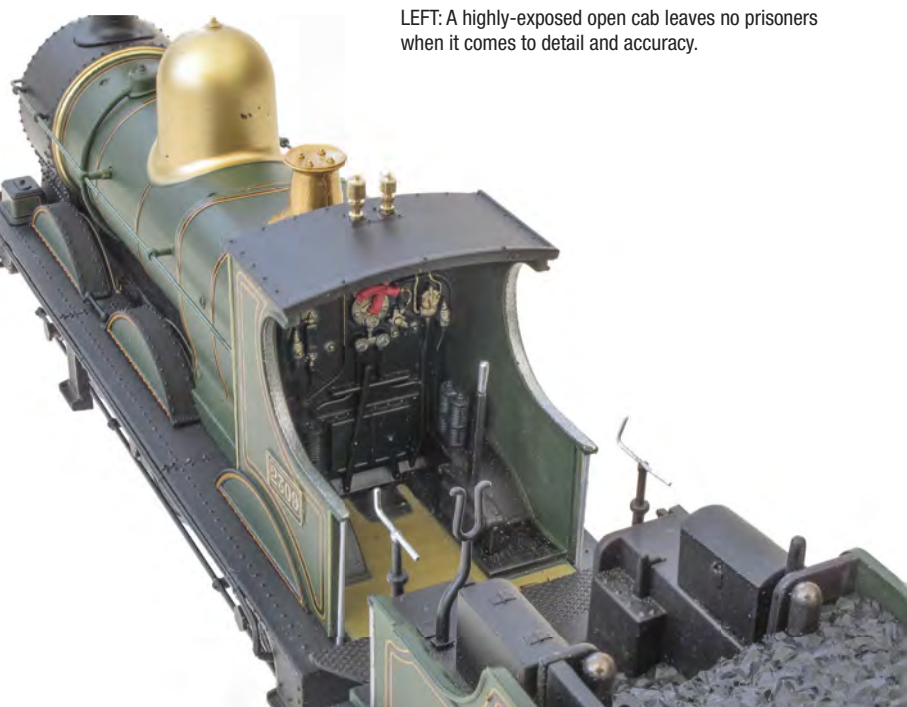
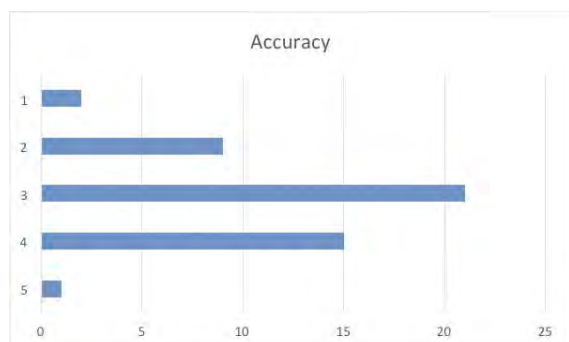
RMweb readers were invited to rate the model. 61 of them participated in the poll, of which 36 had purchased the model or physically inspected it. ■

Average ratings:



Accuracy

Most readers gave this a 3 on the scale of 1 (worst) to 5 (best). The area that has attracted the most criticism is far from being a deal-breaker for the majority.

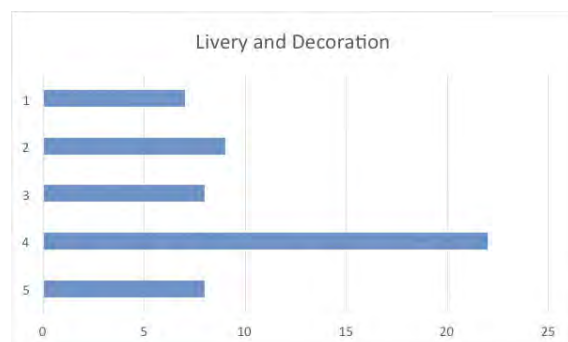


LEFT: A highly-exposed open cab leaves no prisoners when it comes to detail and accuracy.



Livery and Decoration

Generally, the model scored a little higher in this respect. What is there is well-executed, but there are aspects of concern for a fair number.



FACT FILE

MODEL OR76DG001
Dean Goods 2309 GWR
PRICE RRP £112.95
WORDS AND
PHOTOGRAPHS
Andy York

Locomotion Exclusive Edition



Locomotion Models has commissioned an exclusive edition of the Oxford 0-6-0 'Dean Goods' where they have invested in further tooling to improve certain aspects of the model to portray 2516 as a National Collection locomotive. Further details of the model and an interview with Brian Greenwood can be found on RMweb.

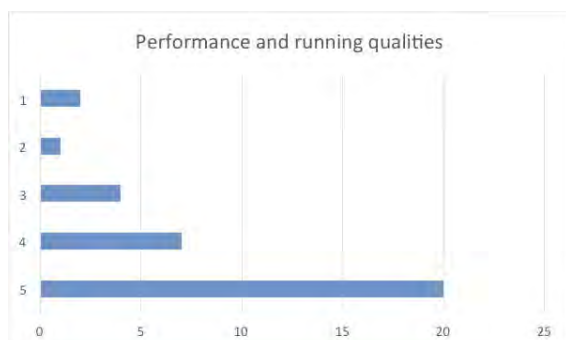
W www.brm.ag/deangoods

BELOW: Easily accessible larger-than standard screws on the underside of the model make access easy to the mechanicals of this model.



Performance and running qualities

The model scores highly in this respect. Rightly so, with the majority acknowledging its fundamental usability.



datafile

i BASICS

Manufacturer: Oxford Rail

Catalogue Refs:

OR76DG001 Dean Goods 2309

GREAT WESTERN lined

OR76DG002 Dean Goods 2409

BR Black early crest

OR76DG003 Dean Goods 2475

GREAT WESTERN unlined

RRP: £112.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 2 to 4

Company/Operator: GWR/BR(W)

Weight: 190g

Body: Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Cosmetic screw couplings (lowered and hooked)

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: 5-pole

DCC Provision: 8-pin socket

Pick-ups: Brass wipers to wheel backs on all axles

Lighting: None

Drive System: Shaft drive to gear tower

Flywheel: Two 12mm dia. brass flywheels

Traction tyres: None

🔧 SERVICING

Body Removal: Remove couplings and three screws in chassis for loco body, two screws for tender body to access DCC socket

Lubrication: Access to lubrication points without body removal

Packaging: Plastic blister tray with cardboard outer.

