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ON THE B1



BRITISH RAILWAY MODELLING

March 2012 Vol 19 No 12 £3.75

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Modelling masterclass at East Lynn

THE BRMs
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AWARDS
Our top 3
layouts of
2011

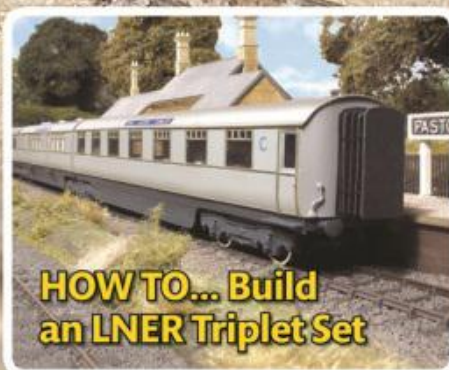


GREAT OO LAYOUTS!

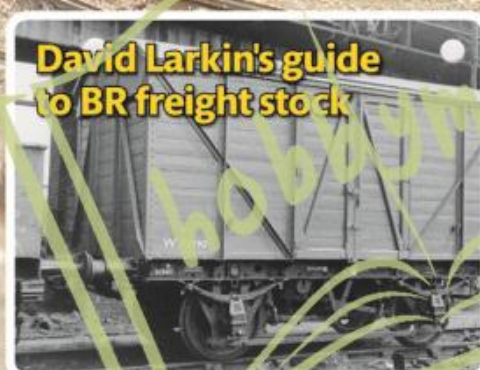
Botleigh - Southern MPD

Crickey - tramway village

and Tower Pier - EM in the City!



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4/5



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4/5

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For Wrenn / Hornby Dublo 0-6-0 :-

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MT102 LMS Stanier 4000g Chassis	£6.90
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MT236 GWR DC Dean/Churchward Wagon Brake Gear, + Variants (2 Sets)	£3.60
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6 LMS Wagon	£5.90
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10A SR Bulleid Loco Stripes	£5.90
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12 LNER Wagon	£5.90
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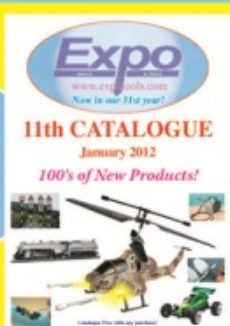
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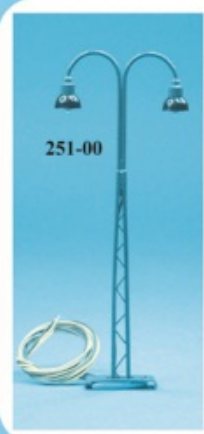
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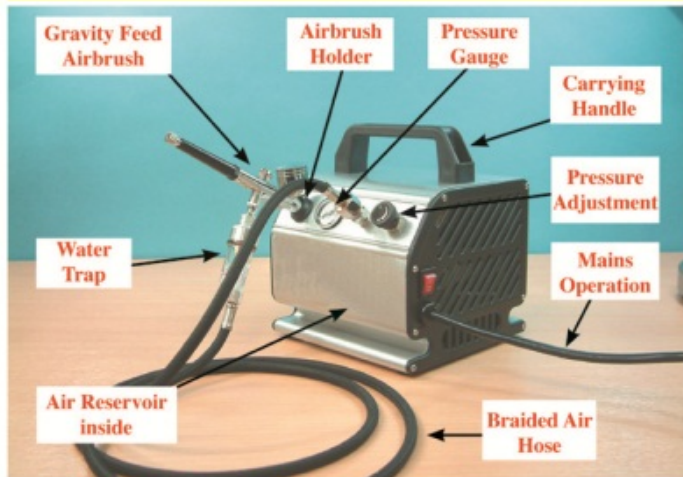
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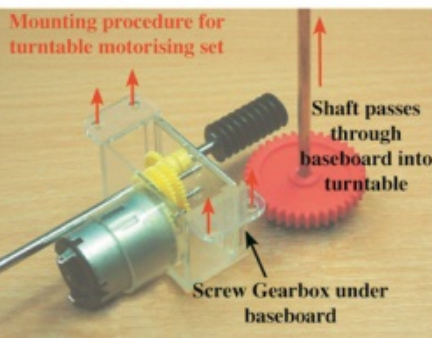
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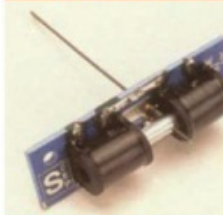
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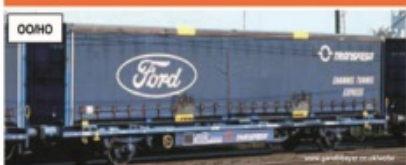
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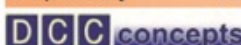
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Manor Farm Buildings



00 code PO252 - **£10.20**

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Can be used as a school village hall or even a library. Comes with outhouse and bikeshed.

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00 code PO250 - **£8.99**

N Manor Farm



Kit contains farm house, workers cottage, barn and tractor shed.

N code PN150 - **£7.75**

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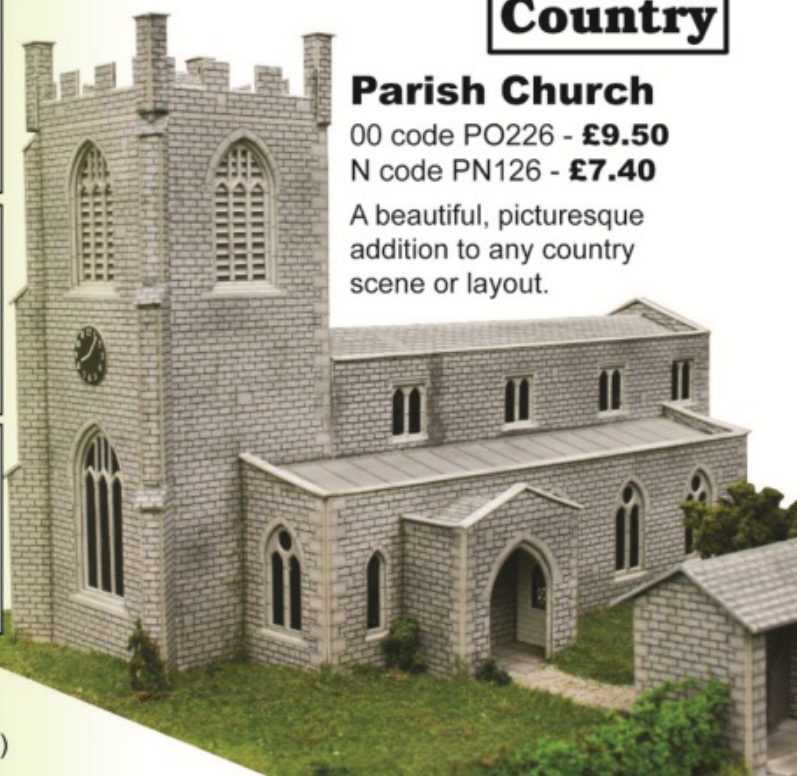
Country

Parish Church

00 code PO226 - **£9.50**

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A beautiful, picturesque addition to any country scene or layout.



NEW! the new improved **Workers Cottages**

PO255 - £10.99. It is a redesign of the discontinued kit Railway Workers Cottages code PO218 (Still available in N)

Terraced Houses



00 Red Brick code PO261 - **£9.50**
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Corner Shop



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00 code PO281 - **£12.99**

00 Low Relief Bank & Shop



00 code PO271 - **£11.50**

Low Relief Pub & Shops



00 code PO205 - **£7.75**

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Image above shows the red brick Terraced Houses and Corner shop. The kits sit perfectly alongside each other to form superb terraced rows.

Postage on orders

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Create the perfect motive power depot with these three kits, the PO222, PO227 and PO213. The Engine Shed kit is also available in N Gauge. The coal stage (PO222) is a high level coal plant, where coal wagons are shunted in to the upper level. You will need to build a ramp as one is not supplied. The Water Tower and Sandhouse (PO227) make great ancillary buildings for the brewery or factory kits.

Industrial Buildings

Engine Shed

00 code PO213 - **£14.75**
 N code PN113 - **£6.75**

00 Small Factory

00 code PO283 - **£13.30**

00 Water Tower & Sandhouse

00 code PO227 - **£7.40**

00 Warehouse

low relief or
 stand-alone



00 code PO282 - **£13.30**

00 Boilerhouse & Factory Entrance

A victorian style
 gatehouse that sits
 with the Warehouse,
 Small Factory and
 Brewery



00 code PO284 - **£13.30**

00 Coal Stage

00 code PO222 - **£7.40**

Accessories
 NOT included

Country Station Scene

The PO237 Country Station kit is a beautiful design that comes with opposite platform shelter and waiting rooms. Complement the kit with this range of stunning railway buildings. (Diorama includes kits PO237, PO216, PO233 and PO232)

Accessories
 NOT included

00 Country Station
 PO237

Country Station

00 code PO237 - **£12.75**
 N code PN109 - **£6.50**

00 Signal Box

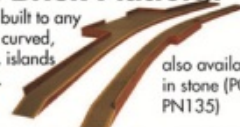
Also includes plastic
 components



00 code PO233 - **£7.99**

Red Brick Platform

Can be built to any
 shape - curved,
 straight, islands
 or bays.



also available
 in stone (PO235
 PN135)

00 code PO216 - **£9.50**
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Goods Shed

00 code PO232 - **£12.99**
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For any models pre-ordered price is guaranteed at the pre-ordered price.

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- | | | |
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| 32-165dc | N Class 2-6-0 mogul, 31869 in BR early black (W) | \$63.75 |
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| 32-215 | Class 57xx Pannier Tank, 5775 in GWR green | \$53.95 |
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| 32-310 | Collett Gowns 0-6-0 with ROD tender GWR green | \$55.95 |
| 32-550 | Al Class, 60165 'Tornado' BR apple green | \$117.50 |
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| 32-857SDC | Fairburn 2-4-4 1-6 laces 42085 BR or blk. COCK PITTED | \$89.49 |
| 32-952A | SLC 4MT, 70475 1-6 laces BR or blk (East Lancs) | \$75.95 |

Unit 16 Willan Trading Estate, 55 Waverley Road, Sale M33 7AY

A photograph of three model trains on a track. The trains are white with blue and yellow accents. They are arranged in a line, with the front train slightly ahead of the others. The track is blue and white. The background is dark.

-
- A photograph of a Freightliner locomotive, primarily green with yellow accents on the nose and front. The word "Freightliner" is written in yellow on the green side. It is shown from a side-front perspective, resting on a blue surface.

- | | | | |
|----------|--|-------------------------|-----------------|
| | | | \$55.25 |
| 32-429b | CJ 24 Bo-Bo Dtd, D5100 BR grn | DCC SOUND FITTED | \$134.49 |
| 32-430b | Class 24 Diesel, D5061 BR plain green | | \$52.49 |
| 32-465 | Class 170 5 car DMU, Cross Country Trains | | \$89.49 |
| 32-466 | Class 170/3, London Midland City Livery | | \$79.49 |
| 32-680ds | CJ 60, D211 "Mauritania" BR Gr Discs, | DCC SOUND FITTED | |
| | PRE-ORDER | | \$145.50 |
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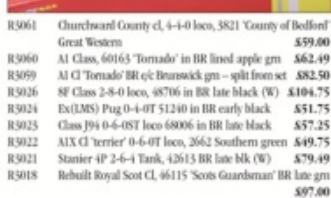


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due first quarter PRE-ORDER NOW | | |
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Please note: We haven't listed all the DCC models we keep in stock - please call with your requirements. | | |
| R3075 | N15 Cl. 785 'Sir Madzor de la Port' SR grn LE RM | \$134.50 |



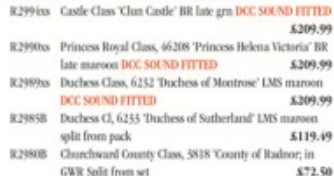
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-
- A black steam locomotive pulling a brown passenger car on a red track.



-



- | | | |
|-------|--|-----------|
| R2957 | County CI 4-4-6, 1006 'County of Cornwall' GW lined gm | \$52.75 |
| R2956 | Un rebuilt Patriot CI 5532 'Illustrious' LMS marn | \$352.75 |
| R2927 | L&Y 0-4-0 Pug tank loco 51255 in BR black | \$149.75 |
| R2925 | BR Clan, 72005 'Clan Macgregor' BR late green | \$1112.50 |
| R2923 | M7 CI 4-6-0 Tl loco, 242 in SR malachite gm | \$82.49 |
| R2922 | B17/6 'Sunderingham' CI, 61650 'Grimsby Town' BR lt gm | |
| | PRE-ORDER | \$93.50 |

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| R2919 | Churchward 28cc Cl 2-8-0 loco, 2891 BR 1t blk | \$99.50 |
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| R2915 | Churchward 28cc Cl 2-8-0 loco, 2818 GW Gm (N8M) | \$99.50 |
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8 wheel tender | \$106.00 |
| R2896ex | Ai Cl, 60001 'Sir Ronald Matthews' BR late gr SOUND FITTED | \$219.50 |

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| R2813 | Schools Class 907 'Dulwich' Southern green | \$95.49 |
| R2829 | T9 'Greyhound' 4-4-4 loco, 314 in Southern black | \$84.49 |
| R2828 | Achilles Cl 4-2-2 loco, 3064 'Duke of Edinburgh' GWR L/E | \$77.50 |
| R2827 | Schö Cl, 925 'Cheltenham' Southern malachite gm | \$96.50 |
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| R2742 | Schls Cl 4-4-0, 905 'Charter House' SR Munsell gm | \$95.00 |
| R2715 | Standard Class 4MT, 75062 in BR late black | \$83.50 |
| R2712x | T9 Class, 30724 in BR black DCC TTED | \$84.50 |
| R2685 | W/C Class, 34006 'Bade', 1948 Ivory, L/E | \$105.50 |
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R3049 Class 08 Diesel shunter, 08417 "Sercio" **\$64.49**
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R3053s Class 56 Diesel, 56095 "Harworth Colliery" coal sector **\$179.95**

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R2948 HST Pack 2 car pack, "East Midlands" **\$129.50**

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R2938 Class 08 Diesel Shunter 08865 EWS **\$59.00**

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R2899s CI 60 Dd, 60042 "Thousand of Hse" EWS **SOUND FITTED** **\$179.00**

R2876 GWR "Express Patrols" Rail Car No34 Choc/Crm **\$59.50**

R2812 CI 43 HST power car and trailer "First GW" **\$129.50**

R2802s Class 50 Diesel, 50015, **DOC SOUND FITTED** **\$169.50**

R2772 Class 87 Electric Loco, 87010 "Britannia" BR blue **\$49.50**

R2755 CI 86 Bo-Bo Elec Loco, 86259 "Les Ross" elec blue **\$49.50**

R2752 Class 56 Diesel, 56052 "County of South Glamorgan" sub-sector grey **\$72.49**

R2704 HST Power Car & Dummy pack Virgin red & blk **\$117.00**

R2705 HST Power Car & Dummy pack, GNER blue **\$117.50**

Hornby Digital

R8249 Standard 8 pin loco chip **\$10.95**

R8245 Sapphire Loco Chip 21 Pin with 8 pin converter **\$22.99**

R8213 DOC Select Digital Control unit **\$69.50**

R8214 DOC Elite Digital Control unit **\$159.50**

New Train Packs/Sets

R3059 Tornado Exp, with "Tornado" BR gm & 3 mark 1 coaches **\$119.99**

R2986 Train Pack "A Date with the Duchy", with Taitton Castle and 3 coaches **\$199.00**

R2981 "London 1948" pack with N2 06-2 Tank loco + 2 LNER tank coaches **\$165.00**

R2980 "London 1908" pack with Churchward County 4-4-4 loco and 2 Cleveleys coaches **\$139.99**

R2979 "West Coast Pullman" BR 5-44952 & 3 W/C Pullmans **\$164.50**

R1139 "The Blue Rapiet" Train Set with 3 car Javelin train **\$119.50**

R2961 Class 395 Javelin "London 2012" livery **\$119.50**

R2955 "Virgin Charter Relief" train pack CI 90 + DWT **\$104.50**

R2908 "Fireworks Chikington" W/C Dorchester & 3 Stanier coaches **\$225.50**

R2887 Thames/Forth express, Blk 5 (LMS) & 3 Stanier coaches **\$99.50**

R2806 Last Sgl WMR DLS 2-2-2 loco & 3 Galtonian coaches **\$99.50**

R2797 White Pullman - King Arthur "Sir Lavaine" & 3 Pullmans **\$125.00**

New Hornby Coaches

R41xx All the 12 wheel and 8 wheel Pullmans in stock "Neptune", "Car88" "Rosemary", Octavia, Car 27, Car 171, Zenobia, Car 66, and others **\$37.49**



R4151/21/22 BR Gresley Suburban in maroon - each **\$29.75**



R4151/6/7 LNER Gresley Suburban coaches in teal - each **\$34.75**

R4151 SR Bogie Luggage van chocolate and cream **\$21.49**

Haworth coaches maroon and blood and custard & choc & cream most in stock **\$28.49**



R4473 British Railways lined maroon Observation Car **\$44.25**

SR & BR Mounsell Coaches **\$26.50**

We have a large range of Hornby coaches, wagons in stock please ring for prices, Skeldale buildings and other accessories

**** MODELFair EXPRESS ****

Custom finished locomotives, completed to a very high standard with quality brass plates, shed plates etc



MX314 Class 55 Delic Diesel, 55010 "Kings Own Scottish Borderer" two tone green **\$110.00**

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MX315 CI 55 Delic Dd, 55030 "Nimbus" 2 tone green **\$110.00**

MX376 CI 55 Delic Dd, 55001 "St Paddy" BR 2 tone gm **\$110.00**

MX344 CI 55 Delic Dd, 55015 "Bk Watch" BR 2 tone gm **\$110.00**

MX377 CI 55 Delic Dd, 55012 "Crepello" BR 2 tone gm **\$110.00**



MF3047 4-6-0 Jubilee Cla, 54582 "Trafalgar" BR late gm **\$115.00**

MF3095 CI 47 Dd, 47086 "Colonus" BR blue Domino head codes **\$95.50**

MF3015 CI 47 Diesel, 47080 "Titan" BR blue Domino head codes **\$95.50**

Silver Fox Models, Ready to Run 00 Gauge Classic Diesel & Electric, and Rolling Stock



SI606 Irish CIE "Weel" coach in infrastructure yellow **\$79.50**



SF515 Gravens 2 car DMU in the style of AEC railcars CIE gm ltr **\$175.00**

SF599 57th Observation Saloon in BR lined maroon **\$79.50**

SF0257 Propelling Control Vehicle (PCV) in EWS maroon **\$79.50**

SF0258 Dd 1, (Electric Train Heating Ex-Locomotives), in original livery **\$95.50**

SF259 57th Observation Saloon "Amanda" in Railtrack maroon **\$79.50**

SF265 Gravens CI 129 "Laboratory 9" Hydra "Derby Research" ltr **\$135.00**

SF263 CI 489 Gatwick Luggage Van (GLV) original BR ltr **\$79.00**

SF264 CI 489 Gatwick Luggage Van (GLV) BR InterCity Blue and grey livery **\$79.00**

SF256 Class 489 Gatwick Luggage Van (GLV) de-icing unit in Network Rail yellow livery **\$79.00**

SF10457 Driving Brake Sd (DBS) Nbk Rail yellow **\$79.50**

SF266 Driving Brake Sd Open or DBSO InterCity Grey ltr **\$79.50**

SF261 Driving Brake Sd Open or DBSO Scottish ltr **\$79.50**

SF457 Driving Brake Sd Open or DBSO Nbk Rail yellow ltr **\$79.50**

SF0507 Irish "Dutch" Generator Van in the later livery **\$132.00**

SF0255 Class 74 Electro Diesel, 74001 BR blue **\$132.00**

SF0250 Class 74 Electro Diesel, E4-107 BR blue **\$132.00**

SF0251 CI 71 Elec loco, E5001 BR EMU gm sm yll panels stock **\$135.00**

SF0251 Class 71 Electric loco, E5001 BR EMU green **\$132.00**

SF0252 Class 419 Motor luggage van BR blue **\$135.00**

SF0254 CI 419 Motor luggage van BR plain gm, gm sm yll panel **\$135.00**

SF0125 Brown Boveri AIA-ALA Gas Turbine, 18000 BR blk & silver, BR gr **\$132.00**

SF0131 Metro Vickers Co-Co Gas Turbine, 18100 BR blk & silver **\$132.00**

SF0121 Metro Vics AC Test Elec Loco, E2001 & E1001 BR blk & silv **\$132.00**

YTrains Models

V2100 Class 37 Diesel, 37419 in DB Schenker red livery **\$69.49**

V2105 Class 47 Diesel, 47347 in "Metals" Sector train grey **\$71.50**

V2097 Class 47 Diesel, 47237 in Advenza Freight **\$71.50**

Murphy Models Irish Models



MM220 CI 201 General Motors Co-Co Dd, "River Blackwater" **\$139.00**

MM222 Class 201 General Motors Co-Co "River Dargle" **\$139.00**

MM229 Class 201 General Motors Co-Co "River Maine" **\$139.00**

MM208 Class 201 General Motors Co-Co "River Lagan" **\$139.00**



MM0141 CI 141 Bo-Bo Diesel loco B141 in CIE Irish livery **\$99.00**

MM0142 CI 141 Supertrain Ltr with Staff Collector no 142 **\$99.50**

New Heljan 00 Gauge Locomotives

Type 4 Co-Co prototype dtd DP2 BR gm & 2 tone gm ltr **\$105.95**

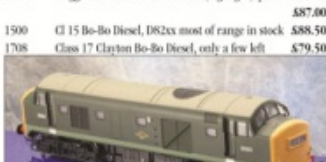


88xx AC Cars Railbus BR dk gm, light gm, spd whisks etc **\$87.00**

88xx Waggon & Maschinenbau Railbus, light gm, spd whisks etc **\$87.00**

1500 CI 15 Bo-Bo Diesel, D82xx most of range in stock **\$88.50**

1708 Class 17 Clayton Bo-Bo Diesel, only a few left **\$79.50**



2301 CI 23 Baby Delic, D5903 BR gm full yll ends **\$99.49**

2302 Class 23 Baby Delic, D5909 in BR blue **\$99.50**

2303 CI 23 Baby Delic, D5908 BR gm full yll ends BR Arrows **\$99.50**

2304 CI 23 Baby Delic D5901 BR gm RTC **PRE-ORDER** **\$99.50**

2305 CI 23 Baby Delic D5902 BR gm small yll end **PRE-ORDER** **\$99.50**

2306 CI 23 Baby Delic D5904 BR gm Full yll end **PRE-ORDER** **\$99.50**

2307 CI 23 Baby Delic D5909 BR blue (W) **PRE-ORDER** **\$99.50**

2654 Class 26/27 Bo-Bo Diesel, most of range in stock **\$75.49**

3585 Class 35/0 Bo-Bo Diesel, most of range in stock **\$75.49**

5512 Class 55 Hymek Diesel, D7061 in BR blue **\$75.50**

5514 Class 55 Hymek Dd, D7000 BR gm full yll ends **\$75.50**

4746 Class 47 range most in stock un-numbered **\$64.49**

5221 CI 52 Diesel, D1000 Western Enterprise Desert sand Glass **PRE-ORDER** **\$79.50**

5220 CI 52 Dd, D1073 Western Bulwark BR Blue **PRE-ORDER** **\$79.50**

5219 CI 52 Dd, D1050 West Musketeer chromatic blk **PRE-ORDER** **\$79.50**

5218 CI 52 Dd, D1040 Western Queen BR Maroon sm yll pan **PRE-ORDER** **\$79.50**

5217 Class 52 Dd, D1002 Western Explorer be gm **PRE-ORDER** **\$79.50**

8600 Class 86 Electric Locomotives most in stock **\$94.00**

New Heljan 0 Gauge Locomotives

Gauge 0 CI 26 Bo-Bo Diesel in BR gm small yll panels **PRE-ORDER** **\$425.00**

3390 Gauge 0 CI 33 Bo-Bo Diesel in BR gm small yll panels **PRE-ORDER** **\$425.00**

5280 Gauge 0 CI 52 Western Diesel BR gm small yll panels **PRE-ORDER** **ATBA**

5281 Gauge 0 CI 52 Western Diesel BR marn small yll panels **PRE-ORDER** **ATBA**

5282 Gauge 0 CI 52 Western Diesel BR blk **PRE-ORDER** **ATBA**

5500 Gauge 0 C155 Delic 2 tone gm sm yll ends **PRE-ORDER** **\$475.00**

5501 Gauge 0 Class 55 Delic BR blue **PRE-ORDER** **\$475.00**

8911 Operating Turntable 27' diameter DOC ready 90th **\$199.50**

89041 Operating Turntable 21.5 meter DOC 70:58 w/o ucl **\$165.00**

ACE trains, quality gauge 0 tinplate 2 & 3 Rail



E/9 Bullied Span cans - stock due shortly **\$595.00**



E/71 Gresley N2 0-6-2 Tank loco - call for availability **\$395.00**

E/8 Stanier CI 2-6-4 Tank loco - call for availability **\$495.00**

E/30 Schools, a variety of liveries & specs coming soon **\$495.00**

New range of Gauge 0 Tinplate 6 wheel coaches in various different liveries sold in sets of 5 price will be \$165-\$185.00 depending on roof style

