



No. 238 Summer 2017 £4.10

MODEL RAIL

How to create realistic beach scenes

Model a shoreline like this - in a weekend!

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- ◆ Make realistic rocks
- ◆ Get the water just right



FIRST LOOK:
Bachmann Mk 2f,
'N' gauge 'Birdcages'
PLUS ALL-NEW 'J72'

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a LAYOUT!

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waves*

*Realistic
people*

*Superior
shorelines*

*Quick and easy
sandcastles*

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5 skills you
can master:

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- ✓ Add decals
- ✓ Build a whitmetal kit
- ✓ Scratchbuild in plastic
- ✓ Kit-bash RTR coaches

30 pages of projects, advice & top tips





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Water Undercoats

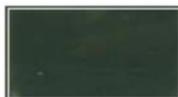
Add colour and seal your water base all at once with Water Undercoats.



Deep Blue
WCW4530



Navy Blue
WCW4531



Hunter Green
WCW4532



Moss Green
WCW4533



Olive Drab
WCW4534



Yellow Silt
WCW4535

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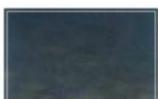
Deep Pour Water™ - Clear
WCW4510

Deep Pour Water™ - Murky
WCW4511

Realistic Water™
WC1211

Water Tints

Water Tints add colour to water products while achieving authentic depths and shallows.



Navy Blue
WCW4519



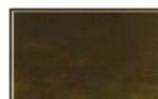
Turquoise
WCW4520



Moss Green
WCW4521



Sage Green
WCW4522



Olive Drab
WCW4523



Yellow Silt
WCW4524



Murky
WCW4525

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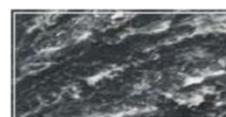
Water Effects™
WC1212



Water Ripples
WCW4515



Water Waves
WCW4516



White Water Highlight
WCW4529



Dust Dabber™
WCW4529



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Model, Collect & Create

Opening the box



ENJOY 6 MONTHS OF
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SEE PAGE 88



The immediate reaction when faced with a new model is to compare it with the real thing. But how often do you look at a model as a model? How often do you just bask in the glory of these marvels of miniature engineering?

I had the privilege of seeing production samples of Bachmann's forthcoming SECR 'Birdcage' coaches at a gathering of the model railway press at its Barwell headquarters on July 5. They are simply beautiful. Three processes have been used to produce the lining around the ventilators: tampo printing, digital printing and good old-fashioned spraying. Even though they were inside a cabinet, they already felt like a contender for the best 'OO' gauge ready-to-run coaches ever produced.

But the good stuff didn't end there. Bachmann has taken a fair bit of stick for the length of time it has taken to get its 'OO' gauge Mk 2fs, among others, to market. The problem has been a technical one. It's all very well announcing something; working out how to actually make the thing - *and then make it work* - is a very different matter.

Two long-standing projects are moving forward, and both suggest that they're going to be superb models. The Mk 2fs, along with the Class 90, are crammed with really cool features that you can see on page 11.

The bad news is that the Mk 2f DBSO will set you back £74.95.

That sounds like a lot of money for a 'OO' gauge coach. But before everyone throws up their hands in horror, consider this: with the amount of engineering involved, the DBSO is essentially a locomotive, just without a motor.

The forthcoming Class 90 features some cool stuff too, such as a moving pantograph - a first for a British-outline model.

Technical innovation such as this costs money. There will be some who will undoubtedly say that they'd rather do without, but surely the aim of railway modelling is to produce something that recreates the real world in miniature? Bachmann is making models that allow you to do this.

It's also making no apologies for offering the models at such prices. If you want the best, you're going to have to pay for it.

That automatically leads to images of corporate fat cats greedily gobbling up cash, but that's the complete opposite to Bachmann's philosophy.

That £74.95 goes towards not only paying to make the DBSO, including its electronic wizardry, but also for the labour in the factory. There are 54 people at its Barwell HQ that need paying too, distribution costs and paying for licences (or preservation/owning groups for the privilege of measuring the real thing). Bachmann, as with any other business, needs to make a profit, as do the retailers that it supports. This is not just a Bachmann issue; Hornby, Dapol and Peco, for example, also have to factor similar costs into their prices.

We should celebrate technical innovation and recognise that we have to pay for it. The hobby can't survive if it can't attract new blood, and young modellers raised in a 21st century world won't be satisfied with 1950s technology.

And finally, let's just recognise the skill and craftsmanship that goes into a modern model. We've never had models so good - surely that's something worth celebrating?

Richard Foster

MEET THE TEAM

Q: What's the hardest skill you've attempted to learn?



Richard Foster

Editor
Firing a steam locomotive. No wonder it takes years to qualify as a fireman.



George Dent

Deputy Editor
Dressage requires great precision. My old horse Jim used to help me though!



Chris Leigh

Consultant Editor
Learning to dance - ballroom dancing, specifically. Never did master it...



Mike Harris

Staff Writer
Playing the guitar. It can be broken down into lots of mini skills, and none of them are easy.

Regular Contributors



Peter Marriott
Scenics Specialist



Chris Nevard
Photographer



Dave Lowery
Modelling Consultant



Ben Ando
Modern Image 'N' gauge

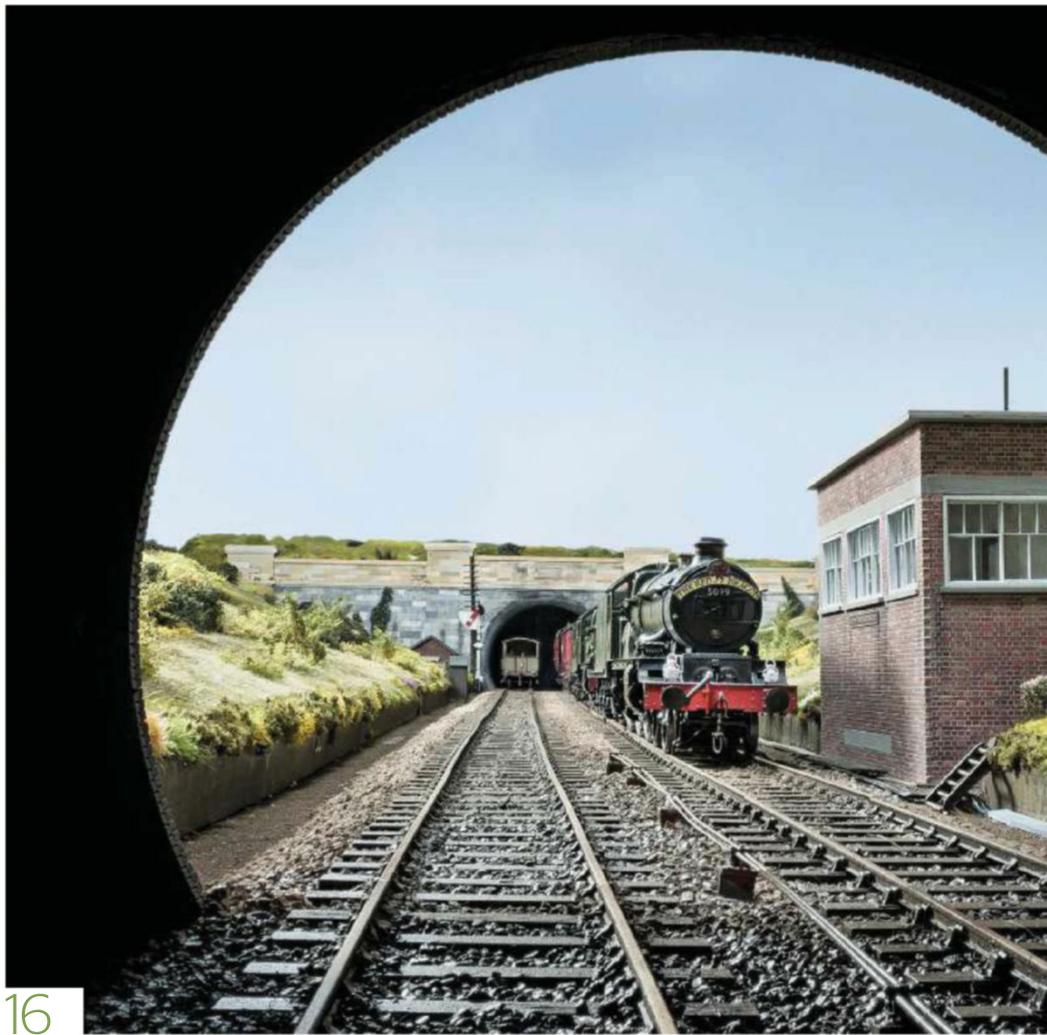


Paul A. Lunn
Layout Design Consultant

Summer



Cover: Chris Leigh's Cornish harbour layout.
MIKE HARRIS



What's New

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Learn more about the Severn Tunnel before enjoying Steve Fay's homage to this great feat of engineering on page 16.
- 8 **News**
Exciting progress report from Bachmann, including an all-new 'J72'. Plus there's a new batch of *Model Rail Sentinels*.
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Bachmann's Class 450 and Oxford Rail's 'Warwell' are the star products in this month's reviews section.



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They said it couldn't be done, but Stephen Fay built an 'O' gauge main line on an 8ft by 4ft baseboard.
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Neil Mason has built a business out of his hobby, and with exhibition layout 'Masons Lane' it's easy to see why.





Looking for an article from a previous issue of MR? Search the online index at: www.ukmodelshops.co.uk/ModelRail



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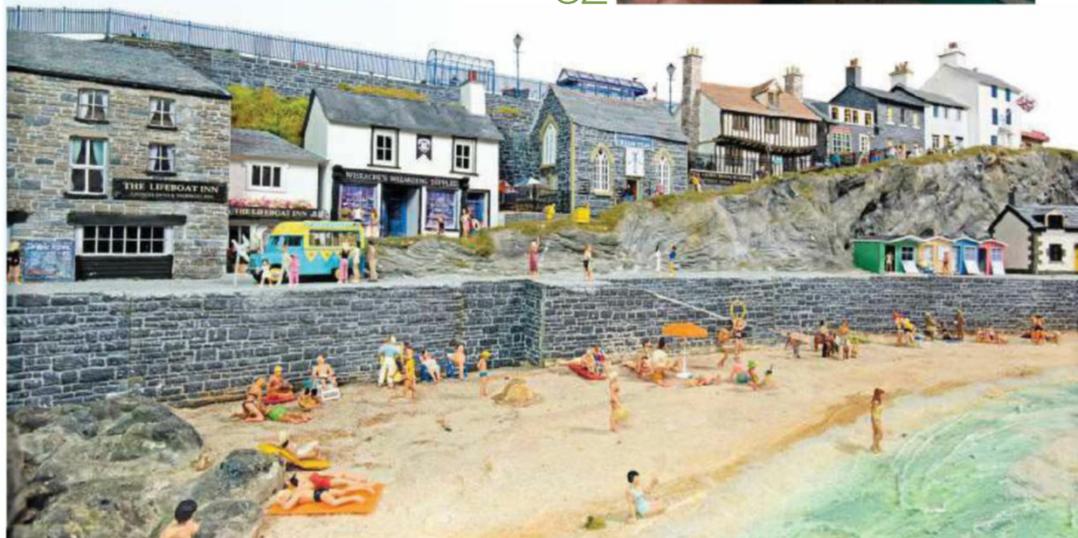
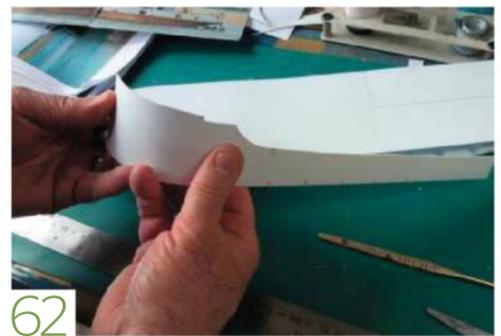


MODEL RAIL
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TURN TO PAGE 88 TO FIND OUT MORE

Workbench

We show you how...

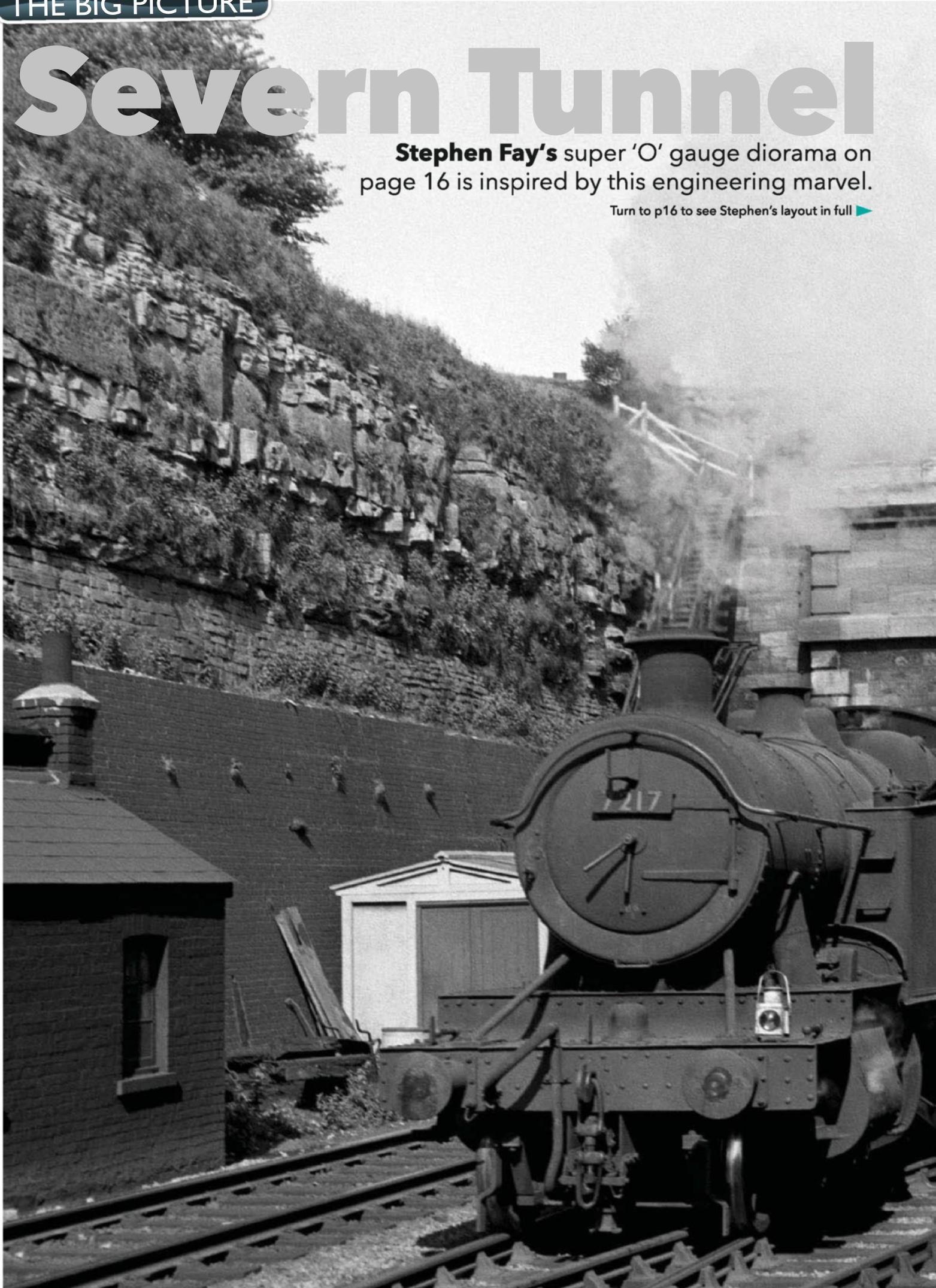
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Richard Foster takes (and enjoys!) a masterclass in soldering with *Model Rail's* resident expert Dave Lowery.
- 54 **Build a whitmetal kit**
As George Dent discovers, only a modicum of patience and skill is required to build this kit.
- 58 **Embellish local heroes**
To liven up drab liveries, depot staff applied their own adornments. George Dent shows you how to do it in 'OO' gauge.
- 62 **Build your own boat**
Despite a lifetime's interest in boats and ships, Chris Leigh has never scratchbuilt one... until now.
- 68 **Kit-bash a slip coach**
The slip coach was a typically British invention. Chris Leigh shows you how to create one from a Hornby model.
- 73 **Create signs**
The sign of a good model railway is... signs. Peter Marriott shows three ways to add these all-important details.
- 76 **Build a beach...**
...so lifelike you want to go there on holiday. Chris Leigh demonstrates how to get all the little details spot-on.



Severn Tunnel

Stephen Fay's super 'O' gauge diorama on page 16 is inspired by this engineering marvel.

Turn to p16 to see Stephen's layout in full ▶





TOP TEN SEVERN TUNNEL FACTS

- At 144ft below sea level, the Severn Tunnel is the lowest point on Britain's railway network.
- It was the world's longest underwater railway tunnel, at 4 miles 624 yards, until Japan's Seikan Tunnel opened in 1988.
- It was the longest tunnel on Britain's railway network until the Channel Tunnel Rail Link from Ebbsfleet to London St Pancras opened.
- The Severn Tunnel took 13 years to build and opened in 1886.
- The 'Great Spring', a source of fresh water on the Monmouthshire side, flooded the workings twice during construction, first in 1879 and again in 1883.
- The Great Spring was sealed in 1880 behind watertight doors; these were accessed by diver Alexander Lambert using Henry Fleuss' new self-contained breathing apparatus.
- Some 50 million tons of fresh water from the 'Great Spring' are pumped into the River Severn every day.
- The pumps were steam powered until the 1960s; today, they're electric.
- Chief Engineer Sir John Hawkshaw advocated the abolition of the GWR's broad gauge.
- The GWR launched a motor-rail service between Pilning (Gloucestershire) and Severn Tunnel Junction (Monmouthshire) in 1924; it ended when the Severn Bridge opened in 1966.

Workbench

5 skills you can master this issue

- ◆ Soldering brass p48
- ◆ Build a whitemetal kit p54
- ◆ Add decals & details p58
- ◆ Scratchbuild a boat p62
- ◆ Build a slip coach p68
- ◆ Make your own signs p73

Model News

Model Rail brings you the biggest stories from the model railway trade and progress reports on products currently in development.

SENTINELS THE NEW BATCH!

Model Rail is pleased to announce another batch of four exclusive 'OO' gauge Sentinel 4wVBTs... three of which are in liveries that haven't previously been offered.

MR-014 depicts 'Y1' No. 68138, the only ex-LNER Sentinel allocated to Scotland. We've been able to mimic the prototypically correct 'odd' spacing of the digits on the bufferbeam, but the model will retain the standard water tank filler, and not No. 68138's extended version.

We also have an ex-LMS Sentinel

No. 47182 with British Railways lettering and Eastern Region Departmental 'Y3' No. 42 (formerly No. 68178). This locomotive worked at Lowestoft and Cambridge until it was withdrawn on July 18 1960.

War Department Molly carries a slightly spurious livery. The locomotive was delivered to the Royal Engineers in 1927 to work the short branch



MR-015: LMR No. 47182

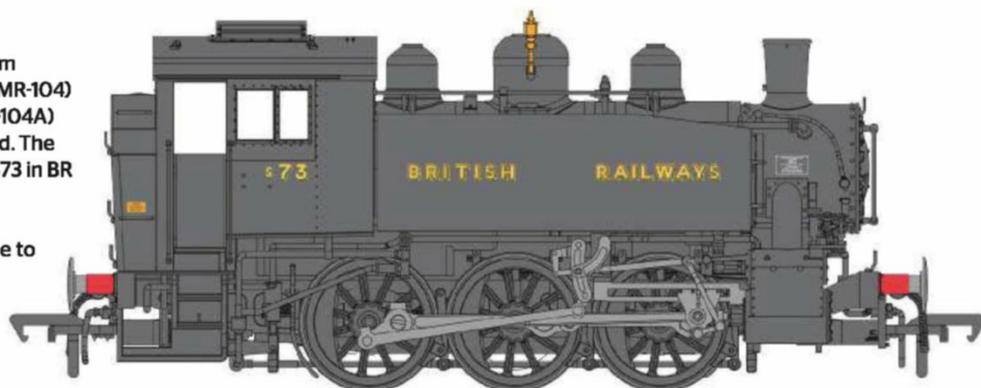
from Tidworth station to Tidworth Camp. It remained in army service until 1947 when it was shipped to Alderney. Converted into a brake van in 1958, it remains on the island but in a derelict state. *Molly's* livery at its time at Tidworth has gone unrecorded, so a plain khaki seems logical - but we've taken the liberty of livening it up a bit with War Department lettering.

These factory-decorated samples

...and more 'USAs' too!

We've also ordered another batch of 'USA' O-6-OTs from Bachmann. No. 30064 in lined coaching stock green (MR-104) had sold out on pre-order, so another 500 pieces (MR-104A) are *en route* for those who missed out first time around. The second 'USA' features a livery not offered before: No. 573 in BR unlined black but with British Railways lettering in the Southern Railway 'sunshine' style.

Both models are expected to arrive mid-2018. Due to increased production costs, the RRP has risen when compared to 2016's releases to £129.95. Subscribers pay just £116.95. To order your Sentinel, go to www.modelrailoffers.co.uk, or call 01209 613984.





IN FOR REVIEW

We've got a Golden Valley Hobbies 'Janus' 0-6-ODH and an Oxford Rail 'Dean Goods' for review next issue.

Got a news story or new product?

Send your press releases, details and high-resolution images to mike.harris@bauermedia.co.uk or telephone 01733 395149

Keep up to date with *Model Rail* News online.



MR-015: 'Y1' No. 68138



MR-017: Royal Engineers Molly

require some minor alterations before production commences at Dapol's factory. However, the order book is open: full RRP is £87.00, but *Model Rail* subscribers can claim a 10% discount (£78.30).

Each livery is limited to 250 pieces. They are due in stock later in the year.

ORDER YOUR SENTINEL

■ To order your Sentinel, go to www.modelrailoffers.co.uk, or call 01209 613984.



Contain yourselves



Revolution Trains has received approval samples of its 'N' gauge 40ft hi-cube containers from C-Rail Intermodal. Six liveries are being produced: Maersk, Hamburg Sud, MSC, UASC, Evergreen and Hanjin. They are designed to fit existing Farish and Dapol models, as well as forthcoming container wagons from Revolution.

Price: £6.50 each

Availability:

www.revolutiontrains.com

Highland kit

Lochgorm Kits' latest locomotive kit depicts the Highland Railway 'X' 0-6-4T. Eight were built between 1909-1912, but they were all withdrawn by the LMS by 1936. The kit includes a chassis, but requires wheels, motor and gearbox (plus some fittings) to complete.

Price: £100.00

Availability: Lochgorm Kits, 3 Broomhill Court, Keith, Banffshire AB55 5EL.

Web: www.lochgormkits.co.uk

Modular models

Scalescenes has unveiled its next downloadable building kit and it has chosen a design classic: the CLASP modular building. The Consortium of Local Authorities Special Programme was an architectural system of prefabricated steel and concrete panel structures that were implemented by British Rail and local councils across England during the 1960s and 1970s. Just like the real thing, this modular kit can be used to create station buildings, depot crew rooms, signal boxes and offices, as well as sub-stations, schools, libraries and numerous other civic structures.

Price: £3.99 (for both 'N' and 'OO')

Availability:

www.scalescenes.com



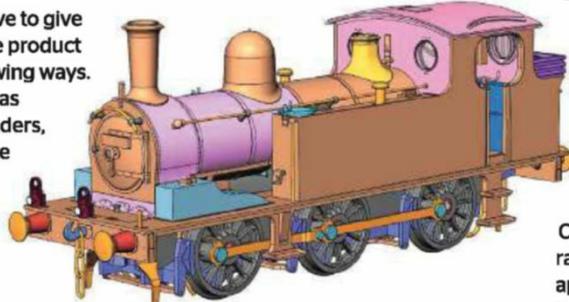
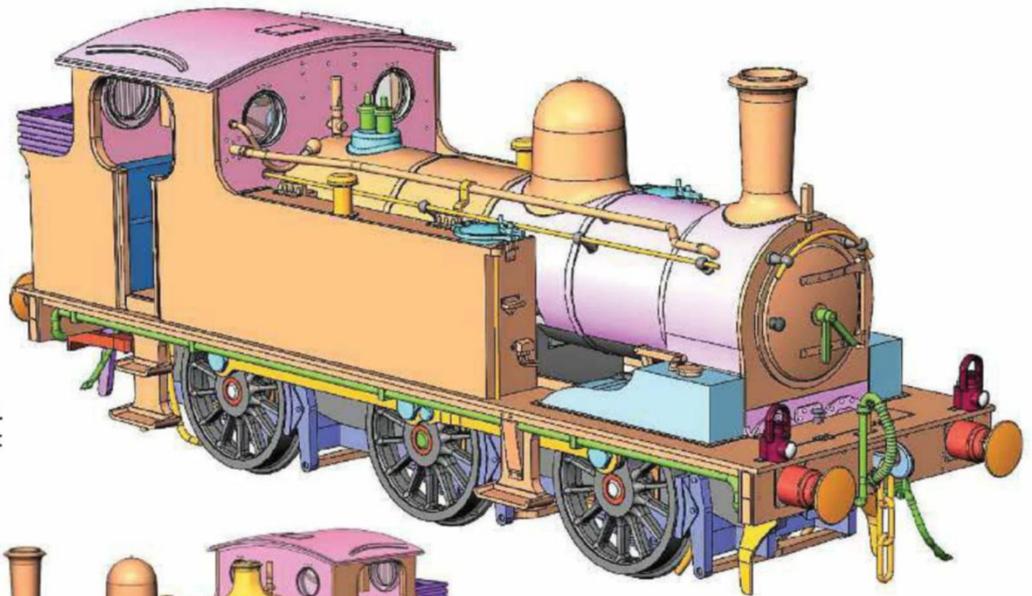
SC TOWNROWE/COLOUR RAIL

BACHMANN TO THE FUTURE

An all-new 'OO' gauge 'J72' O-6-OT cements Bachmann Europe's commitment to give modellers the very best quality and the most exciting technical innovation. The original plan was for Bachmann to produce a new DCC-compatible chassis for the old Mainline body; it has since been decided that this was too much of a compromise, and the firm will now produce a 100% new model with tooling options to cover all detail variations from North Eastern Railway days to the British Railways era. It will also sport a flickering firebox glow.

The announcement was made as part of an update to the model press on July 5 to explain where existing projects are in the development process. Bachmann's resolve to give modellers the best possible product manifests itself in the following ways. Its breakdown crane now has a working jib, working cylinders, and will just about negotiate second radius curves.

Rather than fit its long-awaited revamped Class 158 with a chassis and motor block that impinges on the passenger compartment, Bachmann has developed an all-new low-floor mechanism. It will be powerful enough to move a prototypical load and the technology can be transferred to other



DMUs, including the forthcoming Class 117. Bachmann also aims to have a sound unit that correctly mimics a DMU with

multiple engines, but which will only require one DCC decoder.

Both Mk 2f coaches and the forthcoming Class 90 also feature some innovative firsts. The Class 90's pantograph will be remotely raised and lowered, a feature that has appeared on models from the Continent but is a first for British outline models.



MK 2f COACHES

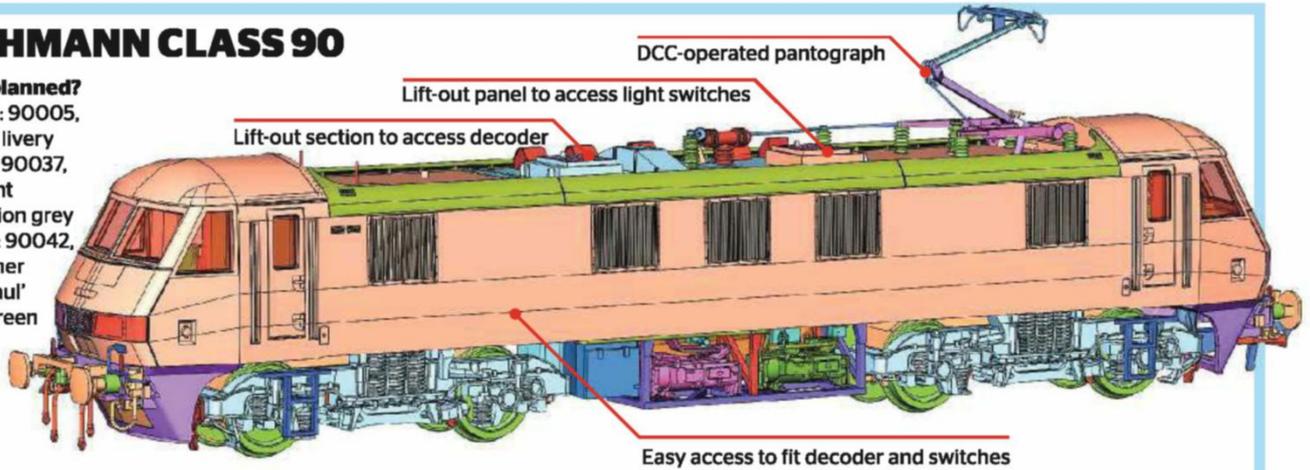
What's planned?

- 39-650, 39-650DC/39-652/39-652DC: First Open; blue & grey, InterCity grey
- 39-675/39-675DC/39-677/39-677DC: Tourist Second Open; blue & grey, InterCity grey
- 39-685/39-685DC/39-686/39-686DC: Restaurant

- 39-700/39-700DC/39-701/39-701DC: Brake Second Open; blue & grey, InterCity grey
 - 39-725DC/39-726DC: Driving Brake Second Open; blue & grey, ScotRail
- Price?** £49.95 (DCC models £74.95)

BACHMANN CLASS 90

What's planned?
 ■ 32-610: 90005, InterCity livery
 ■ 32-611: 90037, Railfreight Distribution grey
 ■ 32-612: 90042, Freightliner 'Powerhaul' yellow/green
Price?
 TBC

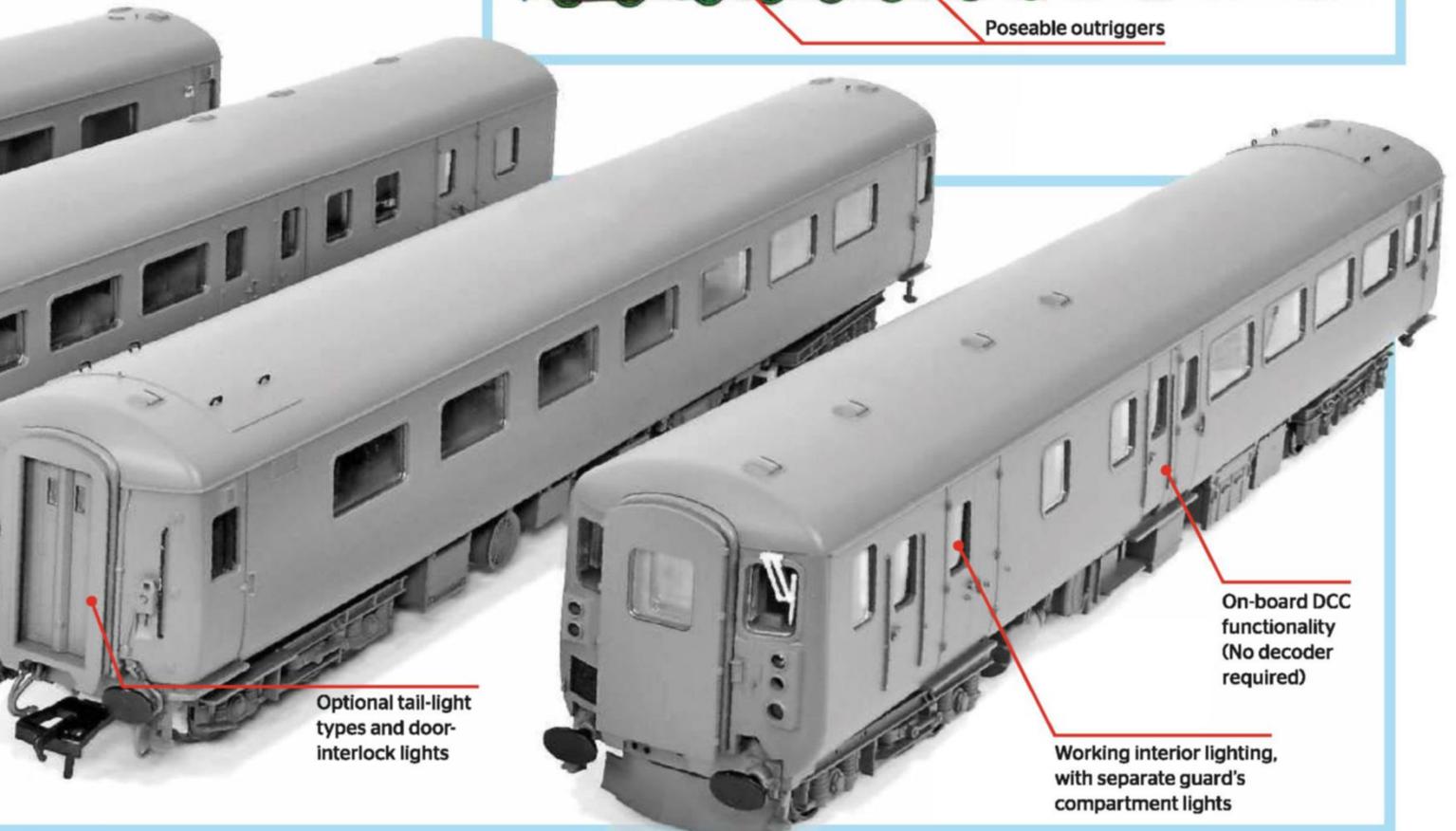
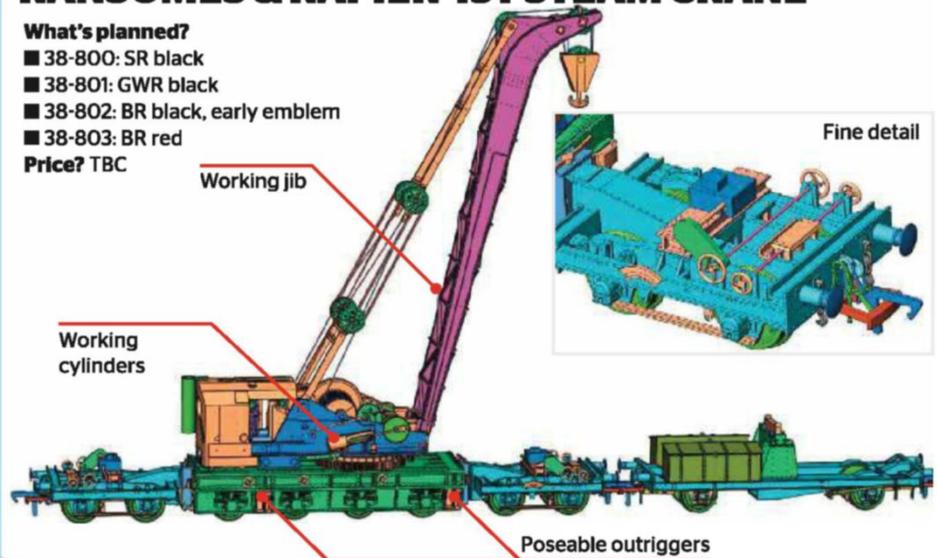


The Mk 2fs will have a choice of tail lamps: essentially, there will be light-emitting aperture in each coach. Modellers will receive oil lamps or battery tail lamps (painted clear plastic) that plug into the aperture, depending on the era being modelled. Blanking plates will be supplied for vehicles where tail lights are not needed.

Bachmann has made a concerted effort to clear the backlog of new announcements made since 2012, including commissions from third parties. There are still 33 items outstanding, including the new models announced in January (see MR232) but some 20 new items are expected to have landed on model shop shelves by the end of 2017.

RANSOMES & RAPIER 45T STEAM CRANE

What's planned?
 ■ 38-800: SR black
 ■ 38-801: GWR black
 ■ 38-802: BR black, early emblem
 ■ 38-803: BR red
Price? TBC



BACHMANN PRODUCTION UPDATE

Bachmann has released an updated guide to where forthcoming models are in the production process.

UNDER DEVELOPMENT

Where Bachmann's design team puts together research packages for the drawing office:

- Farish Class 319 EMU
- Farish 'J72' 0-6-0T
- Farish '8F' 2-8-0
- Farish 100t TEA tanker
- Farish Thompson coaches
- Farish Class 31 refurbished
- Farish Mk 2f coaches, including DBSO
- Branchline Class 414 '2-HAP' EMU
- Branchline original 'Royal Scot' 4-6-0 (new chassis with DCC)
- Branchline 'J39' 0-6-0 (new chassis with DCC)
- Branchline '94XX' 0-6-0PT
- Branchline Class 20/3 Bo-Bo
- Branchline Class 410 '4-BEP' EMU
- Branchline '1P' 0-4-4T
- Branchline VEA 'Vanwide' box van
- Branchline 'Prestwin' wagon



THE DRAWING OFFICE

Where Bachmann's design team take the research package and generate computer design artwork from which the tooling will be made:

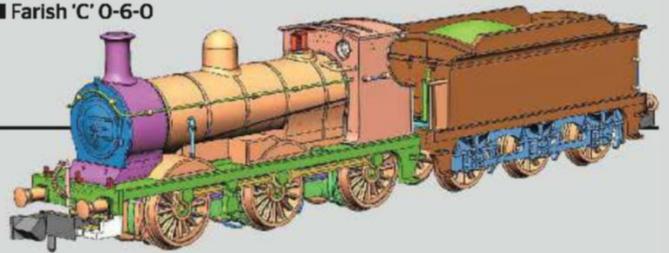
- Branchline Class 117 DMU
- Branchline Class 121 railcar
- Ransomes & Rapier 45t steam crane
- Branchline 'J72' 0-6-0T
- Branchline 'Class B' bitumen TTA tank
- Branchline Class 90 Bo-Bo
- Branchline Class 24/1 Bo-Bo
- Branchline Class 158
- Branchline Class 03 (DCC sound chassis)
- Branchline 'V2' 2-6-2 (new body tooling)
- Farish Class 70/8 Co-Co
- Farish 'C' 0-6-0



THE TOOL ROOM

Where the tools to produce moulds and components are produced. The first sign of development is the arrival of the bare plastic Engineering Prototypes:

- Branchline Mk 2f coaches, including DBSO
- Branchline 'H2' 4-4-2.
- Due February 2018
- Branchline 64ft ex-Mk 1 Carflat
- Branchline 'Jinty' 0-6-0T (new DCC chassis, with sound)
- Farish GWR railcar (chassis upgrade). Due February 2018
- Farish SECR 'Birdcage' coaches. Due April 2018
- Farish Class 170 DMU (chassis upgrade). Due March 2018
- Farish Mk 1-based 'Carflat' (for the N Gauge Society). Due December 2017
- Narrow Gauge Baldwin 4-6-0T. Due January 2018
- Narrow Gauge WDLR bogie open wagon. Due January 2018
- Narrow Gauge WDLR Ambulance van. Due January 2018



BUILDINGS WITH LIGHTS

Bachmann's 2017 range included a huge raft of Scenecraft items, in both 'OO' and 'N'. 'OO' modellers of East Anglia's railways arguably benefitted the most, with the range including modular buildings to produce March station, Downham Market signal box and an overbridge and watercrane from the North Norfolk Railway.

However, just as model trains now benefit from technical innovations, so the same applies to Scenecraft. The Hampton Station range and Modern Office Block return but are what Bachmann calls 'JustPlug ready'. That means that they come with painted interior, bulbs and connections to link to Woodland Scenics' new JustPlug lighting system (MR236). They're also supplied with card to mask windows that you don't want illuminating.



GREEN SHOOTS OF GROWTH

Bachmann's packaging is traditionally blue... but to differentiate its 'OO9' models from its 'OO' gauge Branchline brand, Bachmann Narrow Gauge models will have green boxes. Demand for Bachmann's forthcoming Baldwin '10-12-D' 4-6-0PT has been so high that production runs have been increased accordingly. 'OO9' is seen as a growth area and it is highly likely that further Narrow Gauge products will be announced in the near future.



Branchline TPO stowage van

ARTWORK STAGE

Where Bachmann's design team put together artwork and check decorated samples:

- Branchline TPO stowage van
- Branchline FFA/FGA container flats
- Branchline Thompson coaches (faux teak livery). Due December 2017
- Branchline 'Warflat' wagon. Due December 2017



Branchline FFA/FGA container flats



Branchline Thompson faux teak

IN PRODUCTION

The following items have been approved for production:

- Branchline Class 438/491 '4-TC' (for Kernow Model Rail Centre). Due September 2017
- Branchline SECR 'Birdcage' coaches. Due September 2017
- Branchline Class 70/8 Co-Co. Due October 2017
- Branchline 22t Double Bolster wagon (for TMC). Due October 2017
- Branchline 22t Plate wagon (for TMC). Due October 2017
- Farish Class 40 1Co-Co1. Due October 2017



Branchline SECR 'Birdcage' coaches



TOOLING AROUND WITH EFE

Bachmann has already made an impact on the Exclusive First Editions brand, which it acquired in late 2016 (MR229). New blue packaging, featuring a map of Leicestershire as its background, complements a subtle change to the logo.

The models will benefit from the change in ownership too: existing tooling will receive more panel lines and wing mirrors, with fresh tooling in the offing. EFE's 1:76 scale London Underground EMUs could return too, with the tantalising prospect of



factory-fitted motors hinted at.

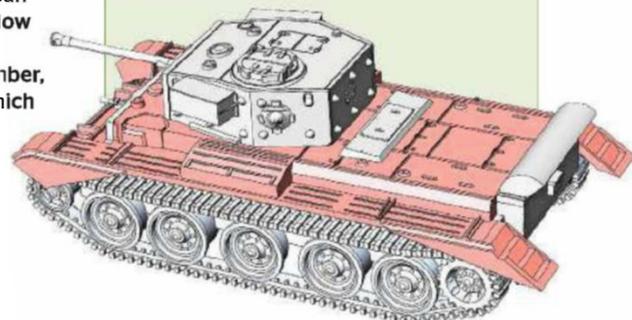
In the meantime, Bachmann has cut back the number of new releases per month: new for August is a Bristol VRT as British Rail training vehicle BNU679G; a Ribble Motor Services-liveried Leyland Atlantean will follow in September,

followed by a twin pack in October, which features two Leyland Titans in special liveries that were unveiled at LT's Golden Jubilee open day at Aldenham Works in 1983.

MODEL'S ON TRACK

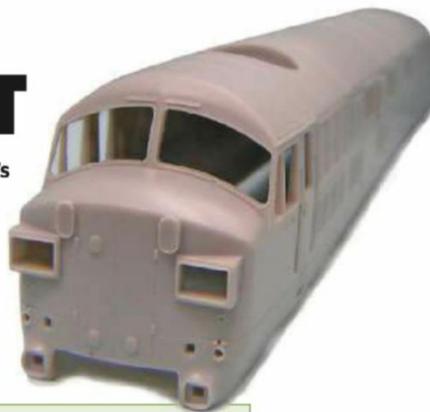
Bachmann's attention to detail even extends to the 1:76 Cromwell tank load that is being produced for its 'OO' gauge Warflat wagons. Bachmann has enlisted tank experts to produce the CAD for the plastic model, which will also feature detail differences, such as different types of gun barrel.

Magnets in the tank's base will keep it fixed to the Warflat's deck. It is expected to arrive in December alongside the wagon.



'WARSHIP' MAKES PORT

Here is the first tangible sign that Kernow Model Rail Centre's long-awaited North British 'Warship' has arrived from China - images of the first test bodysells. The project was announced in 2008, but with drawings thin on the ground and the last survivor being scrapped in 1980, Kernow had to commissioned model maker Fred Phipps to create a large scale model to form the masters for its 'OO' version. The model is being manufactured by DJModels and will feature different headcode and grille arrangements.



KERNOW MRC NBL 'WARSHIP' A1A-A1A

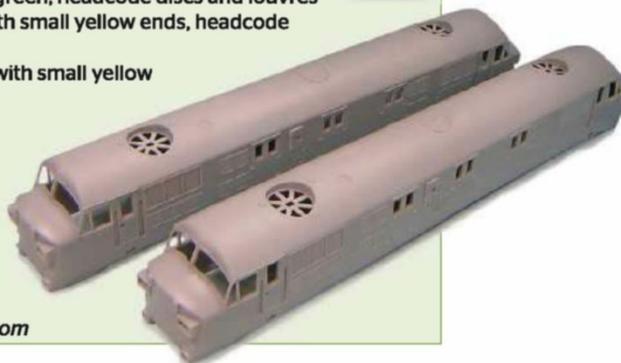
What's planned?