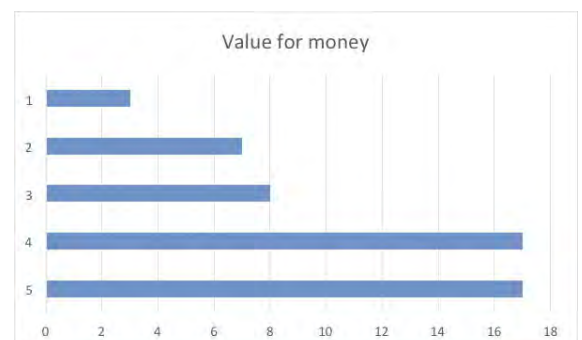
Instructions: Exploded diagram sheet for maintenance

Spares/warranty: oxfordrail.com

LEFT: Even with potential 'niggles', there are a lot of positives to commend Oxford's model for having a well-engineered chassis. It's an easy entry point into owning an 0-6-0 'Dean Goods', with potential for small improvements for the modeller to tackle.

Value for money

There is always a subjective element to the buying process, so it is interesting to see that although there are issues there is a high degree of satisfaction with the pricing



BACHMANN S&ECR 'BIRDCAGE' COACHING STOCK

Bachmann's 'Birdcage' stock debuts in BR crimson livery, the first pre-grouping coach design range we have seen from a mainstream manufacturer for many years.



Bachmann first announced the introduction of these ex-South Eastern and Chatham Railway 60ft Birdcage coaches back in March 2013. Has it been worth the wait? I have to say, yes very much so. These 60ft three coach 'Birdcage' sets were introduced by the South Eastern and Chatham Railway (SE&CR) between 1912 and 1915; and comprising of 62 sets were the most numerous sets compared to the previous 50ft examples. With the birdcage lookouts over each of the guards compartments, these sets typify the standard SE&CR non-corridor coaching stock.

The sets comprised originally of: a 2nd / 3rd class composite Brake Lavatory (later declassified to Brake Lavatory Third, a 1st / 2nd (later declassified to 1st / 3rd) Lavatory Composite and the Brake Third. The Composites were built in batches with two distinct body side variations, with the initial batch having two wide windows on each side for the saloon, whilst the later batch had one wide and one narrow window for the saloon; Bachmann has tooled for both versions.

The BR crimson livery three coach versions are numbered to make up set 595 and the set number is correctly printed in the middle of each of the outer Brake ends. The composite for this set is of the batch with one narrow and one wide window to the saloon.

Separately applied fittings include the roof vents, vacuum pipes, handrails and grab handles. The brake ends also have separately applied lamp irons and brake control apparatus. The glazing is commendably flush and the window corner radii, especially in the drop lights are very nicely prototypically small. A representation of the internal window bars is included on the luggage compartment door window glazing.

As the body is removed via easing the four clips either side to reveal a moulded interior with



The end profile of the coaches shows the narrow loading gauge which precluded guard's duckets and led to the raised viewing windows leading to the 'birdcage' name.

partitions, table in the saloon and even lavatories (where appropriate) and the seating painted in respective colours.

The underframe detailing is exquisite with finely moulded brake details, 4 sets of very finely moulded queen post truss rodding and even the turnbuckles. The buffers are separate moulded items and not sprung.

Dynamos and battery boxes are fitted to all three of the crimson livery coaches but only included on the SE&CR composite, and the SR version Composite and Brake Third as the electric lighting was through cabled to the other coaches in the set.

The all-new well detailed 8ft Heavy Fox coil spring bolster bogies fitted with metal wheels sets and pin point axles running in metal bearings are very freewheeling. Detachable couplings in NEM pockets are mounted on the now standard close coupling mechanism, although the gap (4mm on the straight) between coaches could still benefit from being reduced slightly with perhaps an alternative to the supplied tension lock coupling (2mm with Kadee No.18s) if your minimum radii allows. The coaches when test

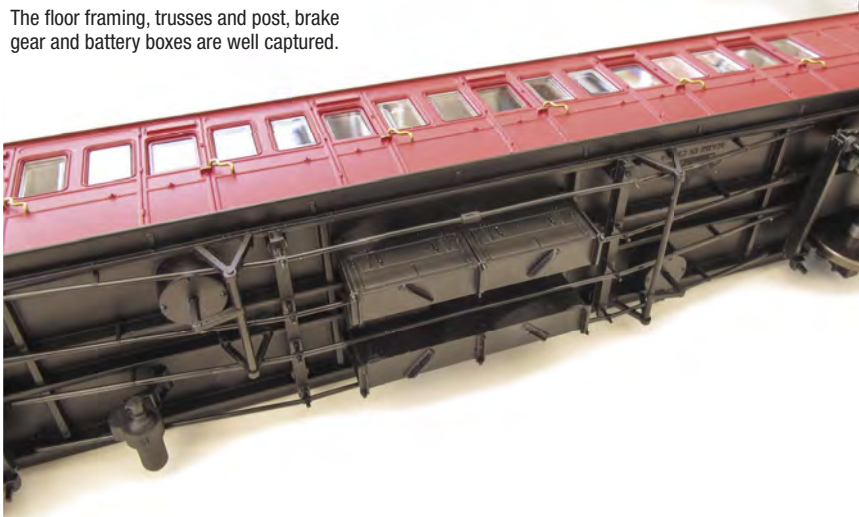
FACT FILE

I MODEL 39-602 SE&CR 60' Birdcage Brake 3rd Lavatory BR Crimson
39-612 SE&CR 60' Birdcage Composite Lavatory BR Crimson
39-622 SE&CR 60' Birdcage Brake 3rd BR Crimson
I PRICE RRP £59.95
I WORDS Graham Muspratt
I PHOTOGRAPHS Andy York



Interior compartments with different coloured seating by class also show the interesting centre compartment arrangement.

The floor framing, trusses and post, brake gear and battery boxes are well captured.



The side elevation of the coaches show a pleasing lack of daylight beneath the body and above the bogie.

ran, run very smoothly both hauled and propelled though a complex range of pointwork.