NEW Bassett Lowke trains, gauge 0 tinplate



BR9905 Peckett 0-4-0 Saddle Tk, "Wernman" maroon ltr **\$249.00**

BR9904 Mounsell NCI Mogul, 1823 Southern Mounsell gm **\$599.00**

BR9906 Mounsell NCI Mogul, 51816 BR blk (glass finish) **\$599.00**

BR951b J39 0-4-0 locomotive, 64757 in BR late black **\$499.00**

We have large stocks of Bassett Lowke Tinplate Gauge 0 wagons, please call for list

Along Classic Lines gauge 0 tinplate

All new model with switch for two and 3 rail running 12V DC, for the tightest of curves limited production



AC102 L&Y Class 21 'Pug' 0-4-0ST Saddle tank LMS blk ltr of 50 **\$225.00**

AC103 L&Y CI 21 'Pug' 0-4-0ST Sd & BR blk ltr of 50 **\$225.00**

AC104 L&Y CI 21 'Pug' 0-4-0ST Sd & BR ltr blk ltr of 50 **\$225.00**



AC105 L&Y Class 21 'Pug' 0-4-0ST Saddle tank Industrial 'Prince' maroon ltr of 50 **\$225.00**

AC101 L&Y CI 21 'Pug' 0-4-0ST Saddle tank L&Y Black ltr of 50 **\$225.00**

Pre-Ordered Hornby Locomotives 00 Gauge

R2552 Duchess CI 4-6-2 loco, 'City of Leeds' BR ltr marn **\$435.49**

R2512 Duchess CI 4-6-2 loco, 'City of Chester' BR ltr gm **\$435.50**

R2722 Duchess CI 4-6-2 loco, 'City of Leicester' BR blk **\$445.50**

R2447 Princess CI 4-6-2 loco, 'Princess Arthur of Connaught' BR maroon **\$95.00**

R2798 A1 CI 60027 'Merlin' BR experimental purple/blue **\$449.00**

R2991s A1 CI 60018 'Sparrow Hawk' BR blk blk **DOC SOUND FITTED** **\$179.99**

R2535 A1 Class, 60029 'Woodcock' BR late green **\$105.50**

R2054 A3 Class, 60105 'Flying Scotsman' BR late green **\$74.00**

R2494 A1 Class, 60020 'Guillemin' BR early green **\$99.50**

R2201 A1 CI 60110 'Robert the Devil' in BR ltr exp passenger blk **\$105.00**

R2140 A1 CI 60048 'Doncaster' BR ltr gm - GN ltr ltr **\$95.00**



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36-558 6-pin 2 function decoder (suitable for 00 and N Gauge Locos) £14

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N002 Albion CX7 flatbed 'BRS Argyll Group' (circa 1949 - 1959) NEW £5
N005 Albion CX7 flatbed 'James Spencer' (circa 1954 - 1964) NEW £5



N004 Foden DG flatbed 'BRS Bouts Tillotson' (circa 1945 - 1955) NEW £5



N006 Leyland FG van 'Kosset Carpets' (circa 1965 - 1975) £5



N008 Leyland FG van 'Mothers Pride' (circa 1966 - 1976) £5

Dapol - Steam locos



ND095g Britannia Pacific 4-6-2 70022 'Tornado' in British Railways Green late crest £96
ND095f Britannia Pacific 4-6-2 70030 'William Wordsworth' in British Railways Green late crest £96
ND095c Britannia Pacific 4-6-2 70038 'Robin Hood' in British Railways Green early crest £96



ND120c Class B1 4-6-0 1230 LNER Green (list £109.95) BARGAIN £69



ND120B Class B1 4-6-0 61097 BR Black early crest (list £109.95) BARGAIN £69



ND079c Class B17 4-6-0 61655 'Middlesbrough' BR Green late crest (not early as listed elsewhere) £85



ND135C Hall class 4-6-0 6910 'Gossington Hall' in BR lined black early emblem £85

Diesel locos



ND145C Class 26 #26038 Red Stripe R1 freight Grey 'Scottie Dog' £76



ND201E Class 66 diesel GBRF Euro 'Childrens' NEW £69
ND201D Class 66 diesel GBRF Euro 'Derby County' £69

DMU's

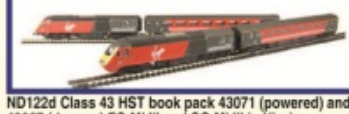


ND118D Class 121 Bubblecar Network South East 55022 £82

HST Trainpacks



ND122c Class 43 HST book pack (253028) 43056 (powered) 43057 (dummy) FO MkIII and SO MkIII in Intercity Executive (list £159.95) BARGAIN £104



ND122d Class 43 HST book pack 43071 (powered) and 43067 (dummy) FO MkIII and SO MkIII in Virgin (list £159.95) BARGAIN £104



ND122e Class 43 HST Book Set in Grand Central Livery (new version DVT Power Cars) £128

Wagons



NB115D 6 wheel milk tanker 27 LMS NEW £11
NB115C 6 wheel milk tanker 49 Express Dairy NEW £11



NB115B 6 wheel milk tanker Milk Marketing Board £11



NB113 Cileley 20T steel mineral wagon NEW £7



2F013001 LMS Gunpowder van NEW £7
2F013002 LMS Gunpowder van Weathered NEW £8



NB076g Megafret Wagon 33 68 490 9 918-4 (Weathered) £26



NB116a Pair of 2 GBRF FEAB spine wagons containers 640623 & 640624 £22

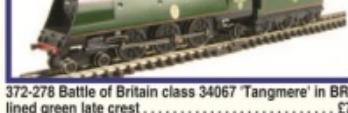


2F071005 SR 7 plank wagon. NEW £7
2F071006 SR 7 plank wagon. Weathered NEW £8

Spares, repairs, couplings, maintenance

NSPARE7 1 pair of magnetic NEM couplers £5

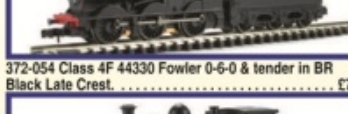
Graham Farish - Steam locos



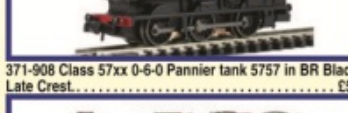
372-278 Battle of Britain class 34067 'Tangmere' in BR lined green late crest £73



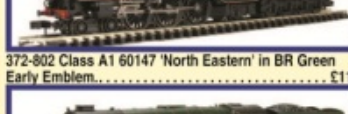
372-207 Class 3F Jinty 47472 in BR Black late crest £52



372-054 Class 4F 44330 Fowler 0-6-0 & tender in BR Black Late Crest £70



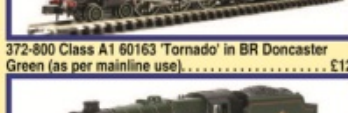
371-908 Class 57xx 0-6-0 Pannier tank 5757 in BR Black Late Crest £51



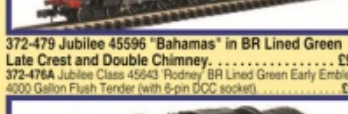
372-802 Class A1 60147 'North Eastern' in BR Green Early Emblem £111



372-801 Class A1 60156 'Great Central' in BR Green Late Crest £111



372-800 Class A1 60163 'Tornado' in BR Doncaster Green (as per mainline use) £121



372-479 Jubilee 45596 'Bahamas' in BR Lined Green Late Crest and Double Chimney £95
372-476A Jubilee Class 45643 'Rodney' BR Lined Green Early Emblem 4000 Gallon Flush Tender (with 6-pin DCC socket) £83



372-652 Standard 4MT 2-6-0 76020 BR Lined Black Early Emblem BR2 tender £79
372-651 Standard 4MT 2-6-0 76069 BR Lined Black Late Crest BR1B Tender £79



372-137 Stanier Class 5 45110 BR Lined Black Late Crest £84
372-135 Stanier Class 5 9500 LMS Black £84

Diesel locos



371-062 Class 03 Diesel Shunter 03066 BR Blue Wasp Stripes & Air Tanks £46



371-061 Class 03 Diesel Shunter D2388 BR Green Wasp Stripes £46



372-975 Class 24 diesel 24035 in BR blue £64



371-078 Class 25/3 Diesel D7549 BR Two-Tone Green Weathered £64



371-467 Class 37/0 diesel 37239 in BR Railfreight coal £74



371-465 Class 37/0 diesel 37254 in BR blue £73



371-161 Class 37/6 diesel 37672 in Transrail (without lights) (list £89.95) BARGAIN £54



371-603 Class 42 Warship diesel D815 'Druid' in BR maroon (list £99.95) BARGAIN £67



371-828A Class 47 diesel 47403 'The Geordie' in BR Blue full yellow ends £83



372-242 Class 47 diesel 47474 'Sir Rowland Hill' in BR Parcels red & grey £75



372-241 Class 47 diesel 47612 'Titan' in BR Intercity... £75



371-825A Class 47 diesel D1745 in BR Two-Tone Green (small yellow panel)... £83



371-654 Class 57/0 diesel 57011 in DRS (list £95)... BARGAIN... £49



371-392 Class 66/7 diesel 66725 'Sunderland AFC' in GBRf (list £95.95)... BARGAIN... £59



372-920 Deltic Prototype DP1 Blue & Cream (list £109.95)... BARGAIN... £76

DMU's



371-503 Class 101 2 Car DMU BR Blue & Grey 'Express Parcels'... £98



371-500 Class 101 2 car DMU in BR green... £72



371-501 Class 101 2 car DMU in Regional Railways... £72



371-511 Class 101 3 Car DMU BR Blue & Grey (with 6-pin DCC socket)... £89



371-512 Class 101 3 Car DMU BR Green Speed Whiskers... £98



371-510 Class 101 3 Car DMU in BR blue. Was earlier advertised as BR green... £89



371-879 Class 108 2 Car DMU BR Green Speed Whiskers M51563 + M50926 (with 6-pin DCC socket)... £83



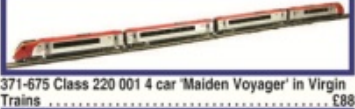
371-875A Class 108 2 car DMU BR green speed whiskers... £78



371-885 Class 108 3 car DMU in BR blue (list £120)... BARGAIN... £79



371-431 Class 170/2 2 car DMU in 'Cross Country'... £75



371-675 Class 220 001 4 car 'Maiden Voyager' in Virgin Trains... £88



371-678 Class 220 4 car Voyager DMU in 'Cross Country' (list £148.65)... BARGAIN... £99

EMU's



372-677 4 CEP class 411 4 Car EMU in BR Blue & Grey... £124

Coaches



374-255A Mk1 CK Composite Corridor Crimson & Cream (Blue Riband)... £16



374-061A Mk1 SK Second Corridor Coach BR Maroon (Blue Riband)... £16



374-842 Stanier Vestibule Second BR Maroon M9443M (list £18.60)... BARGAIN... £13

Wagons



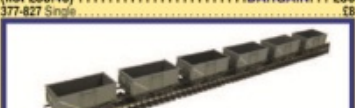
373-554B 100 Ton Bogie Tank Wagon 'BP' Black Weathered... £11



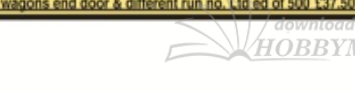
377-577 102 Tonne HYA Bulk Coal Hopper Wagon GBRf 'Coal' (list £23.35)... BARGAIN... £14



377-576A 102 Tonne IIA Bulk Coal Hopper Wagon Fastline (list £23.35)... BARGAIN... £14



377-827 Pack of 4 22 Ton Presflo Bulk Powder Wagon Blue Circle Bulk Cement Brown... BARGAIN... £30



377-225Z 6 X BR grey 16 Ton weathered steel mineral wagons end door & different run no. Ltd ed of 500 £37.50



377-626 Pack of 4 BR Fruit van - BR Bauxite Late (list £34)... BARGAIN... £23



377-626 Single... £6



377-840 Triple pack 22 Ton presflo wagons BR bauxite early - weathered... £25



373-270 Triple pack 8 Ton cattle wagons BR bauxite early - weathered... £22

Train Sets - analogue control



370-255 Colliery Classic Freight set Class 14 in NCB and 3 coal wagons... £73

Train sets - DCC control



370-060 Digital Commuter set 2 tone green Class 24 and 2 Maroon Mk1 coaches... £122

Buses



379-532 Bristol RELH Royal Blue... £6



379-500 Bristol VRT Western National... £6

Buildings & structures. Non-railway-related



42-074 Bus Depot... £34



42-004 Provender store BR type... £12



42-066 Art Deco Station Building... £37

Oxford Diecast Ltd - Cars



NJAG9002 Jaguar MkIX Black/Sherwood Green... NEW £3

NEW



NJAG9001 Jaguar MkIX Cream/Imperial Maroon... NEW £2.50

Buses

NEW



NRF006 AEC RF London Transport (Late 70s)... NEW... £5

NEW



NRM013 Routemaster bus 'Bow Centenary'... NEW £4.50

Commercial & Public Services

NEW



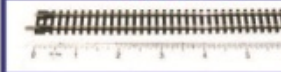
NLAN188006 Land Rover Series 1 88" Hard Top Post Office Telephones... NEW... £3

Peco

Spares, repairs, couplings, maintenance

SL-310 Rail Joiners/Fairplates for N & O08 gauge (24 per pack)... £1.50

Setrack Code 80



ST-11 Double straight track... £1.10



ST-17 N Setrack No3 radius double curve (8 form a circle). 298.5mm/11.75" radius... £1.75

ST-12 No.1 radius double curve... £1.20

ST-15 No.2 radius double curve... £1.20



ST-6 Setrack left hand point insulfrog... £8

ST-5 Setrack right hand point insulfrog... £8

ST-1 Standard straight track... £1

Streamline Code 55 Finescale

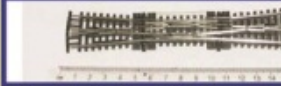


SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track... £68

SL-300F Single... £2.90



SL-E399F 3-way finescale turnout... £26



SL-E390F Finescale double slip electrofrog... £31

SL-E389F Finescale left hand large point electrofrog... £9.50

SL-E395F Finescale left hand medium point electrofrog... £8.50

SL-E388F Finescale left hand small point electrofrog... £8.50

SL-E389F Finescale right hand large point electrofrog... £9.50

SL-E395F Finescale right hand medium point electrofrog... £8.50

SL-E391F Finescale right hand small point electrofrog... £8

Streamline Code 80 Universal



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track... £52

SL-300 Single... £2.80

SL-E389 Left hand large point electrofrog... £8

SL-E388 Left hand medium point electrofrog... £8

SL-E388 Left hand medium point insulfrog... £8

SL-E388 Right hand large point electrofrog... £8

SL-E395 Right hand medium point electrofrog... £8

SL-E395 Right hand medium point insulfrog... £8

Track Underlay/Inlay/Foam Ballast Units



SL-350 Roll of Underlay (5 Metres)... £5



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All items actually in stock when advert created

00 Gauge

Bachmann UK - Steam locos



32-231 3F Fowler Jinty 47394 0-6-0 tank in BR black early emblem. £53
32-232 3F Fowler Jinty 47900 0-6-0 tank in BR black late crest. £53



32-130 45xx 2-6-2 Prairie tank 4571 in BR lined green late crest. £62



31-527 A2 class 4-6-2 60528 'Tudor Minstrel' in BR apple green single chimney. £104



31-716 B1 61180 in BR lined black late crest weathered. £81



31-976A BR Standard Class 3MT Tank 82030 BR Lined Green Late Crest. £58



31-626 Class 3F 0-6-0 43762 in BR Black early emblem. £62



32-083 Class 56xx 0-6-2 tank loco 6658 BR Green Late Crest. £54



32-215 Class 57xx Pannier tank 5775 in GWR Green £47
32-216 Class 57xx Pannier tank 8732 in BR black late crest. £54



32-209 Class 8750 Pannier Tank 3711 in BR black early emblem. £54



32-850A Class 9F standard 2-10-0 92220 'Evening Star' in BR Green late crest and BR1G tender. £114



32-559 Class A1 4-6-2 60157 'Great Eastern' in BR Lined Green late crest. £98



20-2009 Class A2 4-6-2 60532 'Blue Peter' in BR brunswick green with late crest in wooden box. £135

NEW



31-528 Class A2 4-6-2 60533 'Happy Knight' in BR lined green late crest and double chimney & multi-valve regulator. NEW. £113
31-529 Class A2 4-6-2 60534 'Irish Elegance' BR lined green early emblem. NEW. £113



32-181 Crab 2-6-0 Mogul 13000 & tender in LMS crimson as preserved. £79



32-875DC Fairburn 2-6-4 tank 42085 in BR lined black early emblem (DCC On Board). £90



31-479 G2A (Super D) 0-8-0 49094 & tender (no back cab) in BR black late crest. Weathered. £86



31-476A G2A Class 0-8-0 Locomotive 49402 BR Black early emblem. £75



32-005 Hall Class 4-6-0 4962 'Ragley Hall' in BR green early emblem Collett Tender. £82



32-829A Ivatt Class 2MT 2-6-0 46446 in BR Lined Black late crest. £69



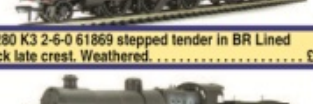
31-177DS Jubilee 4-6-0 45593 'Kolhapur' in BR green early emblem (DCC Sound on board). £179



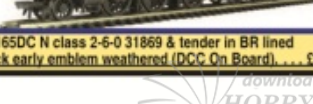
31-175 Jubilee 4-6-0 45611 'Hong Kong' BR green early emblem & 4000-gallon riveted tender (list £112.95) BARGAIN. £69
31-178DC Jubilee class 4-6-0 45659 'Drake' in BR Lined Green late crest and 4000 gal riveted tender (DCC On Board). £94



32-280 K3 2-6-0 61869 stepped tender in BR Lined Black late crest. Weathered. £82



32-165DC N class 2-6-0 31869 & tender in BR lined black early emblem weathered (DCC On Board). £90



32-035A Class 20 diesel 20136 in BR blue domino head code. £57



31-211 Patriot class 4-6-0 45543 'Home Guard' in BR green late crest. £89



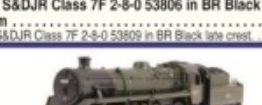
31-212 Patriot class 4-6-0 5541 'Duke Of Sutherland' in LMS crimson. £89



31-001 Robinson ROD Class O4 2-8-0 63601 in BR black late crest (list £131.50) BARGAIN. £89



31-002 Robinson ROD Class O4 2-8-0 63635 in BR black early emblem £100



31-010 S&DJR Class 7F 2-8-0 53806 in BR Black early emblem £107



31-011 S&DJR Class 7F 2-8-0 53809 in BR Black late crest. £107



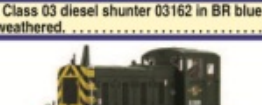
31-115 Standard 4MT 4-6-0 75027 single chimney in BR lined green late crest BR2 tender (weathered) (list £110.90) BARGAIN. £64



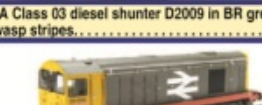
31-118 Standard 4MT 4-6-0 75033 single chimney loco in BR lined black late crest and BR2 tender (list £105.60) BARGAIN. £64



31-116 Standard 4MT 4-6-0 75059 double chimney in BR lined green late crest & BR1B tender (list £105.60) BARGAIN. £67



31-117DC Standard 4MT 4-6-0 75074 in BR lined black early emblem. DCC fitted (list £120) BARGAIN. £67



31-362A Class 03 diesel shunter 03045 in BR blue wasp stripes and air tanks. £51



31-363 Class 03 diesel shunter 03162 in BR blue air tanks weathered. £54



32-029A Class 20 diesel 20090 Railfreight indicator discs. £52



32-035A Class 20 diesel 20136 in BR blue domino head code. £57



32-034DS Class 20 diesel D8138 in BR green centre head code box (DCC Sound). £145



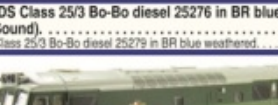
32-430B Class 24 diesel D5061 in BR Plain Green. £52



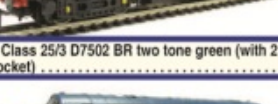
32-429DS Class 24 diesel D5100 BR Plain Green small yellow panel (DCC Sound). £129



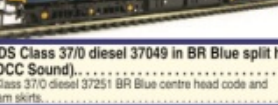
32-330DS Class 25/1 Bo-Bo diesel D5183 in BR green (DCC Sound). £144



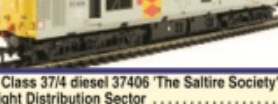
32-329 Class 25/2 Bo-Bo diesel D5231 in BR blue weathered. £55



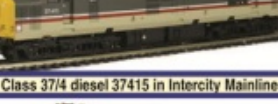
32-328 Class 25/2 Bo-Bo diesel D5182 BR plain green small yellow panel. £52



32-404DS Class 25/3 Bo-Bo diesel 25276 in BR blue (DCC Sound). £144



32-407 Class 25/3 Bo-Bo diesel 25279 in BR blue weathered. £56



32-783DS Class 37/0 diesel 37049 in BR Blue split head code (DCC Sound). £154



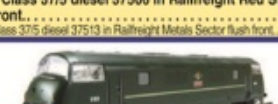
32-781 Class 37/0 diesel 37427 BR Blue centre head code and bufferbeam skirts. £66



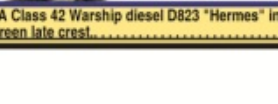
32-384 Class 37/4 diesel 37406 'The Saltire Society' Railfreight Distribution Sector £54



32-385 Class 37/4 diesel 37415 in Intercity Mainline. £64



32-377DS Class 37/4 diesel 37417 'Highland Region' in BR Large logo blue (DCC Sound). £155



32-388 Class 37/4 diesel 37427 'Bont Y Bermo' BR Large logo blue. Weathered. £77



32-383 Class 37/4 diesel 37428 'David Lloyd George' in Railfreight Petroleum Sector £54

32-387 Class 37/5 diesel 37506 in Railfreight Red Stripe flush front. £61

32-386 Class 37/5 diesel 37513 in Railfreight Metals Sector flush front. £61

32-052A Class 42 Warship diesel D823 'Hermes' in BR plain green late crest. £59

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32-902A Class 108 2 car DMU BR blue/grey. Exeter/ Paignton £72



32-603 Class 220 Virgin Voyager 4-car DEMU in 'Cross Country' (list £140.70) BARGAIN... £89



32-900B Class 108 2 Car DMU BR Green With Speed Whiskers (with 8-pin DCC socket). Destination - Hitchin/ Bedford £72



32-627 Class 221 5 car 'Doctor Who' DMU in 'Virgin Trains' (list £158.35) BARGAIN... £98



32-903 Class 108 2 car DMU in BR/Greater Manchester PTE white & blue. Chester/ Manchester (list £99.95) BARGAIN... £58