- K2600: D600 *Active*, BR blue with full yellow ends, headcode boxes and later-style side grilles
- K2601: D601 *Ark Royal*, overall BR green, headcode discs and louvres
- K2602: D602 *Bulldog*, BR green with small yellow ends, headcode boxes and later-style side grilles
- K2603: D603 *Conquest*, BR green with small yellow ends, discs and grilles
- K2604: D604 *Cossack*, overall BR green, discs and grilles

Price? Full retail is £149.99, but pre-order now and you'll save yourself £10!

Where can I find out more?
Kernow Model Rail Centre.
Tel: 01209 714099.

Web: www.kernowmodelrailcentre.com



PAINTS FOR BUILDINGS AND FLESH

Lifecolor's range of themed acrylic paint sets has been bolstered by three new packs, each including six individual 22ml pots. The Leaking and Stains set features a variety of murky greens and browns, in matt and semi-gloss sheens - perfect for recreating all manner of damp patches and streaks on buildings and scenery.

The White Wood and Stone Grey sets are also great for scenic work, lending



timberwork and masonry a suitably matt finish in realistic tones. All of the paint shades are also available individually (£2.95 each).

For figure painters, Wilder has released a range of five realistic flesh tones in tube format. The quick-drying oil-based paints dry to a matt finish and can be readily intermixed or thinned with white spirit, or Wilder's own thinners.

Price: Lifecolor paints: £17.99 per set, Wilder oils: £3.90 each

Availability: The Airbrush Company.

Tel: 01903 767800 **Web:** www.airbrushes.com



Freight honour



Revolution Trains has started to despatch the models of Class 66 66418 *Patriot* for Project Railway Honour. The scheme is the brainchild of Corporal Gareth Atkinson of The Mercian Regiment to raise money for ABF - The Soldiers' Charity. Freightliner named the real 66418 last November, Dapol has produced 250 models and Revolution is to distribute the model. Half of the 250-piece limited run has been sold, so if you want one, go to www.revolutiontrains.com to place an order.

Price: £105.00.



Wagons roll again



Kernow Model Rail Centre has produced a further run of its SPA open wagons. Manufactured by DJModels using the ex-FTG tooling that Kernow recently acquired (MR230), the four new versions are all in EWS livery but with subtle variations and with different running numbers.

Price: £29.99

Availability: Kernow Model Rail Centre. Tel: 01209 714099. **Web:** www.kernowmodelrailcentre.com

Cottage industry



Kernow Model Rail Centre has commissioned a pair of terraced cottages from Bachmann Scenecraft. Typical of many Cornish towns and villages, the cottages have a 113mm by 113mm footprint, but can be extended with additional cottages.

Price: £39.95.

Availability: Kernow Model Rail Centre. Tel: 01209 714099. **Web:** www.kernowmodelrailcentre.com

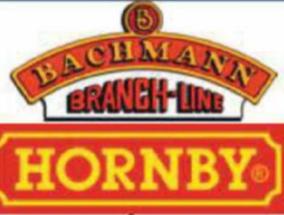


Calling Ian Bareham...

During an office tidy, we found your father Roger's black and white photographs, submitted as part of your Otle Masterplan in the April 2009 issue. We'd like to return them to you but we've misplaced your address. Please contact Jane Skinner at jane.skinner@bauermedia.co.uk, or call 01733 395155.

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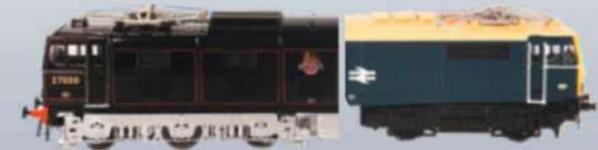
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Focus on the **KEY DETAILS**

They said he couldn't do it, but **Stephen Fay** has gone ahead and built an 'O' gauge main line on an 8ft by 4ft baseboard - beautiful and barmy!

Words: **Mike Harris** Photos: **Chris Nevard**



Modellers go to great lengths to create the illusion of depth. Forced perspective, elaborate backscenes, and low-relief buildings are some of the ingenious methods that can fool the eye into perceiving more space.

When done correctly, such techniques can look truly stunning, but they're not essential - just ask Stephen Fay. His latest build, 'Severn Tunnel East', is just 8ft by 4ft and, for a 7mm scale main line, that's very tiny indeed.

Asides from a spot of compression, Stephen has used none of the above techniques. So, how exactly did he squeeze an 'O' gauge double track main line into such a small space? Well, truth is, he didn't need to do much squeezing...

TRUE TO FORM

Stephen didn't want to compress the layout at all. "I wanted to keep it as accurate as possible," he says. "I had no choice but to massively compress the length, so I could model both tunnel mouths."

It's a bold move, and one that's extremely effective - the prototype location is never in doubt.

"Many people told me I wouldn't be able to pull it off," says Stephen. "But as long as you ▶

VITAL STATS

Layout:
'Severn Tunnel East'
Region: Western
Era: Mid-1950s
Size: 8ft by 4ft
Gauge: 'O'





include a few key details that immediately tell you where the prototype is, it can work."

The layout depicts the English portal of the Severn Tunnel at one end, Severn Tunnel East signal box and then Ableton Lane tunnel portal at the other. This was where Stephen was forced to compress space: "I probably would have needed around 30ft to build the layout to scale, but only had 8ft available," he says.

BANK TO BASICS

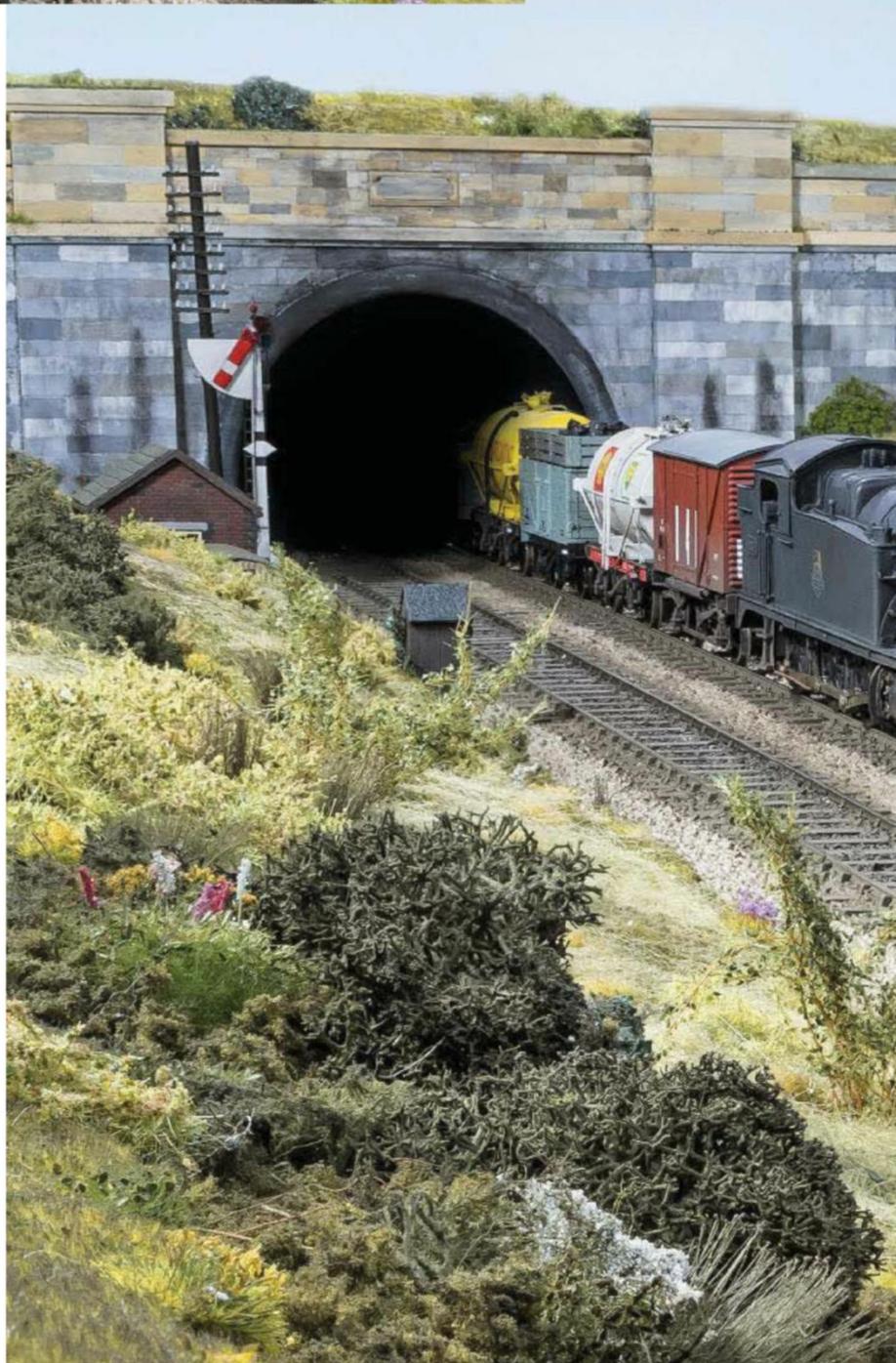
Part of what makes 'Severn Tunnel East' so distinctive are the high embankments that flank the main line and, incredibly, the landscape former is actually part of the baseboard.

An ex-carpenter, Stephen is a dab hand at woodwork. As such, he cleverly built the frame of each embankment into the baseboard itself.

"The whole layout is two 4ft square boards - mostly plywood in construction," he explains. "The embankments are shaped like a shallow V, with hardboard tops."

The result is a lightweight build with a strong framework in which to layer ground cover. But with a rigid, flat wooden base, how did Stephen make the ground cover undulate so realistically? With relative ease, actually.

"I used teddy bear fur for the grass - it's so thick that if you flatten it down in certain areas it'll look suitably uneven. I did use a little 50mm expanded polystyrene to fill in the areas surrounding each tunnel mouth, too." ➤



“I PROBABLY WOULD HAVE NEEDED AROUND 30FT TO BUILD THE LAYOUT TO SCALE, BUT ONLY HAD 8FT AVAILABLE”

3 things we like



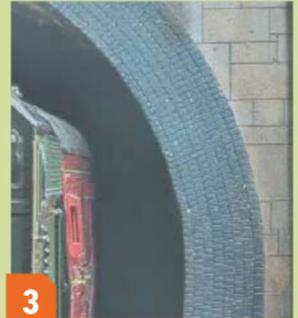
1

The trains - big, main line trains in a short space.



2

Track is beautifully ballasted and weathered to look like a proper 1950s main line.



3

The distinctive portals are beautifully recreated.

What makes this layout great?



It's bold. Let's face it, most of us don't have the space for an 'O' gauge layout - but Stephen has gone ahead and built one anyway. 'Severn Tunnel East' doesn't have any points and it doesn't have any curves, but it does tick all the right boxes as far as Stephen is concerned. He set out to build a layout where he could run his 'O' gauge stock and a few wagons or carriages, and that's what he's achieved. In addition, he's afforded himself the opportunity to model in a larger scale and he hasn't wasted the chance. 'Severn Tunnel East' is an expertly crafted layout. It might be small, but it's taken me longer to write this layout article than usual. Why? Because I can't stop admiring the photographs. It's a truly stunning build!

LAYOUT SEVERN TUNNEL EAST

Stephen has used various shades of green and yellow poster paint to colour the fur. "A lot of people use static grass, a fantastic method, but when you're covering a large area it takes a long time," he explains.

The greenery is further detailed with bushes, ferns, wild flowers and small trees, sourced from a range of manufacturers including Noch, and miniNatur.

The embankments comprise the defining feature of 'Severn Tunnel East' and Stephen has made some key observations. He explains: "Many people model late summer when everything is golden and yellow, but I went for late spring - the grass is greener and flowers are in bloom.

"Looking at prototype photography helped, I could see that the embankments were awash with lots of interesting colour." ▶





Workbench PAINT BUILDINGS

WEATHERING PROJECT

The signal box and both tunnel portals are laser-cut MDF kits. Stephen designs each structure and then passes the necessary information onto his friend, Philip Healey Pearce of Intentio Design (www.intentio.co.uk), who then cuts each kit.

"I gather as much information as I can," says Stephen. "I sourced a technical drawing of the signal box, for example, which I then passed onto Phil for cutting."

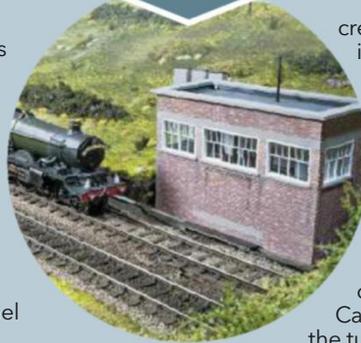
The kits are constructed and painted by Stephen, who takes great care in recreating the correct colour schemes. Each tunnel mouth has been meticulously painted. Stephen explains his findings: "Look at the real tunnel mouths and you'll notice that the

bottom two-thirds are a lot lighter, because they've used heavier slabs of granite.

"The top sections are more exposed and darker in colour, because they've used cheaper stone. I simply mixed around four shades of cream and beige and picked out individual stones.

"While the paint was still tacky, I hand-brushed tiny amounts of thinners to blend the colours, before weathering the structures with various shades of green and black."

Stephen recorded a similar process, which he used to paint brickwork for buildings on his previous layout, 'Cardiff Canton' - which you can follow via the tutorial below.



| |



1 Coat the building in grey primer. Once dry, cover it in several thin coats of white gloss - MDF soaks up paint and the gloss will provide a better surface for future coats to adhere to.



2 For the base brick colour, I spray on RailMatch BR Freight Bauxite (2235). Brick details are picked out using Phoenix Precision Paints' Concrete Weathered (P958).



3 I then pick out individual bricks using colours from the Humbrol range, Red Brown matt acrylic (100), Orange Lining matt enamel (82) and Orange gloss acrylic (18).



4 I like to work Cream matt acrylic (103) into the brick crevices to represent mortar, using the dry-brush method. The surface paint is then gently wiped away with tissue.



5 Phoenix Precision Paints' Engineers Blue Brick (P954) is dry-brushed over parts of the building to produce varying shades.



6 A final dry-brush of Humbrol Black matt (33) is sparingly applied to the model. Any details such as doors and window frames can now be painted and added.

WORKBENCH SECTION STARTS ON PAGE 47

THINGS YOU MAY HAVE MISSED



Above: The tunnel portal has been painted white to allow the lower quadrant signals to be more visible. Below: The lineside has been detailed with point and signal rodding, plus the equipment boxes.



MAKING ROOM

The motivations for taking on such an unusual project were many. Stephen had originally planned to exhibit 'Severn Tunnel East', so ease of erection and transport were paramount.

In addition, almost all modellers have to deal with space restrictions (at some point) and Stephen's method is to sell his layouts on to make room.

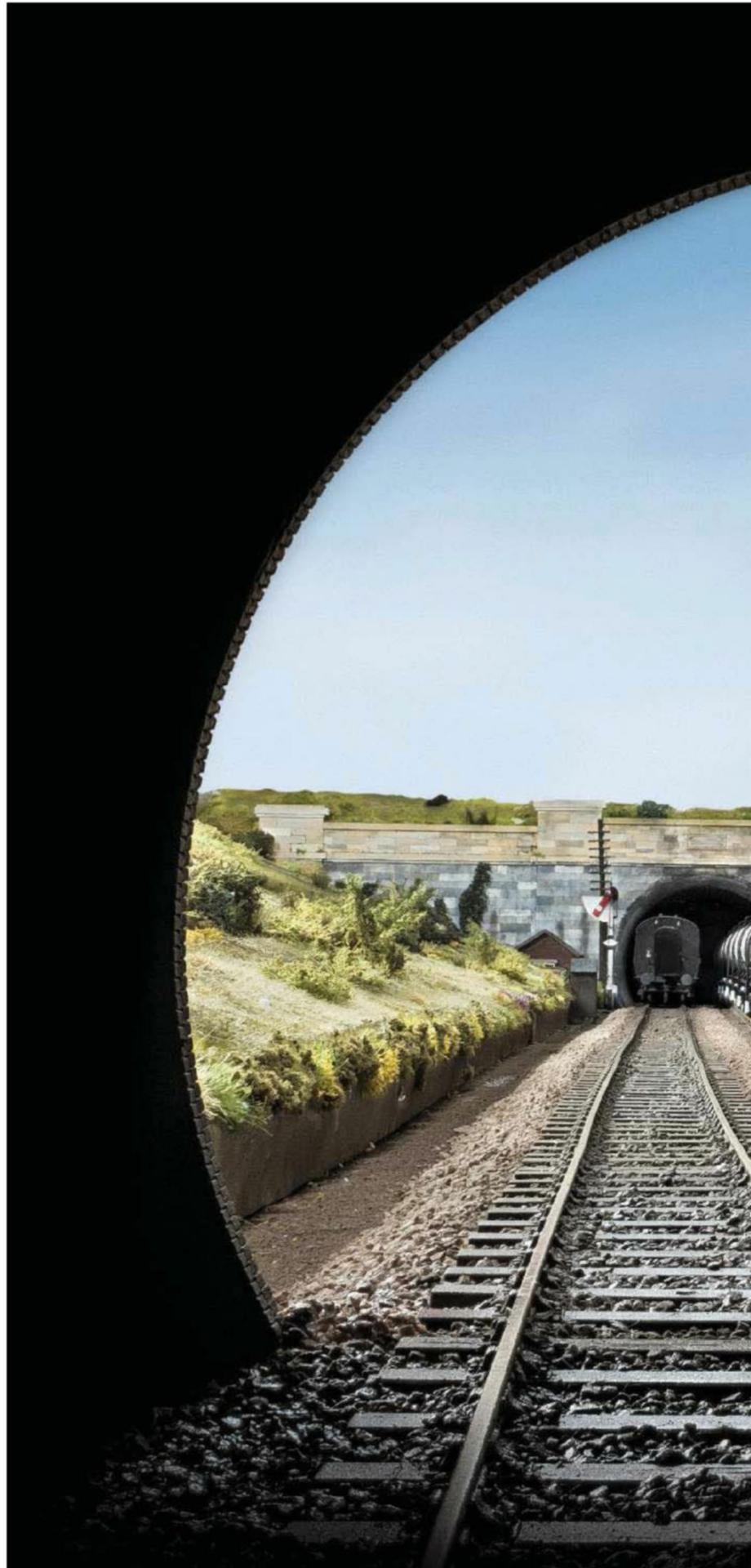
"I always think about building layouts that would be suitable for lots of people," he says. "I always knew at some point I would sell the layout."

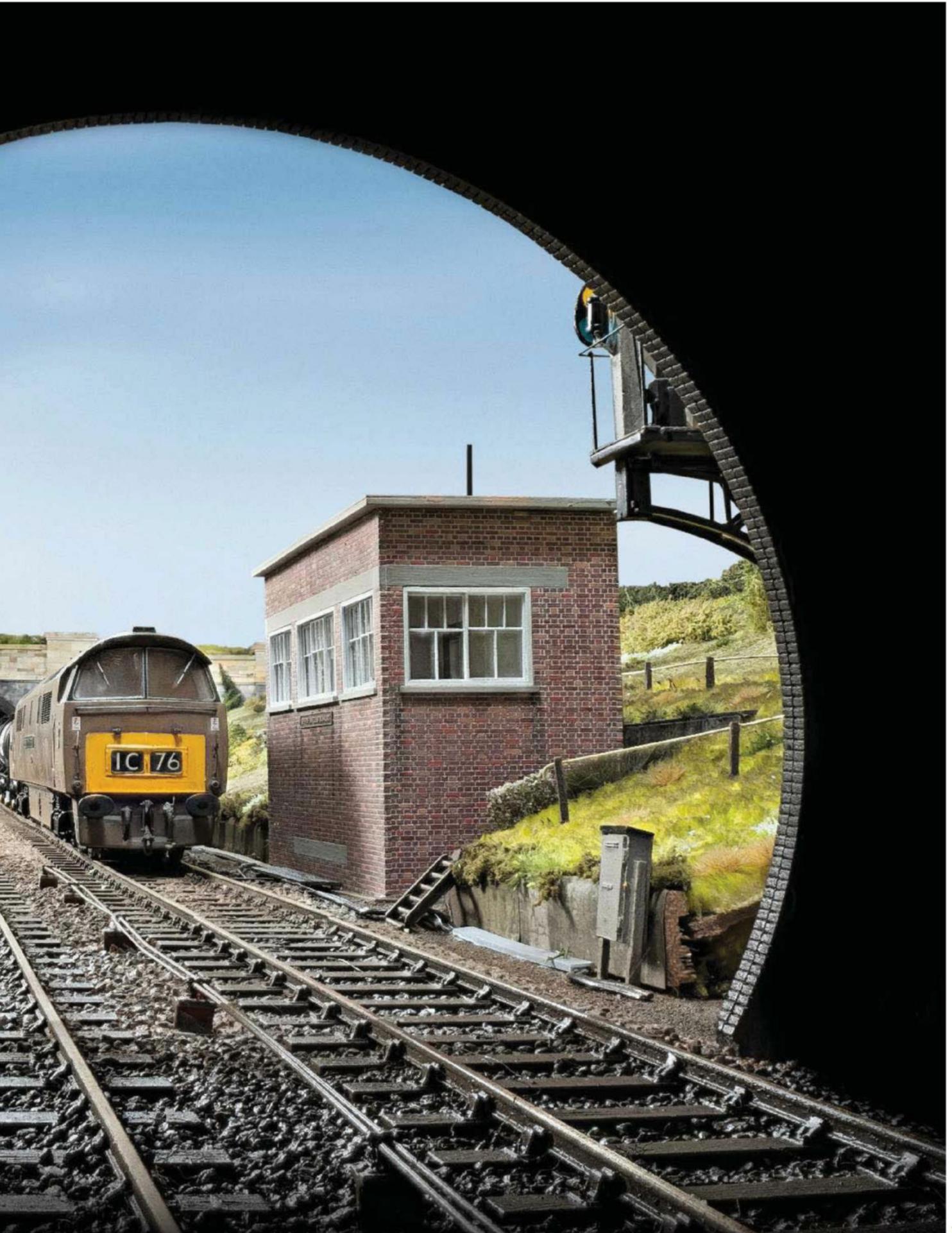
It's certainly no coincidence that 'Severn Tunnel East' will fit into a modest-sized garage. In fact, Stephen is selling 'Severn Tunnel East' right now (turn to page 24 to find out more).

Although Stephen had been told that modelling an 'O' gauge main line in such a small space wasn't possible, he overcame the odds. And he has a little advice for anyone facing similar comments: "Build it anyway."

"I call it the Hollywood approach; bending reality to suit your needs - if you have to. If you can capture the essence of the prototype and model those key elements, space restrictions don't have to matter."

That's exactly what Stephen has achieved with 'Severn Tunnel East'. The tunnel portals are modelled accurately and to scale, and - along with the signal box and embankments - the area is immediately recognisable. Because of this, the compressed main line doesn't matter. At the end of the day, a layout is a representation - an artist's impression if you will - and 'Severn Tunnel East' captures that notion perfectly. 





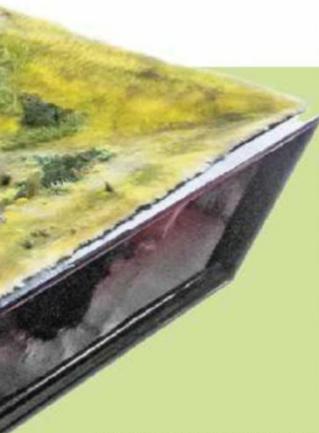
LAYOUT SEVERN TUNNEL EAST



FOR SALE

Stephen is selling 'Severn Tunnel East'. If you're interested and would like to find out more, please e-mail him at grmmmodels@yahoo.co.uk





MODELLER CV

Stephen started model making at a young age. Like many of us, his introduction to the hobby was via a Hornby train set and he inherited his passion for the railway from his father and granddad.

He made the move to 'O' gauge in 2009 and has built several small layouts since, including 'Cardiff Canton' (MR200). Stephen's main area of interest is the Western Region during the early 1960s.

'Ranelagh Bridge' is Stephen's current project, although he is planning to soon embark on a mid-1950s American outline 'HO' layout.

BACKSCENE

Even the lack of a backscene is intentional, to suit Stephen's needs. "I haven't added a backscene so that the layout can be viewed from either side," he explains. "You've just as impressive a view behind the signal box as you have looking towards it."

Stephen is also a keen photographer and enjoys taking pictures of his layouts. "I do enjoy photographing my models, as I do building them. The running has always been secondary to me. I didn't want a permanent backscene to allow full 360 degree access for the camera."



A STEAM TRAM NAMED 'J70'

Richard Foster discovers how a wooden-bodied 'shed on wheels' got street-wise to get Fen fruit and veg to markets.

It was a chicken and egg situation: railways had the ability to bring investment to poor rural and lightly populated areas of Britain, but because population centres were sparse, there was little to attract investors, so such areas were seemingly condemned to a future without financial input to help create industry and jobs.

What to do? The Light Railway Act of 1896 offered hope as it allowed railways to be built in rural areas without spending huge sums of money.

The Great Eastern Railway had previously tried to tackle the issue of budget rural railways in 1880. If it built a railway along the edge of a road, it could give the rural Cambridgeshire settlements of Outwell and Upwell a link to the main line at Wisbech for a fraction of the cost of a conventional branch line.

The Wisbech & Upwell Tramway opened on September 3 1884. It was steam-worked and GER Locomotive Superintendent Thomas Worsdell designed a special locomotive. Board of Trade restrictions meant that the locomotives needed

sideplates, cowcatchers and bell. Worsdell designed a simple 0-4-0T, complete with all these features but the most distinguishing feature was a wooden body, with a cab at each end.

This little design, of which ten were built, also found use elsewhere on the GER network, on the docks around Ipswich and on the Yarmouth Union Railway in Great Yarmouth.

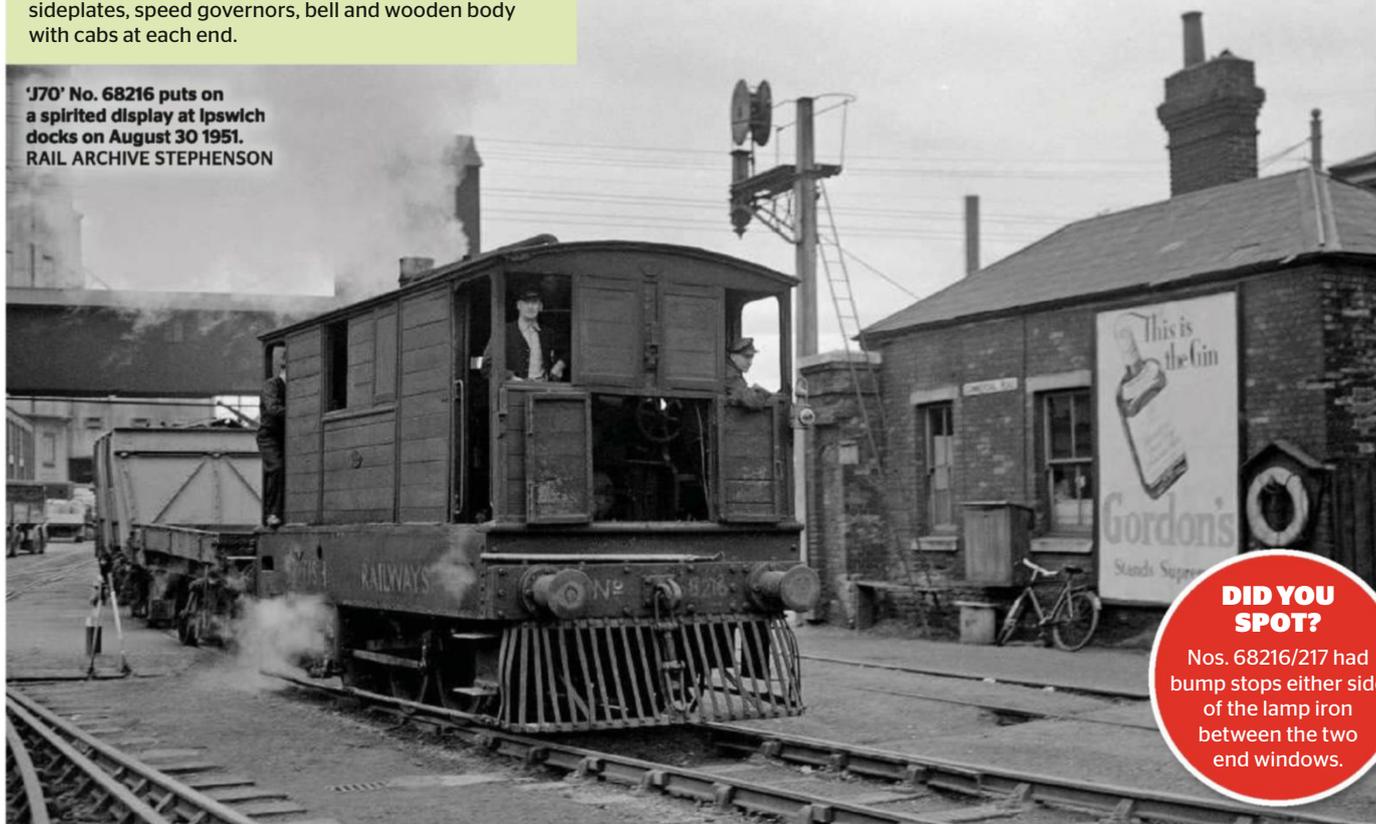
But as with all locomotive stories, traffic demand meant that Worsdell soon needed to design something bigger. That was the catalyst for this GER 'C53' (LNER 'J70') 0-6-0T.

Nos. 135/136

The first two 'J70s' entered service in autumn 1903. They had boilers pressed to 180lbs/sq in, 3ft 1in diameter driving wheels and two outside 12in by 15in cylinders and outside Walschaerts valve gear. Like their four-coupled predecessors, they had cowcatchers, sideplates, speed governors, bell and wooden body with cabs at each end.

LNER Nos: 7135/7136
Post-1946 Nos: 8216/8217
BR Nos: 68216/68217
Final shed: Ipswich/ March
Withdrawn: November 30 1953/March 9 1953

'J70' No. 68216 puts on a spirited display at Ipswich docks on August 30 1951. RAIL ARCHIVE STEPHENSON



DID YOU SPOT?

Nos. 68216/217 had bump stops either side of the lamp iron between the two end windows.

Nos. 137/138/139

Three more entered service during September and October 1908. Nos. 137/138 went to Yarmouth Vauxhall shed to work the Union Railway and No. 139 went to the Wisbech & Upwell Tramway. Locomotives working Colchester and Ipswich docks didn't need sideplates when working through the streets. They did, however, have to retain their cowcatchers.

DID YOU SPOT?

No bumpstops either side of the lamp iron; instead there's a block just above the cab doors to stop the windows banging together.

Originally built for the great Eastern Railway in the autumn of 1908, No. 68219 awaits its fate at Ipswich shed after withdrawal in mid-1953.
RAIL PHOTOPRINTS

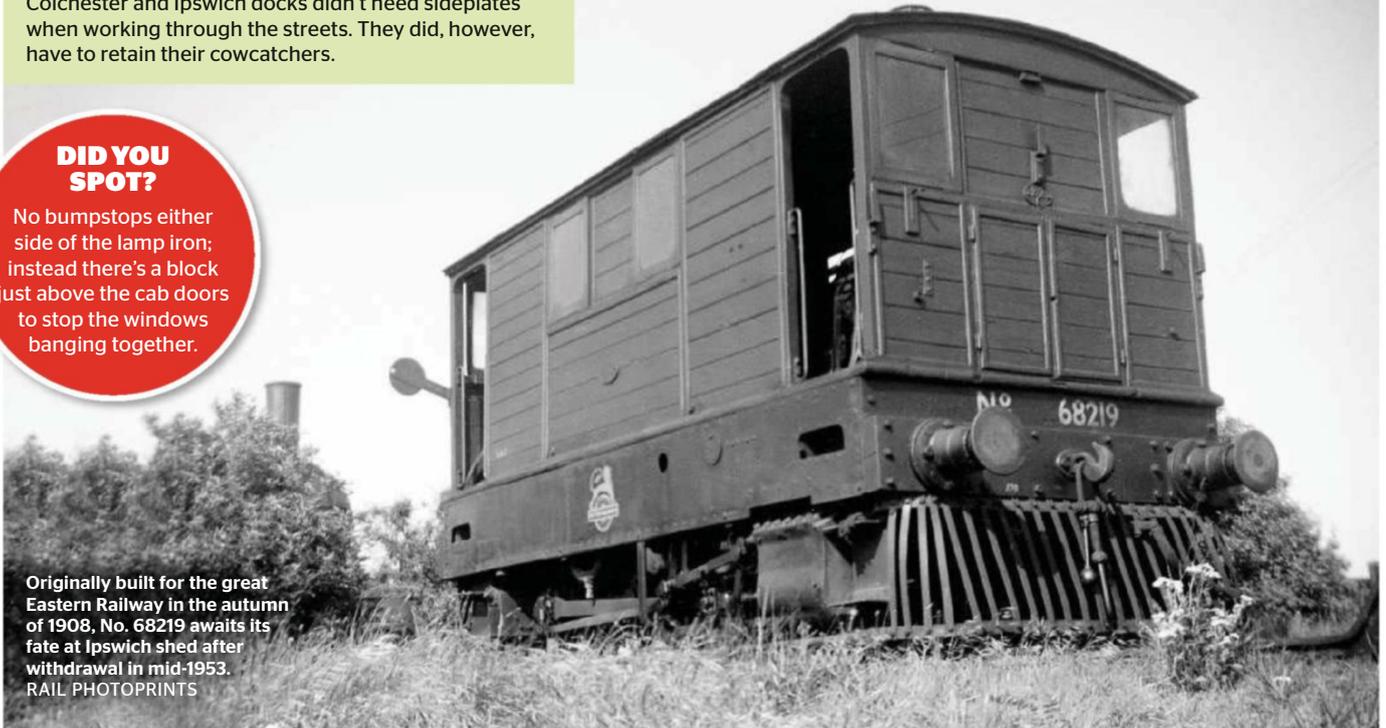
LNER Nos: 7137/7138/7139

Post-1946 Nos: 8218/8219

BR Nos: 68218/68219

Final shed: King's Lynn/Ipswich/Ipswich

Withdrawn: September 19 1949/January 12 1942/August 31 1953



LNER No: 7130

Post-1946 No: 8220

BR No: 68220

Final shed: Ipswich

Withdrawn: February 23 1953

No. 130

No. 130 entered service in April 1910. It was a one-off build and was pretty much identical to its predecessors, except that it had stepped rather than parallel buffer shanks. It started and ended its career at Ipswich but had spent time at Cambridge, King's Lynn and Yarmouth sheds. It also retained one of its Great Eastern Railway allocation plates until the end. These plates showed that a locomotive belonged to one of five districts (Stratford, Peterborough, Norwich, Ipswich and Cambridge) rather than a specific shed.

DID YOU SPOT?

No. 130's lamp irons were positioned much lower down than its classmates and it was also unique in that it had a lid on its spark arrester.

No. 68220 was a one-off build, from 1910, and sported many minor differences to its 11 sisters. It features a 32B (Ipswich) shedplate at this end; at the other, it still had its Great Eastern area allocation plate.
RAIL ARCHIVE STEPHENSON



Nos. 127/128/131

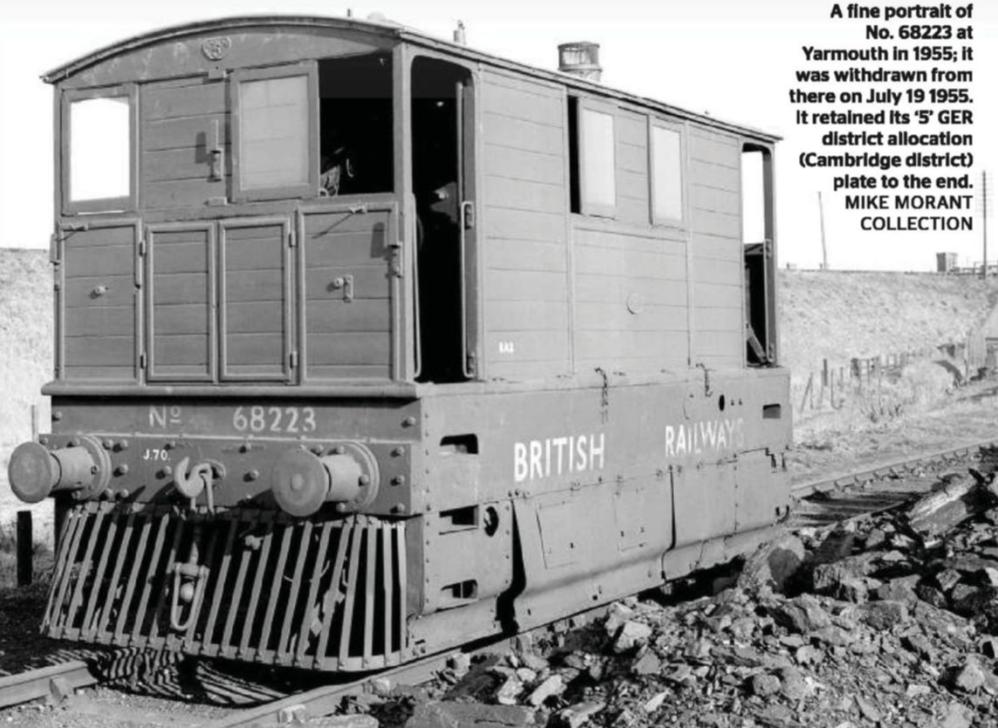
Despite the international tension that existed at the time, Stratford turned out three more 'C53s' in June 1914. Until 1914, the locomotives largely wore GER blue below the running plate and the bodies were left with a 'teak' finish. They carried all-over grey during the war and returned to traditional GER colours after 1918, albeit with a dark red body colour similar to that applied to the GER's coaches.

The official limit of a 'J70' on the Wisbech & Upwell was the equivalent of 12 loaded wagons of coal. However, No. 7131 was recorded leaving Upwell with a whopping 48 wagons - some 400 tons - on the drawbar!

DID YOU SPOT?

Like No. 130, Nos. 127/128/131 were built with stepped buffer shanks.

LNER Nos: 7127/7128/7131
Post-1946 Nos: 8221/8222/8223
BR Nos: 68221/68222/68223
Final shed: Ipswich/Ipswich/Yarmouth
Withdrawn: May 21 1951/January 31 1955/July 19 1955



A fine portrait of No. 68223 at Yarmouth in 1955; it was withdrawn from there on July 19 1955. It retained its '5' GER district allocation (Cambridge district) plate to the end. MIKE MORANT COLLECTION

Nos. 125/126/129

Despite their Victorian origins and unconventional looks, three more 'C53s' were built in 1921. By the end of the year the 12 locomotives were divided between Yarmouth Vauxhall (three), Ipswich (six) and Wisbech (three). One was transferred to Colchester in 1928 to work Hythe Docks; a 'J70' was always allocated to Colchester from then on.

'J70s' were transferred away from Yarmouth Vauxhall when twin-cabbed 200hp Sentinels arrived. These had, ironically, been trialled on the Wisbech & Upwell but hadn't been a success.

LNER Nos: 7125/7126/7129
Post-1946 Nos: 8224/8225/8226
BR Nos: 68224/68225/68226
Final shed: Ipswich/Ipswich/Colchester
Withdrawn: March 24 1952/March 8 1955/
 August 2 1955

No. 68225's safety chains are clear to see as it handles a short goods train on the Wisbech & Upwell in the mid-1950s. It's clearly not harvest time, for trains would be much longer then. GETTY

DID YOU SPOT?

This batch had parallel buffer shanks and two safety chains either side of the coupling hook.



WHAT NEXT?

Turn to page 104 to order one of our exclusive 'J70' models - or go to page 54 to find out how to build one of the 'J70's' smaller cousins... smaller in more ways than one!

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R3177	NRM 2 Bli BR Green	£98.95
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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	£2.30
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
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R626	Point Underlay	£4.20
R636	Double Level Crossing	£20.15
R638	Track Underlay	£10.55
R645	Single Level Crossing	£12.45
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31-679	Class 85 Electric Blue	£118.45
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32-069	Class 43 BR Green	£127.45
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32-376A	Class 37 Regional Railways	£123.20
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32-982	Class 66 DRS	£127.45
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INSPIRATION

MAGIC IN MINIATURE



Modelling maestro **Paul A. Lunn** provides layout ideas inspired by two classic miniature railways in the north of England.

I can't quite believe that it was way back in 2016 when I put together a selection of layout ideas inspired by my childhood visits to Butlin's holiday camps. Those designs were the catalyst for another batch of miniature railway layout ideas

that appeared in MR236. But I couldn't talk about the Romney, Hythe & Dymchurch Railway without touching on its northern contemporary, the wonderful Ravenglass & Eskdale, as well as another personal favourite, the North Bay Railway. **MR**



RAVENGLASS & ESKDALE RAILWAY

The Ravenglass & Eskdale, known as 'La'al Ratty', might look a bit like the Romney, Hythe & Dymchurch, but its origins are very different. The RDHR was built as a 15in gauge plaything for two millionaires; the 'Ratty' opened as a 3ft gauge line in 1875 to move iron ore.

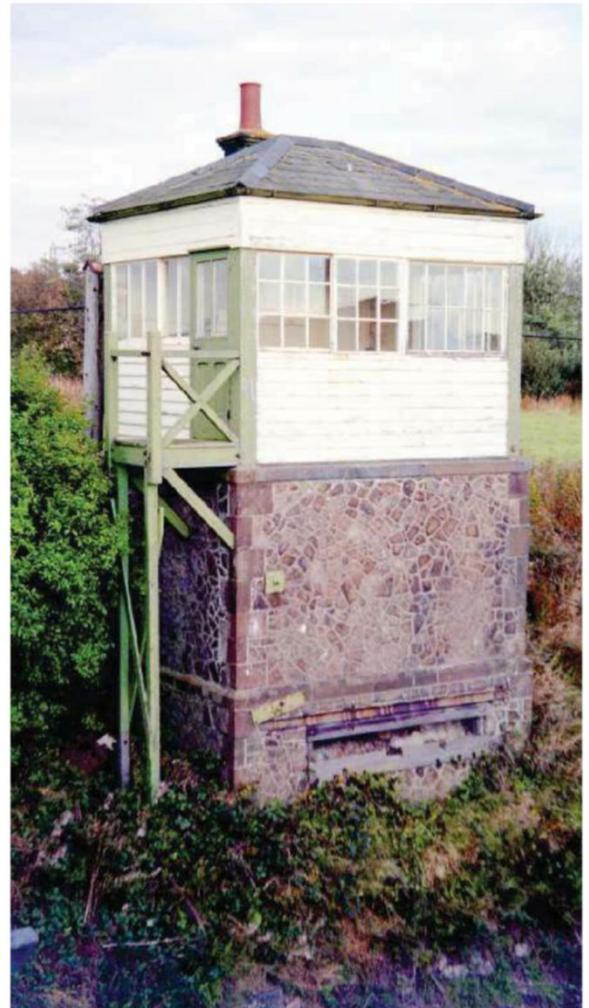
The 3ft gauge line soldiered on until 1913,

when financial pressure and decrepid infrastructure forced closure. Narrow Gauge Railways Ltd, formed by a group of like-minded miniature railway enthusiasts, including Wenman Joseph Bassett-Lowke, bought the remains and converted it to 15in gauge as a test track for Bassett-Lowke products.

The new-look railway re-opened in 1915 and still survives in this form, although it has had a chequered history and was almost sold for scrap in 1960. Fortunately, it became the first miniature railway to be preserved, and since those early days, has gone from strength to strength.