No internal lighting is fitted but each bogie includes wiper pickups so this might be a potential option in the future.

Depending on the lighting that the coaches are viewed under the rendition of the crimson livery might appear to some to be slightly on the dark side, although it does match previous ready to crimson releases in that respect.

SE&CR lined Dark Lake and Southern Railway lined olive green versions are also being produced as part of the initial releases, these will also be numbered to make up prototypical sets, numbers 138 and 613 (with the alternative style composite) respectively.

The introduction of these sets with their distinct character, being of pre-grouping origin, that were long lived and little modified during their lifetime; along with recent and planned South Eastern & Chatham Railway / Eastern Section Southern Railway locomotives; will ensure that these excellent coaches prove popular. ■

datafile

i BASICS

Manufacturer: Bachmann Europe PLC

Catalogue Refs:

39-602 SE&CR 60' Birdcage Brake 3rd Lavatory BR Crimson

39-612 SE&CR 60' Birdcage Composite Lavatory BR Crimson

39-622 SE&CR 60' Birdcage Brake 3rd BR Crimson

RRP: £149.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 4 to 5

Company/Operator: BR(S)

Weight: 142g

Body: Plastic

Chassis: Plastic

Minimum Curve Radius: 436mm (R2)

Accessories: Cosmetic screw link couplings

VITAL STATISTICS

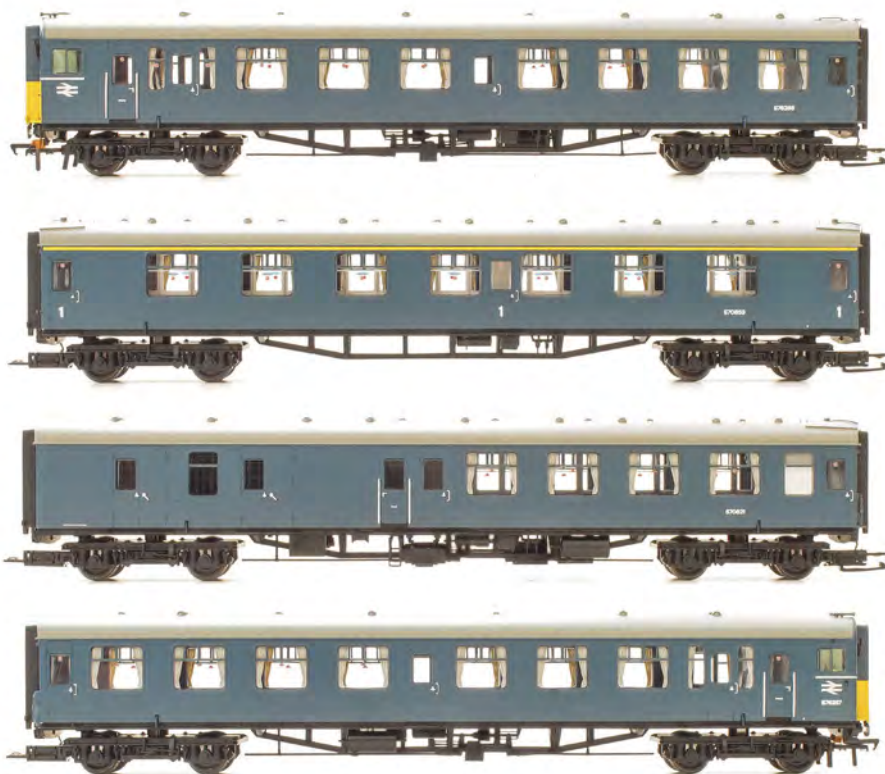
Dimension	1:1	1:76	Model	+/-
Length (over buffers)	63' 10 1/2"	256mm	256mm	0
Height (to guard's roof)	12' 6 1/2"	50.3mm	50.3mm	0
Width over body	8'4"	33.3mm	33mm	0
Wheel diameter	3'7"	14mm		
Wheel Back-to-Backs	14.2-14.5	-	-	

KERNOW MODEL RAIL CENTRE CLASS 438/491 4-TC



If ever there was a product that merits having the 'it's a railtour!' card playing to explain its presence on a layout, then Kernow Model Rail Centre's exclusive 4-TC set, manufactured by Bachmann, is it.

The 4-TC might look like a typical Southern Region electric multiple unit. However, it's not an EMU at all, as it is an unpowered 4-car set – a rebuild of BR Mark 1 coaching stock. Designed as one of three elements for a modern-day solution for Waterloo to Weymouth services after the demise of steam, their usefulness has gone way beyond the original plan. BR built the 4-REP EMUs with 3200HP, just shy of a Deltic's power, to propel one or two 4-TCs from Waterloo to Bournemouth. Speedy running was commonplace, especially on the fast service, which only stopped at Southampton. The 4-REP would be uncoupled and a Class 33/1, the sub-class with high-level cables on the locomotive front designed for this specific purpose, would then lead the one or two 4-TC sets on to Weymouth. The returning train would operate from the cab at the end of the 4-TC back to Bournemouth, avoiding the time needed to run around a conventional train. The train would then run up to an awaiting 4-REP, uncouple the 33/1 from the rear and attach to the 4-REP which would then lead the train back to Waterloo.





Also compatible with Class 73 and Class 74 electro-diesels, the 4-TC sets were used on Waterloo to Salisbury services and Waterloo to Kensington Olympia in their early years. It appears that even soon after their introduction the sets found favour with railtour usage around the Southern Region; normally with a Class 33/1, where push-pull operation could be a time-saver. Occasionally, 4-TC sets would be found on workings as far as Birmingham, and even beyond on railtours in later years. Bringing the 4-TC story right up to date, the surviving unit, in a striking London Underground red livery, has been in use this summer forming Swanage Railway's new service through to Wareham, which has been popular with enthusiasts. It is normally topped and tailed with a Class 33 from the Railway and a West Coast Class 37.