31-030 Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) £118



32-926 Class 150/1 2 car DMU 'Centro'. Dorridge/ Snow Hill (list £98.95) BARGAIN... £62



31-426A Class 411 4 car CEP EMU 7128 in BR green yellow warning panels. £112



32-925 Class 150/1 2 car DMU 'First North Western'. Preston/ Blackpool (list £98.95) BARGAIN... £64



31-427A Class 411 4-car CEP EMU in BR blue/grey (list £148.15) BARGAIN... £89



32-925Z Class 150/1 2 car DMU 'Original Provincial'. Limited edition NEW £95



31-377 Class 416 2 car EPB EMU in BR blue & grey. £88



32-925Z Class 150/1 2 car DMU 'Original Provincial'. Limited edition NEW £95



31-375 Class 416 2 car EPB EMU in BR blue (with corrected running numbers) £85



32-935 Class 150/2 2 car DMU 'Arriva Trains Wales/ Trenau Arriva Cymru'. Shrewsbury/ Cardiff (list £98.95) BARGAIN... £59



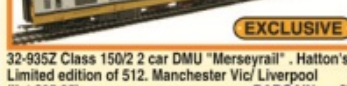
31-376 Class 416 2 car EPB EMU in BR green. £84



32-935Z Class 150/2 2 car DMU 'Merseyrail'. Hatton's Limited edition of 512. Manchester Vic/ Liverpool (list £95.35) BARGAIN... £74



34-328 Pack of 4 50ft Parcels van in BR blue. (list £84) BARGAIN... £58



32-936 Class 150/2 2 car DMU 'Regional Railways/ Sprinter'. Leeds/ York £79



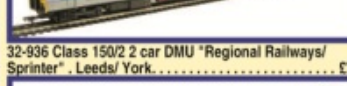
34-328 Single £17



31-511 Class 158 2 car DMU in 'Arriva Trains Wales/ Trenau Arriva Cymru'. Blank destination (list £94.75) BARGAIN... £59



34-327D Pack of 4 50ft Parcels van in LMS crimson. (list £84) BARGAIN... £65



32-465 Class 170/2 Turbostar 3 car DMU in 'Cross Country'. Nottingham/ Cardiff (list £122.70) BARGAIN £75



34-327D Single £18



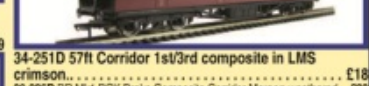
32-467 Class 170/4 3 Car DMU in ScotRail £96



39-226D BR Mk1 BCK Brake Composite Corridor Maroon weathered. £23



32-466 Class 170/5 2 car DMU in 'London Midland' £84



39-080 Pack of 4 BR Mk1 BSK brake 2nd corridor in Intercity executive (list £103.80) BARGAIN... £41



32-466 Class 170/5 2 car DMU in 'London Midland' £84



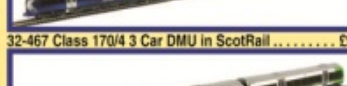
39-321 BR Mk1 BSK Pullman bar 2nd coach in blue/ grey (with lighting) (list £32.60) BARGAIN... £19



32-466 Class 170/5 2 car DMU in 'London Midland' £84



39-321 BR Mk1 BSK Pullman bar 2nd coach in blue/ grey (with lighting) (list £32.60) BARGAIN... £19



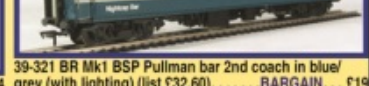
32-466 Class 170/5 2 car DMU in 'London Midland' £84



39-321 BR Mk1 BSK Pullman bar 2nd coach in blue/ grey (with lighting) (list £32.60) BARGAIN... £19



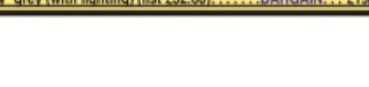
32-466 Class 170/5 2 car DMU in 'London Midland' £84



39-321 BR Mk1 BSK Pullman bar 2nd coach in blue/ grey (with lighting) (list £32.60) BARGAIN... £19



32-466 Class 170/5 2 car DMU in 'London Midland' £84



39-321 BR Mk1 BSK Pullman bar 2nd coach in blue/ grey (with lighting) (list £32.60) BARGAIN... £19



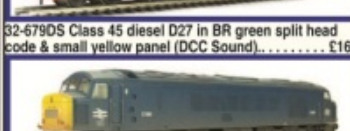
32-056DC Class 42 Warship diesel D827 'Kelly' in BR blue (DCC On Board) £70
32-051DC Class 42 Warship diesel D867 'Zenith' BR green late crest (DCC On Board) £70



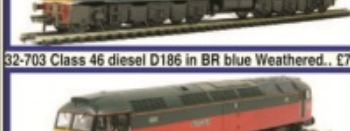
32-652DS Class 44 Peak diesel 44005 'Cross Fell' BR Blue (DCC Sound) £161



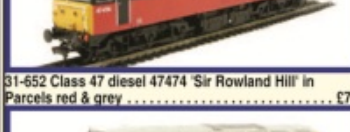
32-679DS Class 45 diesel D27 in BR green split head code & small yellow panel (DCC Sound) £160



32-703 Class 46 diesel D186 in BR blue Weathered. £72



31-652 Class 47 diesel 47474 'Sir Rowland Hill' in Parcels red & grey £76



31-650 Class 47 diesel 47535 'University Of Leicester' in BR blue large logo £76



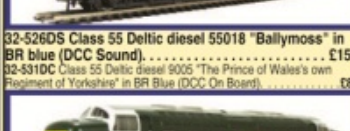
32-804 Class 47 diesel D1572 in BR two tone green. £71



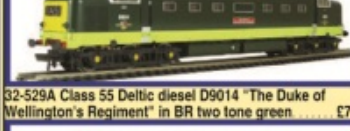
32-526DS Class 55 Deltic diesel 55018 'Ballymoss' in BR blue (DCC Sound) £155



32-531DC Class 55 Deltic diesel 9005 'The Prince of Wales's own Regiment of Yorkshire' in BR Blue (DCC On Board) £89



32-750DS Class 57/0 diesel 57003 'Freightliner Evolution' in Freightliner (DCC Sound) £161



32-752 Class 57/6 diesel 57602 in First Great Western (list £92.40) BARGAIN... £59



32-752 Class 57/6 diesel 57602 in First Great Western (list £92.40) BARGAIN... £59



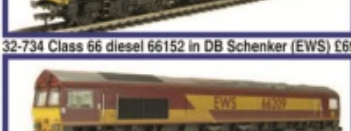
32-752 Class 57/6 diesel 57602 in First Great Western (list £92.40) BARGAIN... £59



32-979 Class 66 diesel (Low Emission Variant) 66412 in DBS/Malcolm Rail £74



32-734 Class 66 diesel 66152 in DB Schenker (EWS) £69



32-735 Class 66 diesel 66209 in EWS weathered. £89



32-728DS Class 66 diesel 66546 in Freightliner (DCC Sound) £164



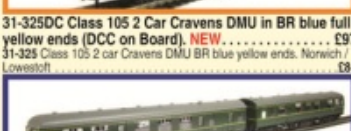
31-586 Class 70 PowerHaul diesel 70003 in new Freightliner green £79



31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow ends (DCC on Board). NEW £97



31-325 Class 105 2 car Cravens DMU BR blue yellow ends. Norwich/ Lowestoft £84



31-327 Class 105 2 car Cravens DMU in BR green half yellow ends. Harwich/Manningtree £79



31-326A Class 105 2 Car Cravens DMU in BR green speed whiskers. Kings Cross/Welwyn Garden £72



31-326 Class 105 2 car Cravens DMU in BR green speed whiskers. Kings Cross/Welwyn Garden £72



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit). NEW £89



31-537 Class 105 Cravens 2 Car DMU in BR green half yellow ends (Power Twin Unit). NEW £89



31-536 Class 105 Cravens 2 Car DMU in BR green speed whiskers (Power Twin Unit). NEW £89



31-536 Class 105 Cravens 2 Car DMU in BR green speed whiskers (Power Twin Unit). NEW £89

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31-536 Class 105 Cravens 2 Car DMU in BR green speed whiskers (Power Twin Unit). NEW £89

364-368 SMITHDOWN ROAD, LIVERPOOL, L15 5AN

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All prices valid until 07/03/12, errors excepted.
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We do not try to foretell the future by stating "on order" items are included. Current availability and news on forthcoming items on our live websites. Our computer calculates that all products in this ad should last the time period of the magazine. Spikes in sales will of course effect this claim.

Wagons



39-127C BR Mk1 CK Composite Corridor in Maroon & Cream... £18



39-126F BR Mk1 CK Composite Corridor in Maroon weathered... £22



39-151E BR Mk1 FK 1st Class Corridor in Maroon weathered... £23



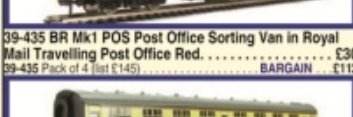
39-271C Pack of 4 BR Mk1 GUV in Maroon. Weathered (list £112.40) BARGAIN... £80



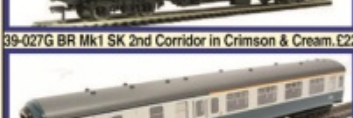
39-425 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey... £30



39-430 Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Letters Large Red. (list £145) BARGAIN... £112



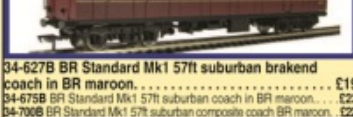
39-435 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red. (list £145) BARGAIN... £112



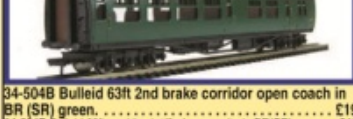
39-027G BR Mk1 SK 2nd Corridor in Crimson & Cream... £22



39-411 BR Mk2A BFK brake corridor 1st Intercity blue/grey (list £25.95) BARGAIN... £12



34-627B BR Standard Mk1 57ft suburban brake coach in BR maroon... £19



34-504B Bulleid 63ft 2nd brake corridor open coach in BR (SR) green... £19



34-428A Thompson 63ft 2nd in BR maroon... £18



38-190A Pack of 4 10 ton insulated van in BR light blue (list £37.80) BARGAIN... £29



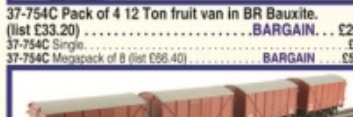
38-221 Single (list £25.60) BARGAIN... £19



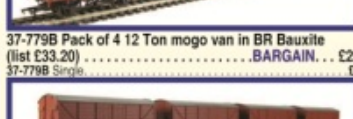
37-628A Pack of 4 102 Ton Thrall BRA steel strip carrier in EWS (weathered) (list £104.60) BARGAIN... £70



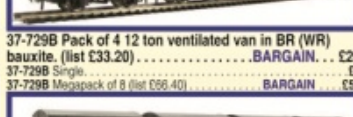
37-754C Pack of 4 12 Ton fruit van in BR Bauxite. (list £33.20) BARGAIN... £26



37-779B Pack of 4 12 Ton mogo van in BR Bauxite (list £33.20) BARGAIN... £22



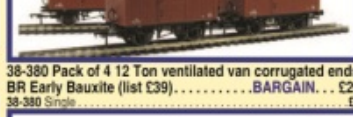
37-729B Pack of 4 12 ton ventilated van in BR (WR) Bauxite. (list £33.20) BARGAIN... £26



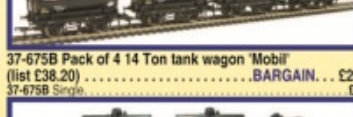
37-730B Pack of 4 12 ton ventilated van in GWR dark grey. (list £33.20) BARGAIN... £26



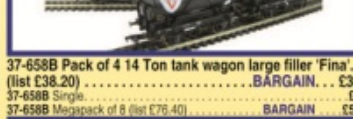
38-380 Pack of 4 12 Ton ventilated van corrugated ends BR Early Bauxite (list £39) BARGAIN... £26



37-675B Pack of 4 14 Ton tank wagon 'Mobil' (list £38.20) BARGAIN... £26



37-658B Pack of 4 14 Ton tank wagon large filler 'Fina' (list £38.20) BARGAIN... £30



37-377G Pack of 4 16 Ton Pressed End Door Steel Mineral Wagon BR Grey weathered. (list £34.80) BARGAIN... £27



37-160 Pack of 4 8 Plank wagon fixed end 'Isleworth Coal' (list £34.80) BARGAIN... £27



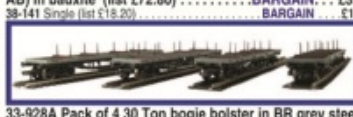
37-225F Pack of 4 16 Ton Steel Mineral Wagon BR Grey With Top Flap Doors. (list £34.80) BARGAIN... £26



37-252E Pack of 4 16 Ton steel mineral wagon in BR Bauxite without top flap doors. (list £34.80) BARGAIN... £27



38-141 Pack of 4 29 ton sliding door box van VDA (COV AB) in Bauxite (list £72.80) BARGAIN... £39



33-928A Pack of 4 30 Ton bogie bolster in BR grey steel girders. (list £47.20) BARGAIN... £36



33-856C Pack of 4 30 Ton Bogie Bolster Wagon BR Grey (list £40.80) BARGAIN... £31



38-131A Pack of 4 40 Ton Seacow (Ex-Sealion) YGB bogie hopper wagon in Departmental Dutch. (list £91) BARGAIN... £69



33-879A Pack of 4 45 Ton bogie well Wagon LNER Grey With Boiler. (list £46.40) BARGAIN... £36



33-079B Pack of 4 5 Plank China Clay wagon without hood in BR Grey. (list £31.20) BARGAIN... £24



37-081E Pack of 4 7 Plank end door wagon in BR Grey. (list £34.80) BARGAIN... £27



37-185 Pack of 4 7 Plank wagon coke rails 'Cory Brothers' (list £35.20) BARGAIN... £27



37-186 Pack of 4 7 Plank wagon coke rails 'Exeter Gas' (list £35.20) BARGAIN... £27



37-160 Pack of 4 8 Plank wagon fixed end 'Isleworth Coal' (list £34.80) BARGAIN... £27



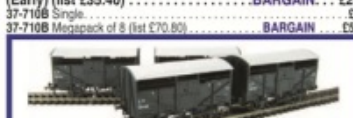
37-158B Pack of 4 8 Plank wagon fixed end in BR Grey. (list £34.80) BARGAIN... £27



37-712B Pack of 4 8 Ton Cattle Wagon BR Bauxite (Late) (list £35.40) BARGAIN... £28



37-710B Pack of 4 8 ton cattle wagon in BR Bauxite (Early) (list £35.40) BARGAIN... £28



37-711B Pack of 4 8 Ton Cattle wagon in GWR Dark Grey. (list £35.40) BARGAIN... £28



38-159 Pack of 4 80 Ton BDA bogie bolster wagon in Railfreight steel beam load. (list £84.60) BARGAIN... £58



38-351 Pack of 4 BAA steel carrier wagon in Railfreight Metals Sector steel coils. (list £83.80) BARGAIN... £65



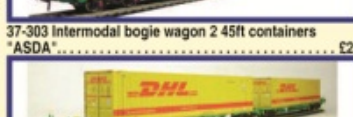
37-978 Pack of 4 Conflat wagon AF container in light Blue. (list £38.20) BARGAIN... £30



38-345 FNA nuclear flask wagon in standard Buff flat floor & round buffers... £21



37-303 Intermodal bogie wagon 2 45ft containers 'ASDA'... £25



37-305A Intermodal bogie wagon 2 45ft containers 'DHL'... £26



37-304 Intermodal bogie wagon 2 45ft containers 'Malcolm Logistics'... £24



37-320A Intermodal Bogie Wagons With Two Pairs 20ft Containers 'K Line & MOL'... £29



38-250 Pack of 4 IPA Twin Double Deck Car Transporter 'STVA' Red. (list £138) BARGAIN... £109



38-211 JJA auto ballaster wagon in Railtrack flat top profile... £27



OPENING HOURS

8AM TO 6PM - MON TO SAT

10AM TO 4PM - SUNDAY

ALL ITEMS SHOWN IN STOCK WHEN ADVERT CREATED

Scenic items. Man made. Not railway related



44-016 Fuel Storage Tanks £19

Track Maintenance Vehicles



31-576DC Windhoff MPV Multi-Purpose master and slave units in 'Network Rail' (DCC on board). £117
31-575 Windhoff MPV Multi-Purpose master and slave units 'Network Rail' £108
31-577 Windhoff MPV Multi-Purpose master and slave units 'Railtrack' £108

Wagon/truck plastic kits



38-005B Pack of 4 46 Tonne HSA (ex HEA) hopper wagon in BR Bauxite weathered. (list £41) BARGAIN £32
38-005B Single £9
38-005B Megapack of 8 (list £82) BARGAIN £62



37-327C Pack of 4 90 tonne JGA bogie hopper wagon in Buxton Lime Industries. (list £92.80) BARGAIN £74
37-327C Single £19
37-327C Megapack of 8 (list £185.60) BARGAIN £144

Base Toys - Buses



8002 Duple Dominant II coach 'Greenline' NEW £14



8004 Leyland Leopard/Duple Dominant II coach Brighton & Hove NBC (circa 1979-1994) £15



8005 Leyland Tiger/Duple Dominant II coach 'Lothian Region Transport' (circa 1983-1998) NEW £15

Commercial & Public Services



D-54 AEC Mercury Dropside in 'AEC Works Transport' £6



DA35 Commer flatbed 'Dalmore Distillery' barrel load (circa 1957-1972) (now preserved) NEW £8



DA24 Leyland Comet flatbed lorry Lincoln Shackleton forklift £10



A007bs Leyland FG integral van in white (circa 1974-1984) NEW £6



DA28 Leyland FG Van - Mothers Pride bread £6

NEW



A001bs Leyland FG van red cab & white body (circa 1967-77) NEW £6



DA27 Leyland Mastiff Low loader/Forklift - Pickfords £11



L11 Pack of 2 forklifts - 1 red & 1 yellow £7

Corgi "Trackside"

Commercial & Public Services



DG226001 Coles Argus 6 Ton Crane - British Rail .. £15

Plant, Farming & Construction



DG225000 Ruston Bucyrus 19 - Face Shovel - Green circa 1937 - NEW TOOL £16

Road vehicles: Lledo "Trackside" Range



DG218001 Ford Escort Mk1 in Saluki bronze. £3



DG214002 Thornycroft nippy in British Railways Lyons Maid Ice Cream branding. £9

Corgi Collectables - Buses



OM46212 Scania Irizar PB - Grayline - Edinburgh Coachlines - Loch Ness and St Andrews Tour Bus .. £24

Original Omnibus Company - Bus Range



OM41912 Queen Mary - British Shoe Corporation .. £23

Creative Master Northcott Ltd - Buses



UK6030 ADL Enviro 400 - Stagecoach in Devon P&R (19570 - WA59 FWS). Limited edition of 828 (list £42.99) BARGAIN £22



UK8009 Alexander Dennis Enviro200 "Arriva London" (list £32.99) BARGAIN £21



UK5112 Mercedes Benz Citaro G artic "Arriva London" (list £34.99) BARGAIN £23



38-240 Pack of 4 MBA Megabox High-Sided Bogie Box Wagon EWS (with Buffers) (list £91.80) BARGAIN £61
38-240 Single £18



38-063 Pack of 4 MEA 45 tonne open box wagon in Coal sector grey & yellow. (list £36.60) BARGAIN £29
38-063 Single £8
38-063 Megapack of 8 (list £73.20) BARGAIN £57



38-062A Pack of 4 MEA 45 tonne open box wagon in EWS. (list £36.60) BARGAIN £29
38-062A Single £8
38-062A Megapack of 8 (list £73.20) BARGAIN £57



38-230Z Pack of 3 12T Ventilated Van Plywood Doors BR Bauxite (Early) weathered (different numbers) Hattens Ltd Ed of 504. £28.60



38-270Z Pack of 3 Presflo 22 Ton 'Blue Circle' Railfreight Brown weathered (with different running numbers) £31.55



37-666B Pack of 3 x 14 Ton tank wagons 'Esso' black (weathered) £23

Train Sets - analogue control



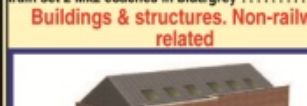
30-601 Virgin Voyager 3 car train set £83

Train sets - DCC control

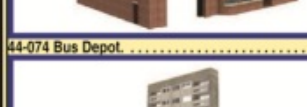


30-050 DCC Digital Class 25 diesel passenger complete train set 2 Mk2 coaches in blue/grey £98

Buildings & structures. Non-railway-related



44-074 Bus Depot £36



44-212 Low Relief Block of Flats £40



44-206 Low Relief Corner Pub £25



44-214 Low Relief Railway Hotel £27



44-125 Rural Workers Cottages £27

Buildings & structures. Railway-related



44-153 2 straight platforms - Great Central style. £12



44-065 Art Deco Platform Centre Building £17



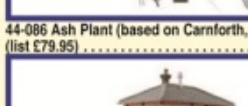
44-064 Art Deco Signal Box (list £29.95) BARGAIN £19



44-066 Art Deco Station Building £42



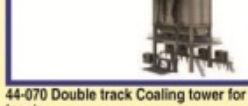
44-086 Ash Plant (based on Carnforth, Lancashire) (list £79.95) BARGAIN £57



44-099 Blue Anchor Signal Box £34



44-070 Double track Coaling tower for coaling up to 4 loco's. £84.95



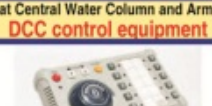
44-119 Great Central High Level Station Entrance £63



44-120 Great Central Water Column and Arm £22



36-500 EZ Command DCC controller - boxed £62



36-500 EZ Command DCC controller - boxed £62

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UK5005 Mercedes Citaro rigid s/deck bus "Centra, Woking" (list £25) BARGAIN... £26



UK3030 Plaxton Dennis Dart MPD s/deck bus "Go North East" (list £28.99) BARGAIN... £21



UK9002 Scania Omnicity Double Decker - Blue Star (1128 - HE58 KCE) (list £38.99) BARGAIN... £19



UK4010 Volvo Olympian/Alexander Royale d/deck bus "S. Gloucester Bus & Coach UWE Service" (list £25) BARGAIN... £11

Dapol - Diesel locos



10000AP 10000 LMS Black chrome fittings. Dec 1947 - Mar 1951 £124



10001GP 10001 BR Black large early crest. April 1951 - May 1954. NEW £124



10001FP 10001 BR plain black. July 1948 - April 1951. NEW £124



D1000a Class 22 B-B Diesel Hydraulic 6326 (font B) in BR Blue. Full yellow ends & split headcode box. ... £125



D1000e Class 22 B-B Diesel Hydraulic 6313 (font A) in BR Green. Small yellow panel & split headcode box. NEW £125

D1000d Class 22 B-B Diesel Hydraulic 6319 (font A) in BR Green. Small yellow panel & split headcode box. NEW £125

Wagons



4F030002 16 ton steel mineral in BR bauxite. Weathered NEW £9



B907 Co-operative Society Dovercourt Bay 9 plank NEW £8



4F060001 Grampus wagon in BR Bauxite NEW £12



8909 Gunpowder Van LSWR NEW £8



BHATSPEC855a JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29081 weathered. Hatton's exclusive (list £21.95) BARGAIN... £17

BHATSPEC855b JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29101 weathered. Hatton's exclusive (list £21.95) BARGAIN... £17

BHATSPEC855c JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29102 weathered. Hatton's exclusive (list £21.95) BARGAIN... £17

BHATSPEC855d JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29161 weathered. Hatton's exclusive (list £21.95) BARGAIN... £17



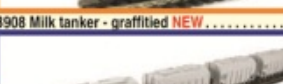
B910a KTA wagon GERRS 9771 & 40 ft high cube container £21



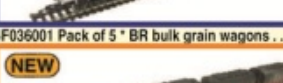
B909D Megafret twin pack & container £29



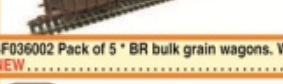
B909C Megafret twin pack & container £29