Northern Rock
 departs
 Ravenglass
 station on June 27
 2006. Behind the
 car park is the
 ex-BR goods shed,
 now part of the
 RER station, and
 the main line
 station. DAVID
 BIGWOOD/ALAMY

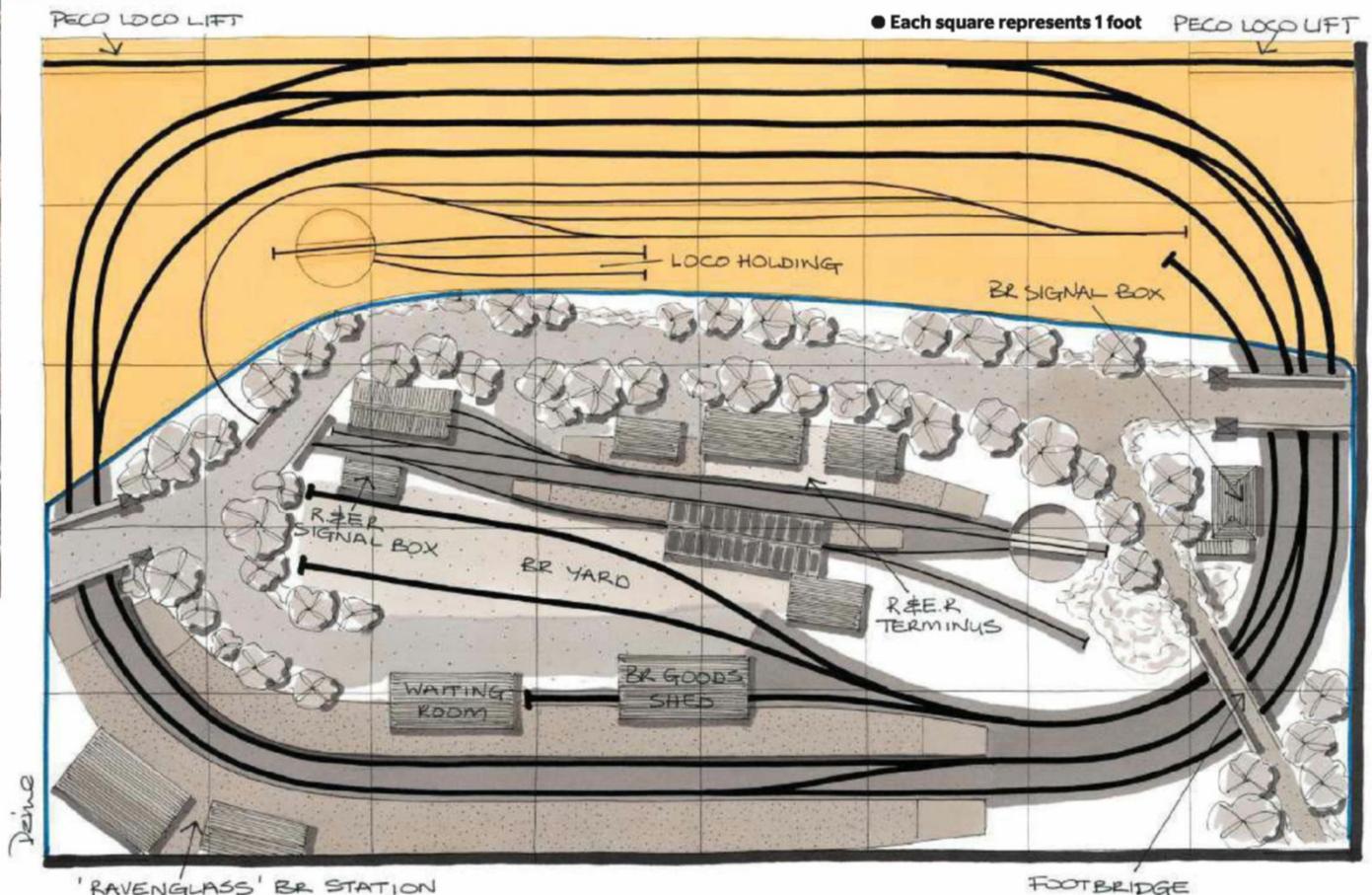
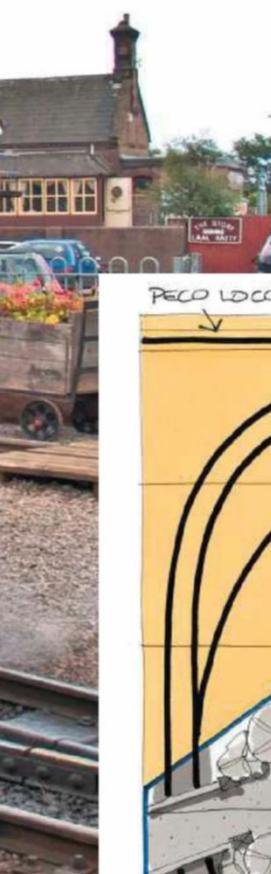
'RATTY' PLANNING



There's much published information on the 'Ratty', so rather than go over it again, I'd rather unpick the design process. More often than not I use one of three methods - model a prototype as accurately as possible, model it as an entirely fictitious subject or, in the middle ground, model something fictitious, based on a particular prototype, that brings real elements together to greater advantage. These might be operational, visual or practical and, indeed, a combination of any or all of them!

It works particularly well for entry-level, rigid geometry track layouts, so I've switched the space-hogging BR staggered platforms for parallel ones, taking them onto the curve for increased length and creating space at the yard throat, at the opposite end.

While there's plenty going on in the miniature railway terminus, the BR station yard closed in the mid-1960s. It's plausible to extend this scenario further, encompassing steam right up to the blue diesel era, for some local freight need of your choice. Alternatively, if you want greater visual/period accuracy, search online for relevant images and adjust accordingly.





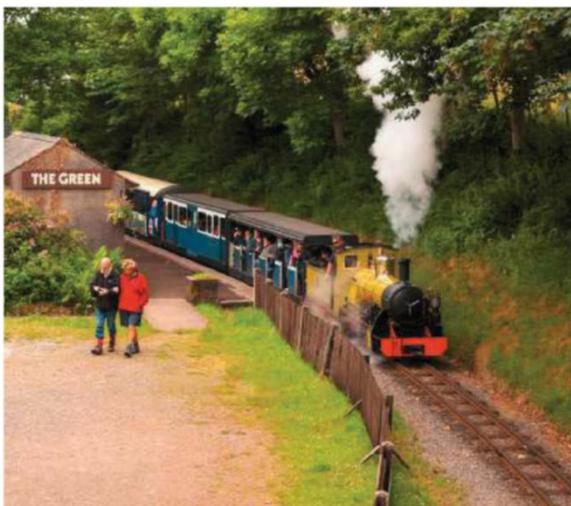
Above: *River Esk* steams through the beautiful Lake District on June 6 2007. This locomotive was built by Davy Paxman to a Henry Greenly design in 1923 - a year or two before the Greenly/Paxman locomotives were built for what would become the Romney, Hythe & Dymchurch Railway. DAVID HUNTER/ALAMY



Left: *River Mite* entered service in 1967, and its Furness Railway red livery has become a distinctive sight in the Esk Valley ever since. The locomotive has just been turned on the turntable at the line's eastern terminus at Dalegarth, with the dramatic outline of Sca Fell in the distance. KEITH DOUGLAS/ALAMY



Above: How the 'Ratty' used to look: this is Beckfoot Station in 1906, when the railway was a narrow gauge line and not a miniature railway. It used to go from here to the village of Boot, but the 15in gauge line took a different route from here to Dalegarth. CLARENCE O. BECKER ARCHIVE/ALAMY



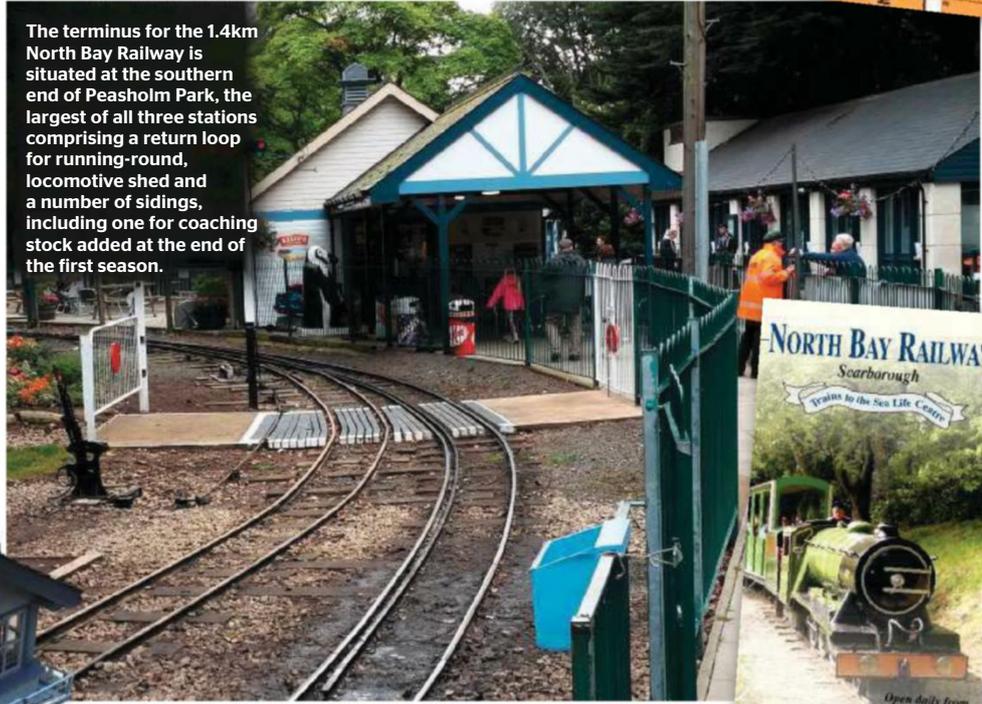
Left: *Northern Rock* in the beautiful surroundings of The Green station. This 2-6-2 was built in the RER's own workshops in 1976, and it has two sister locomotives, both built for export to Japan. TMO TRAVEL/ALAMY

NORTH BAY RAILWAY

Scarborough's North Bay Railway is one of Britain's most historical seaside railways. Designed by Scarborough Borough Engineer H.W. Smith, work started in early 1931, and the ¾-mile line was completed in time for that year's summer season.

Although planned as a 15in gauge railway, it was built at 20in gauge, using 20lb rail. Two Hudswell Clarke 4-6-2DHs were delivered in 1931 and 1932, respectively. Although the line closed between 1940 and 1945, it's still operating today. It was 'privatised' in 2007, when Scarborough Borough Council transferred ownership to a private company.

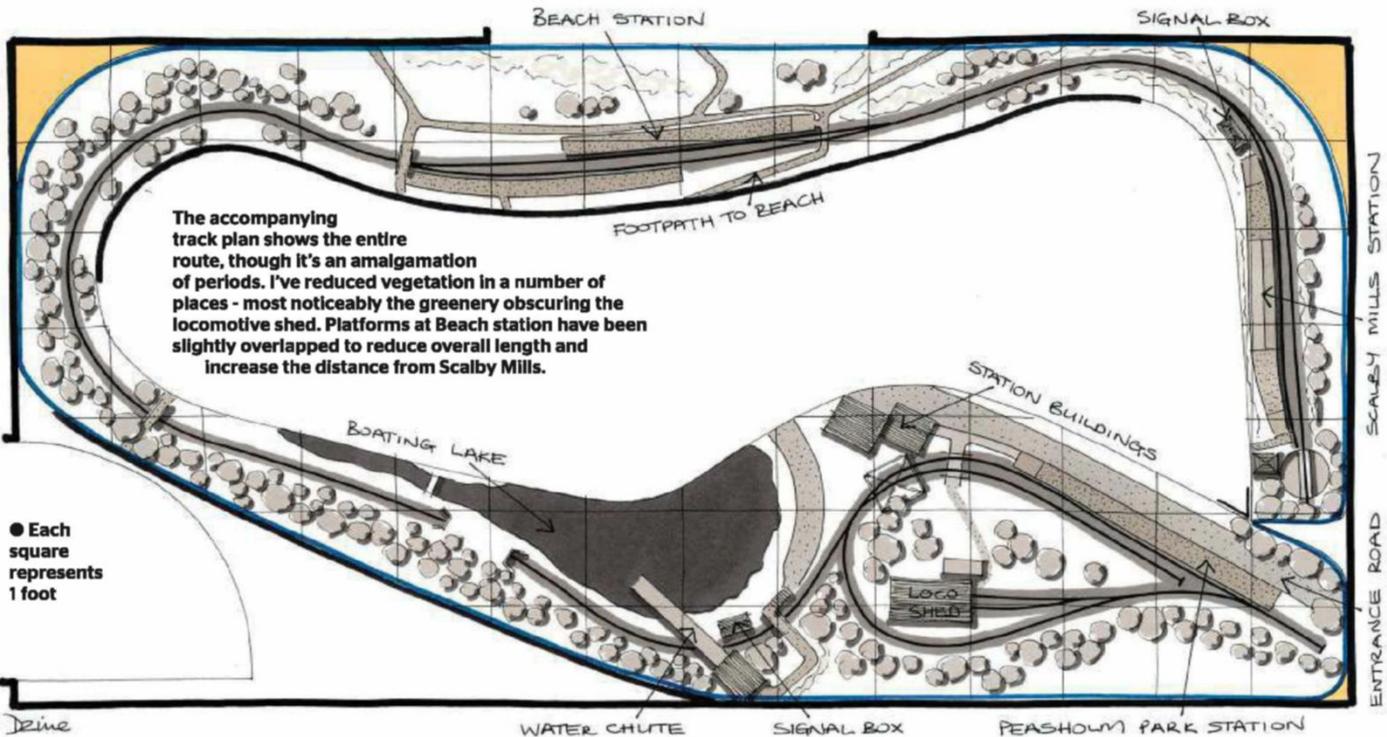
The terminus for the 1.4km North Bay Railway is situated at the southern end of Peasholm Park, the largest of all three stations comprising a return loop for running-round, locomotive shed and a number of sidings, including one for coaching stock added at the end of the first season.



Above: Curving left out of the terminus, the route passes beneath a huge children's climbing frame, under the first of three footbridges and past a 'cosmetic' signal box (as photographed). Straightening out, it passes the boating lake, with its historical water chute and much-modernised open air theatre. There's a 24-yard tunnel about halfway along this section, before it passes below the second footbridge, after which the line heads right towards the coast. Here it runs parallel with North Bay Promenade/Cleveland Way.



Left: Finally we arrive at Scalby Mills, which originally featured a return loop, partially located in a preformed concrete section tunnel which was removed in 1962. The station was rebuilt in 1977, and a turntable added. The bay platform, left, is no longer linked to the main line and is now used for a display train.



THE NORTH BAY RAILWAY FLEET

The North Bay Railway is probably unique in Britain - it was diesel-worked from the beginning and didn't receive its first steam locomotive until 2016! That locomotive is *Georgina*, a 20in gauge version of W.G. Bagnall's 'Sipat' 0-4-0ST design. It joined *Neptune* and *Triton*, built by Hudswell Clarke in 1931 and 1932, respectively. Although these two look like Gresley's 'A3' 4-6-2s, the two locomotives are actually diesel hydraulics.

The collection swelled in 2006 with the arrival of two more steam-outline diesel locomotives: 4-6-4TDH *Robin Hood* and 4-6-2DH *Poseidon*, both of a similar vintage but built for the Golden Acre Park Railway in Leeds.

Robert Hudson of Leeds supplied ten toast-rack bogie coaches, each

with 20 seats, constructed by Robert Hudson Ltd, Leeds. In recent years, some were fitted with a canvas roof. Ten of the original coach frames are still in use, several coaches were rebuilt in 1991 and all were rebuilt in 1998 with fibreglass bodies as semi-opens, providing limited protection against the weather. Two further fully enclosed coaches were built by Rail Restorations North East in Shildon in 2007, using chassis from Golden Acre Park Railway.

Freight stock includes: a bogie flat converted from an original coach chassis; a four-wheel hopper wagon, a bogie parcels van for permanent way use, two four-wheel mine car frames and a small flat wagon to carry permanent way tools and equipment.



PETER JOHNSON

CHOOSING MINIATURE LOCOMOTIVES

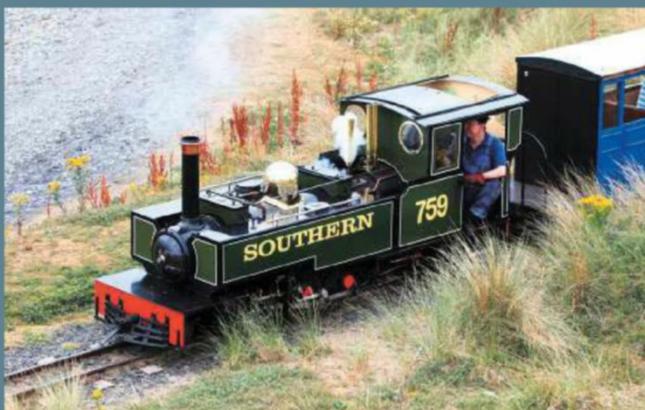
Peter Marriott and Dave Lowery skilfully showed how to create a believable miniature railway in MR223/MR224 by combining 'N' gauge rolling stock with 'G' scale (1:35) figures. With this in mind, we'll need locomotives for the various layout ideas presented here and in MR236 - here's a selection:



These LNER-outline locomotives on the North Bay Railway were a crucial element in my family's almost-annual holidays at Scarborough. To a young, inexperienced eye, they were just like the real thing... but it's clear now that there are many inaccuracies - the wheels are too small and the cabs are stretched! Sir Nigel Gresley's 'A1s', built for the Great Northern and then the LNER, not only inspired North Bay's locomotive fleet but also Henry Greenly's designs for both the Ravenglass & Eskdale and the Romney, Hythe & Dymchurch. Dapol's 'N' gauge 'A3' could form the basis for such a model.



By contrast, the three replica LMS 'Princess Royals', ordered by Butlin's from Hudswell Clarke, were clearly built to higher standards, and were 2/3 scale models. Having suffered years of neglect, I'm pleased to say that extensive restoration of the two survivors continues at the Princess Royal Class Locomotive Trust's headquarters at the Midland Railway - Butterley. A suitably altered Graham Farish 'N' gauge LMS 'Duchess' would make a passable representation. PETER SALMON



Here's a novel idea: why not use one of Heljan's forthcoming 'OO9' Lynton & Barnstaple Railway Manning Wardles on a model of the Fairbourne Steam Railway? The FSR's half-size, 12in gauge replica of Yeo was built by David Curwen in 1978 for a railway in Brittany, and it moved to Wales in the early 1980s. DOMINIC JONES/ALAMY



It's a shame that Graham Farish doesn't yet produce an LNER 'O4' 2-8-0... but you could use a Bachmann 'OO' version and some truly huge model people to produce a layout based on the Cleethorpes Coast Light Railway. This miniature 'O4' is privately owned, but makes the occasional journey on the line. JOHN MORRIS/ALAMY

August releases

Jinty

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- 7F-026-004/D/U/UD - Jinty 3F 0-6-0 47673 BR Late Crest/DCC/U/UDCC
- 7F-026-005/D/U/UD - Jinty 3F 0-6-0 47501 British Railways/DCC/U/UDCC
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- 7D-008-010/D/U/UD - Class 08 Blue D3316 no ladder/DCC/U/UDCC
- 7D-008-011/D/U/UD - Class 08 Blue 08173 no ladder/DCC/U/UDCC



7F-071-037
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Black Park Chirk 2028

7F-071-038
7 Plank
Black Park Ruabon 328



7F-071-037W
7 Plank
Black Park Chirk 2028
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7F-071-038W
7 Plank
Black Park Ruabon 328
Weathered



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4F-018-013 - Ventilated Van - BR B768115



4F-018-014 - Ventilated Van - BR B768115 Weathered



4F-018-104 - Banana Van - BR Bauxite B881915



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4F-021-011 - Box Van - BR 44620



4F-021-012 - Box Van - BR 44620 Weathered



4F-071-112 - 7 Plank - Newbattle 786



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Product Scale Key

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OO Gauge

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Trains in the **LIVING ROOM**

We talk about space restrictions all the time, but what if there isn't any space at all? **Ray Taylor** and **Anna Bass** have found a solution.

Words: **Mike Harris** Photos: **Chris Nevard**



Building a model railway within a coffee table has been done before. In fact, search the web and you'll find model railways that slide under beds, fold-up into walls, and descend from ceilings. But what makes Ray Taylor and Anna Bass' 'Feldspar' so special is the execution - they've made a model railway that wouldn't look out of place on the exhibition circuit.

'Feldspar' fits seamlessly within the coffee table, which actually started life as a pine bedstead. Ray had initially planned on building the table from scratch, but the wooden

bedstead was already treated with preservatives and the wooden legs converted perfectly into table legs.

The rest of the bedstead provided enough material to finish the coffee table. The surface is a sheet of 10mm glass.

NOSTALGIA TRIP

As a child, Ray used to play with his father's 'TT' gauge train set. He rekindled those memories at around 30, when he built an 'N' gauge layout.

"It was rubbish really," Ray laughs. "It never really worked and the scenery was awful.

"I don't know where I got it in my head, maybe it's a bloke >

VITAL STATS

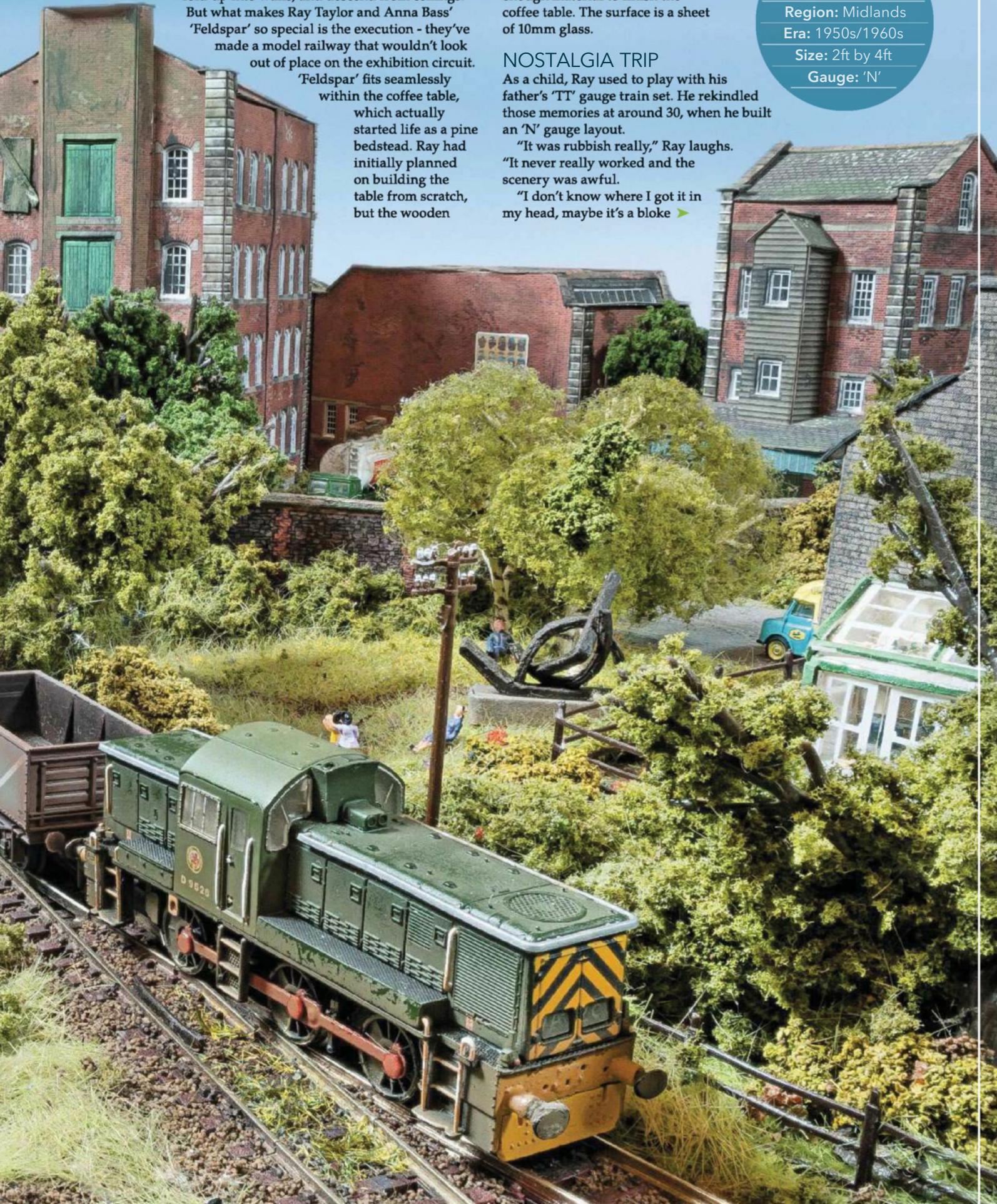
Layout: 'Feldspar'

Region: Midlands

Era: 1950s/1960s

Size: 2ft by 4ft

Gauge: 'N'



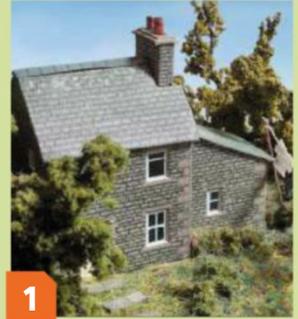
2

MOCK TEST

The pair built mock buildings from card and would place them onto the layout to observe how realistic their positioning looked. This is evident in the layout's believable arrangement.



3 things we like



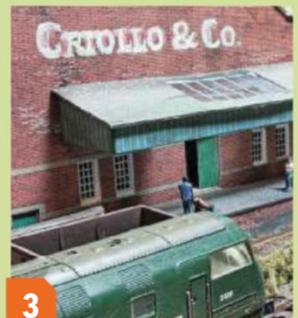
1

Custom detail and weathering makes kit buildings unique.



2

Different shades of flock provides tonal variety for bushes and trees.



3

The Criollo & Co. text was hand-painted using a toothpick to apply white acrylic.

What makes this layout great?



'Feldspar' has wiped out almost any space restriction excuse for not having a model railway. In addition, have you ever seen a more beautifully presented layout? And is there any modeller who wouldn't want a layout like 'Feldspar' in his or her home? Sitting in the warmth of the living room, sipping a cup of coffee (or something a little stronger) and playing trains? Sign me up!

3 Anna coined the name 'Feldspar'. Feldspar is a component of granite rock, which is featured across the layout.



thing, but I knew I wanted to play trains again."

The problem Ray faced was the available space - none...

"The house we live in now is tiny," he explains. "Our lounge has room for a TV, desk, a couple of shelves, and some chairs - that's it." Fortunately, he experienced something of an epiphany.

"I think I found it while I was browsing the web. Somewhere, somebody mentioned a train set built into a table. I immediately thought 'we don't have a coffee table... that's handy!'" Indeed, from conception to building the table, to modelling the scenic section, every task was completed within the confines of Ray and Anna's home. And yes, the model railway certainly wasn't a solo effort.

Having conceived the idea of a coffee table railway, Ray needed to convince his partner, Anna, that the permanent addition of a coffee table was something the couple needed in their front room. He needn't have worried...

"Anna didn't just jump at the chance, she jumped at it and wanted a go too," Ray says. "She told me she'd always wanted a train set - it threw me really."

TWO HEADS

Anna has found that people tend to make assumptions about who owns the railway.

"People automatically assume that the layout is

Ray's thing, and that I'm just being supportive or tolerant," she says. "Actually, I was completely on board from the start.

"I loved the idea immediately, especially as it would be an integral part of our lives in the living room with us - not something you'd have to go elsewhere to do."

Anna has always had a passion for the railway: "I lived in America for many years," she explains. "On the one hand, you'd see these fabulous freight trains inching through the desert hauling a hundred freight cars or more - spectacular. But, on the other, hardly anybody actually rides on trains because the passenger schedules are so awful.

"I was very glad to get back home to the UK where trains are - for all their faults - a viable means of commuting. In fact, I now catch trains quite often for work, and the novelty shows no sign of wearing off."

'Feldspar' is evidently a group effort, and all the better for it. Although both Ray and Anna are relatively new to layout building, the pair identified their strengths and weaknesses early on.

"We found that Anna was much better than me at making >



model buildings,” says Ray. “We used that to our advantage, worked together, and came up with a system we could both enjoy.”

TALENT UNLEASHED

The pair’s passion for model making really shows. Since the days of his self-confessed “awful” ‘N’ gauge layout, Ray’s model making has come a long way. And, with Anna taking the lead on the buildings, ‘Feldspar’ is a beautifully modelled ‘N’ gauge layout in its own right - it certainly doesn’t look like a novice’s model railway.

But what makes ‘Feldspar’ so special goes far

beyond just the scenic section. By encasing ‘Feldspar’ within a coffee table, Ray and Anna have created a centrepiece for their living room, one that’s proved popular with visitors.

Ray explains: “Everybody that visits wants to see it and have a go. That’s why I use a Roco Z21 command station to control the layout - visitors can use their own phones or tablets to run trains.”

But Ray has a personal reason for keeping his model railway in the living room too, and it’s an interesting point that’s rarely talked about.

“Thinking back to my ‘N’ gauge layout, I remember the isolation. I was forced to go ➤

4 Above: The chocolate factory is called Criollo & Co. “Criollo is the rarest and apparently best type of cocoa bean,” says Anna. “It’s also a type of horse - one of my other interests.”



SOUND FOR THE VERY FIRST TIME

Ray has just purchased his first sound fitted model. But, as he explains, it's been a long time coming.

"I wish I had known about sound right from the off. I heard someone mention it once and saw a couple of videos on YouTube, but the models aren't cheap.

"I told Anna I'd really like one, but we both wondered if they'd be a bit gimmicky. However, starting our next project I had some money I'd been given for my birthday, so I decided to bite the bullet - if only for my own satisfaction."

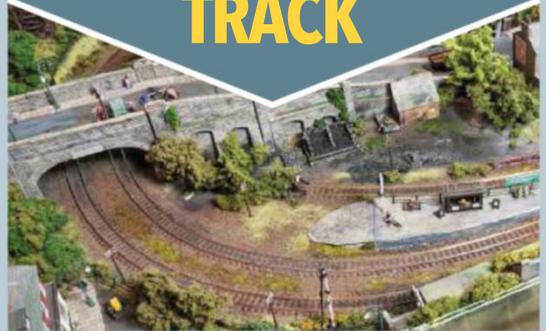
The new addition to Ray and Anna's collection proved extremely popular, and now Ray's struggling to look back.



"It's absolutely amazing," he says. "I couldn't believe the difference. It feels like you're controlling something much heavier - that's the only way I can describe it.

"Driving a toy train isn't overly inspiring, but with sound, you can hear it slowly pull away and increase speed. You can hear the squeal of the wheels and the brakes - the whole process makes it 100% better to drive."

Workbench FIX AND WEATHER TRACK



Laying track isn't that complicated, but it's very easy to make a mistake. Get your track right from the start and you'll save yourself the hassle of digging up scenery to repair areas that aren't working correctly.

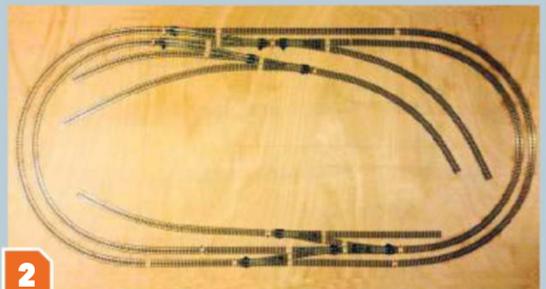
ANY
GAUGE

10 HRS



1

A piece of cardboard was cut to the size of the coffee table. Peco track templates and strips of scrap paper were then arranged on top to roughly mark the track arrangement.



2

Peco Code 55 track was then arranged onto the plywood baseboard. Once satisfied with the arrangement, it was secured using track pins and PVA glue.

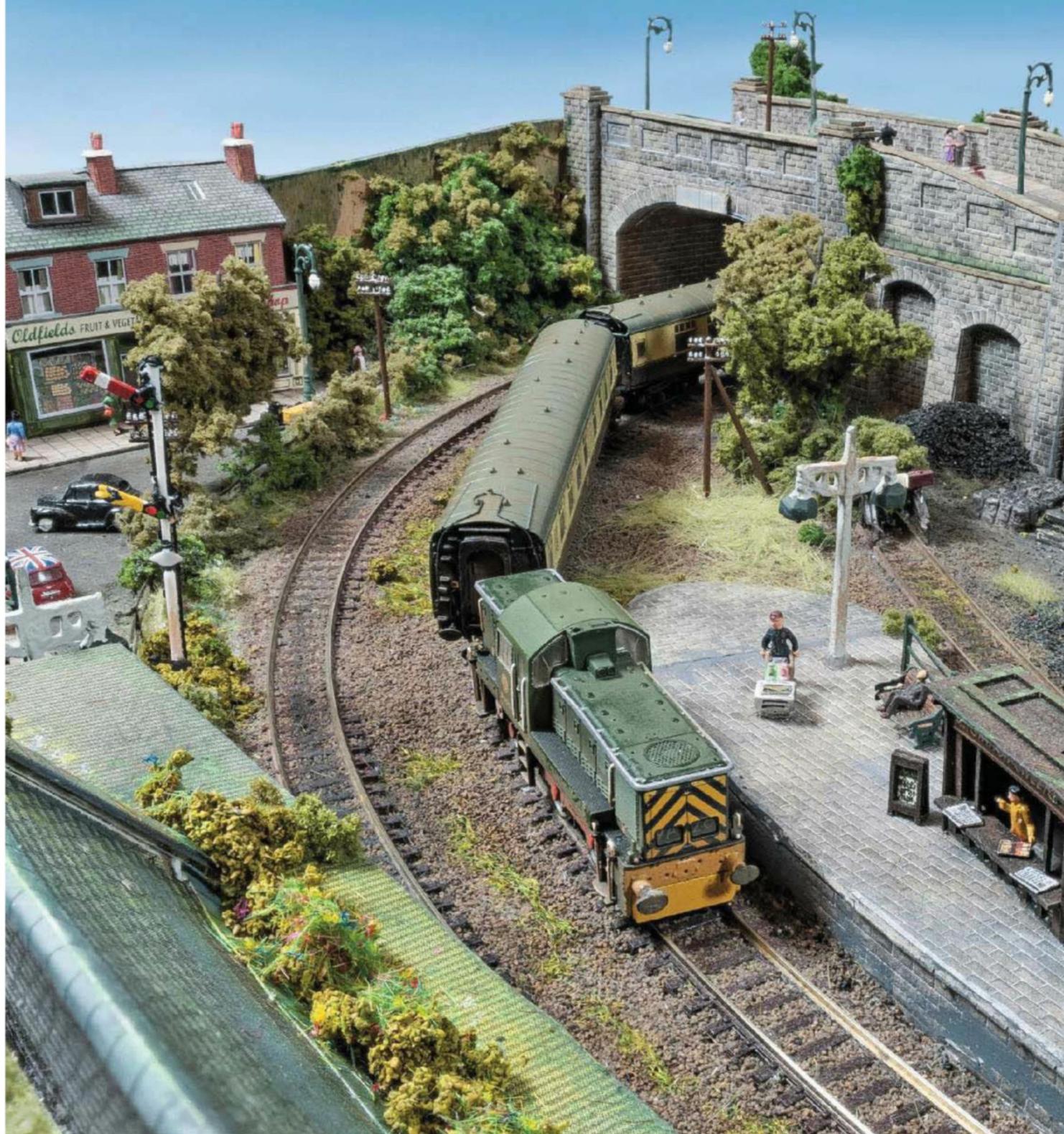


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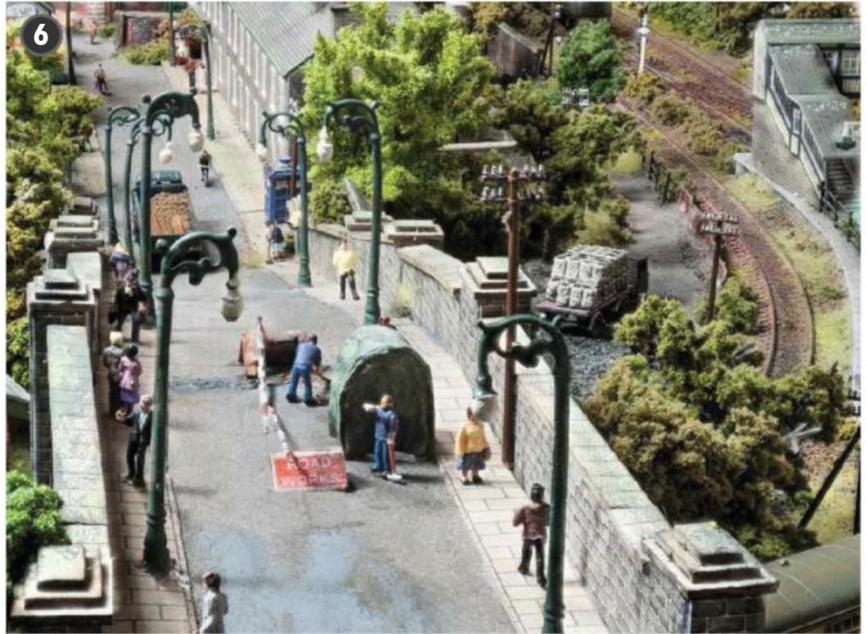
The baseboard was then moved outside and various earth-coloured Halfords aerosols were misted onto the track from directly above. Finally, a track rubber was used to remove paint from the top of each rail.

WORKBENCH SECTION STARTS ON PAGE 47

“IT’S CONSTANTLY THERE WITH YOU; I CAN SIT THERE WITH MY COFFEE ON THE TABLE, WATCH TV, ALL WHILE A TRAIN IS MOVING ABOUT THE LAYOUT. IT’S LIKE A PIECE OF MOVING ARTWORK”



Main: Most of the trees and bushes **5** were made using Woodland Scenics armatures.



Even at 1:148 scale, Ray and Anna have managed to add tiny cameos and figures to the layout.



WHERE TO WEATHER?

Anna and Ray have certainly made use of limited space. "We've got an island in our kitchen," says Ray. "It has an overhead light, so Anna will sit there to model."

Anna would look for as much inspiration as possible during the build. "I spent a lot of time looking at trains and buildings - mainly looking at the dirt, grime, and broken bits," she notes.

"I mostly use acrylic paint that I happen to have already, but still haven't decided whether I prefer applying paint with a fine brush or needle."

Something Anna plans to do on future builds is to weather each building before it's placed onto the layout. She explains: "I was learning as I went along. For a long time I'd notice bits I'd missed."

Lime green acrylic paint was a favourite for replicating algae, and Humbrol enamel washes were used to weather locomotives and rolling stock.

"Dirt collects mostly on the lower half of a train - a sort of sandy brown colour," says Anna. "I found the paint to be quite oily - each time I applied it I had to shake the bottle and then wipe the brush several times onto a piece of newspaper. Much more paint went on the newspaper than it did on the rolling stock!"



THE TECHIE BIT

The layout runs via DCC and is controlled using a Roco Z21 plug & play system. The Z21 is hardwired to a Wi-Fi-enabled internet router, which also allows the system to communicate with wireless handheld devices such as smartphones and tablets.

The Z21 app is the interface used to control locomotives and perform other functions, and is free to download from Google Play or Apple's App Store.

For more information visit:

<http://www.z21.eu/en>



upstairs and be away from everybody," he says.

"You had to physically take people upstairs to see the train set, and the rest of the time it was a bit dismal. But now it's constantly there with us; I can sit there with my coffee on the table, watch TV, all while a train is moving about the layout. It's like a piece of moving artwork."

'Feldspar' is actually built onto a tray that sits within the coffee table itself. It can be removed in its entirety for maintenance and is visible from the top and each side of the table. The table's surface is a clear sheet of glass and the sides are left open - only the four table legs slightly obscure the view.

NO PLACE LIKE HOME

Both Ray and Anna are infectiously enthusiastic about their new-found hobby, and 'Feldspar' is a product of that. It's fresh, well modelled, and (most importantly) FUN.

In the panel right, you'll find a photograph which Ray sent me; you can just make out his knee in the frame. Why? Because he's sat back, relaxing, and enjoying his layout. Atop the coffee table is a pair of coasters, and in the background a comfy chair and various homely items. The setup is warm, it's cosy, it's an utter delight.

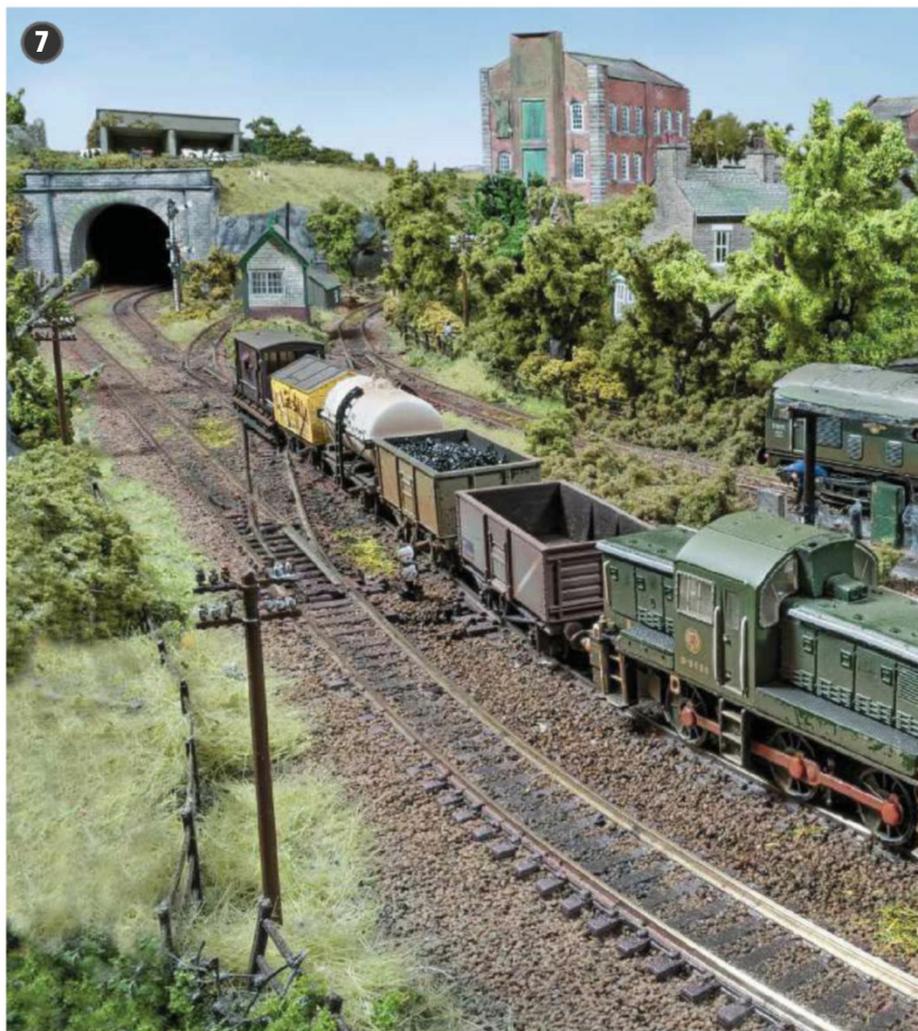
Have you ever wondered how you can spend more time enjoying your hobby? I think Anna and Ray have cracked it. **MR**

DISCOVER MORE, DO MORE

Ray and Anna play in folk band Two Coats Colder and even have a railway-themed song - *Iron Horses* - which they often play at festivals and gigs. Click on the links below to find out more.

Iron Horses: <https://goo.gl/q4mPmX>

Website: www.twocoatscolder.com



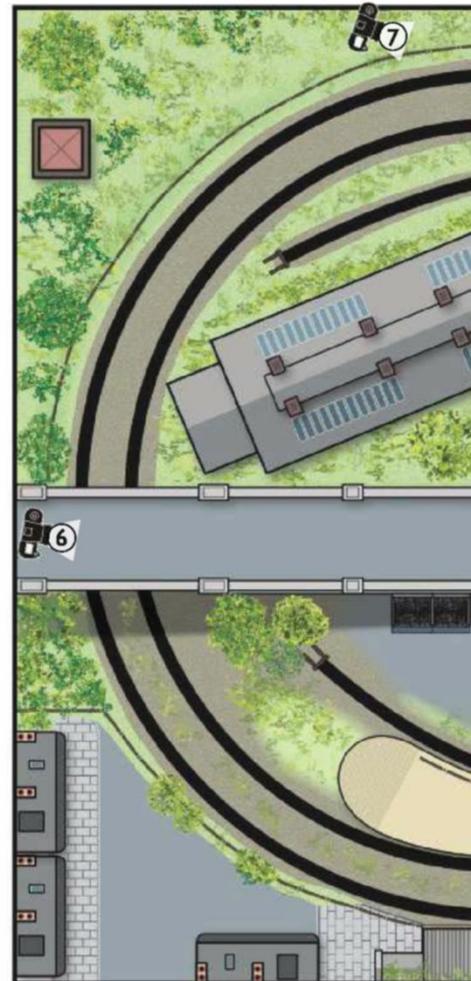
BEHIND THE SCENES



When not in use, 'Feldspar' is simply a piece of furniture in Ray and Anna's living room.



Anna or Ray need only pick up their iPad to start playing trains. However, should they need to rescue a derailed locomotive or work on some scenery, the layout can be pulled out for easier access.



From poster paints to chalk, Anna used anything she could find to weather buildings and stock.