Kernow's model range comprises six livery versions, early all-over blue with small warning panels, as worn on the first units introduced, and then the subsequent blue and grey livery worn by all units. A further blue and grey set features Network SouthEast logos dating it to 1986, moving onto a full Network SouthEast livery. Completing the six models are the sets shown in this review, the blue charter livery from 1990-95, which harked back to the original livery, was found on railtours on many parts of the Southern Region and is likely to be very popular for modellers of that era. The striking red and blue livery of the Railway Technical Centre is always popular with modellers and collectors. Ahead of the introduction of Eurostar services, this set was used with a Class 33 converted to run as a driving trailer on TGV-style bogies as a test train powered by 73205 to test power collection from the third-rail.

The 4-TC may look like a typical Southern EMU, but it isn't; it's far more versatile and of greater use to modellers beyond 3rd rail layouts.

FACT FILE

I MODEL 32-644Z
Bachmann Class 438 4-TC
unit number 410 in BR
Blue livery
32-646Z Bachmann Class
438 unit number 8007 in BR
Research Livery
I PRICE RRP £289.95
**I WORDS AND
PHOTOGRAPHS**
Andy York

The all-over blue charter livery with small yellow warning panels of the 1990s could be confused with the 4-TC's earliest livery but Kernow has catered for that too.



datafile

BASICS

Manufacturer: Bachmann Europe

Catalogue Refs:

32-640Z Bachmann Class 491 4-TC Unit number 416 in BR Blue livery with small yellow warning panels and etched BR logos
32-641Z Bachmann Class 491 4-TC unit number 404 in BR Blue and Grey livery
32-642Z Bachmann Class 438 4-TC unit number 8022 in BR Blue and Grey livery with Network SouthEast branding
32-643Z Bachmann Class 438 4-TC unit number 8023 in Network SouthEast livery
32-644Z Bachmann Class 438 4-TC unit number 410 in BR Blue livery
32-644Z Bachmann Class 438 4-TC unit number 410 in BR Blue livery with half yellow ends Premier Charter with etched BR logos
32-646Z Bachmann Class 438 unit number 8007 in BR Research livery

RRP: £289.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 6 to 9

Company/Operator: BR(S)

Weight: 155g

Body: Plastic

Chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock and proprietary internal connections

Accessories: Interchangeable corridor ends with beadcodes, airpipes.

ELECTRICAL/MECHANICAL

DCC Provision: 21-pin socket

Pick-ups: Wipers to axle ends

Lighting: Directional headcode and tail lighting, interior lights

SERVICING

Body Removal: Remove couplings and for screws in chassis

Lubrication: n/a

Packaging: Plastic blister tray with cardboard outer.

Instructions: Exploded diagram sheet for maintenance

Spares/warranty: bachmann.co.uk



The corridor ends of the driving trailers are removable and interchangeable to display alternate headcode blinds.

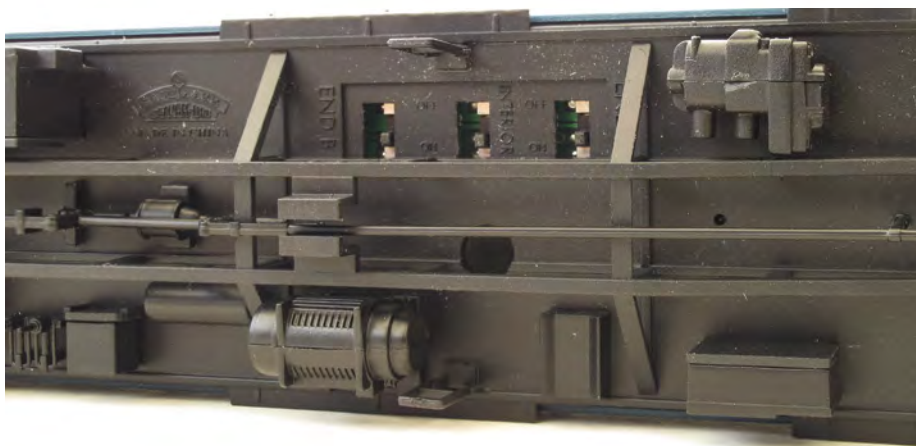
Kernow's model really does capture the look of the 4-TC sets. Substantial tooling was necessary for this model to create the driving trailers (DTSO), which were converted from Mk1 TSOs, the TFK converted from an FK and the TBSK from a BSK. BR also used 3-TC sets in early years, and this is also possible with the model by leaving the FK out of the formation if you chose to re-number a set.

The models use the Blue Pullman style of connection between the vehicles, which allows the internal circuitry to power the interior light and the directional front and rear headcodes and lights. On DC these are selectable by three dip switches beneath the TBSK car, with a single 21-pin DCC decoder installed in the guard's compartment. These can be selected via the controller. There is space for a sound decoder too, although the number of sounds for an unpowered unit are comparatively few.

Interchangeable end corridor connectors are included to change the headcode. The charter set, for example, has head and tail blank panels and route codes for 91, Waterloo – Weymouth (fast) and 92, Waterloo – Basingstoke – Salisbury.

Small detail variations, such as the washer filler cap by the secondman's cab window, are catered for. Separate etched cast double arrows are supplied for the early livery models.

The models are available at £289.95, although there is currently an opportunity to buy two or more (any livery) for £269.95. The models deserve to be popular when the wider potential is considered, rather than just their original specific purpose. ■



Beneath the brake vehicle, there are small dip-switches to select directional and interior lighting for DC users. With a decoder fitted, the functions can be selected by the decoder and handset.



The decoration of the models is excellent with the right shade of green within the driving compartments, curtains and 'no smoking' signs. The small windscreen washer bottle filler is correctly portrayed on the later models.