B908 Milk tanker - graffitied NEW £11



4F036001 Pack of 5 BR bulk grain wagons £36



4F036002 Pack of 5 BR bulk grain wagons. Weathered NEW £39



B913d Pair of 2 FEAB spine wagons Freightliner containers 640313 & 640314 NEW £25

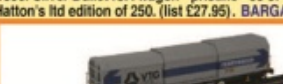
B913e Pair of 2 FEAB spine wagons Freightliner containers £25

B913a Pair of 2 FEAB spine wagons GBRF containers 640623 & 640624 NEW £25

B913b Pair of 2 FEAB spine wagons GBRF containers 640627 & 640628 £25



B850f Silver Bullet ICA wagon - pristine - 33 87 789 8055 - Hatton's ltd edition of 250. (list £27.95) BARGAIN... £22



B747k Telescopic hood wagon in "VTG" Ferrywagon. 589 9 074. Hatton's Ltd edition of 320. BARGAIN... £19

B747l Telescopic hood wagon in "VTG" Ferrywagon. 589 9 080. Hatton's Ltd edition of 320. (list £24.95) BARGAIN... £19

B747j Telescopic hood wagon in "VTG" Ferrywagon. 589 9 088. Hatton's Ltd edition of 320. (list £24.95) BARGAIN... £19



A021 Unpainted 6 wheel milk tanker £7

Track Maintenance Vehicles



B800 Loadhaul Non-motorised OO Track Cleaner motorised cleaning heads and vacuum - Loadhaul. £52

EFE Diecast Buses & Vehicles - Buses



35305 36 BET 6 Bay Twin Lamps Bus "Southdown" £23



30604 AEC Renown "Northern NBC" £18



23321 AEC RF coach "Greenline BEA" single decker NEW £27



16228 Bristol MW/LS Coach in Royal Blue "Western National" £26



20452 Bristol VR III "Ribble NBC" £23



18613 Bristol VR III Open top bus in Arriva Wales £23



26807 Leyland Duple Coach "Barton Transport" £23



16133 Leyland PD2 Highbridge "Southdown" £26



16012 Leyland PD2 Lowbridge "East Yorkshire" NEW £27



28812 Leyland Titan d/deck bus "West Coast Motors" £16



27309 Leyland Titan TD1 1930's d/deck bus enclosed stairs "Samuel Ledgard" £16



29601 Leyland/ECW Olympian Type B "Capital Citybus" £17



20629 Plaxton Pointer Dennis Dart s/deck bus "City Of Chester" £15



37801 RM Routemaster single deck bus "London Transport" £38

Heljan UK - Diesel locos



1407 Class 14 "Teddy Bear" 14701 Loadhaul Livery. Ltd Ed of 200 certificate. £115

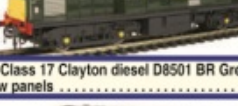
1400 Class 14 "Teddy Bear" D9500 BR Green as preserved. £115



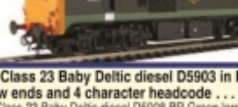
1404 Class 14 "Teddy Bear" D9521 BR Green (pristine) £105

1403 Class 14 "Teddy Bear" D9535 BR Green (weathered) £115

1713 Class 17 Clayton diesel 8501 BR Green full yellow panels. £80

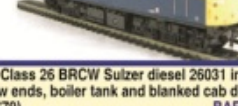


1712 Class 17 Clayton diesel D8501 BR Green small yellow panels £80



2301 Class 23 Baby Deltic diesel D5903 in BR Green full yellow ends and 4 character headcode £96

2302 Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows. £96



2611 Class 26 BRCW Sulzer diesel 26031 in BR blue full yellow ends, boiler tank and blanked cab doors (list £79) BARGAIN... £49



2602 Class 26 BRCW Sulzer diesel D5331 in BR blue full yellow ends (list £79) BARGAIN... £49



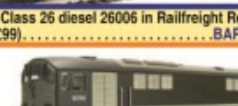
2654 Class 26 diesel 26001 / D5301 "Eastfield" in BR Heritage green (list £99) BARGAIN... £68

2652 Class 26 diesel 26003 in Engineers Dutch (list £99) BARGAIN... £57

2653 Class 26 diesel 26004 Railfreight Coal Sector (list £99) BARGAIN... £59



2651 Class 26 diesel 26006 in Railfreight Red Stripe (list £99) BARGAIN... £49



2800 Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. £125



THIS EXPANDED ADVERT FEATURES A SELECTION OF OUR STOCK OF BRITISH
OUTLINE PRODUCTS ABOVE MINIMAL STOCK LEVEL AT TIME
OF GOING TO PRESS. EXPECTED ITEMS ARE NOT SHOWN.
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2805 Class 28 Co-Bo Diesel D5701 BR Blue. £125
2811 Class 28 Co-Bo Diesel D5702 BR Green Small Yellow Panels. £125



2801 Class 28 Co-Bo Diesel D5705 BR Green Small
Yellow Panels (as preserved). £125
2807 Class 28 Co-Bo Diesel D5711 Full BR Green modified windows. £125
2808 Class 28 Co-Bo Diesel D5712 BR Green Small Yellow Panels. £125
2810 Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. £125
2803 Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels
(Weathered). £132



3362 Class 33/0 diesel D6517 in pristine BR plain Green
(Glossy Finish). (list £74) BARGAIN. ... £56
3363 Class 33/0 diesel D6526 BR plain Green (weathered).
(list £79) BARGAIN. ... £60



3353 Class 33/1 diesel 33116/D6535 in BR Blue
"Hertfordshire Rail Tours" (as during 1990's)
(list £79) BARGAIN. ... £49



3347 Class 33/1 Diesel 33117 in BR Blue full yellow
ends. £72



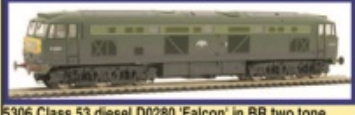
3512 Class 35 Hymek D7061 in BR Blue full yellow
ends. £72



4791 Class 47 diesel 47508 'S.S. Great Britain' in BR
blue (pristine). (list £74) BARGAIN. ... £54
4793 Class 47 diesel 47555 'The Commonwealth Spirit' in BR blue
(weathered). (list £79) BARGAIN. ... £54



4790 Class 47 diesel D1501 in BR 2 tone green small
yellow panel (as preserved at East Lancashire Railway)
(list £74) BARGAIN. ... £54
4794 Class 47 diesel D1601 'North Star' in BR Green full yellow ends
(weathered). (list £79) BARGAIN. ... £54
4792 Class 47 diesel D1916 (47812) in Riviera Trains 'heritage' BR
Green full yellow ends. (list £74) BARGAIN. ... £47



5306 Class 53 diesel D0280 'Falcon' in BR two tone
green small yellow panels. Weathered. £89



5305 Class 53 diesel D0280 'Falcon' in original lime
green. Weathered. Ltd edition of 500. £89



5800 Class 58 diesel 58004 in 'Mainline' ex-Railfreight
triple grey. Version 1 (list £89) BARGAIN. ... £49



4005 Lion Diesel loco D0260 in white 5 gold stripes £104

Electric locos



8601 Class 86 Electric loco 86214 'Sans Pareil' in
Intercity Swallow (list £134.95) BARGAIN. ... £79



8604 Class 86 Electric loco 86605 in Freightliner green
(list £134.95) BARGAIN. ... £82

Wagons



4097 Pack of 4 Dogfish ballast wagons in 1960's/70's
engineers liveries (1 Gulf red, 2 black, 1 Olive)
(list £59) BARGAIN. ... £39

Hornby - Steam locos



R3021 2-6-4T Stanier 4P Class 42613 Late BR weathered. £80



R3021A 2-6-4T Stanier 4P Class BR. NEW £85



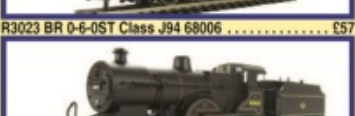
R3022 A1X Terrier class 0-6-0T 2662 in Southern green. £50



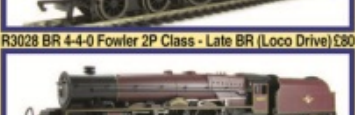
R3011 BR (Ex SR) 0-6-0 Q1 Class Late Crest (Loco
Drive) - DCC Ready. £85
R3011X DCC Fitted £100



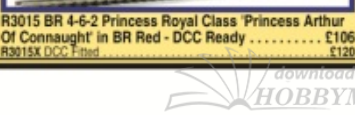
R3024 BR 0-4-0ST 'Pug' OF Class - Early BR. £51



R3023 BR 0-6-0ST Class J94 68006 £57



R3028 BR 4-4-0 Fowler 2P Class - Late BR (Loco Drive) £80



R3015 BR 4-6-2 Princess Royal Class 'Princess Arthur
Of Connaught' in BR Red - DCC Ready £106
R3015X DCC Fitted £120



R2995XS BR Black 5 Class 4-6-0 45010 - Weathered £214



R2994XS BR Castle Class 4-6-0 'Clun Castle' - Late BR
DCC Sound £214



R3007 BR Thompson L1 Class 2-6-4T 67759 Late BR
Weathered - DCC Ready £87
R3007X DCC Fitted £101



R2975 Britannia in original unlined BR Black as built. £110



R3026 Class 8F 2-8-0 48706 in Late BR (Heavily
Weathered) £108



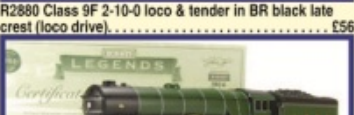
R2785 Class 9F 2-10-0 92220 'Evening Star' loco &
tender in BR green - Railroad range (Loco Drive). £56



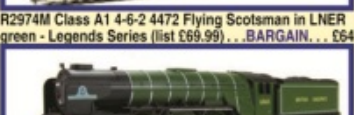
R2880 Class 9F 2-10-0 loco & tender in BR black late
crest (Loco drive). £56



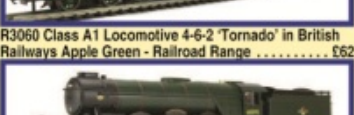
R2880 Class 9F 2-10-0 loco & tender in BR black late
crest (Loco drive). £56



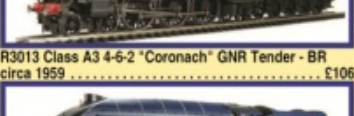
R2974M Class A1 4-6-2 4472 Flying Scotsman in LNER
green - Legends Series (list £69.99) BARGAIN. ... £64



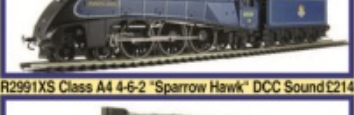
R3060 Class A1 Locomotive 4-6-2 'Tornado' in British
Railways Apple Green - Railroad Range £62



R3013 Class A3 4-6-2 'Coronach' GNR Tender - BR
circa 1959 £106



R2991XS Class A4 4-6-2 'Sparrow Hawk' DCC Sound £214



R3012 Class A4 4-6-2 'Merlin' BR Late Crest Circa 1959. £116



R3016 Standard Class 4MT 4-6-0 75072 - BR Early
totem - DCC Ready £105



R2339 Class A4 4-6-2 4468 'Mallard' & tender in LNER
blue (loco has DCC socket) £114



R3062 Class D49/2 4-4-0 222 'The Berkeley' & tender in
LNER green. £56



R2937 County Class 4-6-0 1006 'County Of Cornwall' in
GW (GWR) green (Railroad Range). £52



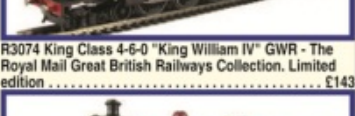
R2989XS Duchess Class 4-6-2 'Duchess Of Montrose'
LMS DCC sound £214



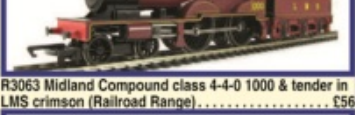
R3061 GWR 4-4-0 County class loco 3821 'County of
Bedford' £56



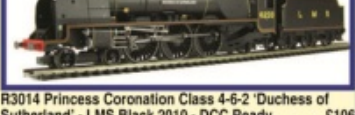
R3074 King Class 4-6-0 'King William IV' GWR - The
Royal Mail Great British Railways Collection. Limited
edition £143



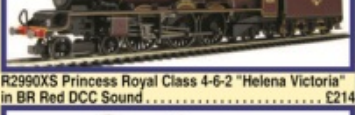
R3063 Midland Compound class 4-4-0 1000 & tender in
LMS crimson (Railroad Range). £56



R3014 Princess Coronation Class 4-6-2 'Duchess of
Sutherland' - LMS Black 2010 - DCC Ready. £106



R2990XS Princess Royal Class 4-6-2 'Helena Victoria'
in BR Red DCC Sound £214



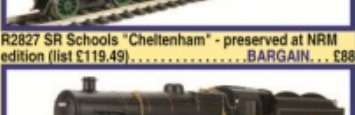
R3029 S&DJR 4-4-0 Fowler 2P Class - S&DJR (Loco
Drive) £80



R2827 SR Schools 'Cheltenham' - preserved at NRM
edition (list £119.49) BARGAIN. ... £88



R3016 Standard Class 4MT 4-6-0 75072 - BR Early
totem - DCC Ready £105



R3016 Standard Class 4MT 4-6-0 75072 - BR Early
totem - DCC Ready £105



R3016 Standard Class 4MT 4-6-0 75072 - BR Early
totem - DCC Ready £105

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R2998 Thompson Class B1 4-6-0 "Roedeer" in LNER £96
R2998X DCC fitted £110



R3000 Thompson Class B1 4-6-0 "Sir Harold Mitchell" - BR Black late crest. £96
R3000X DCC fitted £110



R2999 Thompson Class B1 4-6-0 BR Black early emblem £96
R2999X DCC fitted £110

Train Packs



R2985 "Duchess At Carlisle" Train pack - Barry J Freeman collection. Limited edition (list £230.75) BARGAIN... £189



R2961 Class 395 Javelin in London 2012 white sporting pictograms - 2012 Olympics train pack £120



R2890 EWS Managers train pack including 67029, MkIII DVT, MkIII FO and MkIII SLEP in EWS managers (list £192.99) BARGAIN... £142



R2952 Imperial Airways train pack T9 338 in Southern green. 1 Maunsell brake, 1 Pullman car and 1 baggage car - Ltd Edition (list £220.49) BARGAIN... £119



R2980 London 1908 train pack GWR 4-4-0 County Class "County of Radnor" and 2 GWR Clerestory Coaches. Olympics Limited edition £163



R2981 London 1948 train pack Class N2, ex LNER Composite coach and an ex LNER 3rd brake coach. Olympics Limited edition £164



R3059 Tornado Express Trainpack "Tornado" in BR Brunswick Green Early BR Totem + 3x Mk1 Coaches in maroon £132



R2955 Virgin Charter Relief Train Pack Class 90 90029 in EWS and DVT 82126 in "Pretendolino" £104



R2979 West Coast Railways Pullman 4-6-0 Black 5 44932 and 3 pullman cars "Bassenthwaite", "Buttermere", "Rydal Water" £164



R2951 Wrexham & Shropshire train pack Class 67 67014 & DVT 62301 in WSMR Grey and Silver (list £143.25) BARGAIN... £96

Diesel locos



R3065 BR Class 06 Shunter £20



R3049 Class 08 Diesel Shunter 08417 in Serco Livery £67
R2902XS Class 08 diesel shunter 08444 "Chris Wren 1955-2002" EWS (with sound) £159



R2934 Class 08 diesel shunter 08865 in EWS (list £83.25) BARGAIN... £61



R2900XS Class 31 diesel "31247" in Railfreight red stripe sound £188



R3044 Class 31 Diesel 31233 in Network Rail Yellow - DCC Ready £107



R3067 Class 31 Diesel Electric Locomotive 31256 - Railroad Range NEW £42



R2939 Class 33 diesel D6537 in BR green (Railroad Range) £38



R2938 Class 40 diesel 40152 in BR blue (Railroad Range) £38

NEW



R3068 Class 42 "Warship" Diesel Electric Locomotive D802 in BR Green - Railroad Range NEW £42



R3054 Class 50 Diesel 50008 "Thunderer" in Laira Blue £96



R3033XS Class 56 Co-Co Diesel 56095 "Harworth Colliery" in Railfreight Coal Livery £186



R3050 Class 56 Diesel 56082 in BR Blue £103



R3084XS Class 56 diesel 56091 in Railfreight Coal "Castle Donington Power Station" DCC sound NEW £186



R3050A Class 56 diesel BR blue 56083 NEW £110



R3041 Class 59 Co-Co Diesel 59005 "Kenneth J. Painter" in Foster Yeoman Livery £44



R3051 Class 60 Diesel 60033 "Tees Steel Express" in British Steel Blue EWS cabside branding £103



R3042 Class 66 "Shed" Diesel 66843 in Colas Rail Livery £49



R3045 Class 73 Electro Diesel 73202 in Gatwick Express Livery £44

Electric locos



R3053A Class 90 electric 90019 "First Scotrail" EWS cabside branding NEW £52



R3077 Class 90 Electric 90046 in original Freightliner Green/Yellow £62

DMU's



R2931X Class 153 single car DMU 153334 in London Midland - DCC fitted (list £104.49) BARGAIN... £72



R2792 Class 153 single car DMU 153374 East Midlands blue, red & yellow (previously Wessex Trains) (DCC Ready) Sleaford/ Nottingham (list £68.50) BARGAIN... £44



R2932 Class 153 single car DMU in Arriva Trains Wales/ Trenau Arriva Cymru - DCC ready. Cardiff/ Pembroke Docks (list £86.99) BARGAIN... £53

EMU's



R2946 Class 423 VEP 4 car EMU in BR Blue £120
R2946X DCC fitted £134



R2947 Class 423 VEP 4-car EMU in NSE £120
R2947X DCC fitted £134

HST Trainpacks



R2948 Class 43 HST power (43055) and dummy (43048) pack in East Midlands trains - DCC ready (list £180.99) BARGAIN... £106



R2703 Class 43 HST Power (43105) & Dummy-car (43113) pack in revised (post 2004) GNER gold lettering. DCC Ready (list £148.25) BARGAIN... £89



R2704 Class 43 HST Power (43196) & Dummy-car (43162) pack - Virgin Trains (1998-2004). DCC Ready (list £174.25) BARGAIN... £79



R2949 Class 43 HST power (43321) and dummy (43285) pack in Arriva Cross Country DCC ready (list £180.99) BARGAIN... £107



R2812 Class 43 HST power car & dummy in First Great Western - DCC ready (list £175.49) BARGAIN... £129



R2984 Network Rail HST Trainpack 2x Class 43 Buffer fitted Power Cars (1 powered, 1 dummy) - DCC Ready £148

Coaches



R4385 12 wheel Pullman 3rd class parlour car '98' £35



R4346C BR Blood and Custard Maunsell 6 Compartment 3rd Class Brake (High Window) (list £36.49) BARGAIN... £19



R4344B BR Blood and Custard Maunsell Corridor 1st Class (High Window) A (list £38.99) BARGAIN... £19

PRICES VALID UNTIL DATE ON FIRST PAGE OF ADVERT,

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ORDERS RECEIVED IN THE POST AFTER
THIS DATE FOR PRODUCTS THAT HAVE
GONE UP IN PRICE WILL BE GIVEN A REFUND.
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LATITUDE GIVEN.



R4468 BR Blue/Grey Gresley Teak Buffet Car £44



R4519 BR Gresley (Non Vestibuled) Suburban 1st Class in BR Maroon £30
R4520 BR Gresley (Non Vestibuled) Suburban 3rd Class BR Maroon £30
R4521 BR Gresley (Non Vestibuled) Suburban Composite BR Maroon £30



R4493A BR Hawksworth 1st Class Coach . NEW £32



R4473 BR Maroon Observation Car £44



R4467A BR Southern Blue Van "C". NEW £23



R4515 Gresley (Non Vestibuled) Suburban 1st Class in LNER teal £36
R4516 Gresley (Non Vestibuled) Suburban 3rd Brake in LNER teal £36
R4517 Gresley (Non Vestibuled) Suburban Composite LNER teal £36
R4518 Gresley 61ft 6in Corridor 1st Class Coach in LNER teal £44
R4519 Gresley 61ft 6in Corridor Composite Brake Coach LNER teal £44
R4520 Gresley 61ft 6in Corridor Composite Buffet Car in LNER teal £44



R4523 GWR Composite Coach - Railroad Range £14
R4505 GWR Hawksworth (1949) First Class (list £38.99) BARGAIN £28
R4506 GWR Hawksworth (1949) Gangway Passenger Brake (list £38.49) BARGAIN £28
R4504 GWR Hawksworth (1949) 1st / 3rd Brake (list £38.49) BARGAIN £28
R4502 GWR Hawksworth (1949) Brake 3rd (list £38.49) BARGAIN £28
R4503 GWR Hawksworth (1949) Composite (list £38.49) BARGAIN £28



R4462A Mk2d BR Intercity (Swallow) First Class NEW £22
R4466A Mk3 Sleeper car BR Intercity Executive NEW £22



R4431 Mk3 Virgin Charter Relief 'Pretendolino' Coach Pack 1x FO, 1x SO, 1x Buffet £59



R4457 Network Rail HST Mk3 Coach Pack (2 vehicles) £44



R4526 Night Mail Operating Mail Coach GWR - Railroad Range £16



R4271A Pendolino trailer standard buffet (non-working pantograph) PTSRMB (list £41.49) ... BARGAIN ... £19



R4477 Pullman 12 Wheel 1st Class brake car 'Car No. 95' £38
R4475 Pullman 12 Wheel 3rd Class Parlor Car 'Car No. 97' £38
R4424 Pullman 3rd Class Kitchen car 'No 169' - matchboard (list £49.99) BARGAIN £28
R4429 Pullman 3rd Class Kitchen car 'No 171' - steel sided (list £49.99) BARGAIN £28
R4422 Pullman 3rd Class Parlor Car No 35 Third Class - matchboard (list £46.25) BARGAIN £25



R4458 Somerset & Dorset 3 Maunsell Coach Pack . £84



R4338C Southern Railway Corridor Composite Southern Green (High Window) (list £38.99) ... BARGAIN ... £19
R4339C Southern Railway Maunsell 6 Compartment 3rd Class Brake (High Window) (list £38.99) BARGAIN £20
R4337 Southern Railway Maunsell Corridor 1st (High Window) (list £38.99) BARGAIN £20
R4336C Southern Railway Maunsell Corridor 3rd (High Window) (list £38.99) BARGAIN £19
R4455 West Coast Railways Pullman Car Pack Mk2 Pullman Cars 'Crummock Water' 'Ennerdale' 'Grassmere' £66



R4336C Southern Railway Maunsell Corridor 3rd (High Window) (list £38.99) BARGAIN £19



R4455 West Coast Railways Pullman Car Pack Mk2 Pullman Cars 'Crummock Water' 'Ennerdale' 'Grassmere' £66

Wagons



R6539 'Siphon H' Bogie Wagon in BR Maroon £18



R6533 Pack of 4 BR Railfreight 32.5 St MGR Hopper Wagon (HAA) £70
R6533 Single £18
R6533 Meccapack of 6 £136



R6501 Hornby 2010 wagon £6



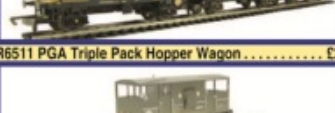
R6485 KFA Container Wagon 1x 20' and 1x 40' container. £24



R6371 Pack of 6 Petrol tanker wagon in Shell black (list £35.94) BARGAIN ... £25
R6371 Single £5



R6511 PGA Triple Pack Hopper Wagon £23



R6455 Shark ballast brake van in BR green (weathered) (list £19.25) BARGAIN ... £12



R6544 Pack of 4 ZFO/ZFP (Trout) Ballast Hopper - N.E. £52
R6544 Single £14



R6512 ZFO/ZFP (Trout) Ballast Hopper 3 Wagon Pack - BR Departmental (Weathered) £41



R6545 Pack of 4 ZFP (Trout) Ballast Hopper - BR Departmental £52
R6545 Single £14

Train Sets - analogue control



R1139 Blue Rapier train set 3-car Class 395 £76



R1153 London 2012 trainset 3 car Hitachi Javelin in London 2012 Olympics/Paralympics purple £80