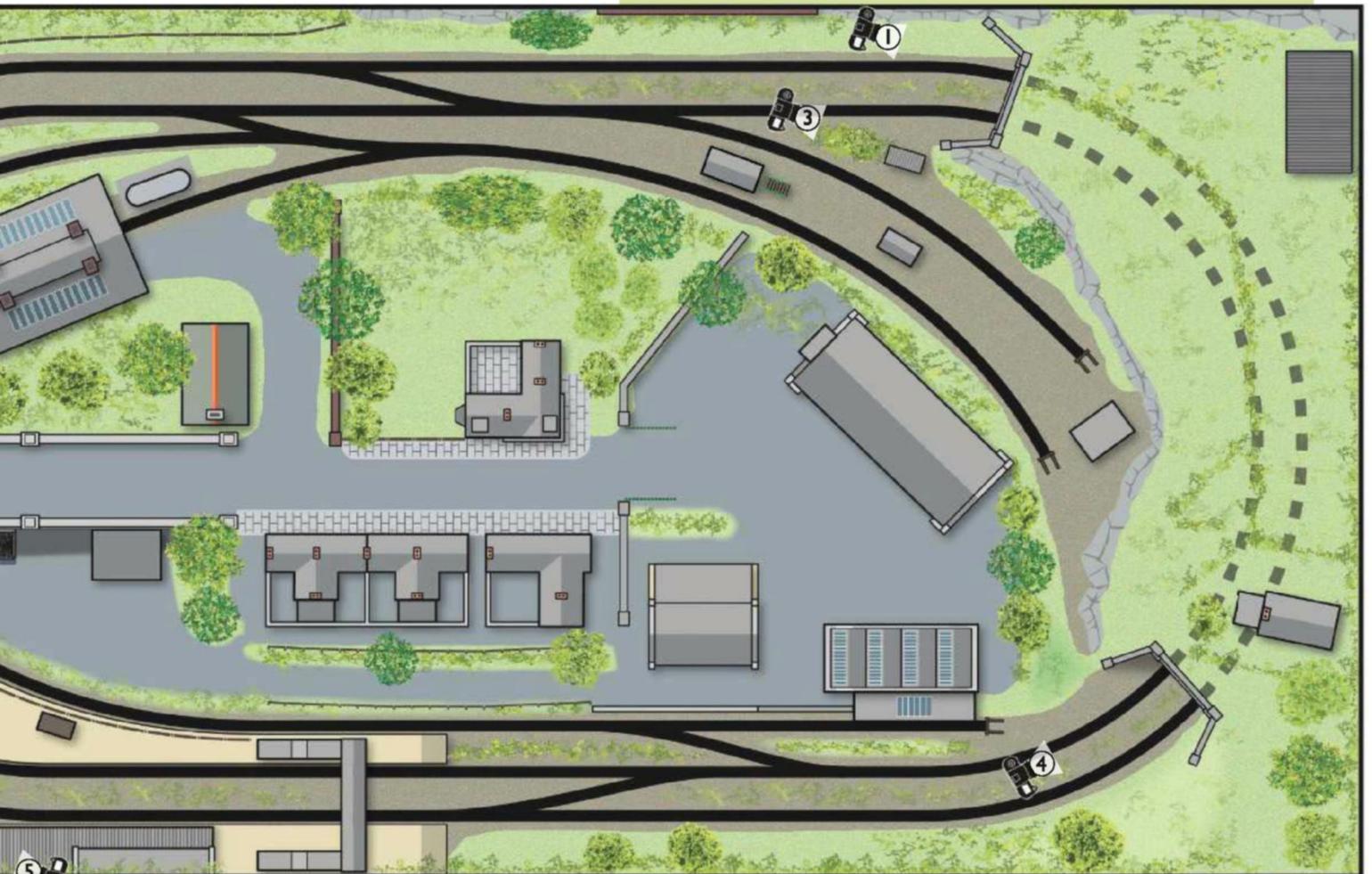


MODELLER'S CV:

Ray and Anna are not lifelong modelling enthusiasts, but perhaps that's helped them to think outside of the box. They haven't been restricted by rigid modelling practices, and much of the 'Feldspar' build has been a voyage of discovery.

Ray is quick to mention all of the help they've received from the model making community. "We did a lot of asking," he says. "We used the N Gauge Society forum and asked a lot of questions there. Chris Nevard gave us some pointers, too. And we went to Warley last year, where a demonstrator showed us how to apply static grass.

Now the couple have started a new project, in the hope of exhibiting. And, with her new-found modelling experience, Anna has chosen to scratchbuild structures from photographs this time around.





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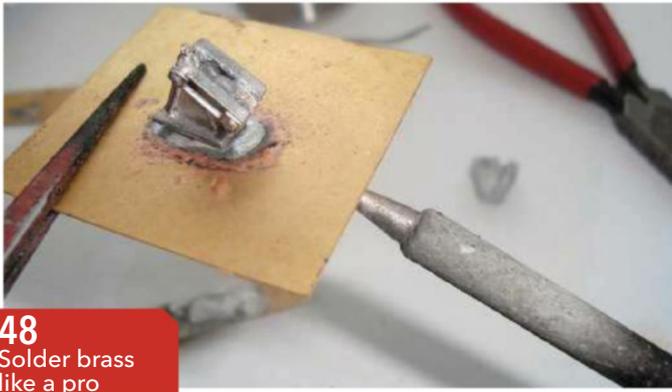


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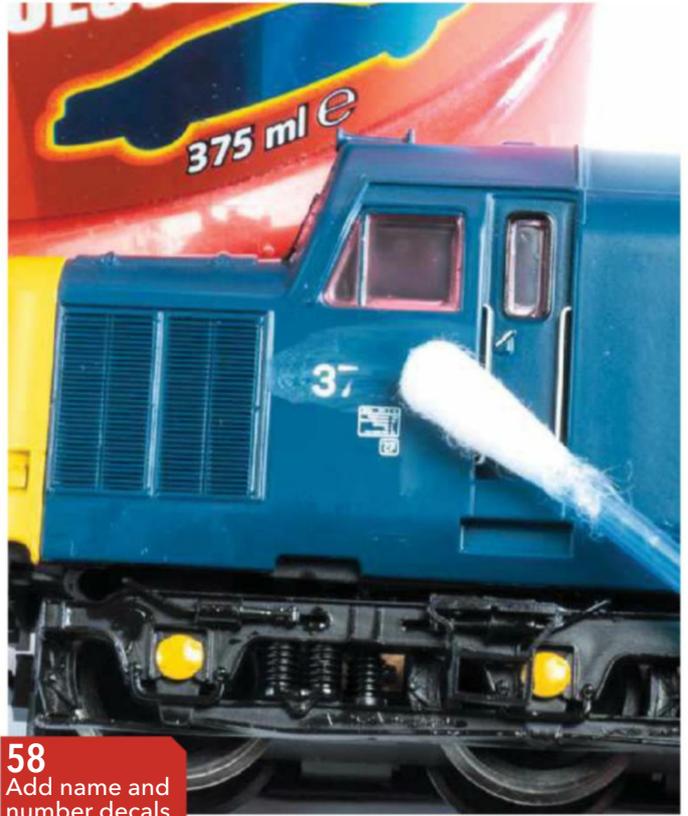
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48
Solder brass like a pro



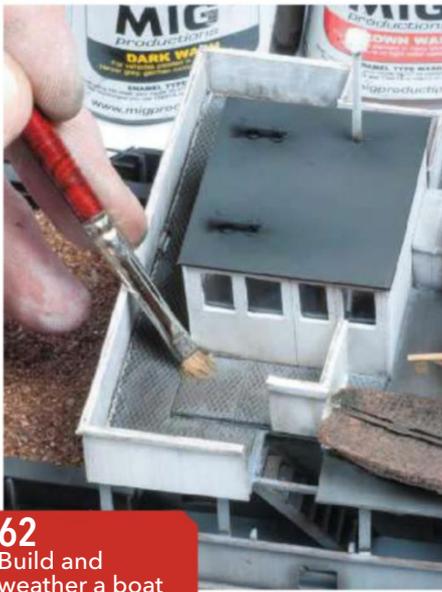
58
Add name and number decals



54
Build your first whitetail kit

Workbench

30 pages of projects, advice and top tips that show you how



62
Build and weather a boat



68
Convert RTR rolling stock



73
Detail your layout with signs



76
Create an ultra realistic beach

Meet the Model Rail Expert Modellers



George Dent
Learn from one of the country's best modellers.



Richard Foster
Determined to make his first 'proper' layout right first time.



Chris Nevard
Our ace snapper is also a hugely talented modeller.



Chris Leigh
Quite simply, what Chris doesn't know isn't worth knowing!



Peter Marriott
Scenic guru! Knows what's available and how to use it.

Project difficulty ranges from easy; one screwdriver, to more complicated; five screwdrivers.



My 'Gedney' layout is supposed to be a compromise. I want to make the scene as accurate as possible while making use of off-the-shelf components, such as Code 100 track.

Signalling was one area where I didn't want to compromise. Not only did the Midland & Great Northern Joint Railway feature an interesting collection of motive power, but its signalling was just as fascinating. Signal boxes were either Great Northern or Midland in origin, while GNR somersault signals rubbed shoulders with LNER/BR upper quadrant types - not to mention the M&GN's concrete posts.

Model Signal Engineering (MSE) has one of the largest ranges of signalling components and offered pretty much everything I required: GNR somersault signals, LNER/ER upper quadrants, wooden and concrete posts. MSE is part of Wizard Models and you'll find its stand at quite a few exhibitions up and down the country throughout the year.

I found all I needed at a recent Warley exhibition. But there was a snag. Unlike Ratio's kits, MSE's are brass and whitmetal - and I've never worked with either material before.

I needed to see someone who could demystify the so-called 'dark art' of soldering. Who else was better qualified than *Model Rail's* own modelling consultant Dave Lowery?

"We'll have you soldering in about ten minutes," Dave said confidently. Really?

Dave started me off with a simple task: join two wires together. I flux both ends, apply solder (a process called 'tinning') and then use the heat of the iron to sweat the two tinned ends together. It's a technique I've used countless times in recent months, with much success. Except under Dave's eagle eye, the wires fell apart. So much for ten minutes!

He spotted the problem right away. "You're

HOW TO

SOLDER LIKE A PRO

Richard Foster takes (and enjoys!) a masterclass in soldering with *Model Rail's* **Dave Lowery**.

not letting it cool down," he said. "The solder is still molten and then you took the iron away and they're not held together."

I've talked about the joy of discovering flux before (MR228). It made soldering dropper wires an absolute joy. Flux, as I understood it, allows the solder to flow into a joint. That was partly correct. "It's not necessarily the solder," Dave explained, "but the heat as well."

I have a 50W Antex soldering iron (a recommendation from George), which is perfect for wiring work. But, according to Dave, it might not be enough for kit-building.

"The fundamental thing with soldering is heat. We can use this [50W iron] but it's really not going to do it. You can use it to put the solder on it... but you need heat to get the solder to flow into the joint."



Ivatt 4MT No. 43068 arrives at Gedney with a brake van on September 3 1963. The signal behind has a tall, concrete post, with a somersault arm and a miniature wooden post, also with a somersault arm. The one behind that has a concrete post but has an LNER upper quadrant arm. **ROB TIBBITS/COLOUR RAIL**

Even whitmetal, explained Dave, which has a lower melting point than brass, will still "suck the heat out".

Let's see how we get on...

STARTING OUT...

Before we reached for the iron and flux, Dave went through a little bit of soldering theory: "When we come to soldering bits of brass together, most people will put a bit of solder here [see Fig 1]. If you press against the upright there [see Fig 2] it will fall apart because there's no solder there.

"We want it to have solder down both sides [see Fig 3]. The material either side of the joint will break before the solder does [see Fig 4]."

Dave handed me a pair of pliers and I tried to pull a newly soldered joint apart. As he predicted, the brass snapped above the joint - but the joint remained completely intact.

TINNING

Tinning also works when building kits. The process is simple: flux both pieces, "splish" solder over the sides and the ends, hold the pieces together and then add heat. The solder will melt, fixing both parts together.

Except that it wasn't working. There wasn't enough heat at the tip of my iron. Dave suggested using the side of the tip to transfer more heat but it still wasn't enough.

"The solder's spreading," Dave observed, "but the iron is sticking to the metal.

"What's happening is that the brass is sucking the heat out of the solder; it's taking all the heat away. It's not melting the solder so it's not flowing."

Dave used a Weller soldering station (see p51), which is able to transfer much more heat. Having re-fluxed the components, I was able to spread a thin layer of solder over both components, before using more flux and reapplying the iron.

Said Dave, "Can you see the little meniscus develop between the edge of the tip and the joint?"

"If you've got that meniscus, go back and touch the metal and draw it all the way along the joint and just keep going. When you cut off the end there should only be a little tiny bit of solder. Go around the other side to have a look at it, to see if it's almost gone through.

"Now, it's worth doing this again but on the other side. A little bit of flux and, just very slowly, start at one end."

Result: I joined two bits of brass together!

WHY TINNING IS GOOD

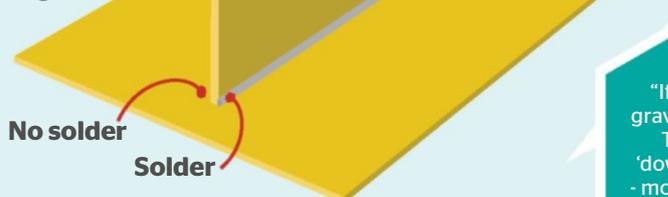
"Because you tin both parts separately," Dave explained, "you don't place as much stress on them. Parts will always expand because of the heat, so each part will expand and cool down before you try to put them together.

"If you try to solder fine parts together straight away and, for example, a bit of the solder sticks and the other bit doesn't, it could distort or kink a part."

FLUXING THE JOINT

You can, however, save time by soldering two pieces of brass together without tinning. "This time, we'll add flux to both parts - fluxing the joint so to speak - and solder the two together," said Dave.

Fig 1



Dave's Expert Tip

"If you can, make gravity work for you. Try and solder 'downhill' if you can - most solder has got lead in and lead will always drop."

Fig 2

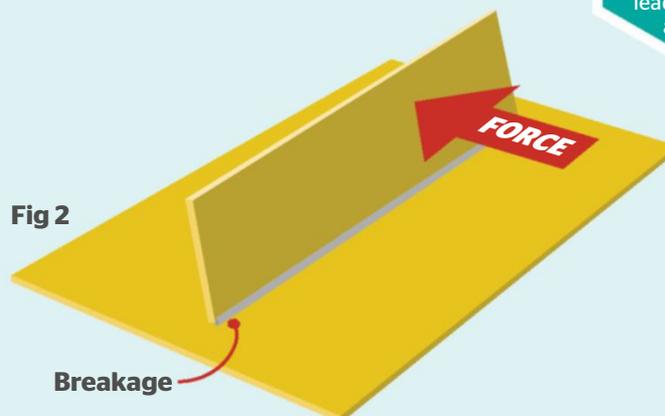


Fig 3

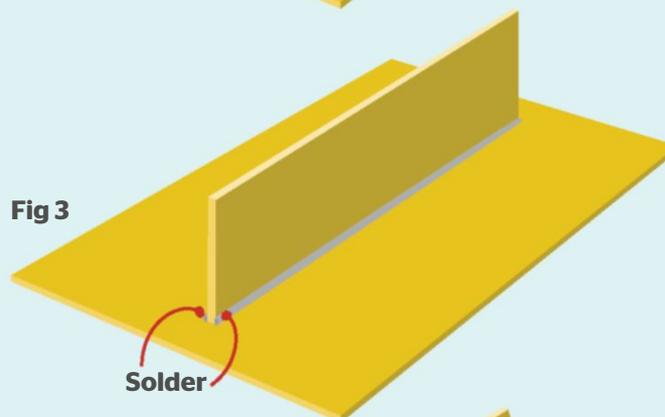
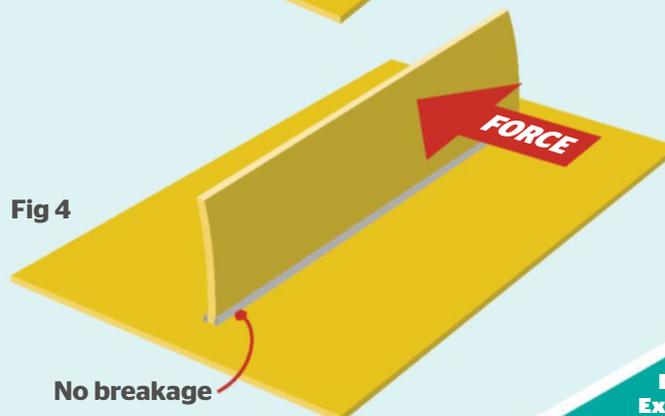


Fig 4



Dave's Expert Tip

"Heat is the beauty of soldering. If you make a mistake, add heat and you can correct it. Can you do that with glue? No. You'd have to pull it all apart, clean it all up and start again. That is why soldering is so good."

"Hold the two pieces together, add flux and then gently introduce the soldering iron. Allow [the joint] to heat up and then gently draw the iron across. Work slowly. You may need to top up just a bit more solder, start halfway down and go forward and backwards so that it keeps the flow going. You'll end up with just a smear of solder so there's nothing much to clear away."

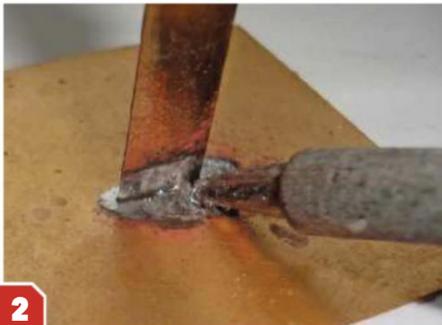
HOW TO DO IT

TIN PIECES OF BRASS



1

If you are short on heat, one way around it is to lightly tin both parts needed to be joined together. You can splash the solder around over quite an area.



2

Hold both components together and apply flux to the soldered areas. Heat to initiate the joint.

Other tools

Apart from a soldering iron, solder and flux, there are a few other tools you'll need to complete a kit:

- ◆ Tin snips - to cut parts from etches
 - ◆ Files - to remove flash from whitmetal castings and to remove excess solder
 - ◆ Spring clamps (including hair grips) - to hold parts together while you solder
 - ◆ Scraps of wood - to rest the work piece on in order to protect your workbench from heat
 - ◆ Glass fibre pencil - to clean the etches.
- According to Dave: "You'll get a bit of oxide on the etch from people

handling it, but it won't impair the soldering because the flux will get rid of that little bit of oxide." However, running a glass fibre pencil over the etch will remove the oxide and, as Dave said, clicking his fingers, "if you tinned that now, it'll go just like that."

◆ Metal weights (the weights from the inside of old Lima 'OO' gauge models are ideal) - to hold the work piece in position. **Don't do what I did, however; I had a metal weight touching the work piece and it absorbed so much heat that it affected the soldering.**



HOW TO DO IT

SOLDER TWO PIECES OF BRASS TOGETHER



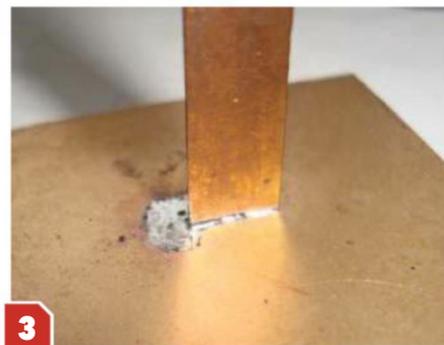
1

The job is to solder these two test pieces of brass together. Firstly, add flux to the joint with an old paintbrush. Flux does two jobs: it cleans the metal and acts as a catalyst to transfer the heat from the soldering iron.



2

Start at one end and slowly draw the soldering iron tip along the joint. Don't be afraid to re-flux and continue soldering. Add more small amounts of solder to complete the joint as you arrive at the other end.



3

To check to see if the soldering has been successful, turn the job around and look at the back. A good joint will be soldered both sides. Here, there hasn't been enough heat to permeate the solder through the joint.



4

This is a good joint, with a good meniscus of solder along the joint. But to make it even better and stronger, apply some serious heat from a blowtorch. A small one from Nimrod is ideal.



5

Here, as you can see, the joint is excellent in both looks and strength. A rub over with a fibre glass pencil will remove any traces of flux and excess solder.

Dave's Expert Tip

"Keep your ears and eyes open when soldering: you can hear a 'tsst' or see smoke rising. A little puff of smoke shows that the reaction has happened. That's always a good indicator. If you don't see that, re-flux and start again."

BRASS TO WHITEMETAL

Soldering whitmetal to whitmetal, Dave demonstrated, follows the same rules as soldering brass to brass, just with solder that has a lower melting point. But many kits involve fixing whitmetal castings to brass. Does 'mixing' materials make a difference? Will a hot iron melt the whitmetal casting? Not really.

You need to flux the area of brass around where the whitmetal casting will go as well as the whitmetal casting (smooth the surface first with a file). Then tin both areas with whitmetal solder and hold the casting in place.

Dave revealed the secret: apply heat to the fluxed area away from the casting and it transfers to the tinned area to melt the solder.

"I haven't even touched the casting," Dave said, as the solder flowed around it. "Just let it cool down. You'll know when it does as the solder changes colour - it goes from shiny silver to dull matt."

Jargon buster: Meniscus

The meniscus is the curved shape you see on the upper surface of a liquid. It's caused by surface tension and it can either be concave or convex in shape. When it comes to soldering, says Dave, "the meniscus completes the circle".

"The heat is going via the solder via the flux to both pieces of metal and as you draw it along the solder comes with it. All that stays there is the tiny bit you need to make the join."

HOW TO DO IT SOLDER WHITEMETAL



1

Whitmetal castings often have flash attached to them. Remove the flash with a file and make the area to be soldered as flush as possible.



2

White metal soldering is exactly the same as what's already been described, except with less heat and a bit more care. Apply flux to both parts with an old paintbrush.



3

Half the success of good soldering comes from holding parts firmly together without burning your fingers! Here, a simple hairgrip is used.



4

Add the solder a little at a time, drawing the soldering iron across the joint.

Dave recommends...

Soldering Iron: Dave uses a Weller soldering station with temperature control - a useful feature when swapping regularly between brass and whitmetal.

"I've had it for 15-20 years and it's fantastic," Dave eulogised. "I've used about five tips to one of these sort of shoulders as it were and that's the only thing I've ever replaced on it in all the years I've had it. It cost about £250, which if you're starting out, you think, 'ooh that's expensive'. But if you're going to do a lot of soldering, get one now and it'll see you right for the rest of your life."



"I used two soldering irons for specific applications. On the left is a small, 45 watt, temperature-controlled iron set, low enough not to melt whitmetal castings. On the right, a 95 watt Weller soldering station which delivers adequate heat for normal four-core soldering."

Solder: There are many specialist solders on the market but Dave uses ordinary four-core solder from a plumber's merchant. You can buy a large role of Draper's solder for less than £20 from www.rapidonline.com

Dave does recommend Carr's 70 for whitmetal soldering. This costs just £18 from www.finescale.org.uk The 70 doesn't refer to the gauge (or thickness) of the solder but to its melting point.

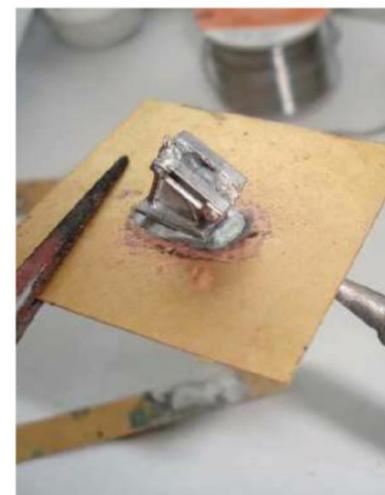


L-R: "The three solders most useful to modellers: low-melt 70°C solder for whitmetal; 145°C solder, ideal for layering etched brass overlays and for those who haven't got a powerful enough soldering iron; standard four-core solder available from hardware stores. It's best for a strong joint, but will need some heat to get it to flow."

TOP TIP

For awkward spaces

As your kit develops, it can sometimes get a little congested, leaving little room for the soldering iron. However, there's a neat trick you can use in this situation: tin both sides of the brass, hold casting in place over the tinned area, add flux to the joint and then heat from underneath. The heat goes through solder, then brass, and melts the solder around the casting.





Dave's Expert Tips



Hot tip!

It might seem a bit agricultural to use a blowtorch for soldering a model railway kit, but Dave proves that a small butane gas one can be an effective tool since it provides a good blast of heat exactly when you need it. It can even be useful, with care, when soldering whitmetal.

Dave uses a Nimrod blowtorch and you can buy one for less than £45 at <http://tinyurl.com/y8pan2m5>

Heat build-up

"Think through the heat dissipation before you start - plan what's going to move if you add heat and what's not going to move. The more metal you add to a kit as you build makes a difference too. All the time you're heating a kit, the heat is dissipating. It's travelling along the brass and it's travelling up the casting - everything is working against you!"

Soldering overlays

Some kits require you to assemble layers of brass, called overlays. Unsurprisingly, Dave has a simple technique for this: "Tin the pieces, clamp them together, and then heat it with a blowtorch until you can see the silver of the solder appear round the edges. You know it's laminated and there's no way in a million years that they'll come apart."

"Even if you have to add whitmetal castings to the overlay, there's not going to be enough heat and you won't dislodge this underneath."

Keep it neat

It might sound a simple thing, but make sure that your work area is tidy. Ensuring all your tools are easily accessible and that your iron isn't going to get tangled with other equipment will make kit-building a much more pleasant exercise.



Solder: too much or too little?

This is far too much solder on the tip and will cause twofold problems; firstly, it will stall your progress by depositing a big lump of solder on the job, which will then need to be cleaned up with a file - which is the second bugbear. Adding solder a little bit at a time cuts down on the cleaning up.



Don't take the solder to the iron. Instead, touch the iron against the solder to leave a small blob on the tip. In theory, this is enough to solder two bits of brass together. If you do need more solder, repeat the process.



Conclusion: practice makes perfect

Dave is keen to stress that soldering and kit construction isn't the mysterious, dark art that many modellers consider it to be. Even though I'd only fixed a few bits of brass together in the space of 90 minutes, I'm inclined to agree. It put such a smile on my face and I felt that I could tackle any kit!

'Flux and heat' is almost a mantra to Dave, with both being key to a successful build - if you're struggling, using more of both should get you out of a hole.

As with everything else in life, the only way to increase your success rate is to practise.

However, before I start with the fine (some very fine) components in the Model Signal Engineering kits, I think I ought to try something a little simpler... such as a Lynton & Barnstaple Railway coach, for example.

Dave the tutor

Want to learn from Dave? Now you can. Dave offers Expert Tuition Days where, for £65, you can receive, well, expert tuition, in any subject you wish, from layout planning to soldering and painting. Overnight accommodation is available if needed. To find out more, visit www.modernwagons.co.uk/extday.html

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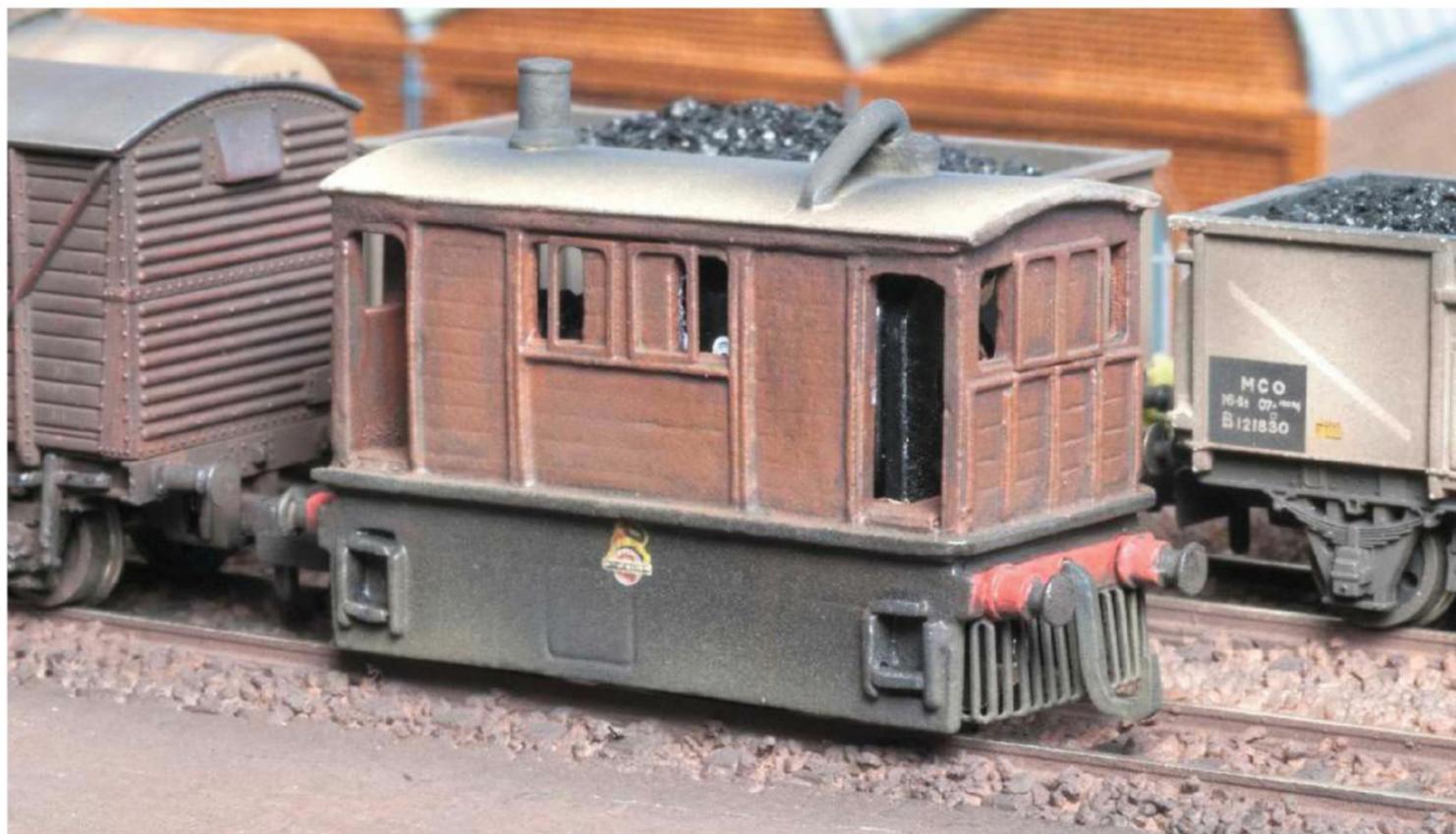
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HOW TO

BUILD A G15/'Y6' KIT IN 'N' GAUGE

As **George Dent** discovered, only a modicum of patience and skill is required to build this steam tram locomotive kit, and you don't need a vast array of tools and materials either.



MODEL GER Class G15 (LNER 'Y6') kit, including powered chassis ♦ **Price** £67.50

AVAILABILITY N-Drive Productions ♦ Tel: 07778 640336
E-mail: ndriveproductions@yahoo.com



Whether it's because of the character Toby in the *Thomas the Tank Engine* stories, or the romance of the Wisbech & Upwell Tramway, the humble steam tram locomotive retains a fascination for many railway enthusiasts. This impressive kit, from N-Drive Productions, offers 'N' gauge modellers the chance to create a characterful little locomotive with the minimum of fuss.

A fully assembled, ready-to-run chassis is provided, with a small motor driving a pair of axles via a set of nylon gears. All the modeller needs to do is assemble the bodyshell from a small number of metal components.

Only a basic array of tools is required,

along with a tube of epoxy or cyano glue. Most of the assembly work was completed within an afternoon, with the parts requiring minimal fettling. However, care is needed to get the shell erected neatly and squarely.

Full, illustrated instructions are provided, but I deviated slightly from the prescribed assembly process. To ensure all joints and corners were tidy and gap-free, I applied an initial coat of white primer after the main bodyshell had been assembled. Remedial action could then follow, without the risk of dislodging or damaging the delicate etched window frames and cow-catchers, which were installed later.

I found that the teeth of the nylon worm drive were a little rough, so I carefully trimmed away the few burrs with a sharp blade. Then, after treating the gears with model-grade grease and adding a drop of oil to the axles, the power unit proved to be reliable and relatively smooth-running.

Despite my initial trepidation about working on something so small, I discovered it proved to be a straightforward and thoroughly enjoyable project. With the difficult task of motorisation taken care of, this kit offers a cheap and wholly attainable route to creating a W&U-inspired layout in 2mm:1ft scale.

TOP TIP

Before committing any parts to glue, have a 'dry run', checking that everything fits together correctly, fettling where necessary.

**HOW TO DO IT****1**

The kit provides virtually everything you need. Bodyshell components are rendered in whitemetal, with etched nickel silver detail fittings. A pre-assembled power unit is supplied.

What you will need**SHOPPING LIST**

◆ Transfers
Fox Transfers
Tel: 0116 319 4950
Web: www.fox-transfers.co.uk

TOOLS NEEDED

◆ Knife
◆ Files
◆ Tweezers
◆ Mini drill & bits
◆ Set square
◆ Abrasives

**2**

Tidy the cast components with needle files and abrasives, checking the joint faces against other parts as you go. Use a round file or sanding needle to maintain the curved corners of the window apertures.

**3**

Fix one end to the underside of the roof, checking alignment with a set square. Also check that the centre of the end aligns with the centre line of the roof, having marked both references with a pencil beforehand.

**4**

After checking for a clean, square fit, add one of the sides, with a small blob of glue under the roof to begin with. Double-check the alignment before adding more glue to the inside edges with a cocktail stick.

**5**

Repeat the process with the other end, initially tacking the part in position before checking with a set square. When happy, add more adhesive to the inside and allow to cure.

**6**

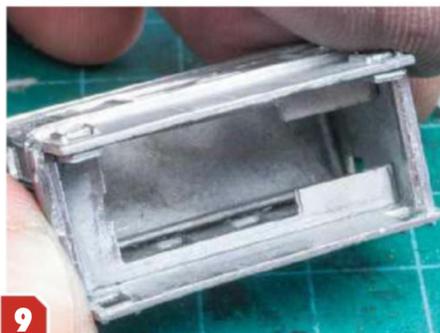
Any gaps can be filled with a bead of thin cyano glue, applied with a cocktail stick or pinpoint applicator tip. Talc or Rokat Powder cyano filler is then sprinkled onto the wet glue.

**7**

After an hour or so, the cured cyano can be carefully filed and sanded smooth. If any gaps persist, repeat the filling with cyano or regular model putty.

**8**

The tiny power unit comes fully assembled and ready to drop into the bodyshell. Lubricate the gears and axles and treat the chassis to a thorough test run.

**9**

The internal chassis mounting bracket needs fettling before it's slotted into position. Run a bead of glue around the edge, after checking that the part sits level and squarely.

**10**

Once the glue has fully cured, file away material from the inner faces of the bracket, until the chassis slots into the bodyshell. Keep all metal filings away from the mechanism.



TOP TIP
Thick, gel-type cyano adhesive provides strong, fast bonds and also acts as a filling agent.



11

Test-fit the chassis and repeat the fettling as necessary. Don't forget to allow clearance for the raised screw heads on the frames. The chassis is designed to be a snug fit, without the need for mounting screws.



12

The small, delicate detail fittings can be added, including the side footsteps and rooftop condensing pipe. The buffers require holes to be drilled in the headstocks before gluing in place.



13

An initial white primer coat revealed a few areas in need of re-filling and abrading. Such imperfections seldom reveal themselves until the painting stage, so it pays to get them sorted at the outset.



14

With remedial work complete, the etched window surrounds were installed, using clear varnish as an adhesive. The cowcatchers need to be carefully folded and secured with thin cyano glue.



15

After another priming coat, it's time to start applying the livery. A set of waterslide BR emblem decals adds the finishing touch, although I couldn't find a set of bufferbeam numbers small enough.



16

A pair of preshaped coupling hooks is provided, to be slotted into a 0.6mm hole drilled into the centre of the bufferbeam. Check alignment with RTR rolling stock before gluing in position.

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HOW TO

EMBELLISH LOCAL HEROES

To liven up British Rail's drab livery, depot staff developed their own adornments. **George Dent** shows you how to do it in miniature.

After over a decade of the ubiquitous blue and grey British Rail livery, it came as a welcome surprise to many enthusiasts when variations began to appear in the late 1970s. In an effort to break from the conservative, official livery structure, a number of maverick depot staff across the network



took it upon themselves to tinker with locomotive liveries.

Stratford depot, in east London, was one of the earliest dissidents, turning out its blue locomotives with striking silver

or grey roofs. Other depots followed suit, with white bodyside stripes, larger logos or wrap-around yellow ends. Indeed, these early attempts at subverting the corporate scheme led, eventually, to the adoption of 'large logo blue' as an official livery.

The early 1980s also led to a number of depots creating their own logos, usually



Add some variety to your BR diesel fleet with an array of depot emblems and unofficial names.

incorporating an animal of local significance. The March hare, Inverness' highland stag, Toton's rabbit and the leaping salmon of Motherwell are just a few examples.

One of the first to appear, around 1981, was the West Highland White Terrier adopted by Glasgow's Eastfield depot. This device has proved to be one of the most enduring logos from the period.

In contrast, one of the least well-known embellishments was Selwyn the sheep. This cartoon-style ovine appeared on South Wales Class 37s during the late 1980s, apparently thanks to a Barry-based driver. The device has been perpetuated in the new millennium, adorning the cab fronts of EWS/DB Class 60s operating out of Margam depot.

For some, a simple symbol was not enough. Sheffield's Tinsley depot made a name for itself with a massive undertaking of hand-painted names.

Beginning in 1989, Tinsley turned out

Expert Tip
Study prototype images carefully, as the placement of depot logos and unofficial names differed between individual locomotives.

well over a hundred locomotives with evocative - and enigmatic - names over the following decade. Classes

08/20/37/45/47 all received names, with subjects ranging from classical or mythological characters to volcanoes, local landmarks, rivers and wildlife.

Often accompanied by smaller logos and embellishments, the early Tinsley motif of a white snail also appeared, although this later changed to a stylised white rose with the initials 'TI' in the centre.

For those of us who model the later BR scene, adding depot logos, unofficial names and motifs brings some welcome relief to the mundane liveries of the time.

Some of the Tinsley names are particularly enchanting and the prototypes became firm favourites among contemporary enthusiasts.

Recapturing some of those youthful memories is what this hobby is all about, so I'm thrilled with my trio of 'Tinsley namers'. And little Selwyn looks great on my Welsh '37s' too!

What you will need

SHOPPING LIST

DECAL SOURCES

Tinsley name and number packs, BR depot motifs, Selwyn the sheep emblems (BR and EWS-era versions)

◆ Precision Labels. Tel: 07800 744170. Web: www.precisionlabels.com

Depot motifs, TOPS numbers, BR logos and livery elements

◆ Fox Transfers. Tel: 01163 194950. Web: www.fox-transfers.co.uk

TOOLS NEEDED

- ◆ Knife
- ◆ Tweezers
- ◆ Scissors
- ◆ Cotton swabs
- ◆ Paintbrushes
- ◆ Masking fluid

Tinsley Transfers



Reproducing the whole gamut of Tinsley names in miniature is no small undertaking, given that the originals were hand-painted on a one-off basis. Reproducing this individuality demanded an incredible amount of research by Precision Labels, to ensure that each set of names and motifs faithfully mirror those on each prototype. Almost all of the Tinsley-named locomotives are covered, with each pack being offered in 2, 4 and 7mm scales.

Decal packs include names, TOPS numbers, data panels, depot logos and any other small embellishments carried by the prototype, including faded and distressed elements where appropriate BR double arrows, overhead warning flashes and other 'standard' livery elements are not provided, but these are available from Fox Transfers and elsewhere.

For full details, plus a guide to each individual Tinsley-named locomotive, see the Precision Labels website.



Post-BR days

The urge to customise locomotives has continued since privatisation, with BR-style logos cropping up on a number of modern liveries over the years. A key example is the enduringly popular Eastfield dog emblem that could be found on a number of '37s' in EWS and West Coast Railway Company colours into the 2000s.

Similarly, retro 'Highland Rail' stag logos have appeared on EWS/DB Class 66, 66111, while Selwyn the sheep was reprised by staff at Margam depot.

Margam's black sheep logos add a touch of humour to a serious freight mover.



Above: The Toton rabbit logo appeared on a small number of locomotives allocated to the Nottinghamshire depot.



Above: Precision's decal pack for 47450 Blackbuck also features an unusual sprinting fox and red rose emblem, plus a small Gateshead crest at the rear.

HOW TO DO IT



1

BR depot emblems are available in generic packs from Fox, or as part of custom locomotive packages from Precision Labels, including the full range of Tinsley names and logos.



2

Remove factory-printed digits by rubbing gently with a cotton swab dipped in a little T-Cut Original automotive colour restorer. Buff the surface dry with clean swabs and leave overnight for the solvent to evaporate.



3

Clean the surface with a weak isopropyl alcohol (IPA) formula, such as that offered by BodyArt/Medea (www.airbrushes.com), to remove traces of oil and grease. Apply with swabs or a soft brush.



4

All waterslide decals demand a high-gloss surface on which to adhere, so an overall coat of gloss varnish is essential. Mask the glazing and any light lenses with masking fluid.



5

Treat the bodyshell to a few light coats of clear gloss varnish by hand or, preferably, spray from an aerosol or airbrush. Allow to dry completely - gloss finishes often require up to 48 hours.



6

Carefully cut around each decal with a sharp pair of scissors and soak one at a time, in clean water, for a few minutes. As soon as the decal begins to work loose, remove from the water.

Depot embellishment inspiration



Left: Tinsley applied names to even the humblest of locomotives: Class 08 08880 had been christened 'Mexborough' when photographed on October 25 1992. D. PYE/COLOUR RAIL

Below: 37422 proudly shows off its Eastfield dog logo as it climbs away from Crianlarich with the 1015 Glasgow-Fort William on November 4 1988. BRIAN ROBBINS/RAIL PHOTOPRINTS



Left: Stratford depot took on a particularly patriotic air in 1977 when depot staff provided Class 47s 47163 and 47164 with giant Union Flags to commemorate the Queen's Silver Jubilee. 47163 backs onto a Norwich express at Liverpool Street on September 12 1977. JOHN CHALCRAFT



Above right: Some depot embellishments received 'official' status: Tinsley's 47145 gained the name 'Merddin Emrys' but later received cast plates and a special blue livery with Railfreight sector markings. The '47' looks immaculate outside Crewe Works on August 16 1996. HUGH BALLANTYNE/RAIL PHOTOPRINTS



7

Micro Set solution, brushed over the glossy surface prior to the decal being applied, will aid adhesion. It also helps the fine carrier film to follow any undulations on the surface.



8

Place the decal close to its final destination and gently slide into position using the blunted edge of a cocktail stick, while pulling the paper away with fine tweezers.



9

Re-wet the decal with a soft brush and water if necessary, ensuring that the corners are not curled over. Gently nudge the decal into its final position with the brush.



10

Carefully soak up the excess moisture with a cotton swab, pressing the decal onto the surface to remove water and air trapped underneath. Check that the decal is still aligned, re-wetting and adjusting if necessary.



11

Allow to dry overnight before sealing the decals with varnish. After weathering, the masking film can be carefully peeled away. Lift the corner with a cocktail stick and pull away with tweezers.



12

The use of clear gloss coats before and after decal application, followed by a final satin coat, ensures that the carrier film disappears completely. Precision Labels uses the finest films available.

HOW TO

BUILD YOUR OWN BOAT

Despite a lifetime's interest in boats and ships, **Chris Leigh** has never built one himself... until now.

The motor vessel (MV) *Wall Brook* (sometimes referred to as *Walbrook*) was built in 1944 as a motor barge trading between the east coast ports of Ipswich and Colchester down to Ramsgate and then across the English Channel to Belgium and France. My acquaintance with the vessel dates from the 1990s and a visit to Wells-next-the-Sea in Norfolk. Wells has a broad, sandy beach, from which a long channel leads into the harbour. A dredger is employed to take aggregates from the seabed and keep the channel deep enough for navigation. The dredger at that time was the MV *Wall Brook*.

It was static in mid-channel and something prompted me to take several square-on, side views which could be joined together to make a full broadside elevation. It was a process I had used many times with buildings as a vital aid to scale modelling. I must have thought that I would model *Wall Brook* one day, although I had no plans then for a scale model dredger.

The photographs were filed away in an album for some 20 years, and then, in 2016 I decided to build *Wall Brook*. It was initiated in some small way by my work on 'Polwyddelan' (p76), with its Cornish harbour, but *Wall Brook* was way too big and not really suitable, although I believe Padstow has its own dredger.