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www.herefordmodels.com

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<i>Non Weathered</i>		
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OXFORD/HELJAN/DJM

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H1300	1361 Photo Grey	£122.45
H1301	1361 GWR s.button	£122.45
H1302	1361 GWR	£122.45
H1303	1361 BR Early	£122.45
H1304	1361 BR Late	£122.45
DJM00J94	SPI NCB J94	£99.75
GV2012	NCB Janus	£79.50

HORNBY

R3455	GWR Star Class	£119.45
R3003	B17 Barnsley	£116.45
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R3229	British Monarch	£119.25
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R2844	Schools 'St. Lawrence' BR/E	£93.75
R3194	Schools 'Epsom' BR/E	£111.95
R2784X	Mallard Green	£85.00
R3110	61XX BR	£78.45
R3074	King GWR (Stamp Collection)	£112.99
R3318	B17 Gilwell BR Early	£121.95
R3380	J15 LNER	£96.90
R3381	J15 BR Early	£96.90
R3316	Fowler 2P SDJR	£87.45
R3329	BR Late S15	£123.99
R3327	SR S15	£123.99
R3325	J50 BR Early	£69.45
R3326	J50 BR Late	£69.45
R3242A	K1 BR Early	£116.95
R3243B	K1 BR Late	£116.95
R3395TTS	A4 Mallard	£102.25
R3413	S15 Late	£119.45
R3412	S15 Early	£119.45
R3463	52XX BR	£106.45
R3465	LNER Class N2	£82.95
R3356	BR Crosti 9F Weathered	£104.45
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R3334	BR Late Adams Radial	£107.95
R3335	LSWR Adams Radial	£107.95
R3408	GWR King Class	£142.25
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R3416	J15 BR Late	£99.45
R3415	J15 BR Early	£99.45
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R3417	K1 BR Late	£114.45

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R3456	BR N15	£137.45
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R3468	Battle of Britain	£144.45
R3406	J50 Departmental	£78.50
R3405	J50 LNER	£78.50
R3407	J50 BR Early	£78.50
R3445	BR W.C. Camelford	£147.45
R3432	B12 BR Late	£127.95
R3431	B12 BR Early	£127.95
R3586	Railroad Schools	£75.99
R3521	LNER D16	£111.99
R3404	BR Fowler 4P	£99.45
R3528	W C & P LR Terrier	£67.45
R3525	BoB Archibald Sinclair	£131.99

TRAIN PACKS & SETS

R3397	LMS Suburban Train pack	£220.25
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R3059	Tornado Train Pack	£128.45
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30-130	Military Manoeuvres Set	£144.45
R3401	The Bristolian	£234.45
30-165	The Thanet Flyer Set	£152.95
30-285	The Midlander Set	£178.45
R1180	Postal Express Set	£124.45

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R3340	BR Green 2Hal	£119.75
R3353	Sentinel Balfour Beatty	£49.45
R3346	Class 92 DB Schenker	£70.45
R3161B	SR 2 Bil Green	£120.60
R3290A	BR 2 Hal Green	£113.90
R2647X	CL56 BR Grey	£83.95
R3180	Tarmac Sentinel	£44.95
R3268	Class 67 Arriva	£122.90
R3283	Bagnall Shunter	£25.75
R2962	Cl. 56 BR Grey 'Oystermouth'	£96.50
R3261	Class 08 Network	£84.45
R3343	Class 08 FGW	£104.45
R3342	Class 08 BR	£104.45
R3373	NRM Class 71	£134.95
R3374	BR Blue Class 71	£134.95
R3376	BR Green Class 71	£134.95
R3477	Class 153 Regional Railways	£86.45
R3483	Sentinel Crossley	£51.45
R3471	Class 50 NSE	£129.45
R3484	Class 08 BR Green	£109.45
R3485	Class 08 Laira Blue	£109.45
R3585	Class 90 Intercity	£75.00
R3571	50th Ann. Class 50	£134.45
R3572	COLAS Class 60	£139.45
R3394TTS	BR Class 20 Sound	£84.45

HORNBY TRACK

R083	Buffer Stop	£1.65
R207	Track Fixing Pins	£2.50
R394	Hydraulic Buffer	£4.95
R600	Straight	£1.15
R601	Double Straight	£1.85
R604	Curve 1st Rad	£1.65
R605	Double Curve 1st Rad	£2.05
R606	Curve 2nd Rad	£1.40
R607	Double Curve 2nd Rad	£1.95
R608	Curve 3rd Rad	£1.65
R609	Double Curve 3rd Rad	£2.25
R610	Short Straight	£1.10
R614	LH Diamond Crossing	£9.25
R615	RH Diamond Crossing	£9.25
R617	Uncoupling Ramp	£2.60
R618	Double Isolating Rail	£6.85
R620	Railer Uncoupler	£4.35
R628	Half Curve 3rd Rad	£1.80
R643	Half Curve 2nd Rad	£1.20
R8072	LH Point	£7.95

R8073	RH Point	£7.95
R8074	LH Curved Point	£12.60
R8075	RH Curved Point	£12.60
R8076	Y Point	£8.95
R8077	LH Express Point	£12.60
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31-783	Fountains Hall	£114.70
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35-076	E4 Southern	£93.45
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35-078	E4 BR Late	£93.45
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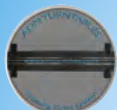
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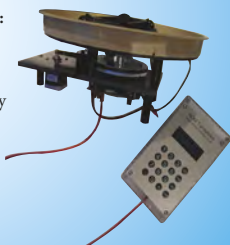
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EVENTS

EXHIBITIONS

OCTOBER 07 - OCTOBER 08

Swansea Model Railway Exhibition

Leisure Centre, Oystermouth Road, Swansea, Cardiff, SA1 3ST
Opening Times: Sat/Sun 1000 - 1600
Prices: Adult £5.00 Child £2.00
 Children under 14 Free when accompanied by an Adult
T: 01792 466500

Fareham Model Railway Club's Railx

2017 Fareham Leisure Centre, Park Lane Fareham, Hampshire PO16 7JU
Opening Times: Saturday 1000 - 1730
 Sunday 1000 - 1630

Locomotion Model Railway Exhibition

Locomotion, Shildon, Co Durham DL42RE
Opening Times: Saturday 1000 - 1700
 Sunday 1000 - 1700
T: 01535 642367

OCTOBER 08

Keighley 7mm Festival The Clubroom, Knowle Mills, South Street, Keighley, West Yorkshire BD21 1SY
Opening Times: Sunday 1000 - 1600
Prices: Adult £4.00 Children £2.50
T: 01535 661173

CONTACT US

DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brmm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for the November issue is September 10

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OCTOBER 14 - OCTOBER 15

21st Annual Charity Wilmington Model Railway Exhibition 2017

St. Michael's & All Angels Church & Church Hall, Church Hill (B258), Wilmington, Dartford, Kent DA2 7EG
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 Sunday 1000 - 1630
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 Children £4.00 (5-15)
 Family £14.00
 Children Under 5 Free
 Entry price includes free exhibition guide.
T: 01322 220561
W: www.stmichaelswilmington.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: Adult £10.00
 (£9.00 in advance, or £8.00 for BRM Subscribers in advance)
 Child £5.00 (5-16 years)
 Family £30.00
T: 0844 5810816