R1137 Midland Star Trainset 0-4-0 steam loco, rolling stock and track mat £56

Train sets - DCC control



R1160 The Cornishman DCC train set including GWR Castle Class loco 'Kenilworth Castle' and 3 Pullman Cars £204

Commercial & Public Services



R7032 TX4 Taxi 'Skale Taxis' (list £3.49) BARGAIN ... £2

Buildings & structures. Non-railway-related



R9658 Workshops £20

Scenic items. Man made. Railway related



R083 Buffer Stop £1.40
R083 Box of 6 £8

"Thomas the Tank" range



R9584 'Murdoch' 2-10-0 Steam Engine - Thomas the Tank Range £74



R9682 Percy & The Mail Train Set £56

Buildings & structures. Railway-related



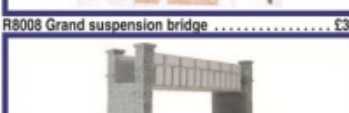
R9680 Dent Station £32



R070 Electrically operated turntable £54



R8008 Grand suspension bridge £36



R9669 GWR Girder Bridge £18



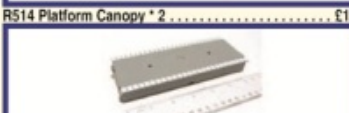
R9666 GWR Station £20



R9679 Modern Traction Shed £40



R514 Platform Canopy * 2 £12



R460 Straight Platform £3.50

DCC control equipment



R8214 DCC Elite unit digital controller £159



R8213 DCC Select unit (boxed) £69

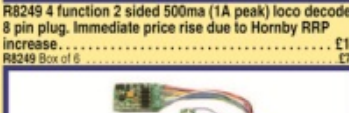


R8239 Power and Signal Booster - can be used any DCC controlled system £69

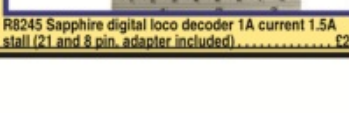
DCC loco decoders



R8249 4 function 2 sided 500ma (1A peak) loco decoder 8 pin plug. Immediate price rise due to Hornby RRP increase. £14



R8249 Box of 6 £76



R8245 Sapphire digital loco decoder 1A current 1.5A stall (21 and 8 pin adapter included) £21

Power, control & lighting equipment



R8012 HM2000 High output power & speed controller, mains supply £69
 R8014 Mark 2 Point Motor £3.50
 R044 Passing contact lever frame switch (for point motors) £7



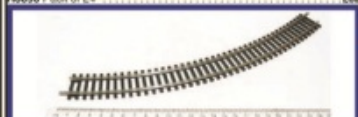
R8243 Surface Mounted point motor £6



R8146 Hornby Catalogue 2012 58th Edition. Not R8305, as listed elsewhere. **NEW** £8



R8090 1 single yard length of Semi-Flexible Track £3.50
 R8090 Pack of 24 £82



R605 1st Radius Double Curve £2
 R605 Circle of 8 (list £22.40) BARGAIN £12
 R607 2nd radius double curve track £2.25
 R607 Circle of 8 (list £23.60) BARGAIN £10
 R609 3rd radius double curve track (8 make a circle) (list £3.49) BARGAIN £2.50
 R609 Pack of 8 (list £27.92) BARGAIN £18
 R8261 4th radius curve £1.75
 R8262 Double 4th radius curve (8 make a circle) £3



R601 Double Straight £2.25
 R601 Box of 24 £46
 R8222 Extension Pack B. Contains 1" R8073, 2" R800, 4" R807, 1" R605, 1" R083 £21
 R8223 Extension Pack C. Contains 1" R8073, 2" R800, 4" R807, 1" R605 £21
 R8224 Extension Pack D. 1" R8072, 3" R605, 1" R808, 1" R606, 1" R083 £21
 R614 Left hand diamond crossing £10
 R8077 Left hand Express point £14
 R8072 Left hand Standard Point (list £11.35) BARGAIN £7.50
 R603 Long Straight £2.75
 R603 James May 1 length of R603 Long Straight track used in the filming of BBC's James May's Toy Stories £3
 R621 One single length of flexible track £3
 R821 Pack of 24 £66
 R8075 Right hand curved point £14
 R8078 Right hand Express point £14
 R8073 Right hand Standard Point (list £11.35) BARGAIN £7.50
 R618 Short Straight £1.50
 R608 Standard Straight £1.20
 R600 Box of 24 £28
 R8076 Y Point £10

Track Underlay/Inlay/Foam Ballast Units



R638 Roll of track foam underlay Approx: 4880mm (16ft) £9

Metcalfe Buildings & Structures (Card kits)



PO213 2 road red brick Engine shed and a workshop building (Card Kit) £13



PO261 Pair of red brick terraced houses (Card Kit) £9



PO216 Platform kit in red brick - Makes up to 8ft (Card Kit) £9



MM0220 Irish Class 201 diesel "River Blackwater" original, single orange band on front of loco £129

Oxford Diecast Ltd - Cars



76CT001 Citroen 2CV Charleston Maroon/Black. **NEW** £4



76MGA001 MGA in chariot red £3



76RD001 Renault Dauphine Light Blue. **NEW** £4



76VVB002 VW Beetle "Ruby Red" **NEW** £3



76VVB001 VW Beetle Pearl White (Herbie) **NEW** £4

Buses



76RM110 AEC Routemaster Black Prince. **NEW** £6

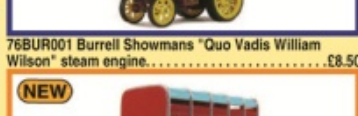
Commercial & Public Services



76DAF03LL A P Hollingworth DAF Low Loader **NEW** £16



76BUR001 Burrell Showmans "Quo Vadis William Wilson" steam engine £8.50



76CH031 Chipperfield Livestock Trailer. **NEW** £4



76DAF09CS DAF 105 (S) Curtainside in Owens Livery £16



76FT006 Ford Transit high top LWB van in plain white £4



76LAN188017 Land Rover 88" Series 1 Hard Top Bertram. **NEW** £3.50



76MAN01CT MAN TGX D-TEC Combitrailer Robert Laidlaw. **NEW** £16



76SP053 Queens Diamond Jubilee Bullnose Morris Small **NEW** £3

Plant, Farming & Construction



76SET12 Baler, Livestock Trailer & Farm Trailer. £12

Peco - Scenic items. Railway related

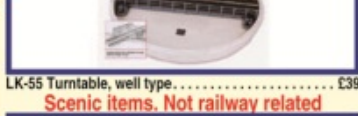
SL-40 Rail built buffer stop £1

Buildings & structures. Railway-related



LK-55 Turntable, well type £39

Scenic items. Not railway related



LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces £2.50

Spares, repairs, couplings, maintenance

SL-11 Pack of 12 insulated rail joiners/plates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) £1.60

SL-18 Pack of 24 metal rail joiners/plates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge £1.60

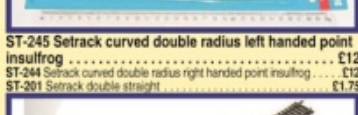
Setrack Code 100



ST-245 Setrack curved double radius left handed point insulfrog £12

ST-244 Setrack curved double radius right handed point insulfrog £12

ST-201 Setrack double straight £1.75



ST-226 Setrack No.2 radius double curve £2

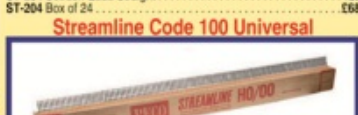
ST-241 Setrack No.2 radius left handed point insulfrog £7.50

ST-240 Setrack No.2 radius right handed point insulfrog £7.50

ST-204 Setrack Quad Straight £3

ST-204 Box of 24 £68

Streamline Code 100 Universal



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track £64

SL-100 Single £2.80

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track £2.75

SL-102 Pack of 25 £54

SL-E99 3 way medium radius point electrofrog £22

SL-99 3 way medium radius point insulfrog £22



SL-90 Double slip insulfrog £28

SL-87 Left hand curved point £10.50

SL-89 Left hand large point insulfrog £16

SL-96 Left hand medium point £9

SL-E96 Left hand medium point electrofrog £9

SL-92 Left hand small point £8

SL-E92 Left hand small point electrofrog £8

SL-88 Right hand curved point £10.50

SL-88 Right hand large point insulfrog £16

SL-95 Right hand medium point £9

SL-E95 Right hand medium point electrofrog £9

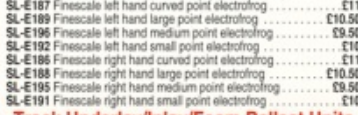
SL-91 Right hand small point £8

SL-E91 Right hand small point electrofrog £8

Streamline Code 75 Finescale

SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track. £2.95

SL-100F Pack of 25 £57



SL-E199 3 way finescale medium radius point electrofrog £24

SL-E190 Finescale double slip electrofrog (code 75 Rail) £31

SL-E187 Finescale left hand curved point electrofrog £11

SL-E189 Finescale left hand large point electrofrog £10.50

SL-E196 Finescale left hand medium point electrofrog £9.50

SL-E192 Finescale left hand small point electrofrog £10

SL-E186 Finescale right hand curved point electrofrog £11

SL-E188 Finescale right hand large point electrofrog £10.50

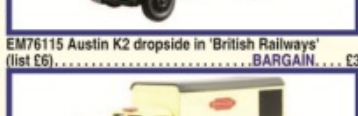
SL-E195 Finescale right hand medium point electrofrog £9.50

SL-E191 Finescale right hand small point electrofrog £10

Track Underlay/Inlay/Foam Ballast Units

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16ft 4"). £8

Pocketbond "Classix" Commercial & Public Services



EM76115 Austin K2 dropside in "British Railways" (list £6) BARGAIN £3



EM76113 Ford Thames ET6 van in "British Railways" (list £6) BARGAIN £3



EM76644 Morris J Van "Royal Mail" (list £3.99) BARGAIN. £2

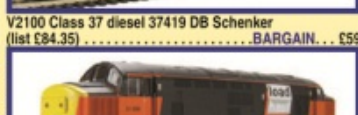
Vi Trains - Diesel locos



V2089 Class 37 diesel 37141 BR Blue (list £84.35) BARGAIN £55



V2100 Class 37 diesel 37419 DB Schenker (list £84.35) BARGAIN £59



V2203 Class 37 Diesel 37698 in Loadhaul Livery (list £84.35) BARGAIN £52



V2078 Class 37/0 37140 Civil Link "Dutch" (list £86) BARGAIN £50

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**THE UK'S LARGEST
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 HAVE LOTS OF DIECAST**

Corgi Collectables - Cars



V2086 Class 47 diesel 47848 "Titan Star" in Riviera
 Trains Oxford Blue (list £91.30) . . . BARGAIN . . . £39



V2106 Class 47 diesel EWS 47773 "The Queen Mother"
 (list £90) . . . BARGAIN . . . £52



V2105 Class 47 diesel Railfreight Metals 47347.
 (list £90) . . . BARGAIN . . . £49



V2101 Class 47 diesel West Coast Railways "Roy
 Castle OBE". (list £90) . . . BARGAIN . . . £52

**1:50 Scale
 Cararama**

Commercial & Public Services



CR001 Scania R Series Topline Curtainside Fagan &
 Whalley . . . £11

**Corgi Collectables
 Commercial & Public Services**



CC14026 Volvo FH Log Trailer - Steve Swain Transport
 Ltd - Shrewsbury, Shropshire . . . £58

Road vehicles "Hauliers of Renown"



CC12515 Atkinson Borderer Tandem Axle Trailer and
 Canvas Load - Adam Jones & Sons - Birmingham . . . £51



CC15207 MAN TG-X (XL) Fuel Tanker - Eddie Stobart
 Ltd - Carlisle . . . £60



CC15304 Scania 110 Tandem Axle Tilt Trailer -
 Chapman and Ball . . . £54

**O Gauge
 Bachmann UK - Steam locos**



175-2008 Pewter model (static) of Locomotive No. 1 by
 Robert Stephenson celebrating 175 years of Bachmann
 (list £129.95) . . . BARGAIN . . . £39



VA11306 Chrysler Sunbeam Ti - Moss Green NEW . . . £15



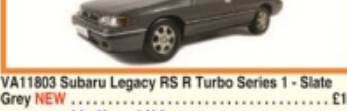
VA12600 Ford Escort MkII 1.1 Popular - Olympic Blue
 NEW . . . £15



VA12203 Ford Sierra XR4i - Black NEW . . . £15

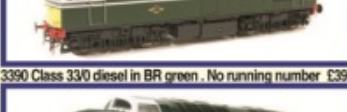


VA12701 Peugeot 205 1.1 LOOK - Topaze Blue NEW £15



VA11803 Subaru Legacy RS R Turbo Series 1 - Slate
 Grey NEW . . . £15

Heljan UK - Diesel locos

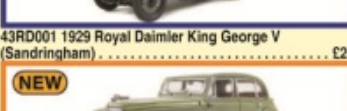


3390 Class 330 diesel in BR green. No running number £395

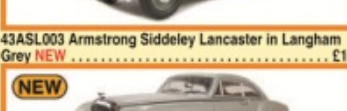


5500 Class 55 Deltic diesel loco in BR Green . . . £460

Oxford Diecast Ltd - Cars



43RD001 1929 Royal Daimler King George V
 (Sandringham) . . . £20

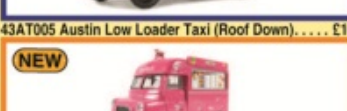


43ASL003 Armstrong Siddeley Lancaster in Langham
 Grey NEW . . . £16

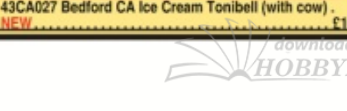


43BCF001 Bentley S1 Continental Fastback Shell Grey
 NEW . . . £16

Commercial & Public Services



43AT005 Austin Low Loader Taxi (Roof Down) . . . £16



43CA027 Bedford CA Ice Cream Tonibell (with cow).
 NEW . . . £10

Peco - Streamline Code 124 Bullhead



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel
 Silver Track (Bullhead Nickel Silver Rail) . . . £60
 SL-700BH Single . . . £6
 SL-792BH Left hand point bullhead rail and electrofrog . . . £36

**1:32 (Gauge 1) Scale
 Bachmann Brassworks - Steam locos**



BW1001 J94 0-6-0 tank loco high bunker in un-
 numbered black (list £560) . . . BARGAIN . . . £299

Diesel locos



BW1080 Class 03 diesel shunter conical exhaust in BR
 green (list £545) . . . BARGAIN . . . £309

G Scale

Aristocraft - Track & Points



A11140 20in. Diameter Circle Of Track . . . £52

**Various scales
 Bachmann UK**

DCC control equipment



36-520 EZ Command 5 amp booster transformer . . . £114



36-505 EZ Command Dynamis Digital Control System
 transformer . . . £95



36-507 EZ Command Dynamis Handset . . . £58



36-553 3 function 1A decoder 8 pin plug & back EMF.
 For smaller OO and a small number of N gauge locos
 where space allows . . . £12

Gaugemaster Controls

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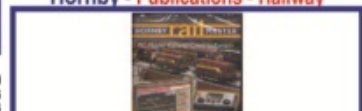
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Welcome to the March 2012 issue of *British Railway Modelling*

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Jack Ray

As mentioned last month Mike Cook, the moving force behind the York Model Railway Show, passed away on December 16. This year would have marked his 50 years involvement in the show and we understand that Mike's name will be kept as Exhibition Manager for the 2012 show as a tribute to him. Derek Mundy gives an appreciation of Mike Cook on page 110.

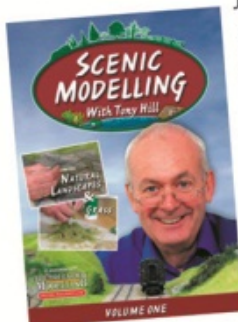
Sadly, we also heard the news that another pioneer of the hobby passed away in January. Jack Ray, who has died at the age of 95, was a founder member of the Gauge O Guild and their first chairman. I'm sure most readers will remember

Jack from his famous garden layout Crewchester which inspired so many modellers. Graham Sheppard, Gauge O Guild Treasurer, has an appreciation of Jack Ray which we will publish next month.

Better scenery with BRM

Our latest DVD available is the first of a three volume series on scenic

modelling featuring modeller and author Tony Hill. In the first volume, *Natural Landscapes and Grass*, Tony provides invaluable hints and tips on creating realistic looking scenery, with practical



demonstrations based on over 30 years experience in the hobby. This new DVD is priced at £11.99, or £9.99 to BRM subscribers. See Tony demonstrating his scenic techniques at our Doncaster show!

Also new is *The Scenery Handbook* from regular BRM contributor Peter Marriott. In this latest book Peter looks at some of the latest products and innovations in the hobby, and shows you how to use them to produce effective scenery. Look out for Peter Marriott's scenery features in BRM over the coming months. The new book is priced at £12.99, or buy it together with Tony Hill's DVD for the combined price of £19.99.

While we are on the subject of new books, a reminder that the 2012 BRM Annual is still on sale, and is also available for the first time as a hardback 'Limited Edition', price £16.99. To order any of the above, call 01778 392002 or order online at model-railways-live.co.uk

Finally, why not enter this month's online competition for your chance to win a brand new Hornby B1? Check out the competition online at www.model-railways-live.co.uk

Until next month, happy modelling!

THE SCENERY HANDBOOK

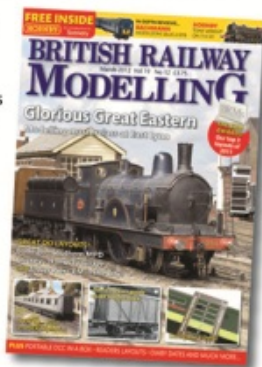
Written and Photographed by Peter Marriott



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More Midland Region Motive Power from Hornby

Outside of the 2012 model plans, there are still plenty of new releases from Margate!

Hornby have been busy with releases leading up to their 2012 announcements, with a number of new models of interest to those whose leanings are not towards the east of the country!

First up is the 'new' 2P. It's not in fact entirely new; Hornby have taken the original locomotive, which dates back to the Airfix GMR era with a rather poor tender drive and re-vamped the chassis to loco drive with provision for a DCC decoder in the tender. Two birds with one stone! The tooling of the bodywork is still excellent despite the age of the model - which probably shows how good it was in the first



place! With a top-notch paint finish the locomotive can certainly easily retain its place in the current Hornby range.

For a full review of the 2Ps by Tony Wright, visit: www.model-railways-live.co.uk



Following on, Hornby's 'Black Five' and 8F make a welcome reappearance. This means that there is now another 'Black Five' with Digital Sound, No. 45010 (R2995XS). This one represents the loco really late in its life, with the 'top' lamp iron moved to the three o'clock position on the smokebox door (in case it operated under the wires). So, the centre bracket above the bufferbeam should be offset to the right; all the other 'Black Fives' in pictures with this feature also have overhead electric warning flashes. Many had also lost their lining. Correctly, the model has a domeless boiler and riveted tender (once more, attention to detail from Hornby), and the weathering is nicely applied. And it's Scottish-based, at Hurlford, on the ex-G&SWR. The model is priced at £266.49.

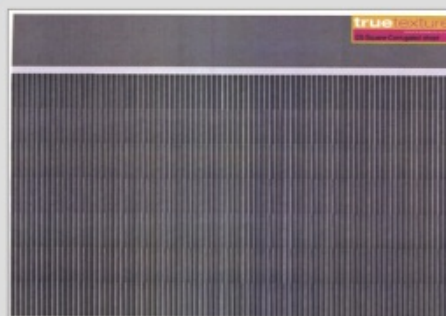
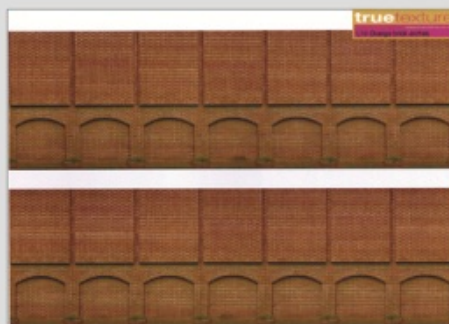
The 8F model reappears after a couple of years absence and No.48706, in heavily weathered condition (R3026), represents one of the 8Fs built at Brighton during the war which saw service on the LNER (as Class O6), eventually ending its days in South Wales. The weathering almost obliterates the numbers (realistically), and there's the usual mix of bits for the purchaser to fit. It runs superbly and is priced £143.99.

Another Brick in the Wall

Truetexture introduce range of building and detailing sheets in 4mm scale.

A new name to us here at BRM is Truetexture, a company producing a range of 'photo-real' self-adhesive sheets, acetates and waterslide transfers in 4mm scale for the railway modeller.

In the range so far are 72 self adhesive 'texture' sheets, covering not only brick in a number of colours, but also stonework, tiles, corrugated sheets, paving and doors plus many others. In the 16 sheets of acetate windows, there are various window formations from industrial to domestic, while



the transfers have a selection of arches and lintels, quoins, graffiti and road markings. The range will be available from many model shops, priced £1.20 for the self-adhesive sheets, the

acetates are £2.80 and the waterslide decal sheets are £5.40 each.

View the full selection or order online via their website: www.truetexture.co.uk

Flower Power!

Gaugemaster has been sending some of the interesting new products in the Noch HO range (suitable for 4mm scale) including a set of plants in pots (14031) priced £6.50, some very intricate platform seats (14849) priced £6.50 and some laser cut woodpile kits (14212) priced £5.50. These are just a small part of the huge range of scenics, buildings and figures available from Noch through Gaugemaster. They can be contacted at Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN, Tel: 01903 884488 or visit www.gaugemaster.com. The shop is located right next to Arundel station.



Rails' 'McRats'

In conjunction with Dapol, Rails of Sheffield have introduced a limited edition N gauge locomotive pack containing the first two members of the BRCW Type 2s (later Class 26), as D5300 (26 001) *Eastfield* and D5301 (27 007) in BR green with small yellow ends. The locos were repainted during their final allocation at Eastfield TMD and used on numerous railtours. All the class were withdrawn by 1993, but 13 were preserved including 26 001 *Eastfield* at the Caledonian Railway and 26 007 at the Great Central.