This little vessel had several sisters, all named after brooks in the East London and Essex area. *Wall Brook's* story is, perhaps, a little more interesting than most, and glimpses of its ordinariness can be gleaned from the Internet. In one place it's recorded as "the worst ship I ever served on", and in another a pilot recalls bringing the coaster in to Ramsgate,



MODEL Scratchbuilt

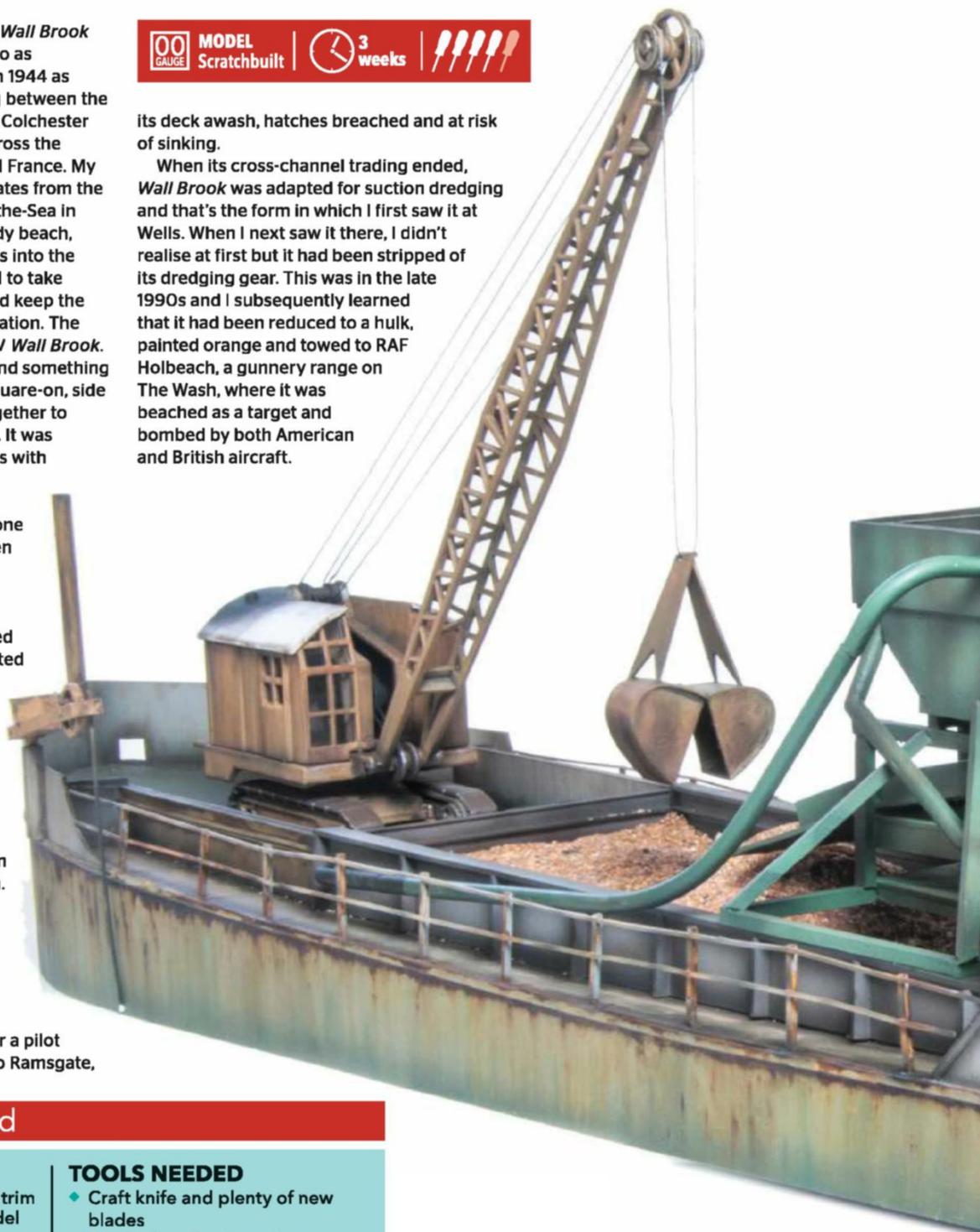


3 weeks



its deck awash, hatches breached and at risk of sinking.

When its cross-channel trading ended, *Wall Brook* was adapted for suction dredging and that's the form in which I first saw it at Wells. When I next saw it there, I didn't realise at first but it had been stripped of its dredging gear. This was in the late 1990s and I subsequently learned that it had been reduced to a hulk, painted orange and towed to RAF Holbeach, a gunnery range on The Wash, where it was beached as a target and bombed by both American and British aircraft.



What you will need

SHOPPING LIST

- ◆ Various plastic sheets and trim
- Availability:** all good model shops

TOOLS NEEDED

- ◆ Craft knife and plenty of new blades
- ◆ Steel rules of various sizes

HOW TO DO IT



1

Having tracked down *Wall Brook's* dimensions online, I scanned my original prints, printed them off and joined them together so they gave the overall length in 4mm:1ft scale. I then drew a waterline 'footprint' on 60thou styrene sheet.



2

The waterline plate, simply projected off that photograph, forms the base for the model. It's joined from two pieces of styrene sheet. The actual ship will be longer than the baseplate, due to the elegant clipper stern.



3

A check showed that a 1:76 scale Corgi Ruston-Bucyrus crane would serve as the excavator if I replaced the crane hook with a grab bucket. Throughout the construction, I kept trying this model in place just to see how it looked.



4

By marking the photograph at regular intervals and installing the ribs at the same points, I could ensure that each one was the correct height by measuring off the photograph at the appropriate point.



5

The waterline was drawn in next. The important thing is to be measuring consistent heights from the waterline to the gunwhale (top of the hull side). This would give both the subtle curve of the hull and the distinctive shape of the bow.



6

The curved central spine was cut from 60thou plastic sheet, again using the photograph as a pattern. The ribs were then added, each pair matched to the height of the spine. Plastic Magic liquid adhesive was used for all joints. 



Workbench



7 I cut the bow to match the base, and the stern, taking into account the overhang of the clipper shape. For simplicity, I kept the sides vertical, but it's likely they were slightly flared outwards.



8 The hull is upside down to show how the deck has a substantial overhang. Forming the clipper stern - a style applied to clipper ships of the mid-1800s - is the trickiest part of the job, but that comes later.



9 Here's the basic hull shape shown against the photograph. The camera perspective makes the hull look longer than it actually is. I kept checking against the photograph so that I spotted errors early enough to correct them.



10 The top view shown in relation to the photograph. The bow shape is a guesstimate and the stern was assumed to be semi-circular. There is no cut-out for the hold as the deck will form a false floor for the gravel load.



11 It is now time to 'wrap' the hull sides, which were cut to shape from 30thou styrene sheet. I cut them as a pair so that they would be a good match. Lots of manipulating between the fingers induced a curve into the bow section.



12 The more complex the curve of the bow, the more manipulation will be required. This is a simple job because it only curves in one direction. I have done much more complex bow shapes with compound curves.



13 The upper stern shape was created by fitting and cutting paper, held in place by the half-round beading. When correct, I copied it on to some thin styrene sheet and fixed it in place with liquid adhesive.



14 Fillets of styrene sheet and half-round beading hold the upper part of the rear hull in place. The fairleads are a ready-made accessory from www.angliamodelcentre.co.uk The range of fittings available isn't as big as it used to be.



15 You might want to fast forward to Step 22 for the lower part of the stern, otherwise the fun of simple rectangular construction in styrene sheet starts now. The wheelhouse and engine room were right at the stern and the deck is flat.



16 I sprayed the rear section with grey primer to check for anything that needed correcting, and also because this area becomes inaccessible once the bridge is in place. Portholes are rings cut from 10thou styrene sheet.



17 The bridge and the wheelhouse were all built from styrene sheet and strip, the rowing boat having been covered by a single layer of tissue soaked in liquid poly cement. The next job was to make the 'wall' around the hold, which is also constructed from styrene sheet.



18

I had the wheel and Artitec rowing boat in stock and the chequer plate is from Wills. The false funnel which contains the exhaust pipe is a piece of 15mm brass tube, squashed in a vice to an oval shape.



CHRIS LEIGH



19

The mast and the lifeboat derrick were assembled from various pieces of styrene strip, rod and 'H' section. I cut a styrene top for the funnel, drilled it and fitted a couple of pieces of plastic tube to represent the exhaust pipe.



20

Using styrene sheet, I built a chart desk for the wheelhouse, then installed and painted it. I found a navigation chart for the Wash on Google and reduced it to fit the chart table, then printed it off and fixed it to the chart desk.



21

The clipper stern area was filled with two-part Milliput putty and I allowed it to cure thoroughly. I then rolled coarse glasspaper round a piece of copper pipe and used that to sand the stern to shape.



22

The side railings were made from plastic rod. I was not certain about some of the fittings, so I just modelled them how I saw them. A small piece of tube attached to the port side of the bow serves as a base for a hydraulic derrick.



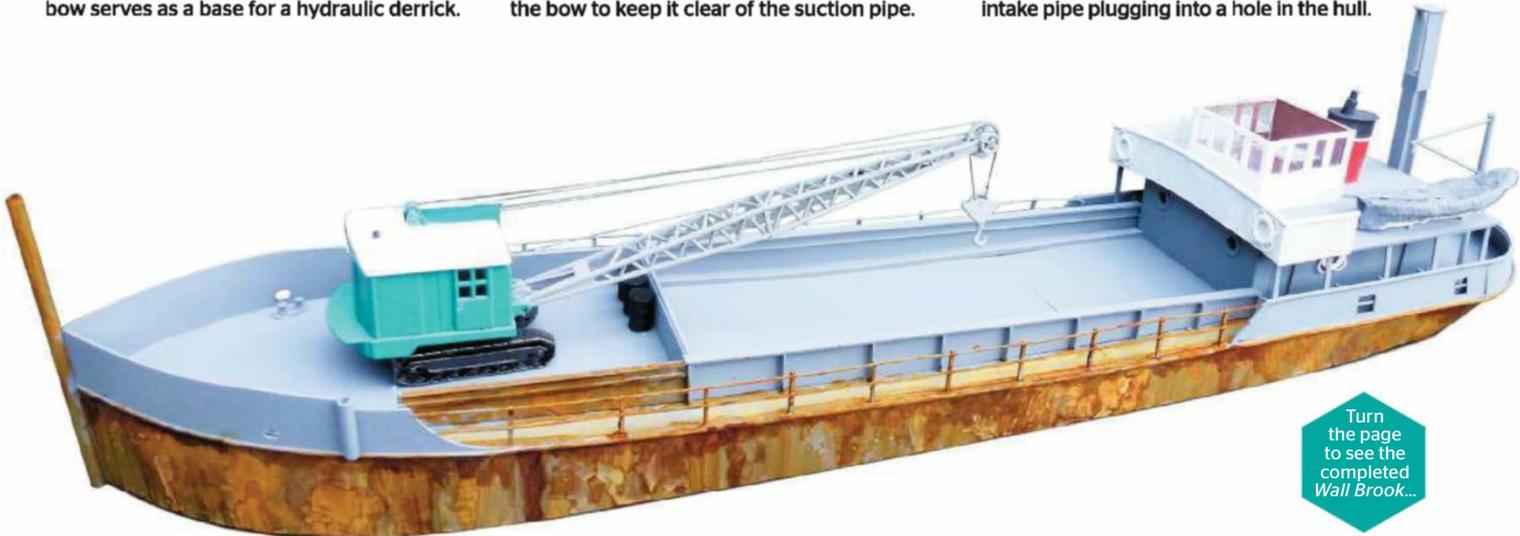
23

The mast was made up from 'H' section styrene strip. I already had an anchor, so I bought an anchor winch from Anglia Model Centre. I assume the anchor was moved from the bow to keep it clear of the suction pipe.



24

The suction dredging equipment consisted of a hopper, an intake tube and discharge pipe for water. The complete unit is removable and was made up from styrene sheet, strip and rod, the intake pipe plugging into a hole in the hull.



Turn the page to see the completed Wall Brook...

HOW TO

WEATHER WALL BR

Weathering expert **George Dent** adds the finishing touches to Chris' scratchbuilt dredger...

Chris had already made a start with the weathering, covering part of the hull in layers of ModelMates Rust Effects paint. One of the best features of this medium is that it remains water-soluble, so I could refine this initial application with damp cotton swabs and fine brushes, adding extra layers for tonal and textural variety. Once happy with the corroded hull, the Rust Effect paint must be sealed with a clear varnish to preserve the finish.

Unfortunately, despite ModelMates weathering products being well regarded, the range was discontinued last year. Luckily, the Rust Effect paint is still available via the parent company, Dirty Down, which specialises in stage design and production materials. See www.dirtydown.co.uk for your nearest stockist.

The rest of the weathering was simple, making use of various shades of enamel washes applied by hand. An airbrush adds a layer of finesse, creating delicate streaks and misting effects, most notably the translucent greenish hue to the lower hull. The airbrush also helped to soften some of the hand-applied paintwork for a more cohesive overall aspect.



HOW TO DO IT



1 Apply Rust Effects paint in several layers, concentrating the heavier deposits around the hull seams. Tonal variations can be achieved by adding extra layers, which also creates a realistic texture.



2 With a damp swab, begin manipulating the Rust Effects using vertical strokes. Remove as much or as little as desired, altering the amount of moisture on the swab to obtain variations in the streaking effects.



3 The Rust Effects paint remains permanently water soluble, so there's no need to rush. Apply fresh paint to create rust patches and finer streaking effects. The amount of tonal variety can be impressive.



4 When happy with the corrosion effects, seal with a coat of clear satin varnish from an aerosol or airbrush. Further streaking can also be airbrushed, along with a suitably murky shade of green along the lower hull.



5 Various shades of enamel washes were combined on the upper sections of the hull, applied with a flat brush in vertical strokes. Any excess was wiped away - vertically - with swabs.



6 The washes were also ideal for treating the walkways, roof and other surfaces. The white bodywork was treated with MIG Neutral wash to take away the stark finish without making it look too dirty.

OOK



7

Once the washes had dried, the weathering was refined with the airbrush and acrylic paints. Fine streaks and misting effects help to blend all of the different areas of the ship into a coherent whole.



8

The airbrush created suitably shaded areas around the hold's steelwork and foredeck. Care was needed to aim the paint accurately behind the handrails, with the air pressure set as low as possible (10psi).



9

The hopper assembly and pipework - built from plastic sheet, strip and rod - was treated to a variety of shades of green, creating highlights and shading with the airbrush, followed by 'dirty' streaks.



10

Finally, the hold was filled with coarse building sand, sculpted into suitable mounds and secured with Deluxe Materials Ballast Bond penetrating liquid glue. Set aside for a few days for the glue to cure.



11

The Corgi Ruston crane was dismantled and repainted, weathering the various sections before reassembly. Enamel washes and dry pigments created a suitably grimy outlook.



12

The anchor was given an all-over coating of 'rust', using various shades of acrylic paint, stippled with a flat brush. Dark washes followed. Fine brass chain, also weathered, finished it off nicely.



The modified Hornby coach, with the much-altered second-class end nearest the camera.

HOW TO

BUILD A SLIP COACH

The slip coach was a purely British railway operation and one which, in theory at least, defied all normal safe operating practices. **Chris Leigh** shows you how to create one from a Hornby model.

A slip coach was a specially equipped vehicle that was detached from the rear of an express passenger train in order to serve an intermediate station without stopping the main train. It was first practised by the London Brighton & South Coast Railway at Haywards Heath in 1858 and was subsequently adopted by several other companies, including the Great Central and the Great Western.



MODEL Hornby R4408 Hawksworth brake composite ♦ Price £33

AVAILABILITY Hornby stockists

20hrs



It was a practice which went against normal safe operating. After several serious incidents of trains becoming divided, notably on the Highland Railway, all passenger trains had to have continuous brakes. From that time, if a train divided accidentally, both parts would normally be stopped by the parting of the continuous brake hoses.

In slipping a coach or coaches, the train is deliberately divided with the continuous brake overridden by special valves which sealed the parting hoses. These valves prevented the main train from being slowed

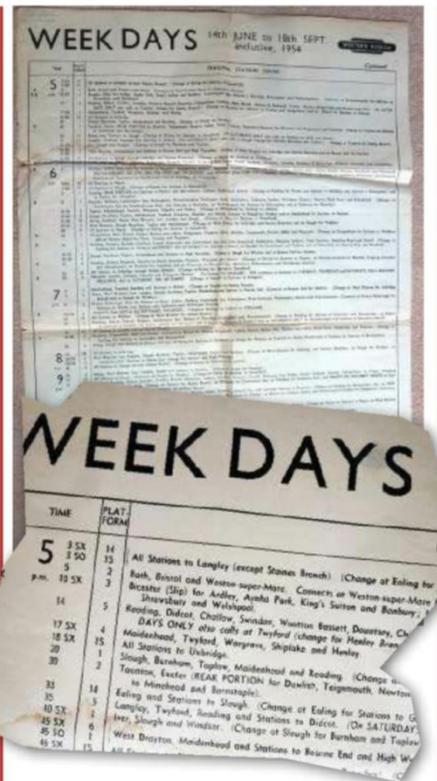
This was my original slip coach, built when I was a teenager, using some Kitmaster parts and home-made brass sides. It still has the wheelsets, with their massive flywheels.

or stopped as the slipping took place, while the valve on the slip coach would let the guard restore the vacuum and apply the brakes as necessary, allowing the coach to roll to a stop either at the station platform or at a designated point, from which it would be collected by the station pilot.

The purpose of slipping was to allow intermediate stations to be served by an express without stopping or slowing the main train. The big disadvantage was that there was no way of reversing the process for the returning train going in the opposite direction. It had to stop so the slip coach could be reattached. Passengers in the slip coach were also unable to access the refreshment vehicle or dining car in the main portion, as ►



The Bicester slip



This poster timetable from Paddington for Summer 1954 shows the 5.10pm to Wolverhampton, with its Bicester slip calling at all stations to Banbury and providing them with a faster service from London than would otherwise have been possible.

Despite this lavish service provision, Ardley and Aynho Park closed in 1963, while King's Sutton narrowly escaped closure, having been listed in the Beeching report.

What you will need

SHOPPING LIST

- ◆ Styrene sheet
Availability: Good model shops
- ◆ Deluxe Materials Plastic Magic putty and liquid polystyrene adhesive
Availability: Gaugemaster
- ◆ Tail lamps: Dart Castings

TOOLS NEEDED

- ◆ Craft knife
- ◆ Pin chuck and small drill bits
- ◆ Needle files
- ◆ Emery boards and fine abrasive paper
- ◆ Steel rules
- ◆ Small brushes for paint and liquid poly cement
- ◆ Razor saw

CONVERT A HAWKSWORTH

This step-by-step sequence covers the main aspects of the conversion, but I had already removed the gangways and cut windows in the ends, as well as filling two unwanted windows on one side of the coach. However, I still had more windows to deal with as both sides of the Second Class end were modified, so that aspect of the conversion is covered in the photographic sequence.

Begin by dismantling the coach. The body is a one-piece shell and it is affixed to the chassis by clips which are part of the glazing. Once the body was off, I pressed out all the glazing. It was glued in place, but it was easy to break the glue joints.



The second cut was made at the point that would become the edge of the guard's door. I avoided cutting into the gutter at the roof edge and the row of rivets immediately below it.



The section removed cleanly. I cleaned up the edges with a flat file. On the other side of the coach you can see my earlier method, leaving the glazing in place and filling over the unwanted windows.



I temporarily tacked the door in place, but soon realised that the saw cuts had left the pieces slightly short; some fillets of styrene would need to be inserted to fill out the width again.

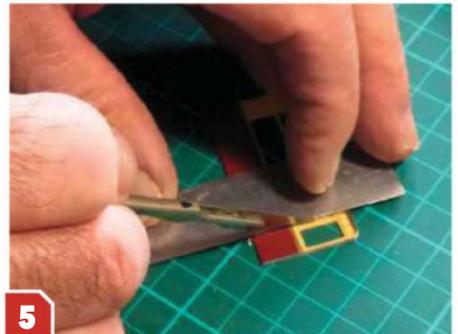
HOW TO DO IT



On the corridor side, right-hand end, I needed to remove a section containing one large window and a toilet window. Using a sharp razor saw I made the vertical cuts where the door edges would be.



Using a sharp craft knife, I cut along immediately below the rivet line. The Hornby plastic sides are thin and I was through in three passes. The door and toilet window will be reused, so cut with care.



The next step was to separate the door from the removed side section, using a steel rule and a sharp knife. Take care, as both the door and the window piece will be reused.



The big window opening needed to be filled and this was done with 30thou styrene sheet, secured in place with Deluxe Materials' Plastic Magic. I placed the styrene flush with the outside surface.

there were no gangway connections on most slip coaches.

There were accidents as a result of slipping, the last and most significant at Woodford on the Great Central in LNER days. In that incident, the main train made an unexpected stop and the slip coach ran into the back of it.

The complexity and unevenness of the operation meant that slipping fell out of favour, with the Southern Railway ceasing to slip with electrification in 1932 and the LNER in 1936. The Great Western, however, carried on and even in early BR days there were several services which slipped coaches - including the 'Cornish Riviera' - which slipped up to three separate sections in the high season.

By the 1950s, most of the surviving slip coaches were of Collett-era origin, but there were also Churchward 'Toplight' slip coaches still in use. In order to replace them,

the Western Region took four of the post-war Hawksworth corridor brake composites (W7373/74/75/76) and converted them to slip coaches by removing one Second Class compartment and creating a second guard's van. Both ends had their gangway connections removed and replaced by three windows, the centre one having a droplight.

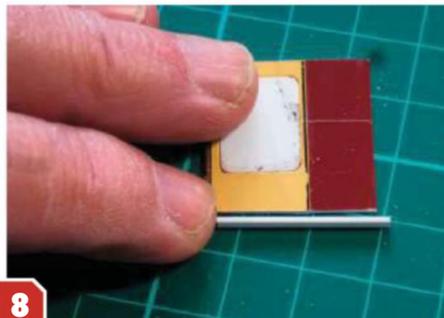
Unlike most other Hawksworth vehicles, the slip coaches were painted in WR chocolate and cream as their use on prestige services meant that they ran with BR Mk 1s in that livery. One example survived to carry lined maroon.

The last slip operation took place at Bicester North on September 9 1960 off the 5.10pm Paddington-Wolverhampton, the coach then went forward on a stopping train to Birmingham and Wolverhampton. Passengers to these stations could thus have

a later start from Paddington than would otherwise have been possible.

I've been fascinated by the idea of modelling a slip coach for as long as I can remember. Indeed, I built a Hawksworth slip way back in the 1960s, using home-made sides and some Kitmaster parts. I was obsessed with the idea of making it work - making it detach from a train and 'coast' to a stop. To achieve this, I fitted pin-point bearing wheelsets and had a friend provide me with some flywheels which fitted on the axles. I'm not sure that the flywheels made any difference and the friction of the uncoupling process slowed the coach far too much.

My slip coach plans came to a stop and remained dormant until Hornby introduced its Hawksworth coaches several years ago. I bought a Brake Composite, determined to make a better job of it this time.



8 I used 30thou styrene strip to make up the shortfall caused by the saw cuts. Two pieces proved to be enough, and it was filed to the tumblehome of the body side after refitting.



9 The lavatory and one Second Class seating compartment were removed from the interior moulding, by cutting with a razor saw. Be very careful as this is an easy way to cut your fingers!



10 When the in-fill strips had been left for 24 hours to set, they were filed back on both sides to match the profile of the side. It's so thin that it only takes a moment.



11 I made up a new piece of floor and the guard's compartment bulkhead from styrene sheet to form the cross-vestibule, and fixed them in place with a couple of triangular brackets for support.



12 The next step was to refit the revised side sections in their new positions. These give a door to the cross-vestibule, a toilet window, then the pair of guard's doors, the one with a droplight to the left.



13 The sections were glued in place with Plastic Magic liquid poly cement, ensuring they were correctly aligned. Note the new droplight in the guard's door, formed from 20thou styrene sheet.



14 I used Deluxe Materials' Perfect Plastic Putty to fill any gaps in the surface. Left to dry for 24 hours, it can then be smoothed with a very fine abrasive, such as an emery board. Door seams were then re-scribed.



15 I sprayed a light coat of primer to show up any blemishes which will require further attention before painting. This is the compartment side with my original modifications, so one droplight has had to be masked.



16 On the corridor side the modifications were more complex, so there are more potential blemishes to be filled, filed and resprayed again. Door lines have yet to be scribed. I chose not to try fitting new hinges.

I filled two windows on one side and sanded them smooth, but was uncertain of other details and still could not solve the uncoupling and coasting issue, so the coach was set aside. It remained on a shelf for about four years until a thought dawned on me - a rather obvious one, in fact.

The slip coach spent most of its working career attached to the back of a train or being hauled in the normal fashion. Only a few moments were spent running free and coasting to a stop. So, I decided to forget the uncoupling and rollability issues and simply built the slip coach as a coach in its own right. Shortly after I made that decision I bought Keith Willows' five chocolate and cream Kitmaster Mk 1s (MR236). The slip coach would make a perfect last coach for that rake.

The slip coach carried its own guard, who was responsible for the slipping process and, where necessary, for coupling the coach to the station pilot. The main mechanical feature was a drawhook which incorporated a hinged section. The coupling from the main train was placed over this hook. A lever in the guard's van withdrew a wedge and allowed the hinged part of the hook to drop down and release the coupling. Special valves placed in the brake pipes between the slip coach and the train would seal as soon as the pipes parted.

Underneath the slip coach, a series of large cylinders served as vacuum reservoirs and these allowed the guard to control the running and stopping of the coach once it was detached. It's a bizarre thought that these six



The Hawksworth slip coach brings up the rear of my newly acquired rake of Kitmaster Mk 1s.

large cylinders contained 'less than nothing'!

Another prominent safety feature was the autococh-style gong mounted on the coach end and operated by a foot pedal. This was a vital warning device for track gangs who would step back for the passing of the main train but then might unwittingly return to their work after the train had passed, only to

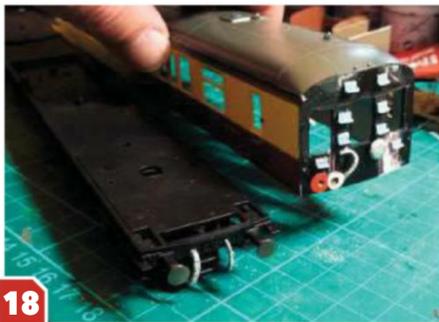
find the slip coach bearing down on them.

At least two of the four Hawksworth slip coaches continued in service after the last slip operation. The slip equipment was removed and they served as non-corridor brake composites on rural branch line services, notably those from Taunton on the Cheddar Valley line and the line to Barnstaple. **MR**



17

Some parts of the truss frame broke when the centre trusses were cut away. These parts were replaced with styrene strip. The vacuum reservoirs are pieces of 3/16in diameter dowel from Hobbycraft.



18

I had already cut windows in the ends. Steps were added from styrene 'L' angle and a gong and vacuum hose from my spares box. The slip tail lamp is two Springside lamps in styrene sheet circles.



19

Spraying the body all over in a first coat of GWR cream from a RailMatch aerosol gave me one last chance for any further filling and filing that might be needed.



20

I decided to try removing Hornby's printed curtains, which are not strictly correct for a Hawksworth coach in later BR years. A cotton bud and T-Cut did the trick. Avoid removing the 'No Smoking' signs.



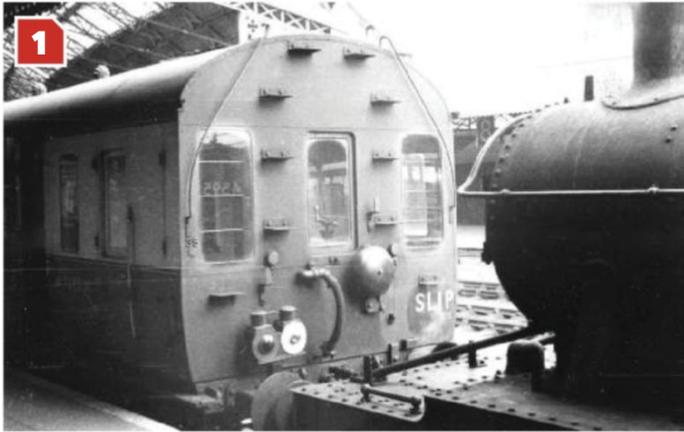
21

I used the HMRS Pressfix BR Mk 1 coach lining. After cutting it with a steel rule and sharp knife and peeling it off the thick backing sheet, I then dampened the thin backing sheet to aid position adjustment.



22

Once in position, press it down firmly with a fingertip. The thin backing can then be soaked off with a spot of water and a small brush. HMRS Pressfix roundels and numbers were also used.



1

1: The rear of a slip coach for Reading being attached to a Paddington-bound train at Bristol Temple Meads in 1955. The centre window is a dropplight, below which is the pedal-operated gong. The slip tail lamps, red beside white, indicate that this is the first (and in this case, only) slip. NEIL SPRINKS/CJL COLLECTION



2

2: One of the former slip coaches at Chard behind '4575' 2-6-2T No. 5563 on April 28 1962. COLOUR RAIL



3

3: The rear of the main train, left, carries the double tail lamp, red over red, which will indicate to signalmen that the slip has been detached. The front of the slip coach carries a single white headlamp. NEIL SPRINKS/CJL COLLECTION

4: Up to three coaches could be slipped, two ordinary coaches being attached behind the slip coach. The last multiple slip, at Didcot from a Weston-super-Mare express, drops away from the main train as it approaches the station. The date is June 1960. J.A. COILEY/CJL COLLECTION

5: The Bicester slip, a Collett-era vehicle on this occasion, runs through the centre road at Bicester North in May 1960. It will be added to the front of the 4.34pm stopper to Wolverhampton. COLOUR RAIL

6: '54XX' 0-6-OPT No. 5403 brings the slip coach off the Down 'Cornish Riviera Express' into Westbury station. The coach was slipped at Heywood Road Junction as the main train used the Westbury cut-off. BILL ASHCROFT/CJL COLLECTION



4



5



6



HOW TO

CREATE SIGNS

The sign of a good, model railway is... signs. **Peter Marriott** demonstrates three ways to add those all-important details.

When you're building a model railway, some jobs always seem to be an afterthought. How many layout builders' accounts have you read where one of the planned future jobs includes installing signals? Adding signs to a layout is always another one of those 'I'll do that later' tasks, yet they're so important for that authentic scene-setting. Imagine yourself on a station. There's the

running-in board, which tells you where you are. Platforms, toilets, exits, car parks, shops - there are signs to tell you how to find all of these. There are warning signs, helpful signs, simple signs and complex signs. You see them everywhere... except on layouts.

Signs on a layout play another role, too. Sign styles change over time. So, for example, your choice will subtly reinforce the era that you've chosen to model. Some locations will

have unique signs, and these will need to be modelled for accuracy.

There's no excuse for neglecting signs in our miniature worlds since there are many products available, from proprietary resin signposts to downloadable ones where you can input the station name of your choice.

Modern technology helps, too, as armed with a digital camera, computer and printer, you can make your own.

HOW TO DO IT

OFF-THE-SHELF SIGNS



1 Some manufacturers offer resin signs that can be used immediately. This Bachmann Scenecraft National Rail sign and information board can be used straight from the packaging, but a little weathering wouldn't go amiss.



2 Pre-printed sheets are the quickest method. They are generally priced at about £3 per sheet and are available in a number of scales. Some are self-adhesive, while others will need fixing to posts or backing cards.



3 Gaugemaster distributes the Tiny Signs range. Travel posters, trackside notices, carriage prints, station signs, directions and much more are available for a large number of different railway companies and eras in 'N', 'OO' and 'O'. They need fixing to a backing board. ➤

CUSTOM SIGNS

Scalescenes not only offers downloadable card kits, it also provides a custom sign service. Simply type in the name of a station of your choice and the result is a sheet of BR steam-era, British Rail, Network SouthEast or Regional Railways signs matched to your layout.

In either 'N' or 'OO' gauges, each A4 sheet comes with a selection of station signs. There are also station poster boards, timetables and the usual platform numbers and signage. Once you've paid, you can download a bespoke PDF file to print out at home.

TOOLS NEEDED

- ◆ Craft knife with spare blades
- ◆ Self-sealing cutting board
- ◆ Steel ruler
- ◆ Selection of small paintbrushes
- ◆ Pin vice with 0.8mm drill for drilling holes to take the signposts
- ◆ A black felt-tip pen to colour the edges of the cut sign
- ◆ Photographic printer paper for the best results

Real sign inspiration

Here are a selection of inspirational signs, courtesy of Colour Rail.



Level crossing sign

London & North Western Railway danger notice from Middleton Top, Cromford & High Peak, April 15 1961.



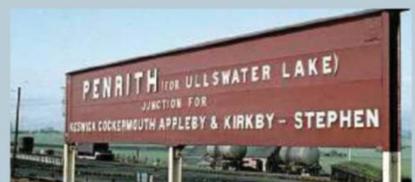
Fire bucket sign

Somerset & Dorset Joint Railway fire buckets notice, Midsomer Norton, July 15 1961.



Weight limit sign

Great Northern Railway weight notice, Peascliffe Tunnel, near Grantham, May 18 1959.



Running-in board

Penrith station, April 26 1960.



The unusual survivor...

A reminder of the Lancashire, Derbyshire & East Coast Railway at Tuxford, Nottinghamshire on July 9 1960. The LDECR became part of the Great Central Railway in 1907.



MODEL Scalescenes R001a Station Signs & Posterboards ◆ Price £2.99

AVAILABILITY Scalescenes www.scalescenes.com

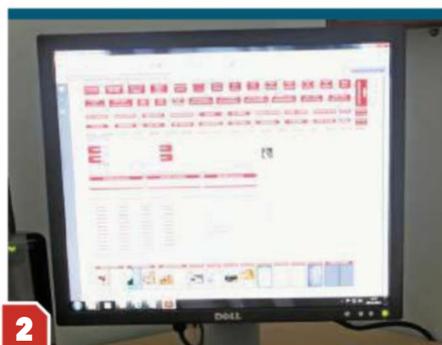


HOW TO DO IT



1

After making an online payment, the signs can be downloaded to a PC or electronic device from www.scalescenes.com. There are plenty of useful tips on its website.



2

One sheet of station names on screen. Use photographic paper to print the signs. Signs printed on normal printing paper will need to be stuck to thin card for rigidity.



3

Close-up of some of the poster boards on one of the Scalescenes station names sheets. These are much larger than life. If the sign needs a thicker backing sheet, it can be stuck onto thin cardboard using a glue stick.



4

A domestic colour printer is suitable for printing the sheet of signs. Use the 'best quality' printing options and run the 'clean heads' function before printing the sheet to get the best results.



5

On a self-healing cutting mat, carefully cut around the sign using a sharp scalpel blade against a steel ruler to ensure straight lines. Leave a tiny white gap around the edge.



6

Colour the white gap on all edges of the signs with a felt-tip pen, without the ink running into the sign itself. Use the ruler to help you keep edges straight; dry-wipe after each use.

MAKE YOUR OWN

Sometimes you'll need signs that aren't commercially available. Consider the photograph (right) of a pair of signs outside Arrochar & Tarbet station, on the West Highland line. Bachmann Scenecraft's resin sign could be used for the National Rail sign, but the one to the right will need to be custom made. Luckily, we have the technology...



TOOLS NEEDED

- ◆ Craft knife with spare blades
- ◆ Self-sealing cutting board
- ◆ Steel ruler
- ◆ Black felt-tip pen
- ◆ Small paintbrushes
- ◆ Pin vice with 0.8mm drill bit
- ◆ Selection of adhesives

Real sign inspiration



Watch out for electricity

LNER electrification notice, Tyne Dock, July 23 1960. (Above)



Direction sign

Ventnor station, Isle of Wight, May 12 1955 (right).

Take care

BR enamel warning sign, Harwich Town, 1989 (below).



Incline warning

The dangers of steep gradients at Middleton Top, CHPR, on May 12 1959.

00 GAUGE **PRODUCT** Online download **AVAILABILITY** Scalescenes **30 mins** Price £2.99 each www.scalescenes.com

HOW TO DO IT



1

I took a picture of this EWS sign at Crianlarich. When I got home, I transferred the photograph and, using a simple graphics program on my computer, resized the image for 4mm:1ft scale.



2

The same sign reduced to nearly 4cm in height. Use the best quality print setting and use good quality paper (ideally photo paper) to get the best possible results.



3

Cut out the sign with a scalpel and fix to card. Use plastic rod for the posts, paint the post and back of the sign with slightly diluted matt grey paint and cut them out.



4

The completed signs: a small hole and a drop of PVA glue is needed to fix them into position on your layout. For very little effort, you have a set of bespoke miniature signs!

WIN A BR CORPORATE IDENTITY MANUAL

British Rail set out specific guidelines for its signs, which are perfectly explained in its *Corporate Identity Manual*. The CIM has been reprinted as a thick hardback book and is a must for any modern image modeller or anyone interested in BR design... and we've got a copy to give away.

To be in with a chance of winning, all you need to do is answer this simple question:

Q: British Railways became British Rail in which year?
A: 1865 **B:** 1965 **C:** 1985



Please submit your answer to www.model-rail.co.uk/britishrailwin
Don't have internet? Send your answer, along with your contact details to: Manual Competition, Model

Rail, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA. For full terms and conditions, please go to www.bauerlegal.co.uk

Please note: Items that have been used for review may feature cosmetic wear or damaged packaging. All items are in working order at the time of postage. Closing date is August 18 2017.

HOW TO

BUILD A BEACH

It's so lifelike you want to be there to soak up the sun and swim in the crystal-clear ocean. **Chris Leigh** gets all the little details spot-on for a stunning Cornish seaside scene.



Polwyddelan' incorporates a small beach simply because I wanted to try my hand at modelling a stretch of golden, sandy shoreline. My previous experience of modelling a beach was a long time ago, and was restricted to a short section on a lifeboat diorama in which I had modelled the bow wave from a slipway launch, using aquarium filter wool and clear casting resin.

It had worked pretty well, and since my office desk is next to the *Practical Fishkeeping* team, I asked if aquarium filter



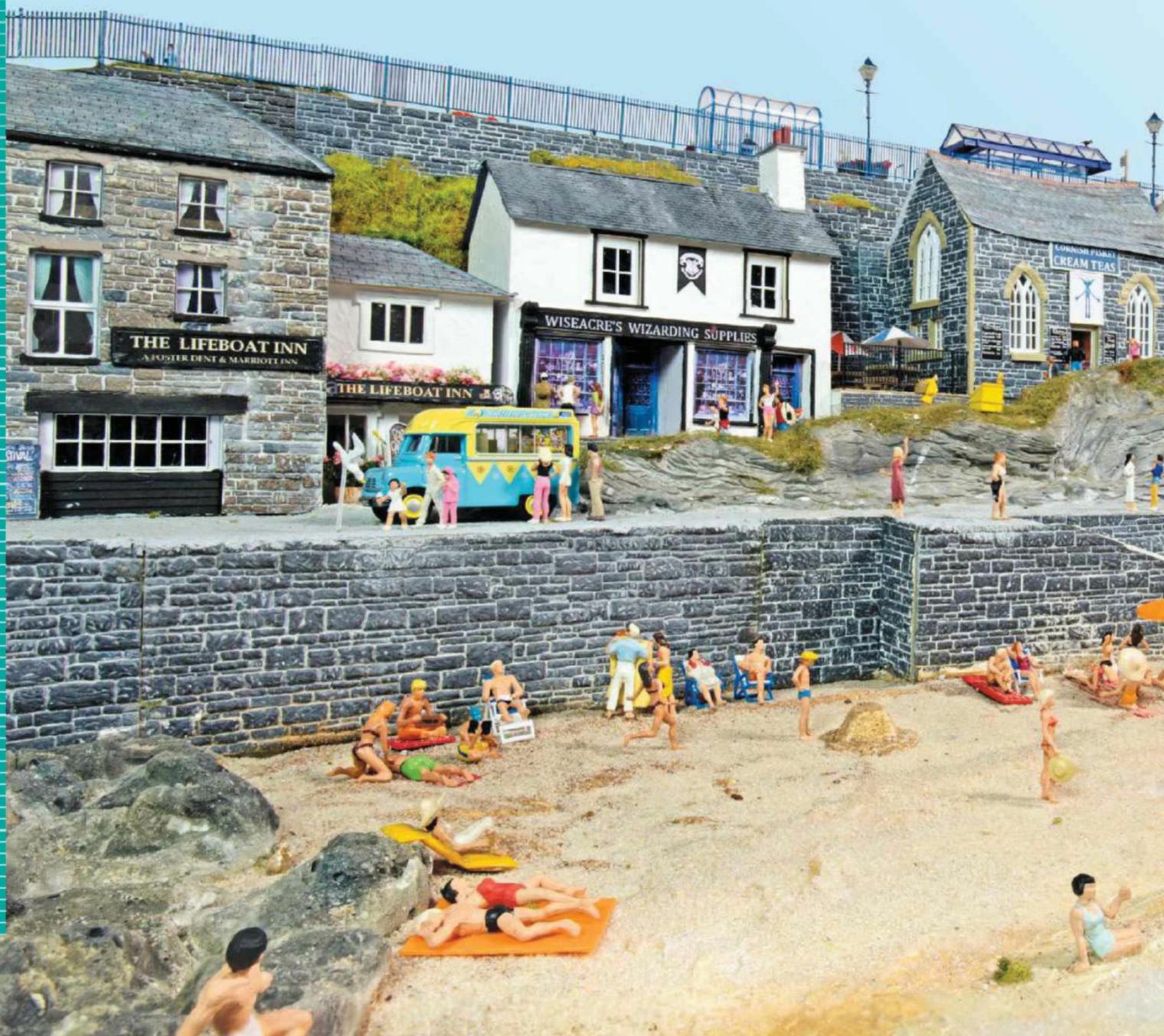
LAYOUT PROJECT
Cornish Coastal Layout part 11.



wool is still available. It is; try eBay!

As I'm working indoors, in a carpeted room, using casting resin was a no-no. It releases strong fumes which last for days, and no matter how careful you are, it will find its way onto the floor. I'd already used acrylic varnish for the water in the harbour and, so that the beach would match, I used exactly the same method, paint and varnish on plaster.

Figures are absolutely vital for a West Country beach in high summer and there aren't many about that are suitable in 4mm:1ft scale, apart from a few period figures from Langley. Throughout the layout, I've tended to slightly undersize the buildings. Most structure kits and ready-to-plant buildings for 'OO' layouts are actually undersized so you can fit more into a small



space. If you doubt me, check out the square footage of the footprint of a model house in relation to that of your own home.

Thus I have no qualms about using 'HO' scale figures on a 'OO' gauge layout. In the case of 'Polwyddelan', it was essential. Preiser and Noch both produce suitable figure packs for the beach scene. Check out your local store or www.gaugemaster.com. These tend to be available in batches and I needed as many different packs as possible for a good mixture of holidaymakers, so it took a year to obtain them all.

However, there is one slight - ahem - issue. As these figures are German and intended to populate the somewhat warmer climes of the Mediterranean, there's a tendency to include some wearing little or nothing by way of a swimsuit. A few moments' work with a small paintbrush will make them more appropriate to a UK beach, or they can simply be placed discreetly, so that their lack of attire isn't obvious.

I've strived to show a crowded beach on a summer afternoon and incorporated

as many of those fondly remembered features of a holiday as possible. So, we have a child's lost teddy bear placed on the grit bin and a frantic family returning to find it. Teenagers wave to one another, while a group of girls are admiring the lifeboat crew. There are pony rides on the beach and up the hill, an open-top bus is on a local tour, the ice cream vendors are busy and one child is about to lose her ice cream to a marauding seagull. That's a perennial incident that has happened to two generations of my family in St Ives!

Throughout the layout I've given viewers lots of detail to look at, so it's very much a case of 'the more you look, the more you'll see.'

Main: Observing real beach scenes can help you position your figures in a more convincing manner.
MIKE HARRIS



Porthminster Beach at St Ives was the inspiration for my beach scene. In the background, the branch train of two Class 150 units climbs round the headland towards Carbis Bay. CHRIS LEIGH

What you will need

SHOPPING LIST

- ◆ Aquarium filter wool. All Pond Solutions. Web: www.allpondsolutions.co.uk
- ◆ Fine modelling sand, £1.70. WW Scenics. Web: www.war-world.co.uk
- ◆ Woodland Scenics Surface Rock Moulds C1231, £8.75; Hydrocal Plaster C1201, £12.25. Availability: Bachmann stockists

TOOLS NEEDED

- ◆ Paint and brushes
- ◆ Plaster-working tools - spatula, ½in paintbrush, sieve

Flashback to December '15



December 2015 and bare baseboards: I built the promenade using 5mm foamboard secured with Woodland Scenics' foam glue and held with T pins while the glue set.



I had put the base for the slope in place, but the presence of boats reveals that I was still considering whether this area might be better as the harbour.