OCTOBER 21 - OCTOBER 22

Hartlepool Model Railway Show

Hartlepool College of Further Education, Stockton Street, Hartlepool, Cleveland TS24 7NT (Set Sat Nav TS24 7LB)
Opening Times:
 Saturday 1000 - 1700
 Sunday 1000 - 1600
Prices: Adult £6.00
 OAP £5.00
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 Under 5s Free
 Family Ticket £18.00 (2+3)

OCTOBER 28 - OCTOBER 29

Leeds Model Railway Exhibition,

Leeds Grammar School, Harrogate Road, Leeds LS17 8GS
Opening Times:
 Saturday 1000 - 1700
 Sunday 1000 - 1630
Prices: Adult £7.00
 Accompanied Children Free
W: www.leedsrms.org

NOVEMBER 04 - NOVEMBER 05

The West Sussex 'N' Gauge Model Railway Show

The Angmering School, Station Road, Angmering, Littlehampton, West Sussex BN16 4HH
Opening Times:
 Saturday 1000 - 1700
 Sunday 1000 - 1600
Prices: Adult £6.00
 Child £2.50 (3-17)
 Family Ticket £14.00 (2+2)
T: 01403 266689

OTHER EVENTS

SEPTEMBER 16 - SEPTEMBER 17

Locomotion Steam Gala

The National Railways Museum, Shildon, Shildon, Co Durham DL4 1PQ
Opening Times:
 Sat/Sun 1000 - 1700
T: 01535 642367

OCTOBER 07 - OCTOBER 08

Moseley Railway Trusts - Tracks to the Trenches
 Apedale Valley Light Railway, Loomer Road, Chesterton, Newcastle, Staffordshire ST5 7LB
Opening Times:
 Saturday 1130 - 1600
 Sunday 1130 - 1600
Prices: to be confirmed
T: 0845 094 1953

UK Toy & Model Auction

Craxton Wood Hotel, Parkgate Road, Ledsham, Ellesmere Port, Cheshire CH66 9PB
Opening Times:
 Monday Viewing 0930 - 1130
 Auction 1130
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T: 01513343362 / 01270652773

TRAIN & TOY FAIRS

SEPTEMBER 17

SRP Toy Fairs - Midhurst

The Grange, Bepton Road, Midhurst, West Sussex GU29 9HG
Opening Times:
 Sunday 1000 - 1400
Prices: Adult £2.00
 Child Free
T: 0773 9998012

SEPTEMBER 21

Joe Lock Toy & Train Fair

- Theydon Bois
 Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times:
 Thursday 1900 - 2100
Prices:
 Admission £1.00
T: 07866 641215

Keighley 7mm Festival

Sunday, 8th October, 2017

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SRP Toy Fairs - Henfield Henfield Hall, High Street, Henfield, W Sussex BN5 9DB
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T: 0773 9998012

Derby Trains Only Swap Meet Our Lady of Lourdes Catholic Church, Uttoxeter Road, Mickleover, Derby, DE3 9GE
Opening Times: Saturday 1000 - 1400
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T: 07798858532/01773297407

SEPTEMBER 24

SRP Toy Fairs - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

Toy & Train Fair - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: Admission £1.50
T: 01270 652773 Tony Oakes

SEPTEMBER 26

SRP Toy Fairs - Tonbridge The Angel Centre Angel Lane Tonbridge TN9 1SF
Opening Times: Tuesday 1800 - 2000
Prices: Adult £2.00 Child Free
T: 0773 9998012

27/09/2017 10:00

Joe Lock Toy & Train Fairs - Hertford (New) Richard Hale School, Hale Road, Hertford, Hertfordshire SG13 8EN
Opening Times: Wed 1900 - 2100
Prices: Admission £1.00
T: 07866 641215

OCTOBER 04

Joe Lock Toy & Train Fairs - Selsdon St John's Community Hall, Selsdon, Croydon, London, CR2 8DD
Opening Times: Wed 1800 - 2000
Prices: Admission £1.00
T: 07866 641215

OCTOBER 08

SRP Toy Fairs - Colchester Langham Community Centre, School Road, Langham, Colchester, Essex CO4 5PA
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00 Child Free
T: 0773 9998012

Barry Stockton Train & Toy Fairs - Haydock Park

The Exhibition Centre, Haydock Park Racecourse, Warrington Road, Newton-le-Willows, Merseyside WA12 0HQ
Opening Times:
Sunday 1030 - 1430
Prices: Adult £2.00
Child £0.50
T: 0151 334 3362

OCTOBER 14

SRP Toy Fairs - Crawley
Crawley Hawth Theatre, Hawth Avenue, Crawley, West Sussex RH106YZ
Opening Times:
Saturday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

Toy & Train Fair - Chester

The Cheshire County Sports Club, Plas Newton Lane, Chester, Cheshire CH2 1PR
Opening Times:
Saturday 1030 - 1430
Prices: Admission £2.00
T: 01270 652773
Tony Oakes

OCTOBER 15

SRP Toy Fairs - Worthing
Charmandean Centre, Forest Road, Worthing, West Sussex BN14 9HS
Opening Times:
Sunday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

Jim Corr Toy Transport Fair - Carlisle

The Shepherds Inn, Rosehill Industrial Estate, Carlisle, Cumbria CA1 2ST
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Sunday 1200 - 1600
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Senior/Child £2.00
Early Entry £5.00
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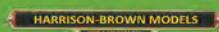
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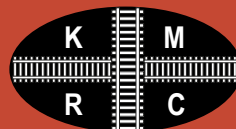
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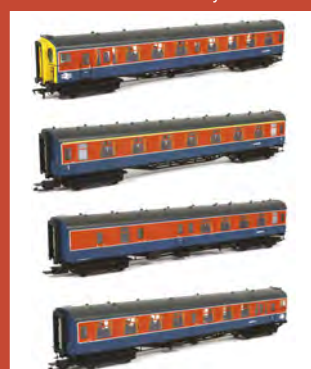
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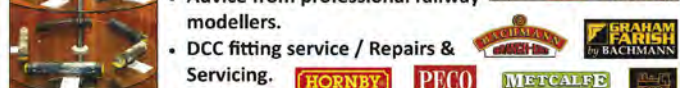
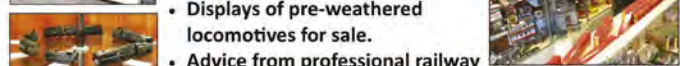
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**Squires will be exhibiting at the following shows in 2017 –
Diary updated as bookings are confirmed.**

Sept 16/17 - SHILDON Autumn Steam Gala Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

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Sept 16/17 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. KA7 1JB.