Previous versions of this Dapol model have already been under the BRM review spotlight and found to be excellent. D5301 is supplied powered and D5300 unpowered (but contains a eight-pin DCC socket

to operate lights if required). Etched brass depot plaques and *Eastfield* nameplates are included for both locos. Priced at £129.95 and limited to 150 packs, these are sure to sell out quickly, so if you want one, contact Rails of Sheffield, 27-29 Chesterfield Road, Sheffield S8 0RL, Tel: 0114 255 1436 or visit: www.railsofsheffield.com





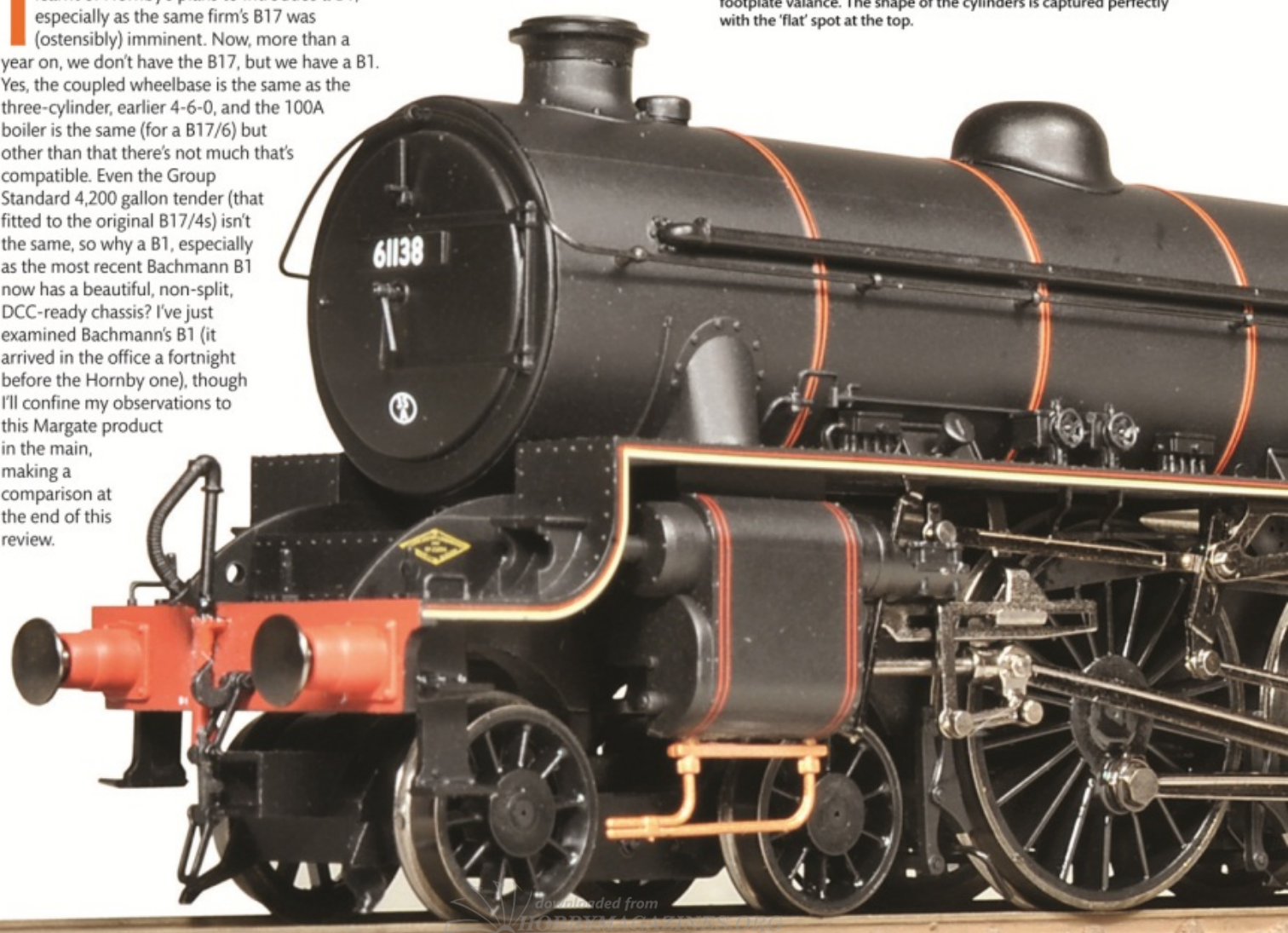
1040 Roedeer, a North British locomotive in as-built condition.

Hornby's new 'Bongo'

Tony Wright gets to grips with the new B1 model from Margate.

It was with some surprise in late 2010 that I learnt of Hornby's plans to introduce a B1, especially as the same firm's B17 was (ostensibly) imminent. Now, more than a year on, we don't have the B17, but we have a B1. Yes, the coupled wheelbase is the same as the three-cylinder, earlier 4-6-0, and the 100A boiler is the same (for a B17/6) but other than that there's not much that's compatible. Even the Group Standard 4,200 gallon tender (that fitted to the original B17/4s) isn't the same, so why a B1, especially as the most recent Bachmann B1 now has a beautiful, non-split, DCC-ready chassis? I've just examined Bachmann's B1 (it arrived in the office a fortnight before the Hornby one), though I'll confine my observations to this Margate product in the main, making a comparison at the end of this review.

I've added all the bits on the BR model. Those cabside numbers are too high – their bases should be level with the bottom of the footplate valance. The shape of the cylinders is captured perfectly with the 'flat' spot at the top.



The prototypes were the most numerous mixed traffic 4-6-0s running on the LNER and its successors' lines, the Eastern, North Eastern and Scottish Regions of BR. A grand total of 410 was built between 1942 and 1952, though one, 61057, was written off in a smash in 1950, before the last ones were erected, giving a final BR total of 409. The last survivors made it to the penultimate year of steam operation on BR, and some even saw work in departmental use - carriage heating, stationary boilers and so on. They were built at Darlington, Glasgow (by North British), Newton-le-Willows (by Vulcan) and Gorton, in various batches, and were an immediate success. Just what the wartime and post-war railways needed - a go-anywhere, rugged, reliable, easy-to-maintain and powerful SMT, the LNER equivalent of the Stanier 'Black 5', and Edward Thompson's only design memorial worthy of mention. It's not my intention to provide a potted class history (surely folk are more interested in the model?), suggesting that those who want to know more consult with the works of the RCTS (*Green Series, Part 2B*) or Willie Yeadon (*LNER Locomotives, Volume 6*). On a personal level, I saw almost half of them at places such as Chester (on the CLC and on summer Saturday extras to the north Wales coast), Manchester (at all four stations), Guide Bridge, Sheffield (both stations), Staveley, Chesterfield, Kiveton Park, Worksop, Retford, Lincoln, Doncaster, Hull, York, Thirsk, Middlesbrough and Darlington. Not being a naturalist or zoologist (just a trainspotter), I puzzled at the early names (some of which I learnt later were tautological - *Wildebeste* and *Gnu*, *Inyala* and *Nyala*, and *Steinbok* and *Stembok*), and as for the tedious Director names, who were they? I never saw *Mayflower*, but at least that name had a certain panache.



A very nice representation of the GS 4,200 gallon tender is supplied, complete with fire-iron tunnel (on the driver's side - I assume this is correct, since two B1s are preserved and can be viewed). The rear coal-division plate is correctly across the pick-up dome. In later life this was moved forwards - Hornby has done this with its Scottish B1. An open cab roof ventilator is present, though the cover doesn't slide, and there's no (correctly), too-prominent transverse division line across the roof.

And so to the models to hand, LNER 1040 Roedeer (R2998) and BR 61138 (R2999). 1040 represents the first of the North British-built B1s in as-built condition (April, 1946), and 61138 represents another NB-built example in early '50s BR/L&NWR-style lined black. First impressions were extremely positive, and the handsome look of these utilitarian, though elegant 4-6-0s has been well captured. I tested both locos on a variety of duties on Little Bytham and both performed well, handling typical loads, running freely through my mixture of hand-built and proprietary trackwork. Roedeer's performance was perfect, rock-steady and with no intrusive noise, though 61138 wobbled

from side to side and, though quiet, had a pronounced tight spot. On investigation, I noted that the slidebars were at the wrong angle, with their back ends higher than the front - the opposite of what should be. I removed the body and bent the slidebar support bracket down, both sides. This cured the tight spot, but not the wobble. It's nice to see the correct forward 'lean' to the return cranks, both sides. Delicate (though durable) sandpipes are a delightful touch. The appearance of the driving wheels is good. However, the bogie wheels (although the correct diameter, and having the prominent centre boss) don't have enough flare to the spokes, so they look a little clumsy. The (cast metal) bogie has a prominent socket for a plug-in coupling. When the scale front shackle is fitted, the socket and the proper coupling foul.





The wrong position of the cabside numbers is very evident here. Note the snug gap 'twixt loco and tender (and the cab doors), plus the delicate brake rigging and sandpipes.

I'd saw off the socket - it's ugly anyway, and B1s spent most of their working life going forwards. Flanges on all wheels are to RP25 standards and have consistent back-to-backs. The beautifully smooth five-pole motor is standard and there's provision inside the tender for a DCC decoder. The drawbar is adjustable (a lovely touch), but I dislike the (now current, it would appear with Hornby tender locos) need to have the loco and tender permanently wired together for running purposes. I understand the desirability of tender pick-ups (though I've never found a need - if you've made a chassis square, made and laid your track well and keep it clean, well?),

and the practice nowadays to have the chip in the tender, but the inability to test-run a chassis, just by itself, is a real nuisance in my opinion. In fairness with regard to the running, after I'd tested 'my' 61138, I visited a friend who'd just acquired his own 61138, and, DCC-fitted, it worked impeccably. Its slidebars were at the right angle, so had 'mine' suffered a clout in transit? It certainly, to me, suggests a need to examine and test any model before you buy, just as we always used to.

I measured the models up against the Isinglass drawing (at all cost, avoid Roche's), and this Hornby B1 is spot on in just about every dimension, both major and in detail. I say 'just about' because one feature (and it's one of the most important) doesn't look right at

That chimney definitely isn't right. A later-pattern smokebox door is fitted, though judging by the picture in Swinger's book, for the period depicted it looks to be an NER-style sort. It's right according to the picture on the model's box, though that shows it shedded at 34A, which is earlier in its life. It would have been built with one of the later type doors, but with boiler changes, etc, the smokebox doors got mixed around. The shape of the rising handrail arc over the smokebox front is perfect, and those grabrails above the footsteps are a lovely touch.



all in my opinion, and that's the chimney. I know there were two chimney variants (one had a higher top), though this 'pot' looks like neither of those. The sides are just too parallel (though they taper in and out a bit), and the effect is spoilt. Is it because of mould extraction necessities? Were these mine, I'd order proper-shaped chimneys from the likes of Markits - I might do that anyway and show you the results in a future issue, substituting better-looking bogie wheels as well. Detail in the main is exquisite and I particularly liked the redundant speedo bracket beneath the driver's side of the cab (although it fell off on taking 61138 out of its box - I glued it back on), lubricator drive (almost invisible underneath the nearside footplate), fully-detailed cab interior (with dials picked-out), 'brass' surrounds to the spectacles and the delicate cinder guards between the cab windows, as well as the correct worksplates which have legible words and numerals, though I'm not sure whether a plate should be present on the cabside of 61138. It certainly isn't present in the picture on the packaging.

Both liveries are beautifully applied, with the lining particularly well-done, the BR sort having the correct three colours on the cabsides, tender and valances. However, I would take issue with both locos' cabside numbers. 1040's are a bit too small (look at the official work's picture in *The Power of the B1s* by Peter Swinger, OPC, 1994) and the picture on the model's packaging. 61138's numbers are too high up on the cabside - again look in Swinger's book (daftly, the pages aren't numbered, but it's an image near the back) and also look at the picture on the model's packaging. Speaking of 61138, she's shown as shedded at 35A (New England), which gives the period depicted by the model as the end of 1952 until halfway through 1955. In 1953, she was one of several B1s (and V2s and 'Black Fives') loaned to the Southern during the time when the 'Merchant Navy' class was temporarily withdrawn, and thus worked to Margate. Is this why Hornby chose her?

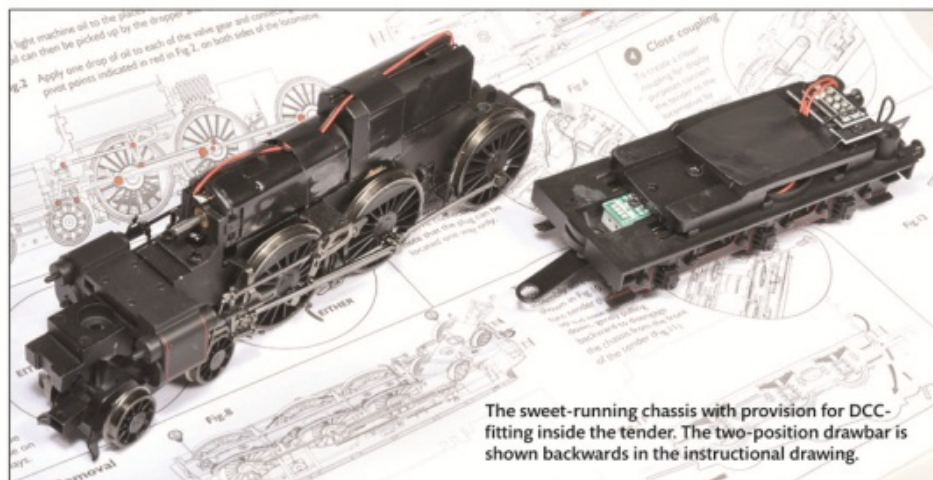
So, to sum up - with just a few criticisms, a very fine model indeed. I've reported many times on how models are judged now. Only a few years ago the RTR purchaser would have been happy with the right number of wheels and so on. So, is it unfair to judge out-of-the-box models against (say) kit-built or scratch-built examples? In my own case I've built two Jamieson B1s and three Nu-Cast B1s (I melted-down a Bristol Models' one, believing it to be way beyond my abilities). I've also put umpteen Comet chassis beneath ex-Palito/Replica/Bachmann B1 bodies. Without boasting, I'd say that all my personal B1s (and those done for customers) run as well (or better) than any current RTR chassis, though that's down to what I set as a standard and my own limits of acceptance. However, it's unlikely that any of mine are as detailed as these latest B1s - cinder guards, brass spectacle surrounds, sandpipes, etc. I believe that as the RTR standards have risen, then a more 'critical' review is expected, especially as most tender locos are now well the 'wrong' side of £100.00, especially the bigger ones. All the above said, a certain amount of pragmatism must surely be necessary with regard to a mass-produced, RTR loco (which still represents superb value for money). With 410 prototypes to choose from, isn't it asking



An appropriate duty for a New England B1, as 61138 romps towards Little Bytham station hauling three of Hornby's stunning latest Gresley non-corridors- see the review on pages . There's an ex-LMS BG on the back (because we hadn't received a Gresley brake at the time the picture was taken), forming a Grantham-Peterborough, all-stations stopper.

too much to expect that every minutiae of detail will be catered for? Things like different pattern smokebox doors, rivets on those doors or on the smokebox, position of hingestraps on the doors, studs or not on the bufferbeam, angle of outside steampipes, strengthening footplate 'gussets' on Cowlairst's shopped B1s, electric lighting fitted or not, AWS fitted or not, etc. And that's not to mention the myriad livery variations. And remember, after shopping, many detail changes might have taken place. On all the B1s I've built or modified, I've catered for those variations, using an accurately-dated prototype picture (or several) as a source. I think it's safe to assume that Hornby will have done the same with each model B1 they introduce, so they should be right for one particular time/date. And will I personally build any more B1s or make chassis for them? No!

And, in comparison with the latest Bachmann B1? At some £27.00 cheaper (RRP), the Bachmann model, despite its body age, stands up very well. Its new chassis is certainly the equal of Hornby's in terms of performance, though it's not quite so detailed. At least its chimney is better (though not dead right either), though the overall body isn't quite as



The sweet-running chassis with provision for DCC-fitting inside the tender. The two-position drawbar is shown backwards in the instructional drawing.

'crisp' as the newcomer, and that loco-tender gap is ridiculous! It's down to personal choice, but I feel the Hornby one is definitely worth the extra cost and I'll probably 'muck about' with both, showing the results in the magazine - it won't take long!

One final point (and I should have predicted this): having put on the extra details on the BR

B1, I popped it back in its packaging to take to show a friend and promptly broke off the cylinder drain cocks and bent the steps. The snug, blister packaging won't accommodate these. Why doesn't the packaging carry a warning to this effect? I carved away some packaging, cutting a finger in the process. Blood and profanity go together very well! **BRM**



Bachmann and Hornby B1s - a comparative shot showing the two.

EXCLUSIVE MODEL RAILWAYS LIVE REVIEW

Read a full review on the third B1 from Hornby, which features details unique to some of the Scottish B1s as well as full AWS gear and electric lighting.
www.model-railways-live.co.uk/reviews

PRODUCT DETAILS

Scale: 4mm/OO gauge
Produced by: Hornby plc
Web: www.hornby.com
Price: LNER 1040 Roedeer (R2998) and BR 61138 (R2999) £119.75 each, also DCC fitted (R2998X and 2999X) £137.49
Era: 1942-1967 depending on build and livery

Modelzone mid-60s 2-EPB

Nigel Burkin goes back to the BR blues.



Ian Allan in 1989. Comparing the headcode showing on the leading vehicle of the unit in the photograph with the model's DTS, this image appears to be one of the references for the model.

The Bachmann model itself represents a 2-EPB in the 5753-5779 sequence of the class owing to the roof detail modelled; the first part of the batch being different. This makes the choice of No. 5739 a close fit to the body shell due to the roof detail differences. Of course, the more discerning modeller could renumber the model to better match the bodysell tooling and could choose, according to records, from 5753/55/60/63-57/2-3 and 75; all of which carried this livery, some well into 1970.

The model itself is well appointed, both in terms of detail and on the technical front. From the pleasing proportions of the Mk.1

body shell and finely moulded detail to the individually applied hand rails and electrical conduit, the model perfectly captures the character of the full size units. It's the underframe that sets the model apart where each item of underframe equipment is fitted as individual mouldings. The same approach has been applied to the brake equipment, a more obvious detail on the DTS, giving the model a particularly fine appearance.

The numerous windows of high density suburban stock is seen by Southern Region modellers, especially those who have kit built this type of stock in the past, as a key characteristic feature and also the hardest to get right. The Bachmann 2-EPB has succeeded in this regard, with closely fitting glazing to both windows and doors which appears to be flat and smooth, with only a slight trace of a rim where it is fitted to the bodysell. It allows a view of the interior with its 3 x 2 seating throughout the DTS whilst part of the DMBS is occupied by the motor bogie and ballast weight. The much remembered net luggage racks fitted along the back of the seating are not modelled. Each cab has an interior,

coloured light green, a colour applied to the cab interiors of the full size units. The choice of a driver is left to you!

The Bachmann OO gauge 2-EPB is well appointed with standalone fittings for underframe equipment, hand rails, roof details and cab fittings. The overall appearance is neat and attractive.

A short-lived but attractive livery applied to a small number of two-car Class 416 2-EPB units in the mid 1960s is the latest special edition model to be offered by Modelzone. A small number of the BR Eastleigh built units in the 5701-5779 number sequence were repainted in early BR livery consisting of all-over BR blue with a small yellow warning panel applied to the cab fronts. A black triangle was placed on the DMBS cab to indicate the position of the guard's compartment in the train to assist platform staff. Numbering was applied in white together with a small BR double arrow symbol on the cab sides. This austere livery was relatively short-lived due to the decision to apply warning panel yellow over the whole of the cab face together with other detail changes, resulting in the more common rail blue livery which lasted well into the 1980s on numerous multiple units, both diesel and electric. The early blue livery with small yellow warning panel effectively covers a period ranging from 1966 to around 1970 on the 2-EPB units, although other EMU types painted in this livery held out for longer.

No. 5739 is the unit chosen for the Modelzone 2-EPB, understood to be one of only ten of the Class 416 units to be painted in early BR blue livery. A picture of this unit can be found on page 37 of *British Rail Fleet Survey No. 10; Third Rail DC Electric Multiple Units* by Brian Haresnape and Alec Swain, published by



downloaded from
HOBBYMAGAZINES.ORG
www.model-railways-live.co.uk

The early BR blue version offered by Modelzone is a Limited Edition model of 512 pieces.



On the technical front, the model has many useful refinements, including close coupling cams fitted to the inner ends which do ensure the model is actually close coupled together. It is equipped with a 21-pin DCC interface with internal wiring and bar couplings fitted with electrical connections ensuring that the headcode panels and interior lighting can work from a single decoder. The unpowered DTS vehicle has all wheel current collection too with split axle wheel sets supplying power via stub axles to bearing contacts on the inside of the bogies. Power is transmitted to the interior circuits via phosphor bronze contacts in the underframe, avoiding the need for hard wired connections. Bogies are simple to remove as a result. The unpowered inner bogie of the powered vehicle is also equipped the same way whilst the motor bogie has more conventional wiper pick-ups working on the axle bushes.

The model is a refined performer with little or no noise coming from the power bogie in both analogue and DCC

control. As commented on in past reviews of Bachmann multiple unit stock, the weight of the model is impressive and the MBSO is capable of powering a sizeable length train, certainly more than the lightweight and free rolling DTS trailer!

Overall, the finish of the model is neat and attractive, the small yellow warning panel version of BR blue being regarded by many as the best of the BR corporate images. The plain blue finish is leavened with silver applied to the door handles and 'No smoking' triangles to the glazing. The paint is smooth, without blemish and an even eggshell in appearance.

While being relatively short lived, this livery is a welcome one to be applied to the 2-EPB, making for a very attractive model, despite its outwardly plain appearance. Emphasis on models with workaday appearances is important to modellers if convincing rosters of equipment can be accumulated for layout operations and this model fits the bill for the 1966-1970 period. Priced at £119.99, the

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REVIEWS
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PRODUCT DETAILS

Scale: 4mm/00 gauge
Produced by: Modelzone Ltd
Web: www.modelzone.co.uk
Price: see text
Era: 1966-1970

model is limited to 512 pieces and is supplied with a Limited Edition certificate. For more information, visit the Modelzone website at www.modelzone.co.uk. **BRM**



The model carries the number 5739, one of only a small batch of ten Class 416 units to be painted in this livery.

An excellent view of the Dia.57 All Third, showing some of the superb features described in the text.



Non-corridor Gresley Coaches

Hornby's latest coaches are something special - **Tony Wright** runs his expert eye (and camera) over them.

The long-awaited Gresley non-corridor stock has just arrived in the office. Long-awaited on two counts - one, because we've known of these forthcoming models from Hornby for some time and two, at last we've got some top-of-the-range non-vestibuled 'suburban' coaches in 4mm scale. And the wait has been worth it, for these are truly stunning models.

The LNER drew up standards in 1923 for the

construction of non-corridor (non-articulated) coaches with an overall length of 51' 1½" and overall width of 8' 9". From 1927, the overall width was increased to 9' 3", and these specifications continued until steel-panelled construction began to replace all-teak construction in 1938. Hundreds were built, seeing service all over the LNER and its successors, as well as many other areas outside the ex-LNER. And not just for suburban work

either, for 'Parliamentaries', cross-country services and summer-Saturday/football excursions could be formed of these coaches, with only a handful having the lavatory composites. Hardy everyday passengers, holidaymakers and fans must have had substantial bladders!

Thus far, we've had four types to examine - the All First, (Dia.48, post-'46 No.81025, with BR 'E' prefix and suffix), All Third (Dia.57, post-'46 No.82326 with BR 'E' prefix and suffix), Lavatory Composite (Dia.50, post-'46 No.88090, with BR 'E' prefix and suffix) and four-compartment Brake Third (Dia.65, post-'46 No.86136, with BR 'E' prefix and suffix), all built in 1927 to the wider standard at York (by the LNER) or by RY Pickering and Co. (outside contractors). These are in the earlier BR all-crimson livery (I assume we'll get some later in maroon?). We've also had the All First, All Third, Lavatory Composite and four-compartment Brake Third in teak livery. These are to the same respective diagrams and build dates as the BR versions.

A typical branch line train when the coaches were new, hauled by an N2, with a Lavatory Compo' (Dia.50) and the four compartment Brake Third (Dia.65). Note the roofs are already sooty! Great Eastern Railway Society



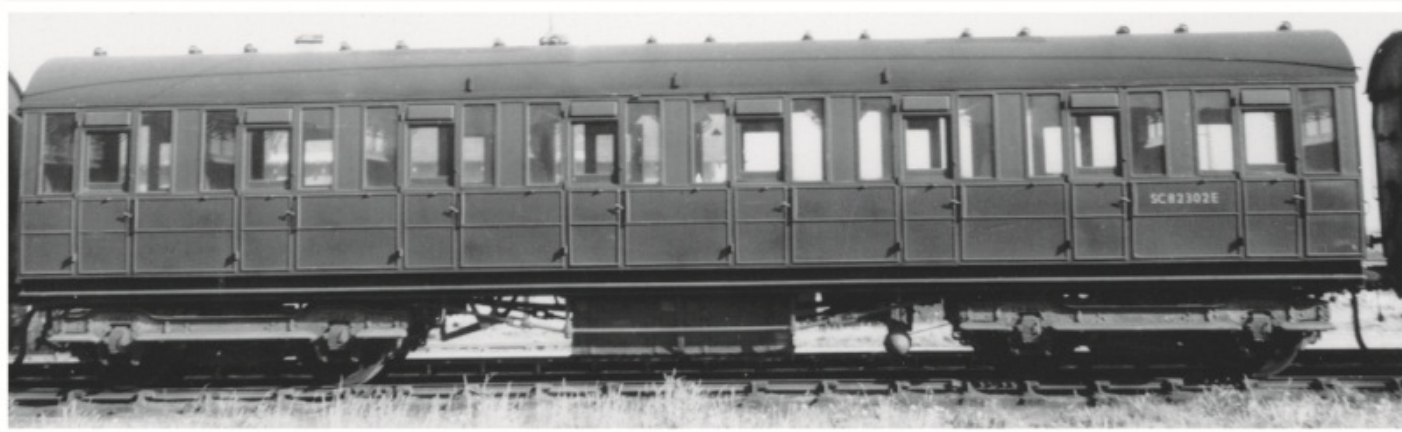


I compared these models with all the drawings and descriptions at my disposal (Campling, Harris, Edgson) and they are spot on in every way. In particular, the end-elevation shape of the body tumbleholme and side position of beading panels are perfect and are a considerable improvement on Hornby's current Gresley 61' 6" gangwayed stock. The vehicles are flush-glazed with only the slightest plastic 'halo' around the edges being apparent in certain light and angles. Really, with this method of glazing, it's as good as it gets and far superior to the armoured sides inherent in earlier plastic-bodied coaches. Indeed, only etched brass with flush glazing directly behind the sides could be superior. Printing on the inside of the glazing is superb, with all the appropriate (and different for period) signage clearly discernable. Full interiors are also fitted, just waiting to be populated. Regarding the latter, I've yet to investigate how to get inside, though I advise caution, for these vehicles are very delicate. All door handles and grab rails are separately-applied, as are the roof ventilators (and tank filler and grab rails on the

The Dia.50 Lavatory Composite E88090E.