HOW TO DO IT



1 The promenade was painted with Green Scene's textured white, with black added to produce a light grey. A layer of Polyfilla forms the beach, deeper at the back to create a slope.



2 I then faced the promenade with more Wills' stone sheets, coloured exactly as I had done for the harbour (MR228). On the curves, these were held in place with tape while the glue set.



3 I wanted a small area of rocks at both ends of the beach so that I could model some rock pools. These were always a favourite for exploration when I was a kid.



4 I cast rocks using Woodland Scenics' casting plaster in one of its rubber rock moulds. Once these had set hard I embedded them in wet Polyfilla, leaving gaps for pools.



5 Some fairly dilute Polyfilla was then brushed in around the rock castings to fill any gaps or cracks. Pieces of broken castings can also be worked into these areas.



6 The next job was to complete the plastering of the beach area, making sure that the thickness of the covering tapers away to nothing at the edge of the baseboard.



7 I used Woodland Scenics' earth colours - grey and brown, to paint the rocks, misting the area with water mixed with a drop of washing-up liquid before applying a light coat of paint.



8 I added yellow to brown paint to create a sandy colour between the rocks and dusted it with fine real sand. Rock pools were filled with white PVA glue: two or three applications were needed.



9 The sand castles, just shaped from some fairly thick Polyfilla, were something of a last-minute idea. The whole exposed beach area was then brushed with the sandy coloured paint.



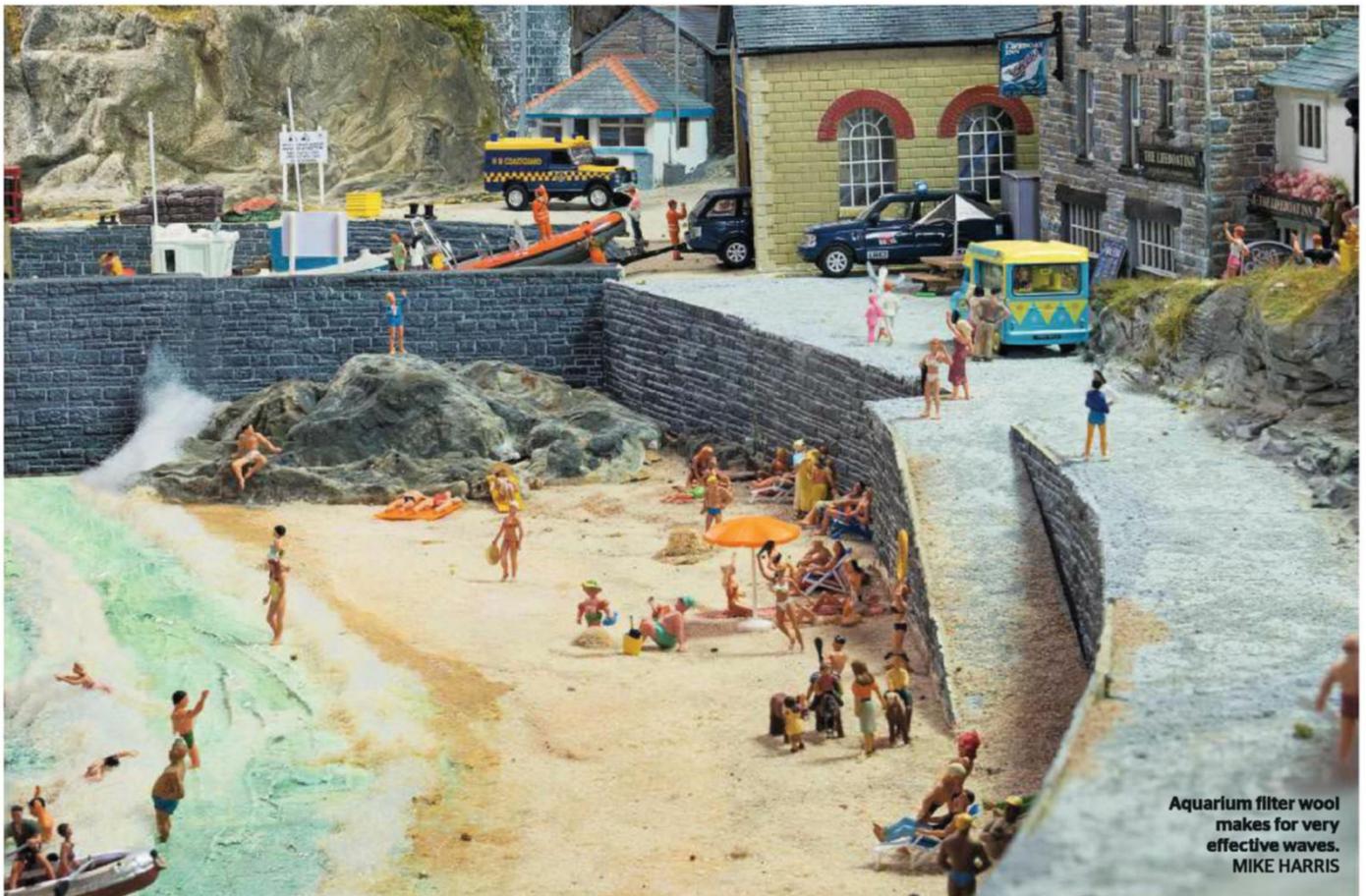
10 Next, the beach area was treated to a brush-over with slightly diluted PVA glue and then sprinkled with fine sand for as realistic an effect as possible. The area which will be the edge of the sea was left unpainted at this time.



11 Adding the figures brings the layout to life and is really enjoyable! I arranged plausible groups and families using the Preiser figures which I prefer to those by Noch. The latter tend to be caricatures and are less convincing.



12 Painting the sea was a case of blending the sandy colour into the 'water' with plenty of white for surf and light reflection and plenty of blue-green for 'water', the colour becoming slightly darker further away from the beach.



Aquarium filter wool makes for very effective waves.
MIKE HARRIS



13

Next, I gave the sea area a couple of coats of the same varnish that I had used in the harbour. While this dried, I continued to add more figures on the street, the promenade and the beach.



14

I used scissors to cut some long, thin strips of the aquarium filter wool. It's not very expensive and a packet will give you enough for all but the largest of water features.



15

The strips of filter wool make great waves. I used a brush to tease the strips of wool into wet varnish. The nearer wave here shows the wool just after it's been pressed into place.



16

By working more varnish into the filter wool, I was able to create the effect of a wave in its last moments, breaking onto the beach. At this point the wave is a turmoil of foam and churned-up sand.



17

The next wave, further out, is a real breaker and I've placed bathers and swimmers into the filter wool before applying lots of varnish with the brush, adjusting any bits of stray filter wool with a finger.



18

Some bathers have had their legs cut off so that they appear immersed in the water, and the filter wool is carefully arranged so that it looks like surf is breaking round the figure. Ball games and pony rides are under way on the beach.

LAYOUT MASON'S LANE



A career in **MODELLING**

Neil Mason has made a career out of his hobby, and with former exhibition layout 'Masons Lane', it's easy to see why.

Words: **Mike Harris** Photos: **Chris Nevard**

VITAL STATS

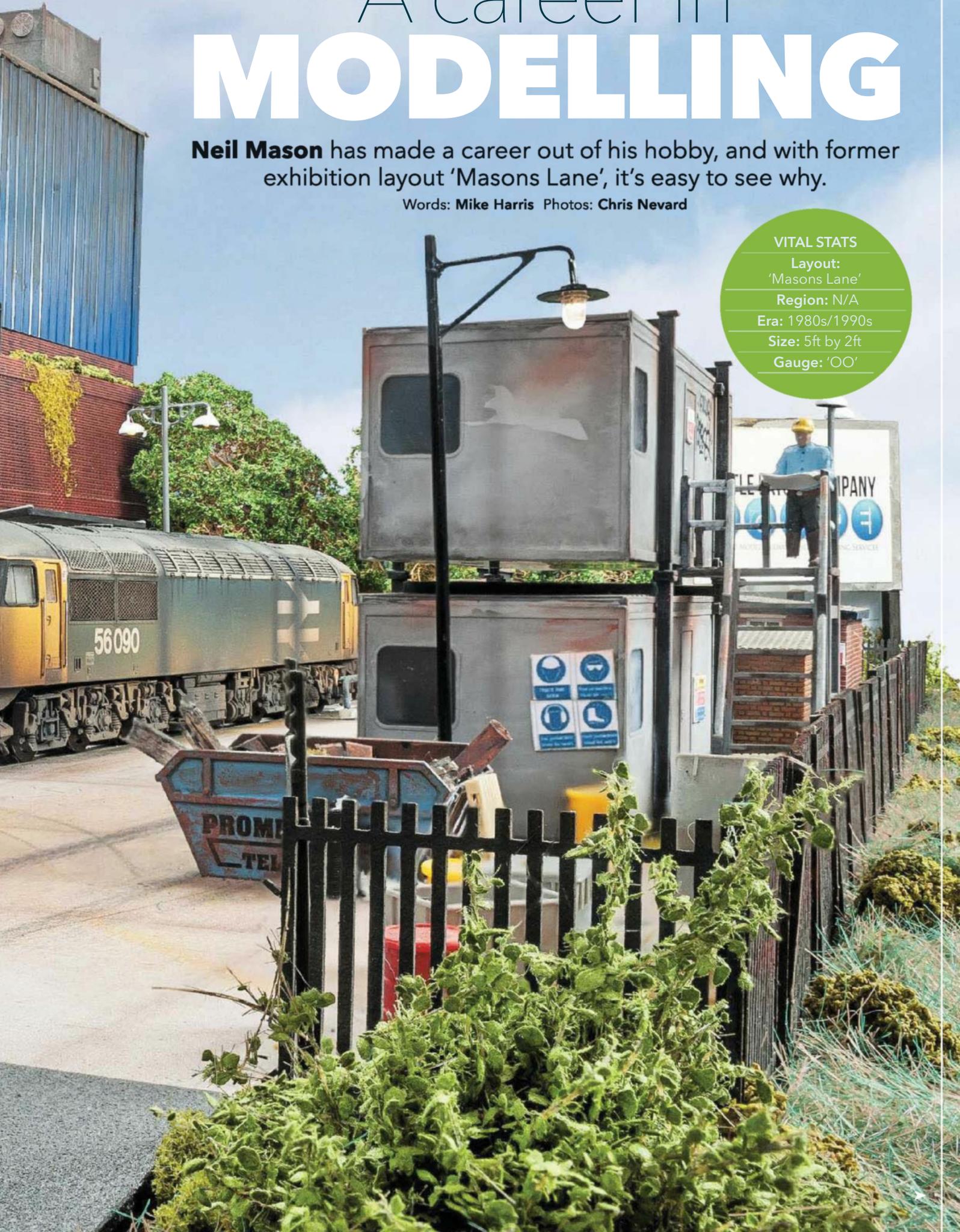
Layout:
'Masons Lane'

Region: N/A

Era: 1980s/1990s

Size: 5ft by 2ft

Gauge: 'OO'



H

usband and wife Neil and Lacey Mason realised that the hobby was crying out for an accessible layout building service, one for the 'average' modeller who can't afford to spend mega bucks. The idea proved so popular that in June 2016, the couple started their own business in Deeping St James, Lincolnshire, and haven't looked back since.

'Masons Lane' was built to showcase The Little Layout Company's layout building service, but has since been sold. The compact 5ft by 2ft diesel depot is small enough to fit in most homes, and is unique enough to provide ample viewing interest.

The diesel depot has become such a popular layout subject that it could be considered the GWR branch line of the 21st century. The challenge is to make one that stands out from the crowd.

Neil keeps any spare bits and pieces. The wasp stripes on the corrugated building were leftovers from an old card kit.

Neil built 'Masons Lane' to portray all periods from the 1980s to the 2000s. It's the mid-1980s period that really turns heads, with uniform shades of blues and greys compared to the kaleidoscope that is the privatised railway.

The track plan itself also presents a slight departure from the norm, with the presence of an additional line running atop the retaining wall.

"We copied that idea from our resident weathering guy, Paul Wright," admits Neil. "It's based around his layout 'Borders Reach' (MR189)."

RUNNING ON AUTOPILOT

Cleverly, the upper level runs independently from the rest of the layout, via a Tam Valley Depot automated control system (www.tamvalleydepot.com). Neil explains: "Because we're a business, we ▶



Concrete solution

Modelling rails set into concrete is never an easy task. But, together with the proprietor of Model Railway Scenery, Neil has found a very simple solution.

He explains: "The clay or plaster method isn't particularly quick or easy. So I approached the proprietor of Scale Model Scenery, Justin Noble, and asked if he would laser-cut some wood for the job.

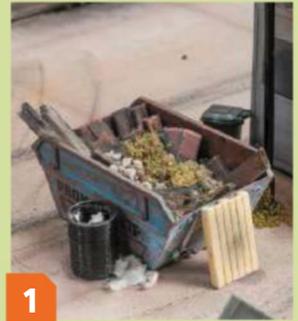
"After sending him the measurements he trialled the method for me, and it worked perfectly. It's now available on his website - you simply lay it either side of the rails and layer textured paper on top."

The concrete style paper comes already weathered, but Neil applies a little black weathering powder using a finger to produce forklift skid marks. "Just remember to only use dry powders," he notes. "Liquids will soak into the paper and make it crinkle."

Product: Concrete Hardstanding Kit

Availability: www.scalemodelscenery.co.uk

3 things we like



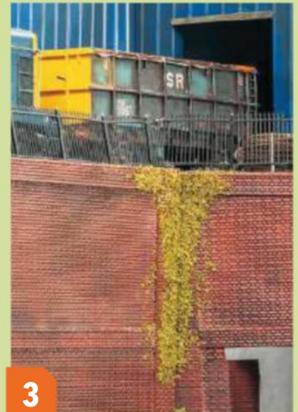
1

This Modelscene skip has received a weathering job and is filled with 'bits box' parts.



2

Neil's friend James added the graffiti - sourced from www.modelrailwayscenery.com



3

Javis flock adds a welcome splash of colour to the brick retaining wall.

What makes this layout great?



It's a great-looking layout, but once you delve into how it was made, it's a build that isn't beyond the abilities of the average modeller. Neil is a master of accessible model making, and it's a great business model; his layouts are built to be played with, because any wear and tear is easily fixed.

LAYOUT MASON'S LANE

spend most of our time talking to people at shows - it's not like running an exhibition layout. Using an automated system allows us to chat while the layout is still in operation and provides interest for the viewer."

The retaining wall, corrugated iron building and depot building were built from 5mm plywood - cut using a bandsaw. Neil's friend, James Styles ('Operation Abyss' MR237) modelled the buildings and retaining wall.

Embossed plastic card sheet from South Eastern Finecast was used on the retaining wall, which was then painted using Halfords acrylics and weathered using an airbrush. The blue building was covered in corrugated plastic card, with Evergreen styrene strip embellishments.

The high retaining wall meant that Neil could install a simple sky backscene.

"We used an ID Backscenes product," he says. "They do a 15in self-adhesive backscene, which I've used on all of our layouts. It pushes the buildings forward - visually - and creates an illusion of greater depth."

SPEED DEMON

Neil doesn't have the luxury of enjoying a year-long project. Customers count on him building quickly and to a very high standard. Fortunately, Neil has decades of modelling experience. But how does he do it?

"You've got to keep your methods simple," he says. "Don't try to over-engineer anything."

Indeed, 'Masons Lane' isn't an overly technical

layout. Embossed plastic card has been used where possible, alongside weathered or repainted 'ready-to-plant' details. On the opposite page, you'll even find a super-simple method of planting static grass without using a GrasMaster!

But there's a secondary reason why Neil likes to keep his methods simple, and that's because of the customer. He explains: "We want customers to understand how everything is built, so if they have an issue later down the line, they can easily diagnose and rectify the situation."

This is precisely the reason why Neil insists on using well known products, too.

"I won't use hard-to-find materials," he says. "Layouts will always require a refresh, and I want customers to be able to source the materials they need to fix general wear and tear quickly and easily." >

AUTO CONTROL

The top tier of 'Masons Lane' runs via Tam Valley Depot's DCC Train Shuttle. The control system allows for seamless back and forth automated control. **Web:** www.tamvalleydepot.com

Below: Paul Wright weathers all of Neil's stock in The Little Layout Company workshop.

BEHIND THE SCENES



Neil wanted the layout to fold up into a neat box for easy transit. As a result, he approached Little Layout Company carpenter (and father-in-law) Alan Patrick. Alan designed a hinged top and front panels, which fold down to cover the trestles. Not only does this fold the layout up neatly when not in use, it removes the need for a curtain.



Do what you love

Neil has been modelling for over 25 years, but it was his wife, Lacey, who finally convinced him to realise his dream and build layouts as a job.

Despite selling several of his exhibition layouts and accepting the odd commission, Neil had never entertained the idea of building layouts full-time. But that all changed at an exhibition in Mansfield.

"Lacey came with me to the exhibition," says Neil. "When I managed to sell 'Werrington Road' there, she immediately identified that I might be onto something."

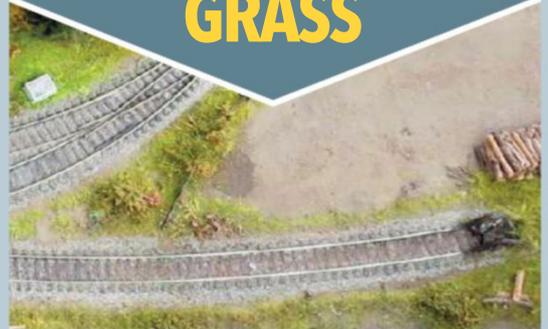
The next step was to come up with a company name and set up a website. People took note, and Neil began to take commissions as The Little Layout Company for the very first time. The problem was, it was working a little too well...

"I was working in my spare time, from home," he explains. "But, it quickly outgrew the house, so we decided to bite the bullet, open our own premises, and commit to a full-time business."

The Little Layout Company now consists of Neil's workshop and a model shop - it even has its own club.



Workbench SPEEDY STATIC GRASS



Here's a neat way to quickly apply static grass in those tight areas where your GrasMaster just won't fit. The static grass used here is a mixture of Javis (JHG4) Forest Mix and (JHG1) Spring Mix.

00
GAUGE



10 MINS



1

Before adding any scenery, paint the area you're working on in a suitably earthy colour. Once cured, lightly spray the area with a layer of contact adhesive and allow it to go tacky (this should take around ten seconds).



2

Pinch a small amount of grass fibres and proceed to dab them lightly onto the tacky adhesive. Pull away relatively sharply and you'll find that most of the fibres left behind will stand up.



3

Add more adhesive and repeat Step 2 (should you require). Once the entire area is covered and has cured, you can airbrush the fibres to blend them into the scenery or provide greater colour/tonal variety.

WORKBENCH SECTION STARTS ON PAGE 47

HIDDEN DEPTHS

Neil works in what he calls 'visual sections'. He identifies the areas of a layout that are most likely to capture a viewer's gaze and then - knowing that their field of view will probably encompass about one square foot - ensures that each of these areas is packed with enough detail to maintain interest.

This is a particularly useful method if you're working on a large layout and don't have the time to detail the entire model. The smaller the layout though, the closer together each visual section will be. Neil notes: "With really small layouts you need to ensure that you super-detail as much of the model as possible."

'Masons Lane' maintains interest partially because of its sense of depth. Neil has broken the layout into sections, including fencing and weeds in the foreground. The railway itself is in the mid-ground, and the upper tier track and buildings are in the background. Add to that the skyscape backscene and the sense of depth is quite remarkable.

The breadth of the layout has also been carefully composed. The left-hand side features the interest of the shed, so Neil included a yard scene for balance. "The trees and portable cabin were included to add height - they also make the layout look less flat. The diagonally placed billboard also helps to hide the backscene."

The billboard itself was built from an MDF offcut. The frame was made from wooden 'O' gauge sleepers and is built around a TLLC business card.

FEEL IT FIRST-HAND

Neil is an advocate of observing weathering on-site, if at all possible.

"I've worked around industrial buildings all of my life," he says. "You become accustomed to how buildings look - the build-up of muck, for example.

"I start with a thin wash of black or brown, followed with a coating of various weathering powders. Finally, I'll make a pass with the airbrush to blend it all together. There's no special method, I'll use Humbrol paints straight from the tin, thinned with a little water."

Neil airbrushes his track too, using prototype photography for reference. He begins with a coat of RailMatch Sleeper Grime (2406), followed by RailMatch Roof Dirt (2403) along each rail. This is followed with a dusting of Woodland Scenics Earth Colors Liquid Pigments, and a final airbrush of Humbrol Gunmetal (53) and Rust (113), to create thin rust patches.

SIMPLY REFINED

Diesel depots are hugely popular because you can display a good collection of locomotives in a comparatively small space. At 5ft by 2ft, 'Masons Lane' isn't particularly large, but it can still house a sizeable fleet. Despite the large number of depot layouts, Neil and James have crafted one that really stands out.

On top of everything, they've created a layout that's very inspirational. It's modelled to a very high standard and looks hugely attractive, yet you'll find no exotic products or difficult techniques in Neil's method. He really is the master of good, honest model making - he's built a career out of it, after all. **MR**



Various health and safety and other depot-related signs have been sourced from the Internet and printed on a home computer.

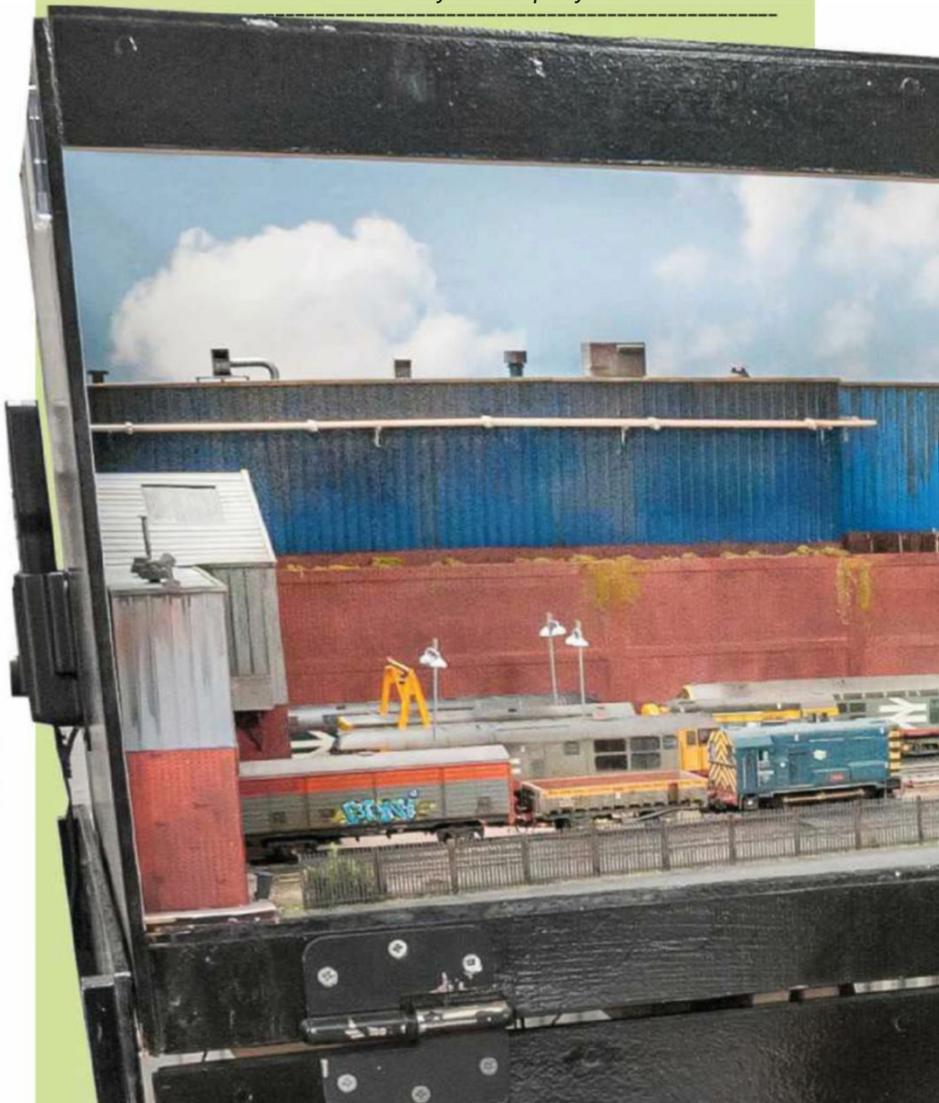
MODELLER'S CV

Neil Mason runs The Little Layout Company with his wife, Lacey. He's been model making for over two decades (having been taught the ropes by his father) and is now a full-time, professional layout builder.

His favourite era to model is between the late 1980s right up until 2000, and his favourite modelling subject matter is diesel depots - although he will happily turn his hand to anything.



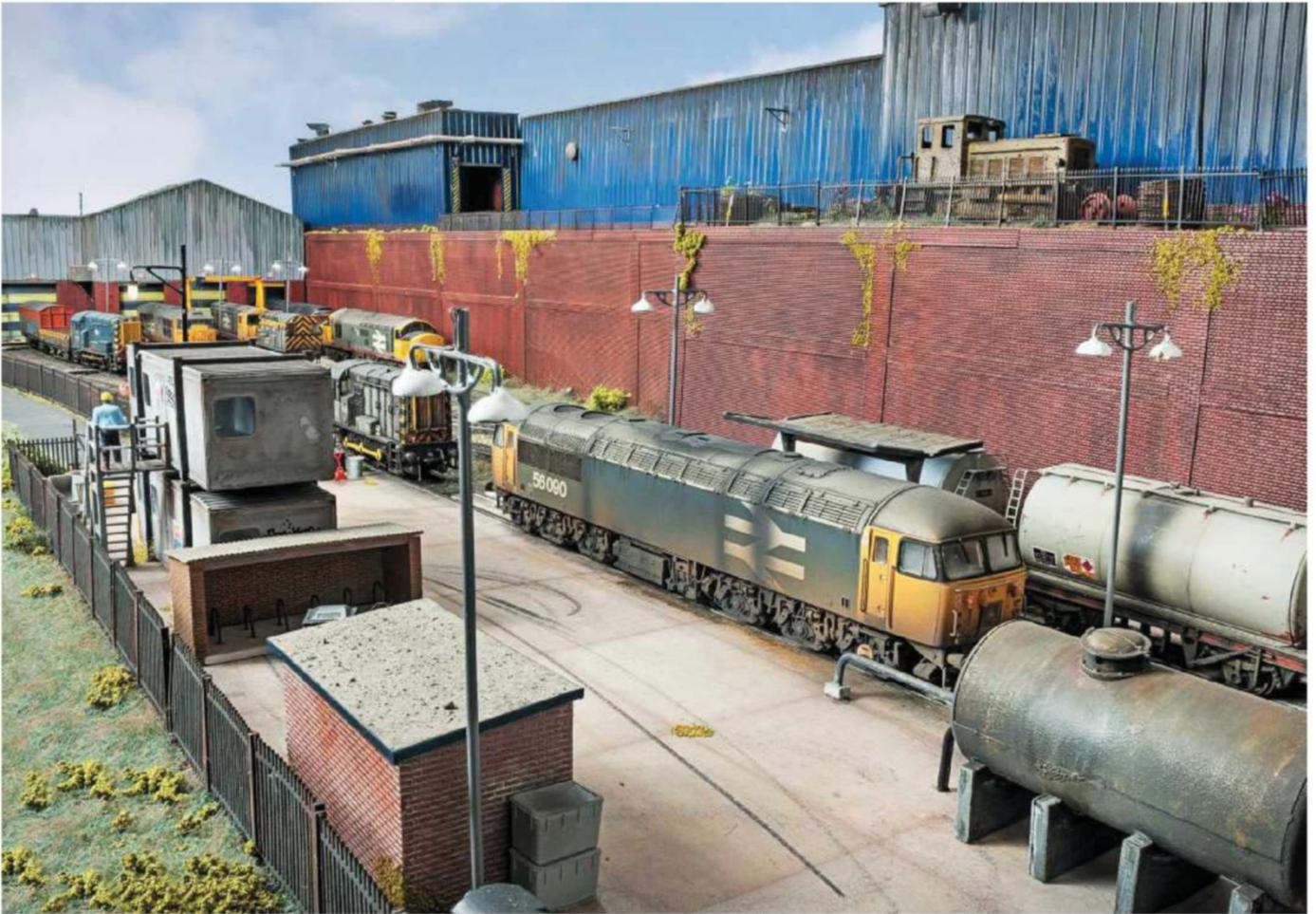
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Above: Streaks of dirt on buildings are created by airbrushing a mix of black and RailMatch Roof Dirt (2403).



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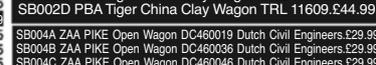
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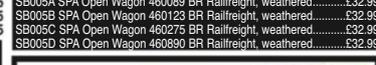
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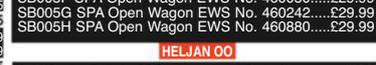
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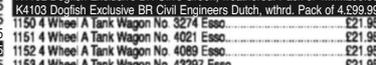
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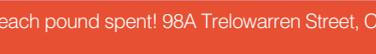
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1156 4 Wheel A Tank Wagon



Reviews

In-depth and unbiased reviews of the latest products

92 **Bachmann '450'**
First look at the most modern third-rail EMU.

94 **Oxford 'Warwell'**
Another month, another wartime flat wagon.



95 **Mike Pett figures**
More small people to bring your layout to life.

95 **Manchester book**
The interesting tale of one of Britain's oldest model clubs.

95 **Pistol brushes**
The Airbrush Company's new range of airbrushes is aimed at beginners.



Our Reviewers

George Dent

A modern image expert, who also tests tools and modelling products.

Richard Foster

His *forte* is steam locomotives, regardless of region or era.

Mike Harris

Can turn his hand to rolling stock or tools with equal aplomb.

Our Ratings

We assess models on the following criteria and rate them each out of ten: that way, you know precisely how good a model is.

LOOKS	9/10
PERFORMANCE	9/10
FEATURES	8/10
DECORATION	9/10
VALUE FOR MONEY	6/10
TOTAL	82%

How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. To do this, we judge models against prototype images and historical texts, as well as running them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.



Bachmann Class 450 EMU

SCALE 'OO' Gauge ♦ MODEL Bachmann Branchline 31-040 450073, SWT blue ♦ PRICE £319.95 ♦ PERIOD 2003-present ♦ REGION Southern

Bachmann has been instrumental in creating a market for ready-to-run third-rail 750V DC EMUs in 'OO' gauge. However, it has focused purely on the classic Mk 1-based slam door units, leaving modellers of the contemporary Southern scene still having to rely on kits.

Or has it?

Bachmann has also produced an RTR model of the Siemens 'Desiro' multiple unit. The 'Desiro' is a modular multiple unit design and has proved a huge success for the German train maker. It has been successfully used throughout Europe and is making a mark in the Far East and the United States.

Britain predominantly uses the 'Desiro UK' version and there are six classes at work on these shores. Some take power only from 25kV overhead wires, others using 750V DC third-rail and some do both. One, the Class 185, is 100% diesel-powered.

Bachmann's decision to produce the dual voltage Class 350 was a brave one - and it paid off. The model achieved 94% in *Model Rail's* February 2012 review and it was praised for its superb shape and detail, key detail differences, livery application and the fact that the head and tail light switches were cunningly hidden under the cab air conditioning units.

Given that the 'Desiro' design is a modular one, could the '350' be turned into a modern third-rail EMU? South West Trains operates two 750V DC EMUs: the four-car Class 450 and the five-car Class 444. The differences between four-car '350' and the '450' are minimal, the biggest being the lack of a pantograph.



If you're at all familiar with Bachmann's Class 350, the '450' won't hold any surprises. You get great looks and lots of fine underframe detail; you get coupling bars to join the cars together (in NEM pockets on sprung cams), plus a bag of dummy pipework; you get the cab light switches under the air conditioning pods and you get an easily accessible 21-pin DCC socket, which also allows easy sound installation. It does, unfortunately, have Bachmann's traditional multiple unit

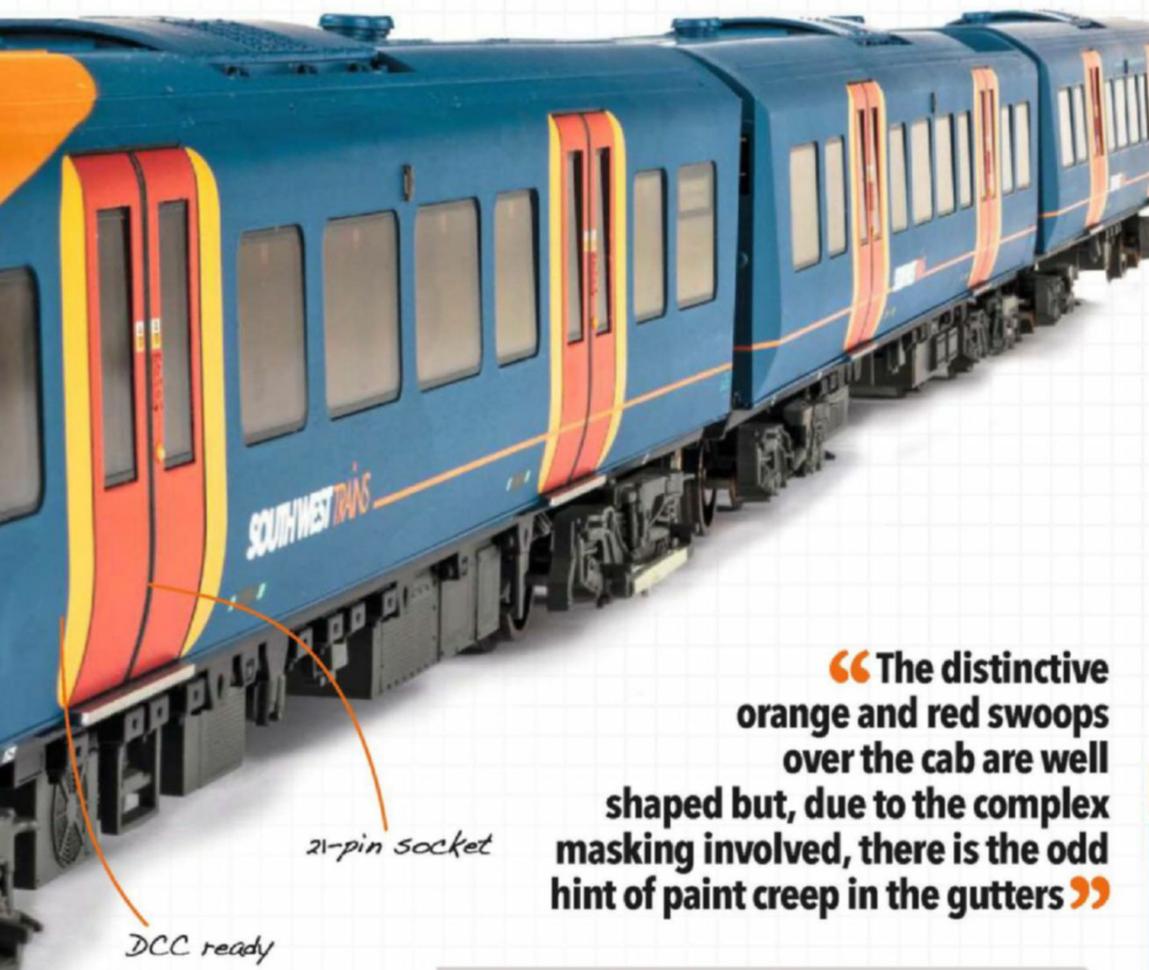
mechanism with a large motor block that fills part of the passenger compartment of one of the cars.

Bachmann hasn't just removed the pantograph. It has created an accurate rendition of the well, with a representation of the electrical equipment.

The other change is the rendition of SWT's handsome blue livery. The colour shades are spot-on. The distinctive orange and red swoops over the cab are well shaped but, due to the complex masking involved, there

is the odd hint of paint creep in the gutters, while there is slight fuzziness between the black and the yellow warning panel. The SWT logos and other signs are up to Bachmann's usual high standards while the dot matrix destination displays are a joy to behold.

Model Rail originally proposed the '450'-from-'350' as a limited edition back in 2014 (MR193) and we received an overwhelmingly positive response. Finger crossed that the '450' does for the modern Southern scene what the '4-CEP' did for classic slam-door EMUs. (RF)



21-pin socket

DCC ready

“The distinctive orange and red swoops over the cab are well shaped but, due to the complex masking involved, there is the odd hint of paint creep in the gutters”

THE WEATHERED ONE

A weathered Class 450? Really?

You might think that Bachmann's choice to offer a weathered Class 450 an odd one when you don't see the real thing covered in rust patches and caked in dirt. Well, Bachmann has paid great attention to how the '450' ages.

The '450's' bodies are painted, whereas the sides are vinyl-wrapped. Therefore, the sides retain their colour but the roofs, which are painted, fade with exposure to the weather and carriage washing plants. Bachmann has replicated this and topped it off with a light coating of dirt.

3 things we like



1

Dot matrix destination displays are well finished.



2

Complex SWT livery is beautifully executed.



3

Accurate representation of the pantograph well.

REVIEW VERDICT

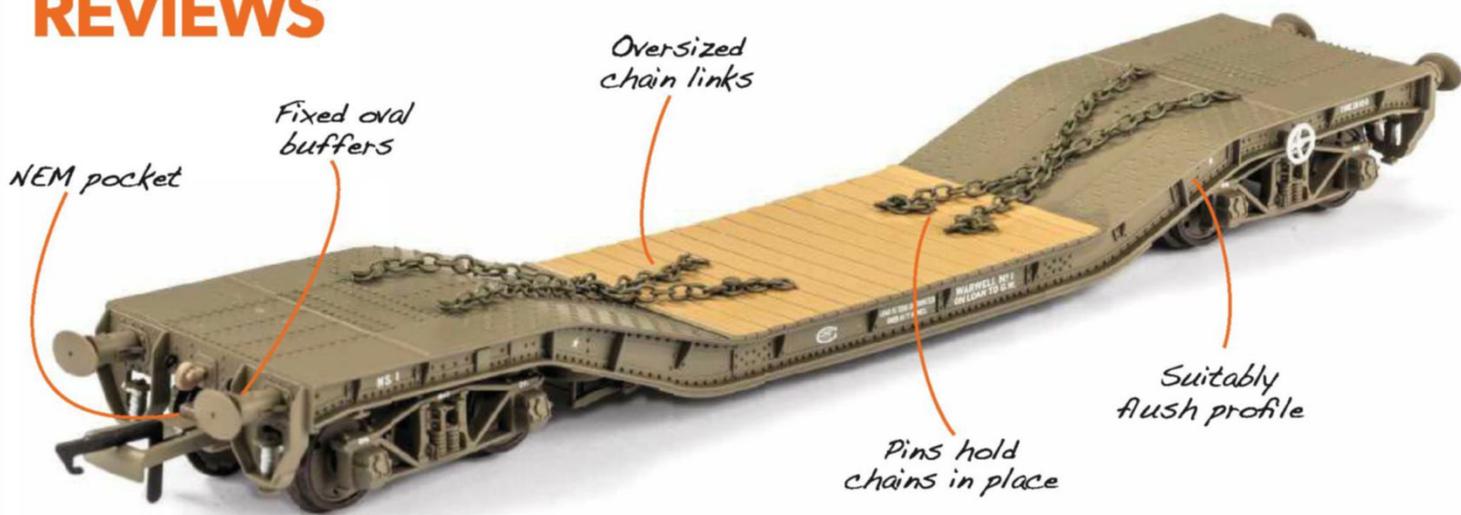
PROS. Simple mod that creates a useful EMU.
CONS. Some slight issues with the masking, otherwise nothing.

LOOKS	9.5
PERFORMANCE	9.5
FEATURES	9.5
DECORATION	8.5
VALUE FOR MONEY	9

92%



REVIEWS



Oxford Rail 'Warwell'

◆ SCALE 'OO' gauge ◆ MODEL 'Warwell' A Ministry of War Transport MS1 ◆ PRICE £29.95 ◆ PERIOD 1942-present ◆ REGION All

Ready-to-run military flat wagons are like buses. You spend ages waiting for one to appear, then several come along all at once. Last month, I reviewed Hatton's 'Warwell', only to receive Oxford Rail's take on the wartime wagon as we closed for press. Comparisons between the two are inevitable, so which one is most fit for duty?

Oxford sent us the 'Warwell' MS1 for review. However, the wagons aren't limited to military layouts. Although it was introduced in 1942 to transport Sherman tanks on Britain's railways, the versatile 'Warwell' was adopted (and sometimes adapted) for civilian use, and is still in service today.

The Oxford Rail range currently includes eight 'Warwell' combinations: from an MoD triple pack to wagons that feature either a traction engine or Sherman tank load - there's plenty to suit a variety of eras, themes, and regions.

CHAIN GANG

Unlike Hatton's, Oxford has opted to include separately fitted chain links. No doubt this detail will be enough to get some modellers on board, but others have already questioned the inconsistency in scale.

Oxford's Tim Mulhall explained that while the company is aware that each link is slightly overscale, making them that size was a conscious decision - due to the fiddly nature of removing and attaching the pins that hold the chains in place.

With Hatton's choosing to omit the detail in favour of accuracy, we're spoilt for choice - whether you prefer precision or playability will likely influence yours.

Hold Oxford's 'Warwell' for the first time and you'll likely find its lack of weight surprising - the large amount of die-cast

metal in Hatton's 'Warwell' made it much heavier in comparison. However, the featherweight flat wagon performed flawlessly on our test track - navigating baseboard joints and points with ease.

CRYPTIC COLOUR

Oxford has represented the 'Warwell's' shape and character suitably, and I'm particularly pleased to find that the deck sits perfectly flush atop the side frames.

Printed details are crisp enough, but colour wartime photographs are in short supply so it's difficult to judge just how accurate the livery really is.



Prototype photography suggests that earlier 'Warwells' were fitted with circular buffers, so I was surprised to find that MS1 is fitted with oval ones. That said, Oxford has catered for both eventualities with the former supplied as loose, optional details.

I've noticed that Hatton's model sports roping eyes either side of the deck, while Oxford Rail has opted for flush planks of wood. Again, with precious little prototype imagery and the somewhat lax approach to standardisation during wartime, it's difficult to reach a definitive conclusion.

My biggest reservation with Oxford Rail's 'Warwell' is its lack of finesse. The underframe detail is lacking in comparison to Hatton's model, and our sample features several separately fitted details that were slightly askew.

Oxford's 'Warwell' looks

the part and performs well. The separately fitted chains will be enough to seal the deal for some, but for everyone else it really is a choice between refinement or budget. (MH)

REVIEW VERDICT

PROS. Separately fitted chain links, looks, and price.
CONS. Some details fitted askew, lack of underframe detail.

LOOKS	8
PERFORMANCE	9
FEATURES	8
DECORATION	8
VALUE FOR MONEY	8

82%

New people from Supercast

◆ **SCALE** 'OO' gauge ◆ **MODEL** Mike Pett Supercast figures ◆ **AVAILABILITY** 01843 593417 ◆ **PRICE** rrp £1.75 each (£4.50 painted) ◆ **PERIOD** Various

The latest range of 'OO' figures from Supercast offers a trio of steam age personnel, plus a famous modern character, in the form of Michael Portillo. Clutching his trusty copy of Bradshaw's, the former cabinet minister-turned TV presenter would make an interesting **cameo character**, striding along a station platform.

The other figures include a pre-1970s policeman, in typical bobby on the beat-style pose, a postman and a saluting AA or RAC patrolman in traditional uniform. Well sculpted, cast in metal and available in painted or bare metal form, they make for a useful and attractive quartet. (GD)



Pistol-Gripped Airbrushes

◆ **PRODUCT** Sparmax GP-35, GP-50 and GP-850 pistol trigger airbrushes
 ◆ **AVAILABILITY** The Airbrush Company, 01903 767800. www.airbrushes.com
 ◆ **PRICE** GP35/50 £90.00 each GP850 £115.00

A trio of high-specification pistol trigger airbrushes at affordable prices, the Sparmax tools each feature a comfortable plastic pistol grip, with the GP-35 and GP-50 including a choice of screw-on gravity-fed paint cups. Both tools are suited to general painting and weathering work in scales up to 'O' gauge. However, the GP-35, with its 3.5mm needle/nozzle combo, is also ideal for more intricate work.

The GP-850 features an air cap capable of delivering both a fan-shaped and round pattern of paint flow, making it the airbrush of choice for paint jobs in the larger scales ('Gauge 1' and upwards).

All three tools come fitted with pre-set handles, whereby the paint flow can be limited to give you full control and lessen



the risk of applying too much paint too soon.