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Sept 23/24 - HALIFAX M/Rail Ex, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.

Sept 23/24 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4 *Plenty of FREE Parking*

Oct 7/8 SHILDON, Model Railway Exh, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5

***Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)**

Oct 7/8 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, PO16 7JU. Saturday 10-5.30, Sunday 10.00 - 16.30.

Oct 7/8 - FOLKESTONE Folkestone, Hythe & District M/Railway Exh, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Sat 10-5.30, Sun 10-5.

Oct 7/8 - SWANSEA Model Railway Exh, presented by Swansea Railway Modellers Group, Swansea Leisure Centre, Oystermouth Road, Maritime Quarter, Swansea SA1 3ST Sat 10-5, Sun 10-4.

Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30

Oct 21 - CHICHESTER M/R Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.

Oct 21/22 - UCKFIELD M/Railway Exh, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10-5

Oct 28/29 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 -5, Sun 10-4

Oct 28/29 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS Sat 10-5, Sun 10-4.30

Oct 28/29 - ABERDEEN M/Rail Ex, Hallmark Hotel, Aberdeen Airport, Aberdeen, AB21 7DW Sat 10-5/Sun 10-4. **New Venue - www.facebook.com/AberdeenModelRailwayclub **

Nov 4 - HIGH WYCOMBE - WYCRAIL 17 Model Railway Exhibition, Cressex Community School, Cressex Rd, High Wycombe, Bucks. HP12 4UD. 10-5.

Nov 4/5 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exh", The Angmering School, Greenwood Drive, Station Rd, Angmering. BN16 4HH. Sat 10-5 Sun 10-4

Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!!

Nov 11/12 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, PE12 6ET, Sat 10-5/Sun 9.30-4.30.

Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH. Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members.

Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)

Nov 17-20 - WAKEFIELD 56th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30

Nov 18 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Sat 10-5 *Plenty of Free Parking*****

Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10-5, Sun 10-4.

Nov 25/26 - BIRMINGHAM Warley National Model Railway Exh Hall 5, NEC Birmingham 40 1NT. Sat 9.45-6pm, Sun 9.45-5pm. **50th Exh Advance Ticket Holders gain entry 9.15am both days.**

EXHIBITIONS & SHOWS IN 2018

Jan 13/14 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, W.Sussex PO22 8EL Sat 10-5, Sun 10-4.30 **Plenty of Free Parking**

Jan 20/21 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - *Enlarged Show for 2018*

Jan 21 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk

Jan 27/28 KENDAL Model Railway Exh Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Jan 28 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sunday 10-4.

Feb 3/4 ALTON - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 18 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW 10-4. Free Parking, Test Track, 16 'O' Gauge layouts.

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Feb 23-25 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. www.modelrail-scotland.co.uk

Mar 3/4 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 10/11 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Uteley, Keighley, BD20 6EB. Sat/Sun 10-5

Mar 10/11 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10-5, Sun 10-4 *Plenty of FREE Parking*

Mar 17/18 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.

Mar 31 - April 2 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. Y023 1EX. Saturday & Sunday 10 - 5, Monday 10 - 4.30.

April 7 - NORWICH Model Railway Exh, Hellesdon High School, NR6 5SB. Sat 10 - 4.30pm.

April 14/15 CORSHAM Trainwest 2018 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**

May 4 - 6 - The 50th Bristol Model Railway Exh The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Friday 1pm - 7pm, Sat 10 - 6.30pm, Sun 10 - 5pm. Coming to Bristol Show? Why not try Saturday?? or Sunday??? The show is less busy

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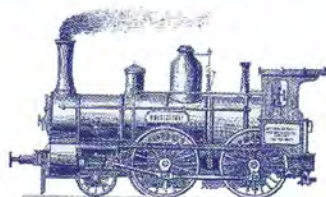
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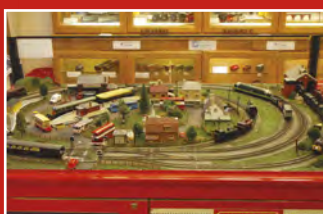
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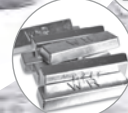
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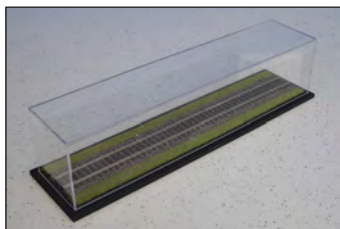


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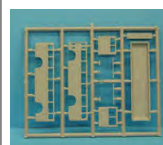
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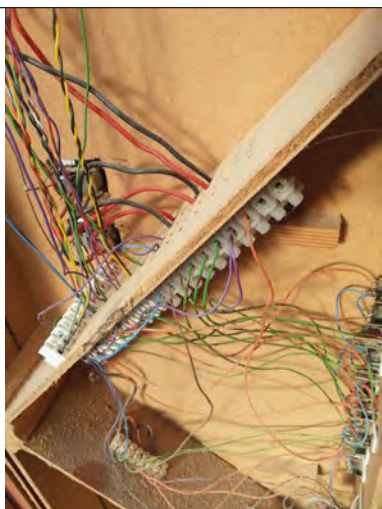
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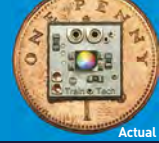
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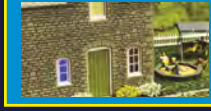