The excellent teak finish and superb bogie detail on the LNER-liveried All Third.



A fine view of a real Dia.57 All Third, branded for use in Scotland, while still retaining its 'E' suffix denoting ex-LNER stock. Great Eastern Railway Society



As mentioned, underframe details are exemplary. Be careful when handling though, the footsteps are very fragile. How do I know? Guess what happened when I changed the couplings.

Compo'). Destination board brackets also feature on the roofs. These were common, though not universal, so, if you go about renumbering or converting, do check against a photograph.

The underframes are something to behold, for I've never seen such attention to detail in an out-of-the-box product before. The turnbuckle trussing is exquisite and superior to many 'flat' brass etches I might name. Even the battery boxes have the correct strapping supports, and all the brake cylinders and 'V' hangers are perfectly done. I've got some Comet, Kemilway and Trice coaches of similar types and none have as detailed an underframe as these. Even the vacuum brake conduit is present, running down one of the solebars (as it is on the Gresley

gangwayed stock, to be fair).

The bogies are the correct 8' 6" 'lightweights', appropriately carrying full-length footboards. All the wheels are true round and don't need immediate replacement for 'scale' OO operation, for these vehicles ride superbly. Brake blocks are in line with the wheel treads, and they look perfect. However, for those using more accurate gauges (EM/P4), and these coaches will be used by the more scale-conscious (they're that good), then the blocks will have to be cut off and repositioned. That said, I've heard it mentioned from several EM modellers that were OO RTR standards as good when they started as they are now, they wouldn't have bothered going to 18.2mm.

Standard tension-lock couplings are fitted,

though close-coupling substitutes are provided to fit into the NEM pockets. So good are these coaches that I'd be tempted to fit proper screw shackles. End detail is also exemplary, with sprung buffers, lighting conduits and vacuum standpipes clearly in evidence. Again, with all this patently visible, a 'proper' coupling is a must.

The overall finish is fantastic, with a delightful satin sheen to the whole things. The teak finish is perfectly caught, and the ends are black, which is correct, unlike on the vestibuled coaches which (apart from the gangways) are teak, as they should be. Beading/moulding lining (so tricky to get right with a paintbrush or ruling pen) is perfectly applied. Any numerals and lettering are accurately positioned, including the stars on the solebars. I'd be tempted to apply some



Comparison of the LNER and BR Lavatory Compos'. Interestingly the LNER branded their compartments as 'Smoking' and BR 'Non-smoking'.



Dia. 65 four compartment Brake Third in teak. As mentioned in the first prototype photograph, these white roofs would not remain so for long.



Dia. 50 Lavatory Composite Note the red interior in Third compared to the blue for First Class. At least those in this coach could get relief on a long journey!

weathering, particularly to the underframes, for that would surely bring these models to life. And for how long would a white roof remain pristine behind a steam locomotive? Still, Hornby has produced these vehicles in ex-works condition, and there must be something left for us modellers to do after all.

So, in conclusion, I appear to have run out of superlatives! Though, as mentioned, I already have several vehicles of similar diagrams to these, other than the (slightly) better appearance of the window reveals and the presence of weathering, they are no better, and they've needed making and painting. The old Kirk plastic range was cheap and cheerful (only as 'budget' coaches can they compete) and the etched alternatives already mentioned are/were considerably more in terms of cost. I might have missed something, but I cannot find fault with these latest Hornby coaches. I've mentioned before how locos and rolling stock are now judged in reviews - judged against the best kit-built or even scratch-built examples now. Yes, a Banks or Willetts kit/scratch-built coach will have the edge (at over eight to ten times the price, mind!) but how many have the resources to populate their layouts with such supreme vehicles? And these latest Hornby Gresleys are supreme, anyway.

Remember, these vehicles could be seen anywhere, particularly in BR days. And you don't need a load to represent a whole train, for they were standard fare for branch lines - just a Brake Third and Compo' being typical. For those 'bodgers' brave enough to tackle conversions into (say) articulated stock, the

possibilities are endless, and I do mean 'brave'. Later-built vehicles of similar appearance had angle trussing, so take care with any surgery or re-brandings undertaken. But really, I suggest just using them as they are (with proper shackles and a touch of weathering - I'll show you later in BRM). Behind Hornby's own B1 and L1 (and B17, when it comes), they'll look dead right. Behind an N2, V1/V3 and K3 as well, no doubt, and also behind LNER Pacifics on running-in turns or balancing workings, etc. You'll also find pictures of them behind locos of the other three of the Big Four (and pre-Grouping), and the BR Standards, as well as the earlier Pilot Scheme diesels. They were indeed ubiquitous.

Along with Bachmann's BR Mk.1s and Hornby's own Hawksworth carriages, I consider these to be the finest 4mm RTR examples of rolling stock ever made. At the prices (£42.00 for the teaks and £36.49 for the crimsons), outstanding value for money. But, please, spare a thought for our beleaguered kit-makers. **BRM**

PRODUCT DETAILS

Scale: 4mm/00 gauge
Produced by: Hornby plc
Web: www.hornby.com
Price: in text
Era: 1927 - early '60s

The end detail of the BR Brake Third which includes the guard's windows and narrower end.



Class 350 'Desiro'

A modern EMU in the form of the Class 350/1 and 350/2 kicks off Bachmann's entry into overhead traction modelling in OO gauge. **Nigel Burkin** investigates.

Thirty Class 350/1 four-car units were constructed and introduced during 2004 and 2005 for West Coast Main Line local services following the cancellation of an order for similar Class 450 five-car EMU sets for South West Trains inner suburban services. Numbered 350 101-130, they were allocated to services operated by both Silverlink and Central Trains and painted in a nondescript silver and blue livery so the fleet could be shared between both operators. The use of a nondescript livery also took into account the chance of a major reorganisation of franchises involving both Silverlink and Central Trains with routes covered by the new trains being directly affected. So it came to pass with the formation of London Midland and transfer of all 30 trains to the new operator.

The Class 350/1 'Desiro' units are dual voltage trains fitted with both pantograph and

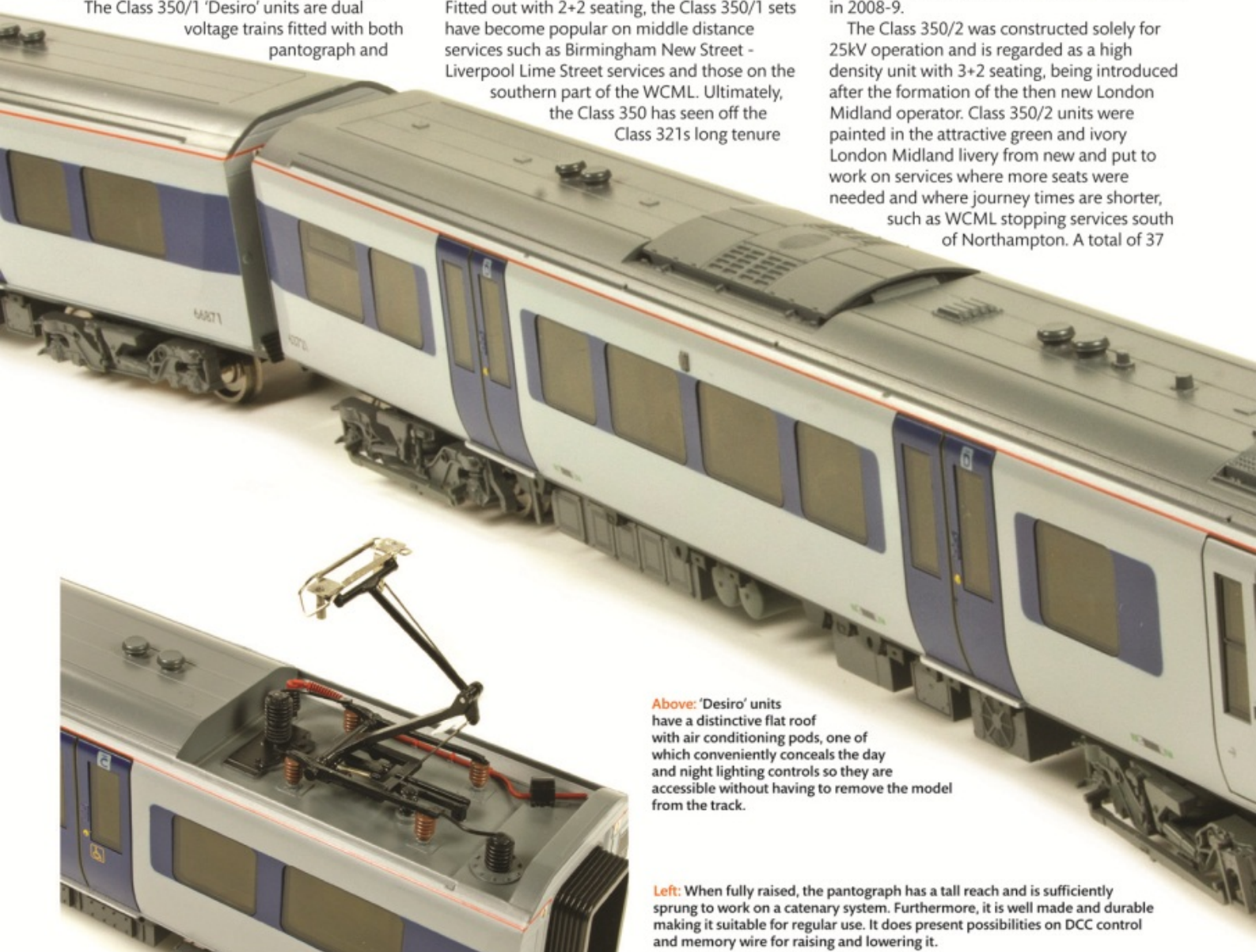


All 30 of the Class 350/1 units introduced in 2004 and 2005 were allocated to London Midland and are a common sight on the WCML between Liverpool and London Euston. No. 350 104 was photographed at Slindon, racing north with a Birmingham New Street - Liverpool Lime Street working in May 2010. The London Midland livery applied to this units is offered by Bachmann on its Class 350/1 model of 350 101 and the Class 350/2 variant as 350 238.

third rail shoe beams whereas the subsequent built of 350/2 units are not dual voltage trains. Fitted out with 2+2 seating, the Class 350/1 sets have become popular on middle distance services such as Birmingham New Street - Liverpool Lime Street services and those on the southern part of the WCML. Ultimately, the Class 350 has seen off the Class 321s long tenure

of regular services on the southern part of the WCML with the introduction of the Class 350/2 in 2008-9.

The Class 350/2 was constructed solely for 25kV operation and is regarded as a high density unit with 3+2 seating, being introduced after the formation of the then new London Midland operator. Class 350/2 units were painted in the attractive green and ivory London Midland livery from new and put to work on services where more seats were needed and where journey times are shorter, such as WCML stopping services south of Northampton. A total of 37



Above: 'Desiro' units have a distinctive flat roof with air conditioning pods, one of which conveniently conceals the day and night lighting controls so they are accessible without having to remove the model from the track.

Left: When fully raised, the pantograph has a tall reach and is sufficiently sprung to work on a catenary system. Furthermore, it is well made and durable making it suitable for regular use. It does present possibilities on DCC control and memory wire for raising and lowering it.



Underframe detail on all four of the Class 350 vehicles is nicely tooled and applied as separate mouldings. The overall appearance of the model is also enhanced by neatly applied flush glazing.

were built and numbered 350231-267.

When announced by Bachmann for release in 2011, the Class 350 model (together with a Class 85) signalled a switch to overhead electric traction modelling in both OO gauge and N gauge by the company, the N gauge model being due for release in early 2012. Given that overhead systems remain to be fully developed in 4mm scale modelling beyond the initial release of single masts by Dapol, the move into almost exclusive overhead traction territory is both a courageous move and perhaps a logical one too given that most diesel classes are spoken for. Modern multiple unit stock translates well into model form and the Class 350/1 is no exception. Whilst traditional traction enthusiasts might not appreciate spartan-looking modern trains, they do look attractive in model form.

The first model to be released in late 2011 was Class 350/1 No. 350 111 dressed in the unbranded silver and blue livery



of the pre-London Midland period and is the model kindly provided by Bachmann for this review. Two models decorated in the colours of London Midland followed in early 2012: a Class 350/1 as 350 101 and a 350/2 as 350 238.

The overall finish and construction of the review model is neat and clean, with well fitted components and very effective flush glazing. The trailer cars are very free-rolling and close coupling cams are fitted, ensuring the unit couples together with a minimal gap between the gangways. Technical elements are nicely refined including a distinct change in thinking with regard to decoder fitting and cab lighting controls. Overall, it is a very nicely presented model. However, how well does it stand close scrutiny?

Bodyshell

'Desiro' units have a flat roof profile with air conditioning pods and a flat inner end profile with distinct angles between the sides and roof panels. It gives the 'Desiro' family of units its distinct character which has been well represented by the Bachmann model. It measures up well too, and assembly of bodyshell components and the glazing is neatly done, except at the very front of the DMSO vehicles, where the front of the underframe and over-ride protector mouldings do not appear to be tightly attached to the model.

Underframe and bogies

A great deal of fine moulding work has been undertaken to represent all of the underframe boxes on all four vehicles. The detail differs slightly between the two driving cars (DMSO) and the equipment under the pantograph-fitted TSO also captures the heavy looking feel of these trains. The bogies are also faithfully represented, fitted with phosphor bronze contacts to the inside of the side frames for end of axle current collection on each vehicle. The effect of the contacts is to create very free-rolling trailers which happily rolled to the edge of the desk without much encouragement (but not to the floor!).

Electronics

Sophisticated electronics are fitted to this model including a 21-pin DCC interface socket located inside one of the underframe boxes of the powered vehicle (the pantograph fitted TSO). Decoder fitting is a two-minute job because body removal is not necessary to find the socket. Lighting circuits are fitted to the DMSO vehicles, all controlled from the single decoder and supplied with power through electrical connections in each coupling. The cab lighting can be switched on and off using switches located under the cab air conditioning panels.

Current collection is via split axles and the aforementioned phosphor bronze contacts in the bogies where power is collected via the axle ends. The single drive bogie has traditional pick-ups bearing on the axle bearings and all of them are linked to the internal circuit boards via phosphor bronze contacts; wiring between bogies and underframes is not used.

Wheels and couplings

Wheels are of turned metal and insulated from each other with a plastic bush to ensure efficient current pick-up. Called 'stub axles', they offer one of the most efficient methods of current collection. Those wheels fitted to the single drive bogie are not stub axles and are blind ended in the more traditional way.

Couplings within the set are bar couplings with electrical connections. They plug into coupling boxes fitted to self-centring coupling cams which keep the unit closely coupled together on straight track but allow operation on curves down to second radius. Couplings in the end of the units are normal tension lock types fitted to NEM coupling pockets.

Drive mechanism and performance

Performance is silky smooth and the single motor bogie is quiet and competent. The three trailer vehicles, being very free-rolling, are no challenge for the powered car. Unfortunately, part of the mechanism and ballast weight can be viewed through the windows of the TSO

Looking at the inner ends of the trailers, the flat profile and angled roof of the class is apparent and correctly modelled as demonstrated in this view of the TCO.



vehicle, something which is difficult to reconcile on EMU stock with numerous passenger cabin windows in any scale unless the mechanism is fitted under the floor with the loss of underframe definition. It's a situation that will please some, dismay others.

Paint colours and finish

The livery is wonderfully simple in the case of the review model: silver and blue with full yellow ends and black around the windows. The model appears neatly finished and captures the spartan appearance of the interim livery perfectly. Also released are the London Midland versions of the model where the livery application is neat and with good colour definition. Some of the blue paint application

appears slightly fuzzy along some edges, but is otherwise neat enough for a model of this standard.

Specific details

A packet of small detailing parts is supplied with the model, some which may be fitted for static display and others for a working model. The review model itself, being a Class 350/1, is fitted with shoe beams to the bogies of the DMSO but no actual shoe gear appears to be represented which is correct for the type at the time of writing.

Conclusion

On a personal note, I think it is great that a company such as Bachmann is prepared to have

a go at producing a very modern multiple unit model to suit a 25kV ac overhead layout. It is a brave move, as stated earlier in the article, and one I hope is successful. Two things fall out of this development: Would Bachmann consider Mk.3 sliding door EMUs as a future development with all of the potential that has for various types of unit (particularly dual voltage Class 319s)? It already has experience of this type of bodysell from the development of its Class 150 model. Secondly, the Class 350 is not a million miles from a SWT Class 450 unit, some lateral and logical thinking could see a Stagecoach version released in its colourful blue livery - however, logic has not always been a feature of the mainstream model manufacturers' thinking as has been observed in the past! **BRM**



The Class 350/1 four-car EMU is Bachmann's first steps in overhead electric traction modelling.

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PRODUCT DETAILS

Class 350/1 and Class 350/2 25kV ac EMU

Era: 2003 to present day.

Scale/gauge: 1:76 scale to run on OO gauge track.

Price: £149.95 for all three versions.

Produced by: Bachmann Europe Plc.
Moat Way, Barwell, Leicestershire. LE9 8EY
www.bachmann.co.uk

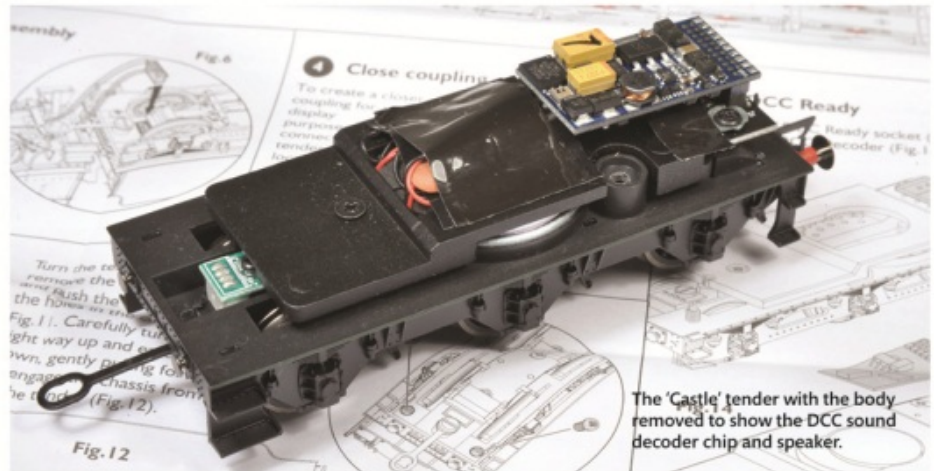
Sound 'Castle' from Margate

Rob Kinsey reviews a DCC sound version of this Western workhorse from Hornby. Photos by Tony Wright

The popularity of DCC and sound fitted models has been increasing rapidly, no doubt aided by the increasing availability of RTR models with factory-fitted decoders. A recent release by Hornby is a model of *Clun Castle* which comes with DCC sound ready installed. The model depicts the locomotive as running from 1959 when its double chimney was fitted, until withdrawal in 1965. Details and fittings are correct for a locomotive carrying a boiler with a four-row superheater, finished in correct British Railways express passenger livery carrying the second emblem. The finish is crisp and clear, and the livery is accurately applied, although etched-brass name and number plates would help the flat appearance of the cab side and splashers.

The model has a plastic injection moulded body with separately fitted hand rails, sprung buffers, cylinder drain cocks, injectors and head lamp brackets and the cab is flush glazed. However, the shape of the chimney does not look correct; it is elliptical, unlike photographs of the prototype which suggest it to be more like two semicircles joined by straight or near straight sides. Brake rigging, vacuum pipes and cosmetic coupling are supplied for the owner to fit as required. The review model did not include a fall plate between the engine and tender as has become normal, although one is shown on the picture on the outer packaging.

The chassis is die cast metal with numerous metal and plastic additional components and details. The motor drives the middle axle through a worm and gear drive. A slight problem with the chassis is the bogie fixing, this takes the form of a short length of silicon rubber tube that is pushed over the end of the bogie's central pivot. During test running the bogie quickly became detached and required a partial dismantling of the chassis to reinstall, only for it to fall off again within seconds. A better engineered solution would be expected on a model from Hornby. The model did derail a few times during test running which appeared to be



caused by this loose bogie.

The tender body and chassis are both plastic injection mouldings with a number of small details added as separate items and carries the DCC chip and speaker. The imitation coal is a separate moulding and is readily removed to reveal the fully detailed coal space beneath; a separate set of fire irons is supplied for detailing.

Engine and tender are joined by Hornby's standard two-position draw bar and electrically with a four-pin plug and socket. On the review model the wires were a little too long and could drop low enough to catch on the track and point blades which may cause derailments.

Performance

The performance of the model on test was good with smooth running apparent in both directions straight from the box, even when tried on straight DC with the chip still in place. The model initially struggled to haul a ten coach train of mixed RTR and kit-built stock exhibiting excessive slipping, but after several laps of the test layout, it gradually found its feet and latterly coped competently with the test train increased to 14 coaches when again excessive slipping was occurred, but for most owners a 14 coach train is likely to be more

than can be accommodated on their layout.

The sound was impressive with only a little fine tuning of the factory settings being needed to suit the running conditions. The chip is also pre-programmed with a wide range of steam engine sounds and effects most of which give a good representation, although a few sounded very similar to each other.

A nice model which in looks, running and sound is quite impressive, although there are a small number of gremlins and/or errors that Hornby really should rectify quickly - most urgently required is a better engineered bogie fixing method. **BRM**

See video footage of this loco in operation at: www.model-railways-live.co.uk

PRODUCT DETAILS

Scale: 4mm/00 gauge

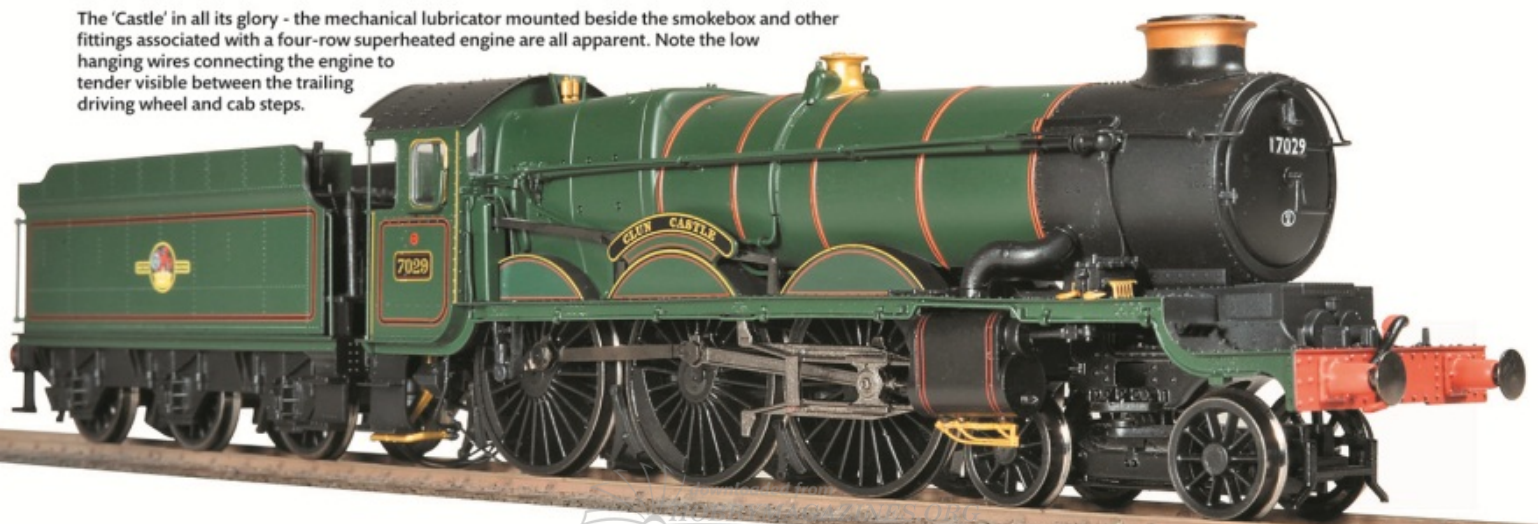
Produced by: Hornby plc

Web: www.hornby.com

Price: BR 'Castle' Class 4-6-0 *Clun Castle* with DCC sound (R2994XS) £266.49

Era: 1959-1965

The 'Castle' in all its glory - the mechanical lubricator mounted beside the smokebox and other fittings associated with a four-row superheated engine are all apparent. Note the low hanging wires connecting the engine to tender visible between the trailing driving wheel and cab steps.