Boasting quality components, including solvent-proof seals, all three airbrushes come with a five-year warranty. (GD)

Manchester MRS: A History

◆ **BOOK** *The History of the Manchester Model Railway Society from 1925-2015* by Frank Gordon ◆ **AVAILABILITY** Manchester MRS. E-mail treasurerht@mhrs.co.uk or visit mhrs.co.uk ◆ **PRICE** Black & white £15.00; colour £50.00 plus £4.00 p&p

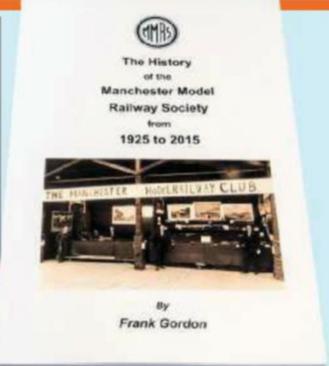
Although the real railways had been around for a while, it wasn't until the early 1900s that working model trains became affordable to more than just the wealthy elite. As interest in the hobby increased, like-minded enthusiasts began meeting in the Clarion Café in Market Street, Manchester, in the mid-1920s.

Over the following 90 years, Manchester Model Railway Society became one of the UK's foremost clubs. From the early days, when layout operators wore white coats (and white collars), to the post-war years of mass-market 'OO' trains, this new, illustrated book reveals the evolution of a hobby as well as a society.

It's fascinating to see how 'mainstream' and respected the hobby was regarded in the mid-20th century, with over 10,000 visitors attracted to the club's 1937 exhibition at Manchester City Library. The event was even captured in a Pathé newsreel of the time.

Tales of layouts built for shop windows to promote War Bonds, plus the holding of exhibitions in children's hospital wards, show what an important role the hobby has played in society.

Another interesting tale involves how, in 1941, the MMRS was contacted by the British Railway Modelling Standards Bureau with a view to setting



out common model railway standards across the hobby. The club's committee suggested that the nascent gauge of 'OO' should have its rails set 18.5mm apart. With manufacturers already committed to using the existing 16.5mm track, it fell on deaf ears. It probably explains why MMRS has been a leading light in the 'EM' gauge movement.

Post-war changes and the increased accessibility of model railways allowed MMRS to move to its current home, Dean Hall in Sale. Later pages tell the story behind the construction of 'Dewsbury Midland', along with preparations for the club's 90th birthday bash in 2015.

Although not something likely to be read cover to cover, this is still an interesting document, charting the development of the hobby in general, as well as the Manchester club. (GD)

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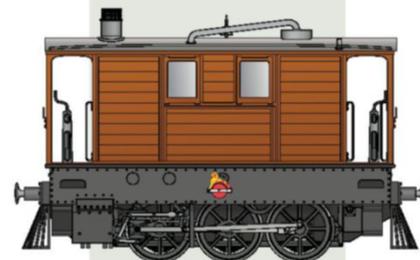
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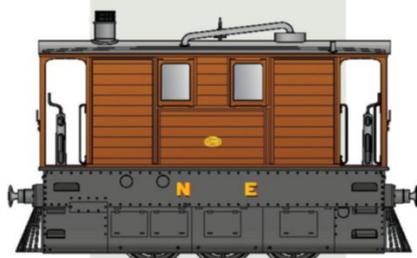
MR-203
No. 68225, BR early emblem weathered, no skirts



MR-204
No. 68226, British Railways lettering, no skirts



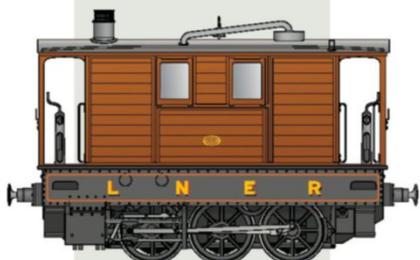
MR-205
No. 68223, British Railways lettering, full skirts



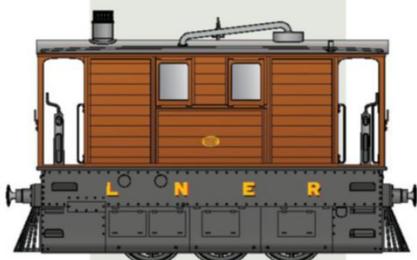
MR-206
No. 7128, LNER wartime livery, full skirts



MR-207
No. 8223, LNER post-war livery, full skirts



MR-208
No. 7126, LNER lined livery, no skirts



MR-209
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MR-210
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 lettering



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MR-017
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MR-105
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 Longmoor Military Railway blue



MR-107
 No. 36, National Coal
 Board black



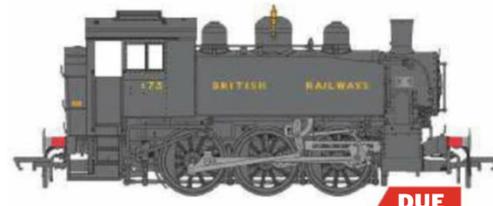
MR-108
 No. 72, Keighley & Worth
 Valley Railway ochre



MR-109
 No. 30067, BR unlined
 black, late emblem



MR-110
 No. DS237 Maunsell,
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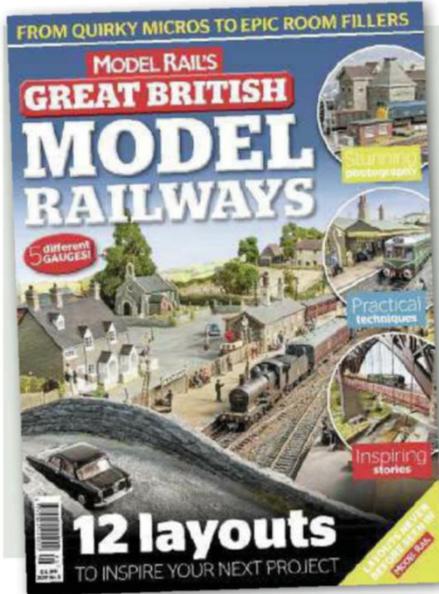
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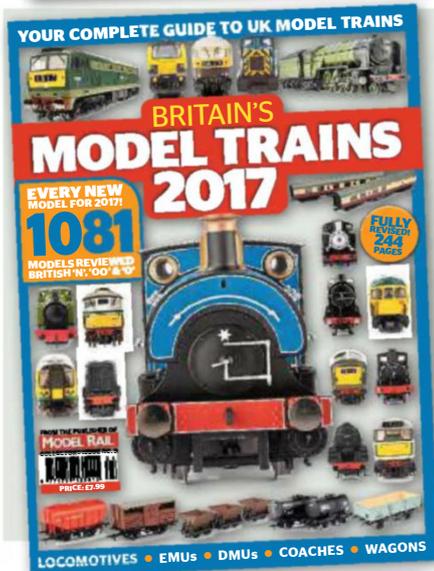
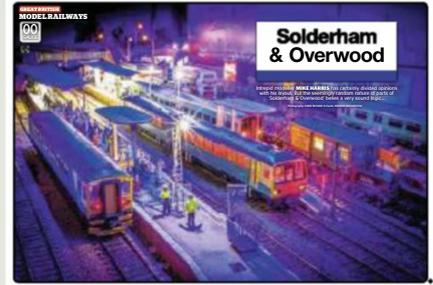


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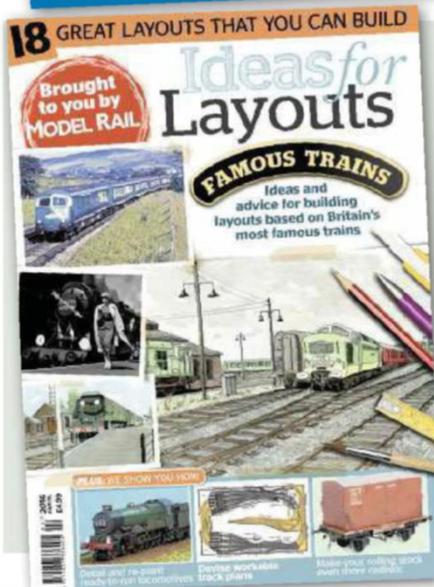


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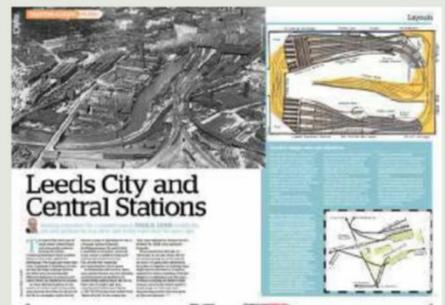


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WHAT'S ON EXHIBITION DIARY

Jul 29

BARNSTAPLE, N. DEVON. Christ Church, Bear Street, Barnstaple EX32 7BU. **Time:** 1000-1600. **Tel:** 01237 238872. **E-mail:** shadylane@live.co.uk

BRIDPORT, DORSET. Bridport & District MRC MRE. Bridport United Church Hall, East Street, Bridport DT6 3LJ. **Time:** 1000-1630. **Admission:** Adult £3.50, Child £1. **Tel:** 01308 861754. **E-mail:** robert@rahrens.wanadoo.co.uk

NORTH SHIELDS, TYNE & WEAR. Blyth and Tyne MRS 'RailEx NE'. John Spence Community High School, Preston Grange, North Shields NE29 9PU. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £7, Child £3, Family £16. **E-mail:** lippydavies@blueyonder.co.uk **Web:** www.railexne.com

Jul 29-30

LLANDUDNO. Colwyn MRC MRE. Craig y Don Community Centre, Queen's Road, Craig y Don LL30 1TF. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Tel:** 01766 890842. **Web:** www.colwynmodelrailwayclub.co.uk

STOKE-ON-TRENT. St Johns Charity Exhibition. St John's Primary School, Wheatley Avenue, Trent Vale, Stoke-on-Trent. **Time:** Sat 1030-1700, Sun 1030-1630. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 07747 087050. **E-mail:** jrf.cox@hotmail.co.uk

NEW MILTON, HANTS. South Coast MRC MRE. The Arnewood School, Gore Road, New Milton BH25 6RS. **Time:** Sat 1000-1700, Sun 1000-1600. **Tel:** 01425 616646. **Web:** www.southcoastmodelrailwayclub.co.uk

Jul 30

THIRSK, YORKS. Thirsk and District MRG Show. Thirsk Town Hall, Westgate, Thirsk YO7 1QR. **Time:** 1030-1630. **Admission:** Adult £4, Child £2, Family £10. **E-mail:** p.simmerson@btinternet.com

Aug 2, 9, 16, 23, 30

BISHOPS LYDEARD, SOMERSET. Taunton MRG MRE. Bishops Lydeard Station, West Somerset Railway. **Time:** 1030-1630. **Admission:** Adult £1.50, Child 75p.

Aug 5

HUDDERSFIELD. Pennine MRS MRE. St Philips Community Centre, Briarlyn Road, Birchencliffe, Huddersfield HD3 3NL. **Time:** 1000-1700. **Admission:** Adult £4.50. **Tel:** 07787 840672.

MINEHEAD, SOMERSET. Exmoor Coast Railway Modellers EXMOOR-RAIL. The Minehead Eye, Mart Road, Minehead TA24 5BJ. **Time:** 1000-1630. **Admission:** Adult £5, Child £1, Family £10. **Tel:** 01643 706736. **E-mail:** nelhams1@tiscali.co.uk

Aug 5-6

REDCAR, CLEVELAND. Cleveland MRC MRE. Redcar & Cleveland College, Corporation Road, Redcar TS10 1EZ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4.50, Child/Concession £3.50, Family £12.50. **Tel:** 07864 880242. **Web:** www.cmrc.club

ST ANDREWS, FIFE. St Andrews MRE. St Andrews Town Hall, Queens Gardens, St Andrews, Fife KY16 9TA. **Time:** Sat 1000-1730, Sun 1030-1700. **Admission:** Adult £4, Child £2.50.

Aug 6

ASHMANHAUGH, NORFOLK. Ashmanhaugh Light Railway Open Day. East View Farm, Stone Lane, Ashmanhaugh, Norwich NR12 8YW. **Time:** 1400-1700. **Web:** www.ashmanhaughlightrailway.co.uk

Aug 10

WELLING, KENT. The Association of Bexley Charities Charity Toy and Train Fair. Falconwood Community Centre, 32 Falconwood Parade, The Green, Welling, Kent DA16 2PG. **Time:** 1800-2130. **Admission:** Adult £1.

Aug 12

BEXHILL-ON-SEA, SUSSEX. Bexhill MRC MRE. St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE. **Time:** 1000-1700. **Admission:** Adult £4, Child £2, Family £10. **Web:** www.bexhillmrc.org.uk

HEYWOOD, LANCS. Heywood MRG MRE. Club Rooms, Unit 3, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmrg.co.uk

MILTON KEYNES. Silverfox DCC MRC MRE. Oakgrove School, Brickhill St, Milton Keynes MK10 9JQ. **Time:** 1000-1600. **Admission:** Adult £6, Child £2. **Tel:** 01908 225249.

Aug 12-13

RIPLEY, DERBYSHIRE. The Midland RailEx MRE. Midland Railway - Butterley DE5 3QZ. **Time:** 1000-1630. **Admission:** Adult £15.50, Concession £14.50, Child £7.75, Family £38.75. **E-mail:** garratt@w3z.co.uk

SWANAGE, DORSET. Isle of Purbeck MRE. Harmans Cross Village Hall, Haycrafts Lane, Swanage BH19 3EB. **Admission:** Adult £5, Child £2, Family £12.

PROMOTE YOUR EVENT

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• Send your exhibition details to: *Model Rail* Exhibition Diary, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA or e-mail: jane.skinner@bauermedia.co.uk

• Entries for the September 2017 issue should reach us by August 4 2017.

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TO THE INTERNATIONAL N GAUGE SHOW!

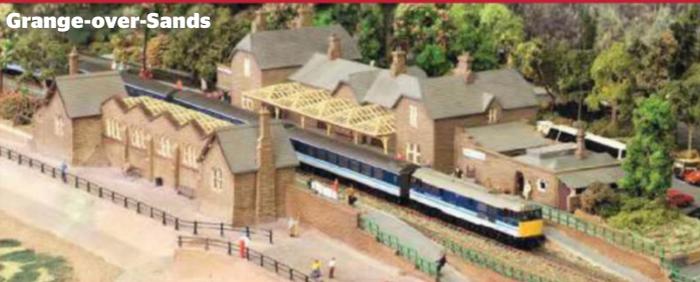
Thanks to Meridienne Exhibitions, we have ten pairs of tickets to The International 'N' Gauge Show 2017 to give away.

For your chance to win a single pair of adult tickets, please answer the following question, and send it, along with your name, address, and e-mail address, to: *Model Rail* Ticket Competition, Meridienne Exhibitions Ltd, The Fosse, Fosse Way, Nr Leamington Spa, Warwickshire CV31 1XN. Closing date is August 25 2017. For full terms and conditions, visit: www.bauerlegal.co.uk/competition-terms.html

Q: British outline 'N' uses a track gauge of how many millimetres?

A. 9mm B. 9.42mm C. 12mm

Grange-over-Sands



MARTYN BARNWELL

Kings Park



CHRIS NEVARD

IF YOU DON'T WIN...

The International N Gauge Show is a must for all 'N gaugers'. It takes place at the Warwickshire Exhibition Centre, near Leamington Spa, on September 9/10 and over 30 layouts are booked to attend, along with considerable trade support. Advanced tickets are available from www.ngaugheshow.co.uk

IN THE NEXT ISSUE OF...

MODEL RAIL

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AUGUST
24

DART VALLEY JUNCTION

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BOTH: CHRIS NEVARD



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From January-December 2016 *Model Rail* sold an average of 24,051 copies per issue, as independently confirmed by the Audit Bureau of Circulations (ABC)

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Model Rail magazine is published 13 times per year by Bauer Consumer Media Limited, registered in England and Wales with company number 01176085, registered address Media House, Peterborough Business Park, Lynch Wood, Peterborough, PE2 6EA, VAT no. 918 5617 01.

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ICI005CW - 19116 in Battleship Grey - weathered
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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

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

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

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

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



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Class 8P Princess Coronation 4-6-2
Pre-order for £161
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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
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Due in stock Dec 2017



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

Wainwright Class H 0-4-4T
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Due in stock Dec 2017



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

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

Hitachi IEP Class 800
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R3514 800004 in GWR green (5-car set)

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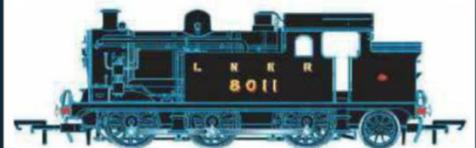


R4777 BSO brake second open W9353 in BR blue and grey
R4778 FO first open W3123 in BR blue and grey
R4788 BSO brake second open E9220 in BR maroon
R4789 FO first open E3050 in BR maroon



Oxford Rail OO Pre-Orders

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

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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

www.hattons.co.uk/preorder

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £33	Oct 2016							
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £85	Oct 2016							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 45 'Peak'	hattons.co.uk/hel45	£550	Jun 2013							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/c107	£99 (EST)	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	TBA	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdg	£95	Jan 2016							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 06/07/17.

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OO Gauge (1:76 Scale)
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H4-WW-001 Pack of 4 (Hat) **NEW** £119

NEW



H4-WW-002 Warwell wagon 50t diamond frame bogies WW.55 in WD (LMS) (Hat) **NEW** £33
H4-WW-002 Pack of 4 (Hat) **NEW** £119

NEW



H4-WW-003 Warwell wagon 50t diamond frame bogies in WD (LNER) (Hat) **NEW** £33
H4-WW-003 Pack of 4 (Hat) **NEW** £119

NEW



H4-WW-004 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) **NEW** £33

NEW



H4-WW-005 Warwell wagon 50t diamond frame bogies MODA95534 in MOD 1970s olive (Hat) **NEW** £33

NEW



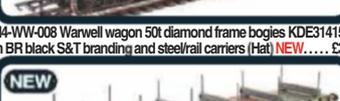
H4-WW-006 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) **NEW** £33

NEW



H4-WW-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat) **NEW** £33

NEW



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NEW



H4-WW-009 Warwell wagon 50t diamond frame bogies DM721227 in BR Olive green ELECTRIFICATION branding and steel/rail carriers (Hat) **NEW** £33

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H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat) **NEW** £37

NEW



H4-WW-011 Warwell wagon 50t diamond frame bogies DM748313 in BR grey bolster deck conversion (Hat) **NEW** £33

NEW



H4-WW-012 Warwell wagon 50t diamond frame bogies DM748316 in BR brown bolster deck conversion (Hat) **NEW** £33

NEW



H4-WW-013 Warwell wagon 50t diamond frame bogies ADRW96501 in BR engineers yellow (Hat) **NEW** £33

NEW



H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) **NEW** £33

NEW



H4-WW-015 Warwell wagon 50t Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered (Hat) **NEW** £37

NEW



H4-WW-016 Warwell wagon 50t Gloucester GPS bogies MODA95539 in MOD 1990s olive (Hat) **NEW** £33

NEW



H4-WW-017 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive - weathered (Hat) **NEW** £37

NEW



H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) **NEW** £33

NEW



H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 in MOD 2000s olive (Hat) **NEW** £33

NEW



H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) **NEW** £37

NEW



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

NEW



R3454 Castle Class 4-6-0 5076 "Dryslwyn Castle" in GWR Green (Hor) £140

NEW



R31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) . . . **BARGAIN** £79

NEW



H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green G W R lettering (DJ) £99

NEW



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

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

NEW



H1414 Class 14xx 0-4-2T 1450 in BR Lined green late crest (DJ) .£99

NEW



H1412 Class 14xx 0-4-2T 1474 in BR Unlined black early emblem - Heavily weathered (DJ) £99

NEW



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

NEW



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

NEW



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99) **BARGAIN** £60

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

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

NEW



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

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

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

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NEW



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

BARGAIN



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

NEW



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

NEW



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

NEW



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

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) . . . £125.76

BARGAIN



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

BARGAIN



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

BARGAIN



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £94.99) . . . **BARGAIN** £55



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



R328MTS 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** £68



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 4468 "Mallard" in LNER garter blue - 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



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



R3523 Class B17 4-6-0 61665 "Leicester City" in BR green early emblem (Hor) **NEW** £136



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



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99) **BARGAIN** £99



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £59



35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac) **NEW** £101.96



35-079 Class E4 0-6-2T Brighton tank 32494 in BR lined black early emblem (Bac) **NEW** £101.96



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



R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (RRP £126.49) **BARGAIN** £75



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



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) **BARGAIN** £69



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



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



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) (RRP £154.99) **BARGAIN** £89



32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) **NEW** £131.71



32-165 Class N 2-6-0 31874 in BR lined black early emblem (Bac) **NEW** £131.71



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £159.99) **BARGAIN** £108



R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) (RRP £94.99) **BARGAIN** £68



R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) (RRP £154.99) **BARGAIN** £105



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) **BARGAIN** £88



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) **BARGAIN** £88



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) **BARGAIN** £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) **BARGAIN** £89



R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (Hor) (RRP £134.99) **BARGAIN** £74



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



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



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



32-509 Standard class SMT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) **BARGAIN** £89



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



R9290 Thomas and Friends - 2-6-0 No.5 James the red engine (Hor) (RRP £82.49) **BARGAIN** £55



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



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



R3401 The Bristolian Train Pack - Ltd Ed (Hor) (RRP £304.99) **BARGAIN** £195



30-525 The Shakespeare Express Train Pack Hall Class 4965 "Rood Ashton Hall" in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) £195.45



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) **BARGAIN** £145



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



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) **BARGAIN** £19



R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) **BARGAIN** £28



R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) **BARGAIN** £85



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



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



1718 Class 17 D8523 in blue full yellow ends (Hel) £94



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) **BARGAIN** £59



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) (RRP £119.95) **BARGAIN** £61

Visit

www.hattons.co.uk/new

for all new releases



Train sets - analogue



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



R4618 Mk2E BSO brake second open 9504 in BR intercity (Hor) (RRP £24.99) **BARGAIN** £17



3523 Class 35 Hymek D7054 in BR two tone green yellow warning panels (Hel) £101



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) . £117.26



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



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



32-376A Class 37/4 37422 "Robert F. Fairlie" in Regional Railways (Bac) £123.21



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



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



32-484 Class 40 40159 in BR Blue (Bac) £123.21



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



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



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



31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £127.46



R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40

R3471 Class 50 50026 "Indomitable" in original Network SouthEast (Hor) £45



4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) £127



5822 Class 58 58006 Railfreight Redstripe Livery (Hel) . £125



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



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



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



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



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) ..£165



8921 Class 128 DPV 55992 in Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



8991 Class 128 DPV in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) **BARGAIN** £59



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



R3341 Class 2-HAL 2627 2 car EMU in BR blue (Hor) (RRP £130.25) **BARGAIN** £62



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



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

R4634E Maunsell push/pull coach pack Set 601 in BR green (Hor) NEW .. £76



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



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



R9284 Thomas the Tank Engine train set - "Percy and the Mail Train" (Hor) (RRP £87.99) **BARGAIN** £59



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

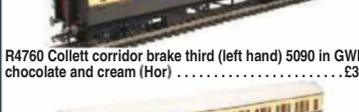
R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99) **BARGAIN** £130



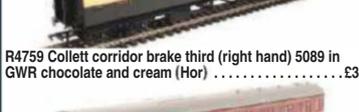
R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199



R4760 Collett corridor brake third (left hand) 5090 in GWR chocolate and cream (Hor) £38



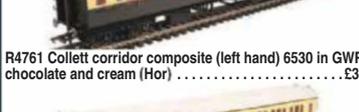
R4759 Collett corridor brake third (right hand) 5089 in GWR chocolate and cream (Hor) £38



R4764 Collett corridor brake third (right hand) W4935W in BR maroon (Hor) £38



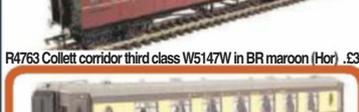
R4761 Collett corridor composite (left hand) 6530 in GWR chocolate and cream (Hor) £38



R4762 Collett corridor composite (right hand) 6531 in GWR chocolate and cream (Hor) £38



R4763 Collett corridor third class W5147W in BR maroon (Hor) ..£38



R4694 K-Type Pullman Third Class Parlour Car "Car No.83" (Hor) (RRP £54.99) **BARGAIN** £36

R4634E Maunsell push/pull coach pack Set 601 in BR green (Hor) NEW .. £76

Wagons

33-186 10T covered Salt wagon in ICI - weathered (Bac) NEW ... £14.41

33-179B 10T covered Salt wagon in Shaka Salt - weathered (Bac) NEW £14.41

33-329A 13T high sided steel wagon smooth sides & wooden doors in LNER grey (Bac) NEW £16.96



37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £14.04

4F-030-016 16-ton steel mineral wagon M620225 BR grey - weathered (Dap) NEW £10.50

4F-034-110 24-ton steel ore hopper "Camforth Iron Company" 236 (Dap) NEW £10

4F-016-023 4-wheel banana van B881722 in BR red (Dap) NEW £9.50

4F-016-029 4-wheel banana van B882128 BR bauxite Geest loco (Dap) NEW £9.50



4F-054-001 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1000 - 2 in DRS (Dap) £37.36

4F-054-002 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1004 - 4 in DRS (Dap) £37.36

4F-054-004 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1011 - 9 in DRS (Dap) £37.36

4F-031-032 6 wheel milk tanker "Unigate Creameries" - weathered (Dap) NEW £14



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) £14

4F-014-014 GWR 'Fruit D' van 2839 in GWR - weathered (Dap) NEW £17



R6794 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) £28



R6793 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) £28

R9701 Log Load - Large Logs (2 Pieces) Suitable for OTA wagons (Hor) (RRP £8.99) **BARGAIN** £4.50

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

R8014 Mark 2 Point Motor (Hor) £7.50



R8243 Surface Mounted point motor (Hor) £8

R8949 2x double socket for Skale Lighting system (Hor) (RRP £4.99) **BARGAIN** £1.50

R8952 Bulbs for Skale Lighting system (x4) (Hor) (RRP £6.99) **BARGAIN** £2

R8950 Fuses for Skale Lighting system - Pack of 4 (Hor) (RRP £3.99) **BARGAIN** £1

R8948 Plugs for Skale Lighting system - Pack of 6 (Hor) (RRP £3.99) **BARGAIN** £1

R8947 Power Strip for Skale Lighting system (Hor) (RRP £9.99) **BARGAIN** £3

R8951 Length of extension wire for Skale Lighting system (Hor) (RRP £6.99) **BARGAIN** £3

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

R8212 Spare rollers for rolling road (for use R8211) (Hor) (RRP £17.11) **BARGAIN** £3

R8007 Booking Hall (Hor) (RRP £34.99) **BARGAIN** £19

R8002 Goods Shed (Hor) (RRP £22.99) **BARGAIN** £15

R9785 Level Crossing Hut (Hor) (RRP £9.99) **BARGAIN** £6

R9783 Linside Huts (2 Pack) (Hor) (RRP £3.99) **BARGAIN** £6

R9788 Locomotive Shed Lean To (Hor) (RRP £10.99) **BARGAIN** £7

Electric locos

DMUs

EMUs

Coaches

Track Maintenance vehicles

Containers & Loads

DCC accessory decoders

Point motors

Lighting equipment

Cables & Wires

Spares

Buildings - railways



Prices valid until 23/08/17

All prices correct when going to press. Errors excepted.

Track - Code 100 Streamline

NEW
44-0067 March Station Facilities and Stores (Bac) **NEW** £42.46

NEW
44-0068 March Station Ticket Office (Bac) **NEW** £42.46

NEW
44-0065 March Station Waiting Room (Bac) **NEW** £42.46
R9786 Small Signal Box (Hor) (RRP £13.99) **BARGAIN** £4

Man-made scenic structure - railway-related

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

LK-55 76ft Well type turntable (Pec) £39
R8643 Curved Platform - 2nd Platform - Skaledale (Hor) (RRP £16.99) **BARGAIN** £8

R070 Electrically Operated Turntable (Hor) £64
R8594 Loading bay platform pack - Skaledale (Hor) (RRP £14.99) **BARGAIN** £7
DCP-WEP-00 Pack of 12 concrete Weatherhouse point motors (DCC) **NEW** £16
R530 Set of 3 Plycons (Hor) (RRP £17.99) **BARGAIN** £12
R574 Trackside accessory pack (Hor) (RRP £15.45) **BARGAIN** £7

Signals

DS5HS One Touch four aspect distant high-speed flashing yellow (red/yellow/green/white) - DCC fitted (Tra) **NEW** £30.80
DS1L One Touch two aspect signal left hand leather indicator (red/green) - DCC fitted (Tra) **NEW** £32.40
SS1 Sensor Signal - 2 Aspect Home (Tra) **NEW** £36
SS3 Sensor Signal - 3 Aspect Home (Tra) **NEW** £38.70

4L-001-003 Signal - Motorised, Round post GWR home (Dap) £25

Buildings - general

R9757 Church Chapel - Low Relief (Hor) (RRP £22.99) **BARGAIN** £11
R9759 County Hall - Low Relief (Hor) (RRP £37.99) **BARGAIN** £18
R9856 Left-Hand Mid Terrace House - Based on R8621 (Hor) **NEW** £20
R9756 Low relief shop front - "Highland Mills" (Hor) (RRP £24.99) **BARGAIN** £12
R9768 Maestro Market - Skaledale Street Collection (Hor) (RRP £32.99) **BARGAIN** £19
R8681 Modern bus stop - Skaledale "Street life collection" (Hor) (RRP £8.99) **BARGAIN** £7
R8787 Pl. Box - Skaledale "Rural" range (Hor) (RRP £7.99) **BARGAIN** £4
R9857 Right-Hand Mid Terrace House - Based on R8622 (Hor) **NEW** £20
R9800 Rural Bus Stop (Hor) (RRP £7.99) **BARGAIN** £4.50
R9843 Thatched cottage (Unpainted) (Hor) (RRP £11.85) **BARGAIN** £9
R9854 The Country Cottage - Based on R8976 (Hor) **NEW** £36
R9851 The Country Farm Dutch Barn - Based on R8784 (Hor) **NEW** £40
R9848 The Country Farm House - Based on R8782 (Hor) **NEW** £45
R9849 The Country Farm Outhouse - Based on R8783 (Hor) **NEW** £27
R9850 The Country Farm Tractor Pugh Shed - Based on R8785 (Hor) **NEW** £20
R9853 The Cricket Pavilion - Based on R8990 (Hor) **NEW** £36
R9855 The Village Garage - Based on R9650 (Hor) **NEW** £36
R8682 Victorian brick & glass greenhouse - Skaledale (Hor) (RRP £11.99) **BARGAIN** £8
R9796 Village Water Pump (Hor) (RRP £5.99) **BARGAIN** £4
R9761 Ye Olde Tea Shoppe - Low Relief (Hor) (RRP £22.99) **BARGAIN** £13

Man-made scenic structure - non-railway

PF14 Concrete palisade fencing - 150mm (Jav) **NEW/REDUCED** £1.40
R9762 Holiday Coach Access Steps (Hor) (RRP £12.99) **BARGAIN** £7
R9878 Milk churns - Skaledale "Street life collection" (Hor) (RRP £7.99) **BARGAIN** £4.50
R9767 Newspaper Kiosk - Skaledale (Hor) (RRP £8.99) **BARGAIN** £4.50
JR1 Pie of builders rubble - bricks - pack of two (Jav) **NEW** £1.50
PF6 Rustic weathered wooden fence - 150mm (Jav) **NEW/REDUCED** £1.40
PF7 Rustic weathered wooden fence foliage - 150mm (Jav) **NEW/REDUCED** £1.40
PF5 Rustic weathered wooden fence gate - 150mm (Jav) **NEW/REDUCED** £1.40
PF3 Rustic wooden farm gate - 35mm (Jav) **NEW** £0.60
PF1 Rustic wooden fence - 150mm (Jav) **NEW** £1.40
PF4 Rustic wooden fence foliage - 150mm (Jav) **NEW/REDUCED** £1.40
PF2 Rustic wooden fence gate - 150mm (Jav) **NEW/REDUCED** £1.40
PF11 Steeper-bull damaged fencing - dark brown - 150mm (Jav) **NEW/REDUCED** £1.40
PF9 Steeper-bull fencing - light brown - 150mm (Jav) **NEW/REDUCED** £1.40
PF8 Steeper-bull fencing - light brown - 150mm (Jav) **NEW/REDUCED** £1.40

Bridges, Tunnels & Walls

R8978 Brick Walling - Corners (Hor) (RRP £9.99) **BARGAIN** £4
R9745 Corner walls x2 - Skaledale "Gasworks" range (Hor) (RRP £11.99) **BARGAIN** £6
R8539 Cotswold Wall Pack No.1 - Skaledale (Hor) (RRP £2.99) **BARGAIN** £3
R8540 Cotswold Wall Pack No.2 - Skaledale (Hor) (RRP £3.99) **BARGAIN** £3
R8541 Cotswold Wall Pack No.3 - Skaledale (Hor) (RRP £3.99) **BARGAIN** £3
R8512 Double brick tunnel portals x2 - Skaledale (Hor) (RRP £15.99) **BARGAIN** £8
R8511 Double stone tunnel portals x2 - Skaledale (Hor) (RRP £15.99) **BARGAIN** £8
R857 Girder bridge (Hor) (RRP £16.99) **BARGAIN** £8
R8538 Granite Wall Pack No.3 - Skaledale (Hor) (RRP £8.99) **BARGAIN** £3
JR2 Pie of stone walling rubble - pack of two (Jav) **NEW** £1.50
R8510 Single brick tunnel portals x2 - Skaledale (Hor) (RRP £12.99) **BARGAIN** £6
R499 Single-arch River Bridge (Hor) (RRP £18.99) **BARGAIN** £10

Track - Code 100 Setrack

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

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

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

SL-90 Double slip insulfrog (Pec) £32
SL-87 Left hand curved point (Pec) £12.50

SL-89 Left hand large point insulfrog (Pec) £12
SL-96 Left hand medium point (Pec) £10

SL-E96 Left hand medium point electrofrog (Pec) £10
SL-E92 Left hand small point electrofrog (Pec) £9.50

SL-88 Right hand large point insulfrog (Pec) £12
SL-95 Right hand medium point (Pec) £10

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

Track - Code 75 Finescale

SL-109F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4.50
SL-109F Box of 25 (Pec) £100

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £37
SL-E196 Finescale left hand medium point electrofrog (Pec) £11.50
SL-E188 Finescale right hand large point electrofrog (Pec) £12.50
SL-E195 Finescale right hand medium point electrofrog (Pec) £11.50
SL-E191 Finescale right hand small point electrofrog (Pec) £11.50

Track & Points

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

R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £210
R6072 Left Hand Standard Point (Hor) £9
R6078 Right hand Excess point (Hor) £14.50
R6073 Right Hand Standard Point (Hor) £9
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66

R600 Box of 24 Standard Straight (Hor) £31
R600 Single (Hor) £135

Buses

24329K 30' BET Leyland Leopard - "Tommydon Joint Omnibus Committee" - Ltd Ed for Bachmann Collectors club (EFE) **NEW** £29
24330 30' BET Sleyte coach "East Yorkshire" (EFE) (RRP £30.15) **BARGAIN** £10
30703 AEC Renown d/cock bus "South Wales" (EFE) (RRP £20.99) **BARGAIN** £9
38302 Alexander Y Type Bus "Lincolnshire roadcar" (EFE) (RRP £32.50) **BARGAIN** £11

76B1001 Beadle Integral East Kent (Oxf) **NEW** £15.50
28909EFE GM standard Atlantian "Yorkshire Rider Leeds" (EFE) (RRP £22.99) **BARGAIN** £10
26206 Guy Arab I Utility Bus "Wolverhampton Corporation" (EFE) (RRP £22.99) **BARGAIN** £9
28614 Leyland Olympian "East Yorkshire" (EFE) (RRP £21.99) **BARGAIN** £10

NEW
36007 Leyland RTL - "Barton Transport" - "18 to Chilwell" (EFE) **NEW** £29.71

NEW
76WFA006 Weymann Fanfare Birch Bros (Oxf) **NEW** £15
27507 Wright Scania Access s/cock bus "First Eastern Counties" (EFE) (RRP £32.50) **BARGAIN** £11
27506 Wright Scania s/cock bus "First Eastern Counties" (EFE) (RRP £21.99) **BARGAIN** £9
27508 Wright Volvo Renown "Midland Classic" (EFE) (RRP £32.50) **BARGAIN** £11

Cars Commercial vehicles

76AMD89002 Aston Martin DB9 Coupe Onyx Black (Oxf) **NEW** £5

NEW
23406 Bedford TK 2 Axle Flatbed "British Railways" (EFE) **NEW** £26.35
33002 EHP 2-axle decade lorry "Hants & Minors" (EFE) (RRP £21.99) **BARGAIN** £9
76FHP003 Fordson Heavy Pump LMS (Oxf) **NEW** £11
76TR103SC Mobile Trailer Coca Cola (Oxf) **NEW** £7
76TR104 Mobile Trailer Southdown (Oxf) **NEW** £7

Military ground vehicles

76QLB003 Bedford QLB Light AA Reg.12 Corps Germany 1945 (Oxf) **NEW** £11.50

N Gauge Steam locos

372-031 Class 4073 Castle 4-6-0 5041 "Tiverton Castle" in BR green early emblem (Gra) £118.96

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

372-032 Class 4073 Castle 4-6-0 5070 "Sir Daniel Gooch" in BR lined green late crest (Gra) £118.96

372-138 Class 5MT Black Five 4-6-0 5190 in LMS Black (Gra) (RRP £129.95) **BARGAIN** £76

371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (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

372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) (RRP £169.95) **BARGAIN** £94

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

Train packs

370-430 'Capital Connection' Network SouthEast train pack (Gra) £178.46
25-011-001 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green four Gresley teak coaches - DCC and light bars fitted (Dap) £220.64

25-011-001 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green four Gresley teak coaches - light bars fitted (Dap) £198.90

370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95) **BARGAIN** £99

371-051C Class 04 Shunter D2295 in BR Blue Wasp Stripes (Gra) (RRP £94.95) **BARGAIN** £59

371-456 Class 370/37133 in Engineers Dutch Livery (Gra) (RRP £121.95) **BARGAIN** £72

371-170 Class 37/4 37422 "Robert F. Fairlie" in Regional Railways (Gra) £103.66

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
20-007-008D Class 69D 6614 DB Schenker red - DCC fitted (Dap) **NEW** £11.65
20-007-007D Class 66/4 66421 in DRS - DCC fitted (Dap) **NEW** £11.65
20-007-009D Class 66/7 66737 "Leslie" GB Hallmark - DCC fitted (Dap) **NEW** £11.65
371-396 Class 699 69721 "Yorkshire" GB Hallmark (Gra) (RRP £121.95) **BARGAIN** £79

DMUs

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

371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) £229.46

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

Coaches

374-313 Mk1 571 Suburban Brake End Blue - Weathered (Gra) (RRP £24.95) **BARGAIN** £16

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

Wagons

- 377-428 12 Ton Southern 2+2 Planked Ventilated Van in GWR grey (Gra) (RRP £15.95) **BARGAIN** £9.50
- 377-428 12 Ton Southern 2+2 Planked Ventilated Van BR Grey (Gra) (RRP £15.95) **BARGAIN** £9.50
- 377-425 12 Ton Southern Planked Ventilated Van SR Brown (Gra) (RRP £15.95) **BARGAIN** £9.50
- 373-882 14 Ton Tank Wagon 'O1' Maroon (Gra) (RRP £18.95) **BARGAIN** £13
- 377-452 16 Ton Slope Sided Mineral Wagon Boston Deep Sea Fishing (Gra) (RRP £14.50) **BARGAIN** £9
- 377-450B 16 Ton Slope Sided Riveted Side Door Mineral Wagon BR Grey Weathered (Gra) (RRP £15.95) **BARGAIN** £10
- 377-254A 16 Ton Steel Mineral Wagon in BR grey - weathered (Gra) (RRP £15.95) **BARGAIN** £10
- 377-225D 16 Ton Steel Mineral Wagon With Top Flap Doors BR Grey (Gra) (RRP £14.50) **BARGAIN** £9
- 377-227D 16 Ton Steel Mineral Wagon Top Flap Doors in BR grey - weathered (Gra) (RRP £15.95) **BARGAIN** £10
- 377-529 20 Ton Brake Van B951767 in BR grey & yellow (Dutch) - weathered (Gra) (RRP £20.95) **BARGAIN** £14
- 377-379 20 Ton Toad Brake Van in BR Departmental yellow (Gra) **NEW** £16.11
- 2F-038-037 20T Steel Mineral Cleyly 18 (Dap) **NEW** £10.50
- 2F-038-038 20T Steel Mineral Cleyly 18 Weathered (Dap) **NEW** £11.50
- 377-376A 20T Toad brake van in BR grey - weathered (Gra) **NEW** £17.81
- 377-375C 20T Toad brake van in GWR grey large logo (Gra) **NEW** £15.26
- 373-217 24 Ton ore hopper wagon "Richard Thomas" (Gra) (RRP £13.95) **BARGAIN** £7.50
- 373-216 24 Ton ore hopper wagon BR Brown (Gra) (RRP £13.95) **BARGAIN** £8.50
- 377-278 27 Ton Steel Tippler Wagon MSV BR baule (Gra) (RRP £14.50) **BARGAIN** £9
- 377-528 31 Tonne OCA Dropside Open Wagon EWS (Gra) (RRP £17.95) **BARGAIN** £11
- 2F-036-023 4-wheel bulk grain hopper 42315 in GWR (Dap) **NEW** £13
- 2F-036-029 4-wheel bulk grain hopper B885325 in BR (Dap) **NEW** £13
- 2F-036-030 4-wheel bulk grain hopper B885325 BR - weathered (Dap) **NEW** £14
- 2F-071-023 7-plank open wagon "Ton Philip" 277 - weathered (Dap) **NEW** £9
- 377-128 8 Plank End Door Wagon "G&S Bull" (Gra) (RRP £14.95) **BARGAIN** £8
- 377-153 8 Plank Fixed End Wagon "R. W. Hill" (Gra) (RRP £14.95) **BARGAIN** £8
- 377-337 Triple Pack Conflat Wagons BR Bauxite A Containers (Gra) (RRP £46.95) **BARGAIN** £30

Containers & Loads

- 379-372 45ft container Powerbox & Consent Leasing - Pack of 2 (Gra) (RRP £8.45) **BARGAIN** £5
- 379-391 Type A Containers BR Crimson (x4) (Gra) (RRP £7.95) **BARGAIN** £5

Lighting equipment

- CN21 Automatic Coach Lighting - Cool White/Flashing Tail (Tra) **NEW** £22.50
- CN27 Automatic Coach Lighting - Cool White/Flickering Tail (Tra) **NEW** £22.50
- CN1 Automatic Coach Lighting - Cool White/Standard (Tra) **NEW** £18
- CN26 Automatic Coach Lighting - Warm White/Flashing Tail (Tra) **NEW** £22.50

Spares

- SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) **BARGAIN** £2

Buildings - railways

- 42-254 Low Relief Power Signal Box (120x24x40mm) (Gra) (RRP £27.95) **BARGAIN** £18
- PN820 Mainline station booking hall - card kit (Met) **NEW** £17
- 42-138 Wooden Station Gents Toilet (22 x 15 x 20mm) (Gra) (RRP £5.95) **BARGAIN** £4

Man-made scenic structure - railway-related

- DCP-WE-PN Pack of 12 cosmetic Westinghouse point motors (DCC) **NEW** £8.50

Buildings - general

- 42-197 Coal Distribution Building (91x25x89mm) (Gra) (RRP £49.95) **BARGAIN** £29
- 42-298 Low Relief Boiler House (190x29x157mm) (Gra) (RRP £42.95) **BARGAIN** £24
- 42-299 Low Relief Turbine Hall (230x45x107mm) (Gra) (RRP £74.95) **BARGAIN** £45
- PN830 Pack of four market stalls - laser cut kit (Met) **NEW** £5.50
- PN810 Pack of four picnic tables - laser cut kit (Met) **NEW** £5.50
- 42-198 Power Station Chimney (30x30x340mm) (Gra) (RRP £34.95) **BARGAIN** £22

Track - Code 80 Setrack

- ST-11 Double straight track (Pec) £1.50
- ST-6 Setrack left hand point insulifrog (Pec) £8.50
- ST-5 Setrack right hand point insulifrog (Pec) £8.50

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

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-E396F Finescale left hand medium point electrofrog (Pec) £10
- SL-E395F Finescale right hand medium point electrofrog (Pec) £10
- SL-E391F Finescale right hand small point electrofrog (Pec) £9

Public Service vehicles

- NMOS005 Morris Minor Saloon Police Panda (Oxt) **NEW** £3.50

O Gauge (1:43 Scale)

Diesel locos

- 2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hat) £470

Wagons

- 7F-080-021 8-plank open wagon "Stewart and Lloyd" (Dap) **NEW** £38
- 7F-080-021W 8-plank open wagon "Stewart and Lloyd" - weathered (Dap) **NEW** £38