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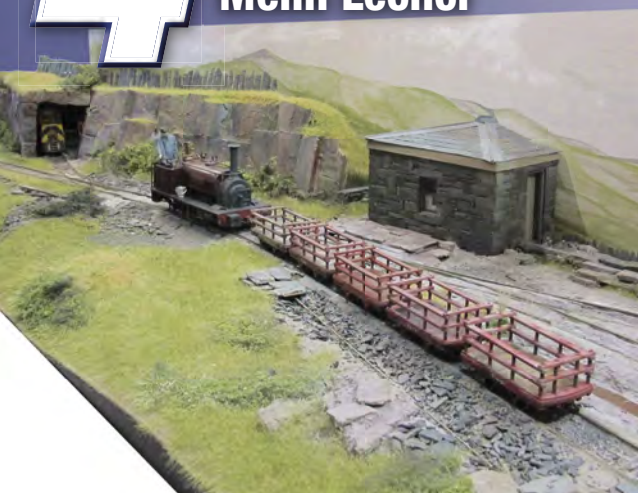
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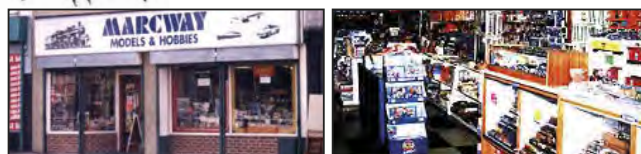
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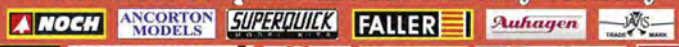
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OUR MODELLING MONTH...

A diverse, exciting and outbound month for the **BRM** crew, but as one of us enjoys judicial privileges another finds his railway modelling ambitions somewhat thwarted...

Howard Smith



This month saw the completion of a layout that any beginner can complete. It's aim? To demonstrate to the novice how a simple Hornby train set can be transformed with scenery, buildings and landscape features. You can read all about it in the How to Build Your First Train Set Guide and watch me build it from start to finish on the accompanying DVD. Featuring great Hornby products and keeping techniques simple, it'll make the ideal birthday or Christmas present for all ages and abilities.

Andy York



Some may sniff that having parts laser-cut isn't proper modelling compared to cutting and scribing plastic card, but I'm having a lot more fun with it and every day's a school day with working out how to design for specific materials. Here's a little side-project whilst I get on with a 400 part 3-D jigsaw that makes up another building for our 'Tackeroo' layout. The hut is my design, but Geoff Taylor cut the parts for me.

Andy McVittie



I suppose that it serves me right for showing an interest in the great brass kits supplied by Severn Models. A few weeks later and one is currently taunting me from its packaging. Okay, it's just an N scale farmhouse, but my **BRM** cohorts have already told me that I've got to paint it and build a diorama to put it in. Those tests await me in future editions, but in the more immediate term I'm more concerned with making a neat job of this building – especially after my glue-related cack-handedness with a laser-cut station in the August edition.

Phil Parker



Much of this month's modelling time has been spent on the Isle of Man touring the various railways during Enthusiasts week. One of the many highlights was an evening spent photographing locos in Douglas station as a celebration of the 50th anniversary of Lord Ailsa rescuing the line from closure. Every time I visit,



I'm filled with the urge to build a Manx model, and as it happens, we enjoyed a slide show with unseen photos of Foxdale station. Definitely one for the future...

TAIL LAMP

BRM's track plan illustrator, Ian Wilson, shares a life-long interest in researching local railways.

When I was much, much younger I spent many happy hours with my parents beside the East Coast Main Line at Essendine – with a picnic table, chairs and Mum's home-made cakes. In those days the railway banks were well cared for and afforded excellent views of Eastern Region Pacifics at speed, just a few miles short of the point where in 1938 Mallard reached 126 miles per hour to break the world speed record for steam haulage.

By contrast in Essendine station small tank locos waited with goods or passenger trains for Stamford, which is a historic stone town on the Great North Road. But the writing was on the wall for branch lines all over the country and the Stamford and Essendine was no exception.

By the end of June 1959 it was closed, but the memory lingered on. So, when in my final year at Leicester College of Art, I had to decide on a subject for my thesis and the Stamford and Essendine came immediately to mind. I had become interested in cardboard engineering and I could enhance the written work with cardboard cut-out models of the locos and structures seen on the branch.

I sent a letter to Railway Modeller asking for information on the line and received many photographs and reminiscences of the line. British Railways were also very helpful and sent me plans of Stamford East, Ryhall and Belmesthorpe (the only intermediate station on the line), and of the main line junction station at Essendine.

One of the cut-out buildings in the thesis was of the signal box at Stamford East. After leaving college I modified the artwork as a 2mm scale kit, had it printed and started advertising in the model press under the business name of 'Prototype Models'. 4mm and 7mm scale models of the signal box and engine shed soon followed and, after hours of legwork around the major London model shops, the Prototype brand became established, with PECO as our main distributor. Nearly 50 years later the kits



are still available through Freestone Model Accessories!

Through Prototype Models I came into contact with John Scholes, a Stamford resident and also the local undertaker – anyone less like an undertaker you couldn't imagine! John and I remain friends to this day and as well as sharing an interest in the Stamford and Essendine we also have an interest in ironstone railways. At John's house one day I was lucky enough to meet Eric Tonks – the author of 'Ironstone Railways and Tramways of the Midlands', later brought up to date with a series of nine volumes titled 'The Ironstone Quarries of the Midlands', a must for anyone who shares our interest in the subject.

Armed with all this information both on the Stamford and Essendine and on the ironstone railways of the area, it came as no surprise when I was asked to contribute two feature articles for **BRM's** new track plan bookazine – the third volume of layout ideas. My articles include plans of both Stamford East and Essendine, as well as three suggestions for ironstone layouts, plus

one of an O gauge ironstone layout which I am building and which the editor would like to feature soon in **BRM**. So, no pressure then, the research continues! ■



The **BRM** Guide to Trackplans and Layout Design - Volume 3 is on-sale now. Featuring 60 layouts of all shapes, sizes and scales, and a collection of fascinating case studies (including Ian's), there's

plenty to inspire all modellers. Buy your copy from WHSmiths, leading model shops, the **BRM** stand at shows or download the Digital Edition from www.brmm.ag/trackplan3digi

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7S-026-005/D/U/UD - Jinty 3F 0-6-0 47501 British Railways/DCC/U/UDCC

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Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
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O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

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 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype.
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