Man-made scenic structure - railway-related

- 47-567 Coolant Trolley (Bac) **NEW** £10.15
- DCP-WE-P Pack of 12 cosmetic Westinghouse point motors (DCC) **NEW** £23.50
- 47-042 Pack of four Lifting Jacks (Bac) **NEW** £22.91
- 47-539 Pack of two Platform tractor units (Bac) **NEW** £13.56
- 47-502 Station Modernisation detailing Pack (Bac) **NEW** £16.96
- 47-548 Station signage set (Bac) **NEW** £8.80

People - civil

- 47-411 Pair of 1970s station staff - Pack A (Bac) **NEW** £9.50
- 47-412 Pair of 1970s station staff - Pack B (Bac) **NEW** £9.50
- 47-401 Pair of lineside track workers - Pack A (Bac) **NEW** £9.50
- 47-402 Pair of lineside track workers - Pack B (Bac) **NEW** £9.50
- 47-403 Pair of lineside track workers - Pack C (Bac) **NEW** £9.50
- 47-404 Pair of sitting passengers - Pack A (Bac) **NEW** £9.50
- 47-405 Pair of sitting passengers - Pack B (Bac) **NEW** £9.50
- 47-406 Pair of sitting passengers - Pack C (Bac) **NEW** £9.50
- 47-408 Pair of standing passengers - Pack B (Bac) **NEW** £9.50
- 47-409 Pair of standing passengers - Pack C (Bac) **NEW** £9.50
- 47-410 Pair of standing passengers - Pack C (Bac) **NEW** £9.50
- 47-407 Policeman and policewoman (Bac) **NEW** £9.50

Track - Code 124 Bullhead Streamline

- SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
- SL-700BH Single (Pec) £6.50

- SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £41
- SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

- ST-U751 Setrack second radius Unifrog left hand point (Pec) **NEW** £43
- ST-U750 Setrack second radius Unifrog right hand point (Pec) **NEW** £43

- VA13506 Austin Morris Mini Clubman 1100, Reynard Metallic (Cor) **NEW** £24
- 43BN6005 Bentley MkVI Two Tone Grey (Bermerca) (Oxt) **NEW** £20

- VA12510 Ford Fiesta Mk1 Supersport, Sunburst Red (Cor) **NEW** £24
- VA11705 Ford Sierra RS500 Cosworth, Black (Cor) **NEW** £24
- VA02539 Mini Cooper S Mk1, Tartan Red & Black (Cor) **NEW** £24

Cars

- 43EMP001 Rolls Royce Silver Cloud/Hooper Empress Brown/Cream (Oxt) £21
- VA08713 Vauxhall Viva GT, Elkhart Yellow (Cor) **NEW** £24

Commercial vehicles

- 43LR2S002 Land Rover Series II SWB Canvas British Rail (Oxt) **NEW** £14

Military ground vehicles

- 43LRLO02 Land Rover 1/2 Ton Lightweight Military Police (Oxt) **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 Quadruple 4 circuit power controller (Gau) £140

DCC decoders

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

- 36-568 6-pin DCC decoder Back EMF and Railcom (Bac) £24.60
- DCR23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

- BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x1 x 27w x 10d mm) x 5 (Gau) £71
- DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94
- DCR-8PIN-Harness Single (Hat) £10
- DCR-8PIN-Harness Box of 5 (Hat) £48

- R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
- R8249 Single (Hor) £16
- DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
- DCR-8PIN-Direct Single (Hat) £13
- DCR-8PIN-Direct Box of 5 (Hat) £59

DCC controllers

- 36-504RC Dynamis Ultima© DCC System Trial copy RailController Software (Bac) £240
- 50200 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
- DCR04 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369



524-037 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £150

Point motors

- DCP-CB12P Cobalt ip slow-action digital point motor - pack of 12 (DCC) £170
- DCP-CB12DIP Cobalt ip slow-action digital point motor * 1 (DCC) £20

- DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £200
- DCP-CB01P Cobalt ip slow-action digital point motor - pack of 6 (DCC) £106
- DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) **NEW** £235
- DCP-CBSS-2 Cobalt SS surface mounted point motors controller - pack of 2 (DCC) **NEW** £44
- DCP-CB0X0 Cobalt SS surface mounted point motor for crossovers (DCC) **NEW** £22
- PL-10 Point Motor (Switch Machine) (Pec) £6
- PL-10 Bag of 6 (Pec) £34

- PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
- PL-10E Single (Pec) £6
- PM-1 Seep point motor accessory switch (Gau) £4.50
- PL-11 Side/surface mounted point motor (Pec) £7.50

- HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £35
- HAT-PM-01 Single (Hat) £6.50

Switches & Levers

- PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
- DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165
- R8944 Sycamore 75-100mm (Pack of 16) - Starter Tree Kit (Hor) (RRP £12.10) **BARGAIN** £9

Trees

- R8887 Conifer Green Bag Medium - Green turfs (Hor) (RRP £4.15) **BARGAIN** £3
- R8888 Dark Green Bag Coarse - Ground cover turf (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8870 Early Fall Blended Turf - Medium (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8843 Early Fall Coarse - Foliage fibre clusters (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8877 Golden Straw Bag Coarse - Ground cover turf (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8827 Gravel - White Mix Medium (Hor) (RRP £2.35) **BARGAIN** £1
- R8872 Late Autumn Blended Turf - Medium (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8844 Late Fall Fine - Foliage fibre clusters (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8845 Late Fall Medium - Foliage fibre clusters (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8873 Soil Bag - Fine - Ground cover turf (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8879 Yellow Straw Bag Coarse - Ground cover turf (Hor) (RRP £4.15) **BARGAIN** £1.50
- R8878 Yellow Straw Bag Fine - Ground cover turf (Hor) (RRP £4.15) **BARGAIN** £1.50

Minerals, Water & Rocks

- R8831 Dark Brown Rock - Rocks (Hor) (RRP £2.35) **BARGAIN** £1

Track underlay

- JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £9
- CO200827 Corgi Catalogue - July to December 2017 (Cor) **NEW** £3
- OxCat1706-1709 Oxford Diecast 48-page A6 catalogue - June 2017 to Sept 2017. Includes OO, N & O gauge items (Oxt) **NEW** £0.20

Non-railway publications

- Tools
- DCM-RR6G Rolling Road - Active (Powered) Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £81

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DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £169.95

DCC02 Prodigy Advance2 System £299.95
DCC04 Prodigy Advance2 Wireless System £479.95

DECODERS

DCC18 OMNI Next18 Decoder £19.95
DCC22 CLASSIC 2 Function Micro £26.95
DCC23 CLASSIC 6 Pin Plug-in Decoder £26.95
DCC26 Compact 8 Pin Decoder w/Harness £15.95
DCC27 OMNI 21 & 8 Pin Decoder £19.95
DCC28 OMNI 6 Pin Decoder with Harness £22.95
DCC29 OMNI Direct Plug Decoder £20.95
BPDC027 OMNI 21 & 8 Pin Decoder (5) £89.95
BPDC028 OMNI 6 Pin with Harness (5) £99.95
BPDC029 OMNI Direct Plug Decoder (5) £94.95
DCC30 Accessory Decoder 4 Accessories £64.95

DCC ACCESSORIES

DCC11 Prodigy Extension Plate £42.95
DCC13 Prodigy Adv2 Wireless Walkaround £189.95
DCC14 Prodigy Adv2 Backlit Walkaround £139.95
DCC15 "Decoder Doctor" Decoder Tester £89.95
DCC40 Auto Reverse Module £44.95
DCC49 Prodigy DCC Booster Unit 8 Amp £199.95
DCC51 Prodigy Wireless Conversion Set £269.95
DCC55 Prodigy Wired Computer Interface £64.95
DCC60 Spare plug for Prodigy £3.95
DCC61 Medium NEM 652 Socket (5) £8.50
DCC62 Prodigy Universal Lead (2m) £5.95
DCC63 Prodigy Adv Power Supply Unit £27.95
DCC64 Prodigy Power Pack Lead £2.95
DCC65 Prodigy Express Power Supply Unit £27.95
DCC66 Controller Caddy £6.95
DCC71 Prodigy Decoder Tester £10.50
DCC72 8 to 21 Pin Adaptor £4.75
DCC77 Prodigy Walkaround Adapter £9.95

DCC AUTOFROG



DCC80 DCC Autofrog £5.95
BPDC80 DCC Autofrog (3) £14.95

The DCC80 Autofrog is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electrofrog points is recommended on digital layouts to ensure reliability but this can make extra switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!

ANALOGUE CONTROL

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GMC-COMBI Single Track Controller £42.95
GMC-100M Single Track £89.95
GMC-100MO Single Track O Scale £89.95
GMC-10LGB Single Track G Scale £104.95
GMC-10LGBSF Single Track G Scale Fan £179.95
GMC-P Single Track Simulation £99.95
GMC-PO Single Track Simulation O Scale £109.95

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GMC-M1DC Output 2 x 12v DC £54.95
GMC-M2 Output 1 x 18v AC (2.5a) £54.95
GMC-M3 Output 1 x 24v AC (1.25a) £54.95
GMC-M4 Output 2 x 12v AC (1.25a) £54.95

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GMC-WM1 Output 1 x 16v AC or 12v DC £20.95
GMC-WM2 Output 1 x 9v DC (0.6a) £15.95
GMC-WM3 Kato Inverter UK Power Supply £15.95
GMC-WM4 Output 12v DC (Regulated) £15.95

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GMC-T1 Output 2 x 16v AC (1a) £27.95
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GMC-T3 Output 1 x 24v AC (1.25a) £27.95
GMC-T4 Output 2 x 12v AC (1a) £27.95

MODULES

GMC-SS1 Super Shuttle Unit £34.95
GMC-SS1LGB Super Shuttle Unit G Scale £44.95
GMC-SS2 Station Stop Unit £39.95

POINT MOTORS



GMC-PM1 SEEP Motor with Built-In Switch £5.75
GMC-PM2 SEEP Motor No Switch £5.25
GMC-PM4 SEEP Motor Latching Mechanism £6.50

GMC-Q Four Track £189.95

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £37.95
GMC-100.O Single Track O Scale £47.95
GMC-100LGB Single Track G Scale £57.95
GMC-U Single Track Simulation £47.95
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GMC-UO Single Track Simulation O Scale £62.95
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GMC-JUDF Twin Track Feedback £62.95
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GMC-JUS Three Track Controller Sim. £82.95
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GMC-HS Single Track £39.95
GMC-HH Single Track Feedback £39.95
GMC-WS Single Track Simulation £59.95

TRACK

ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY

GMC-HF1 Single Track Unit £39.95
GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS

GM37 OO/HO Track Cleaning Pads (3) £5.95
GM39 N Track Cleaning Pads (3) £5.95

TRACK TESTER

GM52 Multi Scale Track Tester £4.95

POINT CONTROL

MAINS POWERED POINT CONTROL SYSTEM

GMC-PCU1 Point Control Unit £114.95
GMC-PCU2 Slave Unit for PCU1 £54.95

CAPACITOR DISCHARGE UNITS

GMC-CDU Capacitor Discharge Unit £13.95

UNCOUPLERS

GMC-EM1 N Electro Magnetic Uncoupler £9.95
GMC-EM2 Coupling Adaptor Fret (20) £4.95
GMC-TL0 OO Tension Lock Uncoupler £10.95

POINT MOTOR ACCESSORIES

GMC-PM50 Connection Boxes (3) £3.95
GMC-PM51 Triple Point Motor Wire 10m £7.95
GMC-PM52 Point Motor Accessory Pack £2.95
GMC-PM53 Harnesses for PM10D (2) £3.95
GM612 Hole Saw & Arbor for Motor Fitting £3.50

N SCALE FLEXIBLE TRACK

GM96 900mm N/Silver Blk Flexi Track (24) £64.95
GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

GM46 N Re-Railer £2.95
GM53 N Scale Buffer Stop £4.95
BPGM53 N Scale Buffer Stop (Pack of 5) £22.50
GM57 N Lit Buffer Stop on Track £9.25
GM58 N Buffer Stop Lights (Pack of 2) £9.95
GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLASTED UNDERLAY SYSTEM



GM114 OO/HO Granite Ballast (500g) £3.75
GM117 OO/HO Granite Ballast (200g) £2.65
GM200 Flexible Ballasted Underlay (5m) £23.95
GM204 Point & Crossing Ballasting Kit £8.25

OO BROWN BALLASTED UNDERLAY SYSTEM

GM111 OO/HO Brown Ballast (500g) £3.75
GM210 Flexible Ballasted Underlay (5m) £23.95
GM214 Point & Crossing Ballasting Kit £8.25

N GREY BALLASTED UNDERLAY SYSTEM

GM115 N Granite Ballast (500g) £3.75
GM118 N Granite Ballast (200g) £2.65
GM201 N Flexible Ballasted Underlay (5m) £23.95
GM205 N Point & Crossing Ballasting Kit £8.25

N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.75
GM211 N Flexible Ballasted Underlay (5m) £23.95
GM215 Point & Crossing Ballasting Kit £8.25

OO SCALE CORK TRACKBED SYSTEM

GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25
GM252 3mm Cork Plates 15 x 50cm (2) £4.75
GM240 For RH Sectional Points (2) £4.50
GM241 For LH Sectional Points (2) £4.50
GM244 For RH Sectional Curved Points (2) £4.50
GM245 For LH Sectional Curved Points (2) £4.50
GM247 For Y Sectional Points (2) £4.50

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.5 x 50cm (6) £9.25
GM232 2mm Cork Plates 15 x 50cm (2) £4.75
GM225 For RH Sectional Points (2) £4.25
GM226 For LH Sectional Points (2) £4.25

SCENICS

STARTER PACK



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m) £4.75
GM119 Fine Plaster of Paris (1kg) £3.95
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £7.75
GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £11.75
GM167 Balsa Bundle 50 x 75 x 229mm £2.95
GM168 Balsa Bundle 75 x 150 x 450mm £11.95

GRASS & GRAVEL MATS

GM20 Spring Grass Mat 100cm x 75cm £7.95
GM21 Summer Grass Mat 100cm x 75cm £7.95
GM22 Autumn Grass Mat 100cm x 75cm £7.95
GM23 Gravel Mat 100cm x 75cm £5.95
GM38 Spring Grass Mat 240cm x 120cm £34.95

MEADOW MATS

GM140 Meadow Mat - Spring 6mm Grass £9.75
GM141 Meadow Mat - Meadow 6mm Grass £9.75
GM142 Meadow Mat - Spring 12mm Grass £12.75
GM143 Meadow Mat-Meadow 12mm Grass £12.75
GM147 Meadow Mat - Beige 6mm Grass £9.75
GM148 Meadow Mat - Beige 12mm Grass £12.75

STATIC GRASS SYSTEM

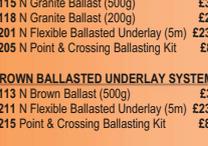


GM196 Static Grass Starter Set £9.95
GM193 Puffer Bottle £4.95
GM169 Static Grass Glue (250ml) £6.95
GM170 Summer Grass Flock (30g) £3.45
GM171 Summer Grass Flock (30g) £3.45
GM172 Moorland Grass Flock (30g) £3.45
GM173 Meadow Grass Flock (30g) £3.45
GM174 Woodland Floor Grass Flock (30g) £3.65

BUDGET SCATTERS

GM101 Meadow Scatter (50g) £1.95
GM102 Mid Green Scatter (50g) £1.95
GM103 Dark Green Scatter (50g) £1.95
GM105 Spring Green Scatter (50g) £1.95
GM108 Earth Brown Scatter (50g) £1.95
GM109 Black Scatter (50g) £1.95
GM110 Red/Brown Scatter (50g) £1.95
GM112 Imitation Coal (50g) £2.45
GM116 Grey Tarmac Scatter (50g) £1.95

LICHENS & HEDGES



GM160 Light Green Hedgerow (1m) £7.50
GM161 Dark Green Hedgerow (1m) £7.50
GM164 Light Green Lichen (80g) £4.95
GM165 Dark Green Lichen (80g) £4.95
GM166 Assorted Lichen (80g) £4.95

FOLIAGE

GM150 Fine Light Green Foliage (30g) £3.55
GM151 Fine Dark Green Foliage (30g) £3.55
GM152 Fine Mid Green Foliage (30g) £3.55
GM153 Fine Light Brown Foliage (30g) £3.55
GM154 Fine Brown Foliage (30g) £3.55

STANDARD TREES

GM180 Plum Trees (3) £7.95
GM181 Plum Trees in Blossom (3) £7.95
GM182 Fruit Trees (3) £7.95
GM183 Apple Trees (3) £7.95
GM184 Birch Trees (3) £7.95
GM185 Weeping Willow Trees (3) £7.95
GM186 Poplar Trees (3) £7.95
GM187 Pine Trees (3) £8.95
GM188 Beech Trees (2) £7.95

VALUE TREE ASSORTMENTS



GM127 N Scale Tree Assortment (10) £9.95
GM128 OO Scale Spring Trees (10) £11.95
GM129 OO Scale Summer Trees (10) £11.95

MAKE YOUR OWN TREES

GM195 Scaffform for Tree Making £19.95
GM156 Light Green Scenic Leaves (50g) £4.15
GM157 Mid Green Scenic Leaves (50g) £4.15
GM158 Dark Green Scenic Leaves (50g) £4.15

FLOWERS



GM139 Flowerbeds £11.95
GM175 Garden Flowers £9.95
GM176 Water Plants £9.95
GM177 Garden Plants £9.95
GM178 Wild Flowers £9.95

PLANTS

GM149 Green Plants 12mm (42) £4.95
GM159 Yellow Plants 12mm (42) £4.95

GRASS STRIPS/TUFTS

GM136 Spring Grass Strips (36) £11.95
GM137 Summer Grass Tufts (104) £11.95
GM138 Flowering Grass Tufts (108) £11.95
GM162 Green 6mm Mini Tufts (42) £4.95
GM163 Green 12mm Mini Tufts (42) £4.95

BRICKWORK

GM701 Plain Stone Wall Grey £9.75
GM31 Grey Stone Wall & Buttresses £9.75
GM32 Grey Stone Wall & Arches £9.75
GM197 Stone Tunnel Wall £8.75
GM198 Single Tunnel Mouth & Walls £15.75
GM199 Double Tunnel Mouth & Walls £20.75

BACKSCENES

GM701 Large Valley Backscene £7.95
GM702 Large Countryside Backscene £7.95
GM703 Large Open Field Backscene £7.95

HIGHWAYS



OO SCALE WIDE ROAD SYSTEM

GM370 80mm Wide Tarmac Road (1m) £7.25
GM371 80mm Wide Universal Curves (2) £7.25
GM375 68mm Wide Tarmac Road (1m) £7.25
GM376 68mm Wide Universal Curves (2) £7.25

OOH SCALE VEHICLE LIGHTING KITS

GM385 Standard Vehicle Kit £14.95
GM386 Emergency Vehicles Kit (Blues) £18.95
GM387 Service Vehicles Kit (Orange) £18.95

STRUCTURES

OO SCALE LASER CUT KITS

GM451 Wooden Fencing 300mm Length £5.95
GM452 Lattice Fencing 300mm Length £5.95
GM453 Garden Shed Kit £6.95

OO SCALE "FORDHAMPTON" PLASTIC KITS

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

GM401 Fordhampton Station £25.95
GM402 Fordhampton Signal Box £12.95
GM403 Fordhampton Footbridge £18.95
GM404 Fordhampton Level Crossing £13.95
GM405 Fordhampton 60s Estate House £15.95

ROADSIDE CRASH BARRIERS

GM381 OO Scale £6.95
GM396 N Scale £6.95

OO SCALE FORDHAMPTON Locomotive Shed



GM406 Fordhampton Locomotive Shed £20.95

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



STRUCTURES

- GM407 Fordhampton Carriage Platforms £9.95
- GM408 Fordhampton Village Store or Pub £17.95
- GM409 Fordhampton Pub/Bistro £19.95
- GM410 Fordhampton Doctors Surgery £15.95
- GM411 Fordhampton Farmhouse/Cottage £15.95
- GM412 Fordhampton Gasometer £19.95
- GM413 Fordhampton Nurseries £19.95
- GM414 Fordhampton Bridge £12.95

KESTREL DESIGNS

- N GAUGE PLASTIC KITS**
- GMKD01 House £4.75
 - GMKD02 Shop £4.75
 - GMKD03 Bungalow £4.00
 - GMKD04 Church with Porch £6.50
 - GMKD05 House/Shop Unit with Glazing £7.25
 - GMKD06 Two Shop Unit with Glazing £7.25
 - GMKD07 Four House Unit £7.25
 - GMKD08 Country Station £9.50
 - GMKD09 Station Buildings £5.75
 - GMKD10 Island Platform with Flat Canopy £9.00
 - GMKD11 Flat Canopy £6.50
 - GMKD12 Small Signaling Box £7.00
 - GMKD13B Farm Rail Fencing Brown £3.50
 - GMKD13W Farm Rail Fencing White £3.50
 - GMKD14 Telegraph Poles £3.50
 - GMKD15 Windows Doors & Guttering £4.75
 - GMKD16 Platforms (2) £3.25
 - GMKD17 Platform Rams (2) £2.75
 - GMKD18 Station Yard Huts £3.75
 - GMKD19 Weighbridge & Office £4.75
 - GMKD20 Coal Office £3.75
 - GMKD21 Level Crossing/Keepers Cottage £6.50
 - GMKD22 Four Greenhouses £3.50
 - GMKD23 Two Domestic Garages £3.50
 - GMKD24 Water Tower £4.25
 - GMKD25 Corner Shop £5.00
 - GMKD26 Corner Pub £5.00
 - GMKD27 Three Storey Townhouse £6.50
 - GMKD28 Three Storey Town Shop £6.50
 - GMKD29 Modern Station £8.75
 - GMKD30 Modern Station Waiting Room £6.25
 - GMKD31 Station Masters House £7.00
 - GMKD32 Pair Pre War Semi Det. Houses £8.00
 - GMKD33 Boilerhouse & Chimney £7.00
 - GMKD34 Stable Block £4.25
 - GMKD35 Cow Shed £4.00
 - GMKD36 Barn £6.50
 - GMKD37 Farm House £8.25
 - GMKD38 Steel Footbridge £8.25
 - GMKD39 Modern Industrial Unit £6.50
 - GMKD40 Modern Fire Station £8.00
 - GMKD41 Platforms Wide (2) £3.75
 - GMKD42 Platform Rams Wide (2) £3.25
 - GMKD43 Goods Shed £8.50
 - GMKD1000 Town Station £17.95
 - GMKD1001 Old Factory with Chimney £20.95
- N GAUGE LASER CUT KITS**
The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though
- GMKD51 Wooden Fencing £5.75
 - GMKD52 Lattice Fencing £5.75
 - GMKD53 Garden Sheds (2) £6.00
- N GAUGE VALUE KIT SETS**
- GMKD2000 Station Set £15.95
 - GMKD2001 Town Set £13.95
 - GMKD2002 Suburban Set £15.95
 - GMKD2003 Farm Set £19.95

LIGHTING

- OO SCALE LAMPS & LIGHTING**
- Fine 4mm scale lamps with prototypical post extensions and light control PCBs
- GM801 Barley Twist Gas Lamp Soft Black £13.95
 - GM802 B/Twist Gas Lamp BR/SR Green £13.95
 - GM803 B/Twist Gas Lamp LMS Maroon £13.95
 - GM804 B/Twist Gas Lamp GWR Stone £13.95
 - GM805 B/Twist Gas Lamp Grey Undercoat £13.95
 - GM806 Taper Post Gas Lamp Soft Black £13.95
 - GM807 Taper Post Gas Lamp BR/SR Grm £13.95
 - GM808 T/Post Gas Lamps LMS Maroon (3) £13.95
 - GM809 T/Post Gas Lamps GWR Stone (3) £13.95
 - GM810 T/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 T/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 Black(2) £13.95
 - GM821 W/Mounted Swan Neck SR/BR Grm(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 Grm(2) £13.95
 - GM826 W/Mounted Gas Lamp LMS Maroon(2) £13.95
 - GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
 - GM828 W/Mounted Gas Lamp GWR Stone(2) £13.95
 - GM829 Modern Sgl Head Adjustable Lamp(4) £15.95
 - GM830 Modern DBI 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 B/Twist Gas Lamp SR/BR Green £32.95
 - GM853 B/Twist Gas Lamp LMS Maroon £32.95
 - GM854 B/Twist Gas Lamp GWR Stone £32.95
 - GM855 B/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 Gas 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 BR/SR 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
 - GM879 Modern DBI Head Adjustable Height £19.95

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
- 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**
- GM657 Five in One Angle Gauge & Tool £9.95
 - GM660 Pick n Place Twin Pack £8.95
 - GM664 Economy Sprue/Plastic Cutter £4.95
 - GM666 Clip On Magnifying Eye Glass £6.95
 - GM669 Pin Pusher with Depth Stop £10.95
 - GM670 Deluxe Paintbrush Set £12.95
 - GM683 Soft Grip Knife Set with Blades £6.95
 - GM684 Spare Blades for GM683 £1.50
 - GM693 Value Model Railway Drill £9.95
 - GM694 Mains Powered Value Drill £16.95
 - GM695 Model Railway Screwdriver Set £4.95
 - GM696 Masking Tape 6mm x 18m (2) £2.25
 - GM697 Masking Tape 10mm x 18m (2) £2.95
 - GM698 Masking Tape 18mm x 18m (1) £2.95
- RAZOR SAWS**
- GM671 4 in 1 Saw Set £19.95
 - GM672 Razor Saw Superfine £11.95
 - GM674 Razor Saw Fine £11.95
 - GM675 Razor Saw Medium £11.95
 - GM676 Aluminium Mitre Box £16.95
 - GM677 Fine Woodcraft Saw £11.95
 - GM678 Flush Cutting Saw £15.95
 - GM679 Universal Razor Saw £12.95
- SOLDERING STATION**
- GM661 Complete Soldering Station £29.95
 - GM662 Spare Tip £2.95
- 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

TRACK RUBBERS

- GM26 Track Rubber £3.25
 - GM27 Jumbo Track Rubber £5.95
- CUTTING MATS**
- GM599 A6 Size £2.95
 - GM600 A2 Size £15.95
 - GM601 A3 Size £10.95
 - GM602 A4 Size £5.95
 - GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

- GM604 Round Nose Pliers £6.95
- GM605 Flat Nose Pliers £6.95
- GM606 Side Cutters £6.95
- GM607 Half Round Pliers £6.95
- GM608 Bent Nose Pliers £6.95
- GM609 S/Steel Tweezers (4) £7.95
- GM610 Double Ended Pin Vice £5.95
- GM611 Sawset 1 w/ Scalpel Handle £10.95
- GM613 Trim-away Knife £3.95
- GM614 Stainless Steel Scalpel & Blades £5.50
- GM615 Plastic Scalpel & Blades £5.95
- GM616 Disposable Knife Set (3) £1.95
- GM617 Pick-Up Tool £6.95
- GM618 Magnifier Tweezers £4.25



SWITCHES

- GM501 Slide Switch DPDT £1.70
- GM502 Slide Switch DPDT (Cloff) £1.70
- GM503 Toggle Switch SPST £2.35
- GM504 Toggle Switch DPDT £2.65
- GM505 Mini-Toggle DPDT (Cloff) £3.15
- GM506 Mini-Toggle DPDT £2.75
- GM507 Mini-Toggle SPDT £2.45
- GM508 Mini-Toggle SPDT £2.45
- GM509 Mini-Toggle SPDT (Cloff) £2.45
- GM510 Mini-Toggle for Point Motors £2.70
- GM511 Mini-Toggle for G Point Motors £3.65
- GM512 Push to Break Black (5) £5.95
- GM513 Push to Make Black (5) £2.85
- GM514 Push to Make Blue (5) £2.85
- GM515 Push to Make Green (5) £2.85
- GM516 Push to Make Red (5) £2.85
- GM517 Push to Make White (5) £2.85
- GM518 Push to Make Yellow (5) £2.85
- GM519 Rotary Switch 1 Pole 12 Way £3.75
- GM520 Rotary Switch 2 Pole 6 Way £3.75
- GM521 Rotary Switch 3 Pole 4 Way £3.75
- GM522 Rotary Switch 4 Pole 3 Way £3.75
- BPGM501 Slide Switch DPDT (25) £12.95
- BPGM502 Slide Switch DPDT (Cloff) (25) £12.95
- BPGM503 Toggle Switch SPST (25) £34.95
- BPGM504 Toggle Switch DPDT (25) £42.95
- BPGM505 Mini-Toggle DPDT (Cloff) (25) £44.95
- BPGM506 Mini-Toggle DPDT (25) £42.95
- BPGM507 Mini-Toggle SPST (25) £34.95
- BPGM508 Mini-Toggle SPDT (25) £34.95
- BPGM509 Mini-Toggle SPDT (Cloff) (25) £44.95
- BPGM510 Mini-Toggle for Point Motors (25) £39.95
- BPGM513 Push to Make Black (25) £9.95
- BPGM514 Push to Make Blue (25) £9.95
- BPGM515 Push to Make Green (25) £9.95
- BPGM516 Push to Make Red (25) £9.95
- BPGM517 Push to Make White (25) £9.95
- BPGM518 Push to Make Yellow (25) £9.95

SOLDERING IRONS & BITS

- GM680 15W 230V Soldering Iron £16.95
- GM681 25W 230V Soldering Iron £17.95
- GM682 40W 230V Soldering Iron £19.95
- GM685 15W No.6 Tip £3.95
- GM686 15W No.8 Tip £3.95
- GM687 25W No.6 Tip £3.95
- GM688 25W No.7 Tip £3.95
- GM689 25W No.8 Tip £3.95
- GM690 40W No.6 Tip £3.95
- GM691 40W No.7 Tip £3.95
- GM692 40W No.8 Tip £3.95

SOLDERING ACCESSORIES

- GM01 Low Melt Solder 70 degrees (20g) £4.45
- GM02 Solder 180 degrees (20g) £4.45
- GM03 White Metal Flux £6.25
- GM04 Brass Flux £6.25
- GM05 Non Acid Safety Flux £6.50
- GM06 Solder Wire 145 Degrees £4.95
- GM059 Desoldering Pump £3.95

ELECTRICS

- GM356 2016 NEW ITEMS BROCHURE Free from your local dealer or direct from us.
 - GM501 Slide Switch DPDT £1.70
 - GM502 Slide Switch DPDT (Cloff) £1.70
 - GM503 Toggle Switch SPST £2.35
 - GM504 Toggle Switch DPDT £2.65
 - GM505 Mini-Toggle DPDT (Cloff) £3.15
 - GM506 Mini-Toggle DPDT £2.75
 - GM507 Mini-Toggle SPDT £2.45
 - GM508 Mini-Toggle SPDT £2.45
 - GM509 Mini-Toggle SPDT (Cloff) £2.45
 - GM510 Mini-Toggle for Point Motors £2.70
 - GM511 Mini-Toggle for G Point Motors £3.65
 - GM512 Push to Break Black (5) £5.95
 - GM513 Push to Make Black (5) £2.85
 - GM514 Push to Make Blue (5) £2.85
 - GM515 Push to Make Green (5) £2.85
 - GM516 Push to Make Red (5) £2.85
 - GM517 Push to Make White (5) £2.85
 - GM518 Push to Make Yellow (5) £2.85
 - GM519 Rotary Switch 1 Pole 12 Way £3.75
 - GM520 Rotary Switch 2 Pole 6 Way £3.75
 - GM521 Rotary Switch 3 Pole 4 Way £3.75
 - GM522 Rotary Switch 4 Pole 3 Way £3.75
 - BPGM501 Slide Switch DPDT (25) £12.95
 - BPGM502 Slide Switch DPDT (Cloff) (25) £12.95
 - BPGM503 Toggle Switch SPST (25) £34.95
 - BPGM504 Toggle Switch DPDT (25) £42.95
 - BPGM505 Mini-Toggle DPDT (Cloff) (25) £44.95
 - BPGM506 Mini-Toggle DPDT (25) £42.95
 - BPGM507 Mini-Toggle SPST (25) £34.95
 - BPGM508 Mini-Toggle SPDT (25) £34.95
 - BPGM509 Mini-Toggle SPDT (Cloff) (25) £44.95
 - BPGM510 Mini-Toggle for Point Motors (25) £39.95
 - BPGM513 Push to Make Black (25) £9.95
 - BPGM514 Push to Make Blue (25) £9.95
 - BPGM515 Push to Make Green (25) £9.95
 - BPGM516 Push to Make Red (25) £9.95
 - BPGM517 Push to Make White (25) £9.95
 - BPGM518 Push to Make Yellow (25) £9.95
- WIRE**
- GM09RB Twinned Wire Red/Black (10m) £5.95
 - GM10 Wire Red/Black/Green (10m of each) £5.95
 - GM11BK Wire Black 7 x 0.2mm (10m) £2.15
 - GM11BL Wire Blue 7 x 0.2mm (10m) £2.15
 - GM11BN Wire Brown 7 x 0.2mm (10m) £2.15
 - GM11GN Wire Green 7 x 0.2mm (10m) £2.15
 - GM11GR Wire Grey 7 x 0.2mm (10m) £2.15
 - GM11O Wire Orange 7 x 0.2mm (10m) £2.15
 - GM11P Wire Pink 7 x 0.2mm (10m) £2.15
 - GM11PP Wire Purple 7 x 0.2mm (10m) £2.15
 - GM11R Wire Red 7 x 0.2mm (10m) £2.15
 - GM11W Wire White 7 x 0.2mm (10m) £2.15
 - GM11Y Wire Yellow 7 x 0.2mm (10m) £2.15
 - BPGM11BK Black Wire 7 x 0.2mm (100m) £7.95
 - BPGM11BL Blue Wire 7 x 0.2mm (100m) £7.95
 - BPGM11BN Brown Wire 7 x 0.2mm (100m) £7.95
 - BPGM11GN Green Wire 7 x 0.2mm (100m) £7.95
 - BPGM11GR Grey Wire 7 x 0.2mm (100m) £7.95
 - BPGM11O Orange Wire 7 x 0.2mm (100m) £7.95
 - BPGM11P Pink Wire 7 x 0.2mm (100m) £7.95
 - BPGM11R Red Wire 7 x 0.2mm (100m) £7.95
 - BPGM11W White Wire 7 x 0.2mm (100m) £7.95
 - BPGM11Y Yellow Wire 7 x 0.2mm (100m) £7.95
- GENERAL ELECTRICAL ACCESSORIES**
- GM12 Pair Connecting Leads (Pin/Bare Wire) £4.65
 - GM14 Crimped Pin Terminals (6) £2.95
 - GM15 Ring Terminals (6) £2.95
 - GM16 Pair Connecting Leads (Pin/Pin) £4.95
 - GM28 Crocodile Clips Red/Black Pair £1.75
 - GM29 Knob for Rotary Switches & Pots £2.85
 - GM40 1.5a Rectifier £4.95
 - GM42 Thermal Cut-Out 1 Amp £3.95
 - GM42 Thermal Cut-Out 2.5 Amp £3.95
 - GM74 1a Diodes for PCU1 & SS1 (20) £2.45
 - GM75 P&S 6-Way Din Plug Socket £3.15
 - GM77 12-Way Poly Terminal Block £1.95
 - GM79 2.1mm Socket for WM1 Transformer £1.95
 - GM89 Pack of 5 Amp Fuses (5) £2.75

RANGES STOCKED

- Airfix
 - Antex
 - Atlas
 - Bachmann
 - Berko
 - Busch
 - Capital Transport
 - Carrera
 - Cartrix
 - Classix
 - Dapol
 - DCCConcepts
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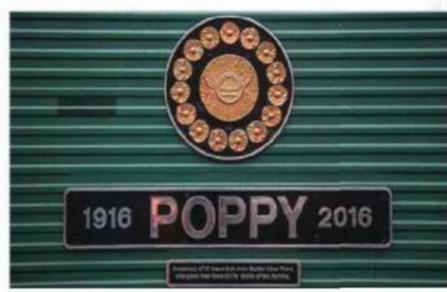
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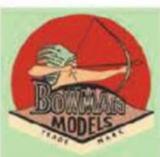
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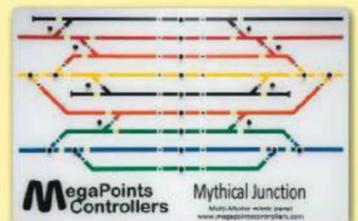
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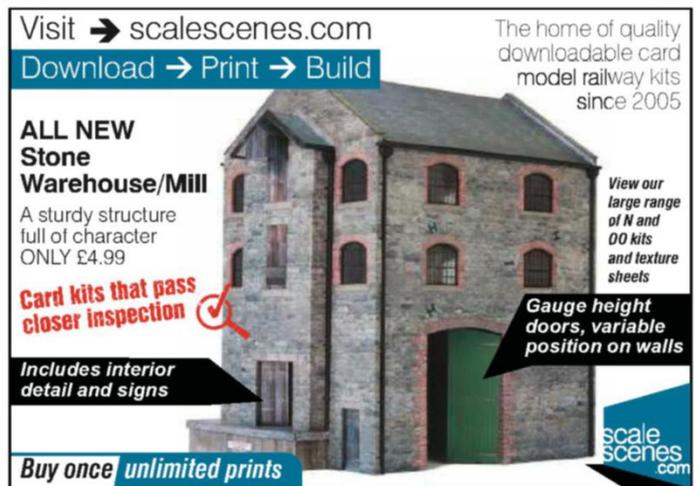
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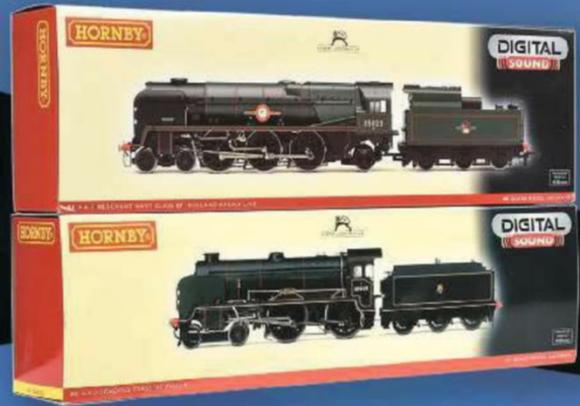
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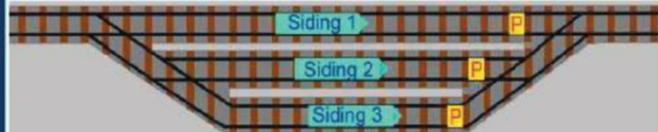
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Backscene

The Old Sage, CHRIS LEIGH, offers more modelling miscellany

Conversations with my *Model Rail* colleagues often start with the words "I remember when..." and it seems to be one of the quirks of passing one's 70th birthday that I now remember quite clearly things which happened 50 years ago, while at the same time being unable to remember what day of the week it is! When I lapse into these ancient memories, one of the guys will often tell me I should write it all down.

So that's what I've decided to do, in small doses.

I started work at *Model Railway Constructor* in September 1963, so that's the point at which I entered the model railway 'industry', but I'd been in the hobby since my brother and I were given

a Hornby-Dublo 2-6-4T train set for Christmas in 1955. Thus, I have 62 years of involvement in the hobby to look back over, but fear not, I'm not going to give you a blow-by-blow account of every model I've ever built or every article I've ever written in chronological order.

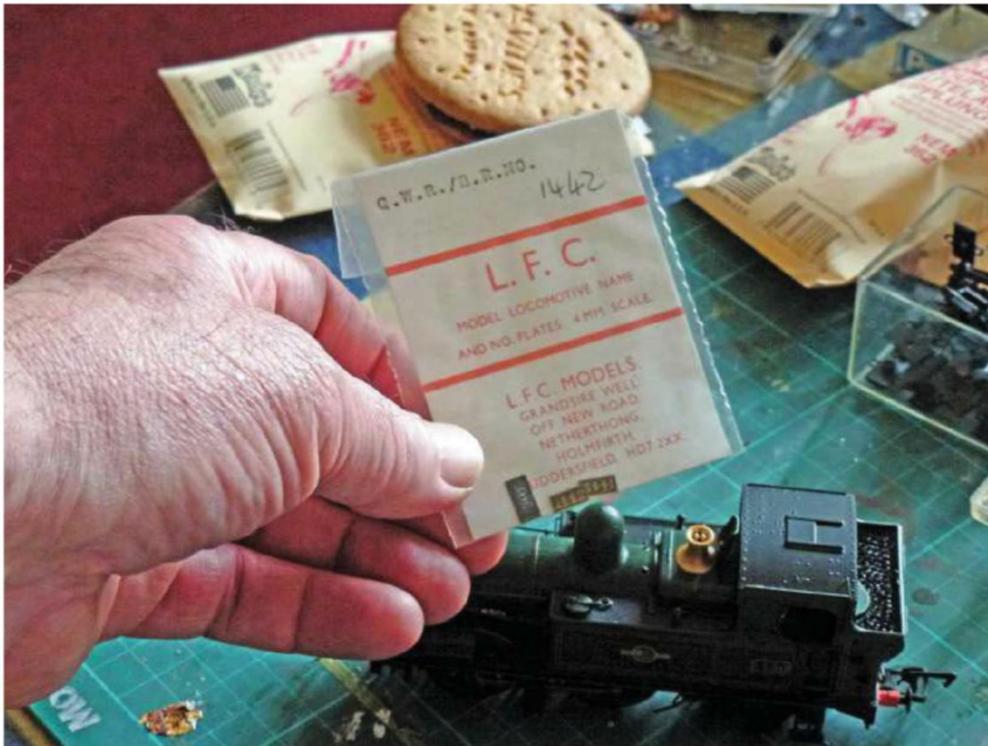
What I plan to do is recall some of the people I've encountered and some of the innovations and dramatic developments that have taken place across those 50 years, and some of the people - real characters - who made them happen.

They won't be in any sort of order, although after time they might well fit together quite nicely. In the meantime, see below for an example...

'Staines West' takes shape

For those who don't follow my blog (www.model-rail.co.uk/new-blog/) or *Model Rail's* Facebook page, I've started building an 'N' gauge layout around three walls of a small spare room in my former-railway station house. Originally, I suspect it was the porter's room, and one corner is occupied by a substantial chimney breast, while there's another door through to the former stationmaster's office. Despite these obstructions, it leaves me with a run of 20ft from doorway to doorway - enough for an 'N' gauge shelf layout.

Work has already started - by the time you read this the terminus station building will be finished - and another potential *Model Rail* project will be under way.



I'm particularly keen to capture the view of the train through the open doors. Since this was taken, the building is nearly finished.

Come up and see my etchings

That was a mildly suggestive proposal from the comedies of the 1960s, but just exactly what are etchings? In railway modelling terms, I - and many who read this - have lived through the launch, rise and decline of the etched kit. They were wonderful things - a flat-packed locomotive, coach or wagon, that required a level of soldering skill to assemble it, but which gave you a model of something that simply wasn't available by any other means. No other kits have ever looked quite so shiny and exciting when you opened the box.

I got into actually producing some etched parts, things such as GWR station canopy valancing and the lovely decorative ridge tiles for Much Wenlock station, through my association with Mopok. That was the kits-and-bits business set up by John Senior and Tony Dyer, fellow members of Egham & Staines Model Railway Society. I sold

cast whitemetal parts through Mopok, too, but I was a hopeless pattern-maker and Adrian Swain (ABS Models) made most of the patterns for my products. I could draw quite well, however, and etchings begin as drawings. I should add that the only model etchings available at the time were a small number of GWR locomotive name and numberplates from a couple of manufacturers.

John and Tony had made contact with one of these nameplate makers, Geoff Kilner, who traded as LFC Nameplates. Geoff had inherited the family's Yorkshire fireworks company, Lion Fireworks (hence LFC), but the cost of insuring the magazines of explosives had led him to look for an alternative line of work. He had plate-making and printing machines for producing the firework casings, and the process of making printing plates is to etch the surface of the plate with acid. Geoff

modified his plate-making machine so that he could etch small sheets of thin brass or nickel-silver, and the nameplate business was born.

We soon latched on to that process and, for me, the only restriction was the size of sheet which Geoff could etch. It meant I could only do small parts and when I drew the sides for a Lynton & Barnstaple Railway Brake Observation car in 'OO9', it was too big for Geoff's little machine. Then I had to go to a professional etching company, Microponent Development, in Birmingham. In time, health and safety regulation and pollution controls made it too expensive for a small private etching operation to survive and Geoff retired. The last items he produced for me were 'Golden Arrow' nameplate sets like those which, years later, we would sell through *Model Rail* in its early days.

WANT MORE BACKSCENE? VISIT THE CHRIS LEIGH BLOG HERE: www.model-rail.co.uk/new-blog/

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