East Lynn & Nunstanton

It's not every modeller who chooses to use S scale, where nearly everything has to be scratch-built, this makes **Trevor Nunn's** GER masterpiece even more spectacular. *Photos by Paul Bason.*

And now for something completely different! Having had about 20 years working in 4mm OO, with much kit bashing of white metal and just one scratch-built loco, I started modelling in S Scale in 1973, having seen models on display in a showcase at the old MRC Easter Show. The scale struck me as just right, so I dived in with no thought as to what problems there might be. Fortunately, since then I have managed to stick more or less to one railway and the one scale with no distractions, other than a small fenland branch line layout, Wicken, along the way.

Some 20 years later I wanted a more extensive layout that would have much more operating potential, but needed to be something I could build in a reasonable timescale. As everything in S Scale has to be hand made this meant that it had to be a compact layout with short trains. Wells-next-the-Sea on the North Norfolk coast was of a suitable size but not what I wanted in terms of layout. In earlier years it had no run-round and passenger



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trains were reversed out of the platforms and run back in by gravity – difficult to model. So a lot of time was spent trying to get a workable track plan to balance my objectives. However that part of Norfolk attracted me, so East Lynn became a terminus at a small seaport somewhere in that remote part of the Great Eastern Railway, as it might have been in the early 1900s. Having settled on the rough location a visit was made to the area to photograph suitable buildings to be modelled, or adapted to suit the available space. These came almost entirely from the coastal area bounded by Kings Lynn, Hunstanton and Wells-next-the-Sea. Membership of the Great Eastern Railway Society and its regular journal has provided a large amount of valuable information over the years.

As it was intended to be an exhibition layout (not enough space at home for a permanent one) the baseboards needed to be light. They were made almost entirely from 4mm ply with plenty of diagonal cross bracing to stiffen them and fortunately are still perfectly flat all these years later. Track was laid on a cork base, using code 95 bullhead rail and cast white metal chairs glued to ply sleepers. In the nineteenth and early twentieth century ballast was ash and



The 'Coffee Pot' shunting the quay - note the Customs House with its unusual lookout on top, based on a building on Kings Lynn harbour.



Worsdell G16 4-4-0 No. 0708 crosses the swing bridge (subject to a 10 mph speed limit) on the final part of the run in to East Lynn. Some of the inside motion on this loco can just be seen.



The 'Coffee Pot' shunting by the large granary. This building conceals the 20-lever mechanical frame.



Johnson 477 class 0-6-0 No.0486 on the turntable. This is in its final form with stovepipe chimney and Ramsbottom safety valves in place of the Johnson fittings.

clinker, and covered the sleepers. This was made from a mix of sieved building sand and grey floor tile grout powder. It was mixed almost dry with a latex emulsion adhesive, which allowed it to be laid, spread and tamped down. Finally it was flooded with the usual dilute PVA from a plastic pipette, with added washing-up liquid as a wetting agent. The biggest difficulty was trying to keep it off the tops of chairs and out of the rail webs.

Before ballasting, wiring had been installed for cab control, using two hand-held feedback controllers and supplied by a built in transformer. A 20-lever mechanical frame, made by a good friend, was fitted into the baseboard, and operates points and signals by means of rods and cranks in the space underneath. Cross-baseboard operation is made possible by a rod pushing onto a spring-loaded plunger on the adjacent board, so that no connecting up is necessary. Section switches are fitted into a panel mounted just behind the lever frame. The turntable, scratch-built and constructed mainly from brass, is powered from either of the train controllers, using a motor and gearhead, which then drives the table through a worm gearbox, and this has to be lined up by eye - tricky with the 4-4-0, which only just fits on the table. The signals were all home built from wood posts, with

arms and spectacles fabricated from nickel silver sheet and using MSE ladders. The lever frame is not interlocked and the ground disc signals are non-working, but there is something very satisfying about using an all-mechanical



frame, especially on a period layout.

Norfolk is not as flat as some people imagine, so scenic contouring was built up using foam polystyrene carved to shape. This was coated with a plaster mix of 'Polyfilla' and coloured floor tile grout, with plasterer's scrim for reinforcement. Grass on the embankments is natural fibre carpet underlay that was bleached and dyed and then glued down with PVA. When dry this was torn off and trimmed and had other scatter materials added here and there. As a scenic feature on the approach to



Tram shunting by the end loading dock; the LSWR van behind it is from a resin moulding. The traction engine started life as a die-cast Lesney showman's engine.



Holden D27 class 2-2-2 No.1004 departs from East Lynn. The two cylindrical tanks on the tender show that it is fitted for oil burning: a successful scheme for using waste oil from the Stratford gas works.

the station the river is crossed by a single line swing bridge with timber trestle approaches. This is a non-working model built largely from brass, and based on one at Beccles in Suffolk although there were similar framed but longer span bridges in Kings Lynn. The river surface is several coats of varnish streaked through with paint to represent weeds.

Printed self-adhesive brickwork was available in S scale and the station hotel and granary were built using this. The shells of these were made from 5mm thick foamboard, which gave simple, strong structures. The granary has windows computer-printed on to acetate sheet, but almost all other windows have been cut from thin card, shellacked to seal the surface,

then painted and mounted on acetate sheet. An exception to this is the water tower, which has window frames soldered up from tinned copper wire. Timber cladding on buildings is done with card strip, between corner timbers built up with 0.4mm ply.

The goods shed, based on one at Snettisham on the former Kings Lynn to Hunstanton line, is



The 'Coffee Pot' shunting the coal siding. Coal sheds were uncommon on the GER; the model was inspired by those at Isleham on the Mildenhall branch.

LAYOUT FOCUS

mainly carstone, a yellow/brown sandstone found only in that area. Brick arches over the doorways were marked out on cartridge paper and hand painted with powder colour. For the stone a thin layer of 'Das' modelling clay was applied to the rest of the carcase and painted with a yellow - brown powder colour mix. When dry the random coursed stonework was scored in with a scribe to expose the mortar courses. Finally the powder colour was sealed with a spray of artist's matt fixative to prevent it rubbing off. Several other buildings have since been built using this method. The windows for this building are thin Perspex with the glazing bars put on with paint from a bow pen; another odd one out.

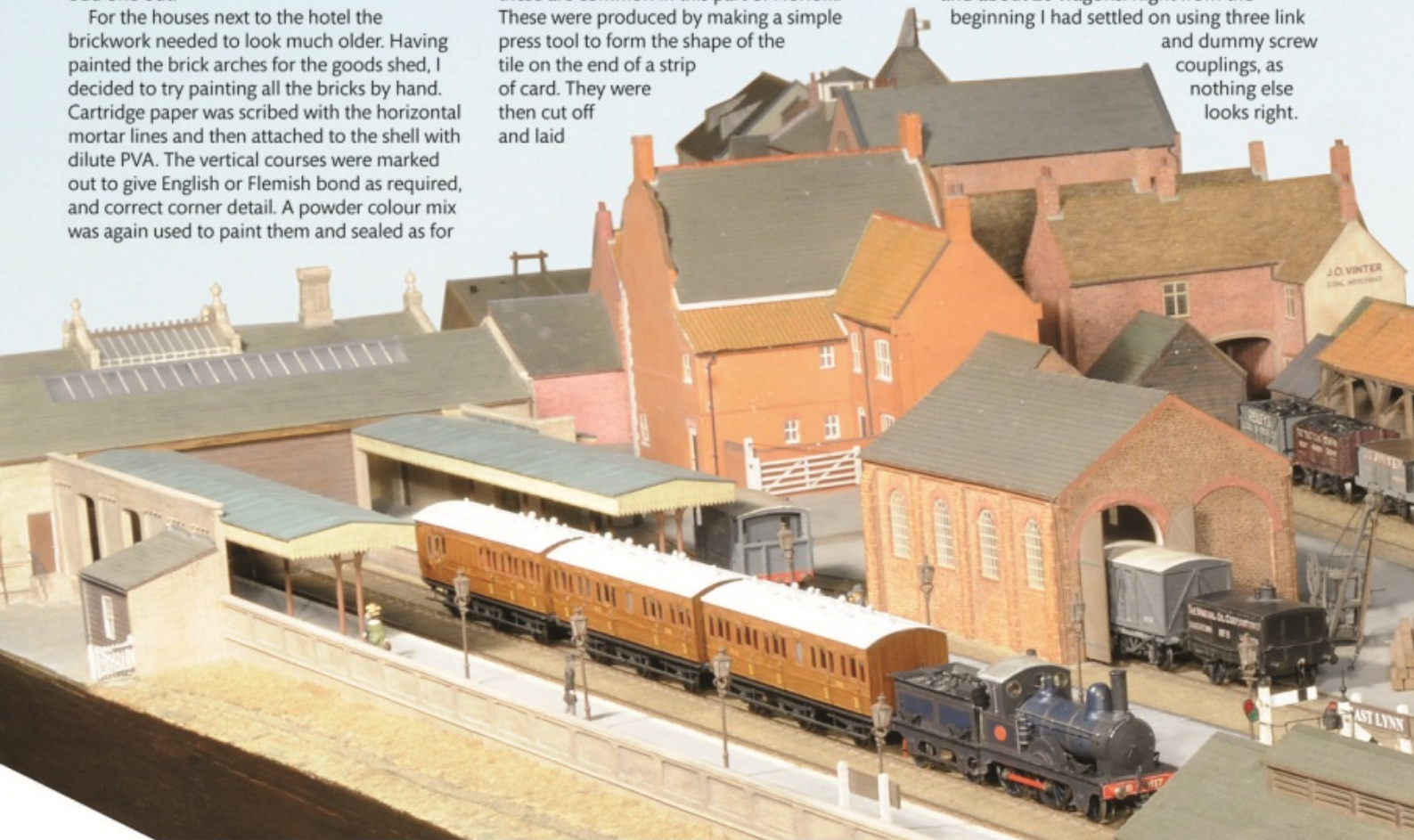
For the houses next to the hotel the brickwork needed to look much older. Having painted the brick arches for the goods shed, I decided to try painting all the bricks by hand. Cartridge paper was scribed with the horizontal mortar lines and then attached to the shell with dilute PVA. The vertical courses were marked out to give English or Flemish bond as required, and correct corner detail. A powder colour mix was again used to paint them and sealed as for

the goods shed. The hand painted brickwork has more character than the printed variety, which suited my needs better; so almost all the remaining brickwork has been hand painted this way, although sometimes using enamels or watercolour. Several of the buildings have been built on a shell of 1.5mm ply, which is equally as good as the foamboard. In the case of the station building, based on the architecture of Kings Lynn, but significantly smaller, there was a lot of complex panelling, so the brickwork was scribed directly on to the ply rather than using the cartridge paper. Most of the roofs are plain slates or tiles, made using self-coloured strips of card. For some roofs pantiles were needed, as these are common in this part of Norfolk. These were produced by making a simple press tool to form the shape of the tile on the end of a strip of card. They were then cut off and laid

individually; a time consuming job. Finally, all the brickwork and roofs were weathered using a wash of paint, usually a light grey, just to tone bright colours down. Producing these buildings took place over several years and was a most enjoyable activity.

A small number of locomotives and some rolling stock came from the earlier layout: 209 class Neilson designed 0-4-0ST No.226, the first locomotive built back in 1975; G15 0-4-0 Tram engine No.131; E22 0-6-0T No.151 (running as a 2-4-0T) and E10 0-4-4T No.60. A friend gave me the No.1 class 'Little Sharpie' 2-4-0 No.117, which was a great help. Also from the earlier layout there were two six-wheel coaches and about 20 wagons. Right from the

beginning I had settled on using three link and dummy screw couplings, as nothing else looks right.



The tram heads up the short gradient from the quay, hemmed in by buildings, and passing the coal siding into the main yard.

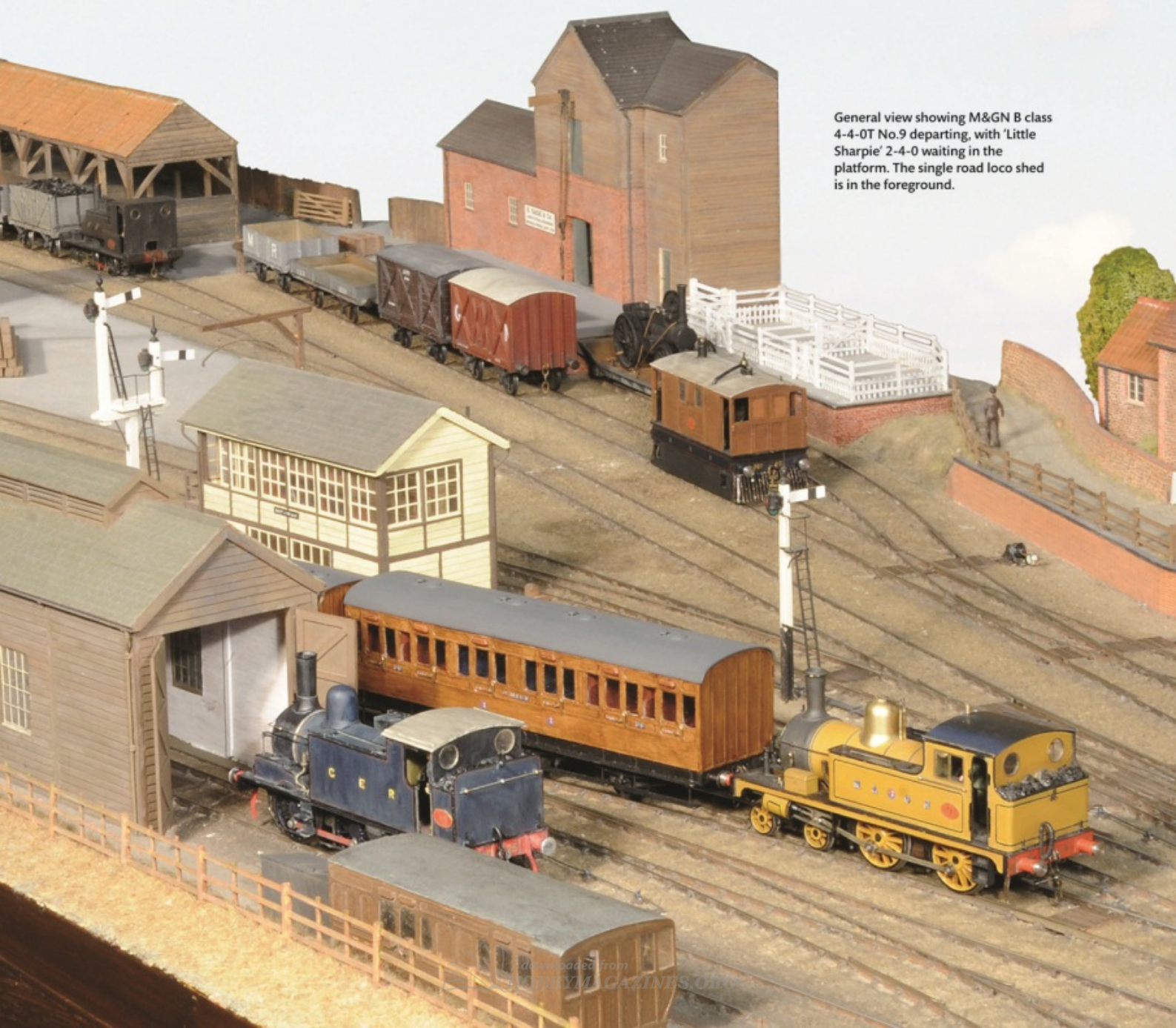


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The M&GN class B 4-4-0T heads into East Lynn while Sinclair class Y 2-4-0 No.0377 waits on the bridge with a goods train.



General view showing M&GN B class 4-4-0T No.9 departing, with 'Little Sharpie' 2-4-0 waiting in the platform. The single road loco shed is in the foreground.





Busy times at the quay showing the Thames Barge *Quella* with both the 'Coffee Pot' and 'Tram' in the background. The barge is adapted from a Billing kit. The ship and buildings dwarf the trains.

For new coaching stock I purchased etched zinc sides and ends made by Trevor Charlton to special order for S scale. This saved a lot of time and got the difficult panelled parts produced the easy way. As they are nearly all six-wheelers, most have a home made Cleminson type steering arrangement fitted, as

well as compensation or springing. More recently the Brassmasters system became available and has been used successfully. The two earlier coaches and some more recent ones have been scratch-built using laminated card for the panelled bodies. I have never mastered the art of using plastic card.

A significant number of wagons have been produced from gravity cast white metal GER five-plank open wagons and centrifugally cast seven-plank Private Owner wagons, from patterns made by society members. Several of these have been butchered into six-plank POs. Large numbers of wagons and vans have been built using thin birch



209 class 0-4-0ST 'Coffee Pot' No.226 shunting the quay at East Lynn, with a clear view between the buildings through to the main yard.



Worsdell G14 0-4-0T 'Tram' No.131 arrives on the quay with a short train. The two turnouts on the quay are stub points. The Malt House inn is based on an old building on the waterfront at Wells harbour, although hardly recognisable nowadays.

ply for the bodies, my preferred method of construction. Ironwork for these is mostly produced from thin copper strip simply embossed with rivet detail by a scribe and attached to the body with cyanoacrylate. Castings available from the society provide the detail parts such as springs and axleboxes. These days the S Scale MRS has a considerable range of etched and cast parts for wagons and coaches.

Scratch-building locomotives is my most enjoyable modelling activity, although parts for the Worsdell Y14 0-6-0 No.639 and Holden T26 2-4-0 No.428 were produced for me in etched brass to save some build time. All the self-built locomotives are made from nickel silver sheet with machined brass fittings. Nickel silver is so much easier to work with when soldering, rather than brass, thanks to its lower thermal conductivity. All chassis are fully compensated. Motors are mainly Mashima, with just a few ironless instrument motors. All are fitted with a flywheel to help give smooth running. Other additions to the fleet have been a Bromley 140 class 0-4-2T No.146, a rebuild from a 0-4-4T; Holden D27 2-2-2 No.1004, an oil burner fitted with cylindrical oil tanks on the tender; Worsdell G16 4-4-0 No.0708; and Johnson 477 class 0-6-0 No.0486. The most recent additions are Sinclair Y class 2-4-0 No.0377, a real oldie, and Adams K9 0-4-2T No.25, the result of a swap for a R24R 0-6-0T that would now be well out of period.

There are two locomotives and trains from the Midland & Great Northern Railway; class B Hudswell 4-4-0T No.9 on passenger work, and a CM class 2-4-0 No.3A (a rebuild from a Cornwall Minerals 0-6-0T) for goods. The M&GN was an independent railway, which ran across north Norfolk with several connections to the Great Eastern, and for my purposes it has running powers into East Lynn.

When the G16 4-4-0 was being built, it was very noticeable that there was a large gap between the boiler and frames, with valve rods clearly visible in the space between. I decided to try to make a set of working Joy's inside valve

gear and, after a few hiccups, succeeded. Having done that, the next two locomotives, the T26 2-4-0 and 477 0-6-0, were fitted with partly working Stephenson's valve gear. This does not mean that all the locos will be fitted with inside motion; I am not that much of a masochist! All but one of the locomotives have all metal wheels and use split axles and frames, thus avoiding wiping pick-ups. Most of those metal wheels are brass investment (lost wax) castings fitted with steel or nickel silver tyres. For this sort of work a lathe is an essential part of the workshop.

By 2004, with East Lynn more or less finished and having adequate stock, the quayside extension was started. This is a very simple layout with just two turnouts, built as stub points, copied from an old photograph of Wells harbour. With no run round facility, shunting by chain is necessary. There is also a wagon turntable, which, with a couple of strategically placed bollards, is chain shunted. By far the largest part of the work was another series of buildings to provide a backdrop for the trains and a Thames barge moored at the quay. This is based on a Billing kit that was extensively modified. It was converted from full hull to waterline, had alterations to the cabin, deck and masts to make it look earlier, and is modelled with the sails furled. It was a steep learning curve - boat building is very different to railway modelling. **BRM**

» The Nunstanton part of Trevor's layout will feature in next month's BRM and you can see it all at the London Festival of Railway Modelling on March 24/25.

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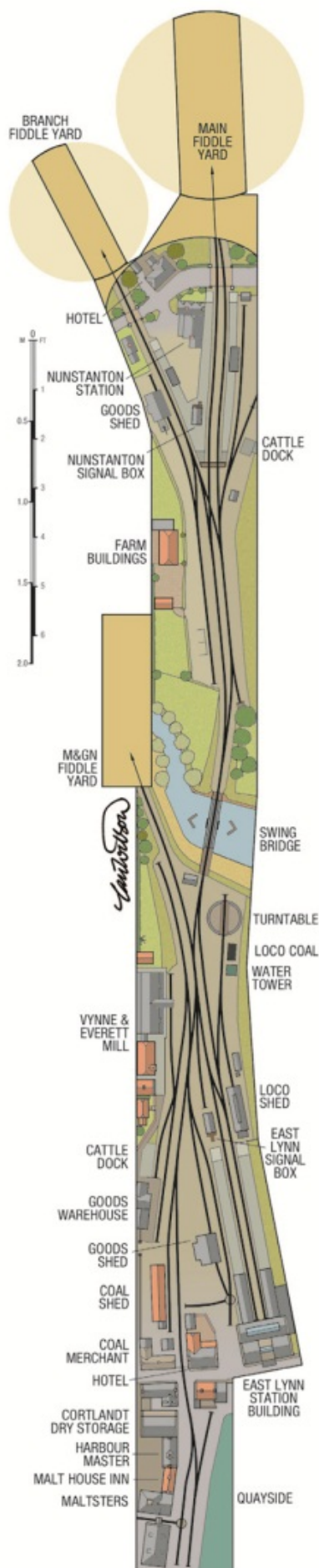
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EAST LYNN TRACK PLAN



'LASERGLAZE' 'DELTIC'

Nigel Burkin shows how he enhanced the Bachmann Class 55 with new engine room windows. *Photos by the author.*

While there have been many improvements to the way that glazing is represented in models of diesel electric locomotives (and multiple units) in recent years, some models remain less than satisfactory in that department, despite them being relatively recently developed models (post 1999). In some instances, the window openings moulded in the bodyshell are over-size to accommodate a clear moulded glazing insert which has the window frame moulded as part of it; a practice which makes it difficult for modellers to make changes to the model. This is, thankfully, a practice which is being used less and less these days.

Another issue is that the glazing inserts, although designed to represent 'flush' glazing, are quite thick mouldings, resulting



in a prismatic appearance akin to thick pebble glasses and lacking the flat appearance of real glass. Usually, all windows are modelled in the closed position too, though one way of making a model take on the appearance of a well used machine is to have some cab side windows in the open

position. It is generally agreed that it is up to the modeller to introduce such 'character' to their models for that is what modelling is all about rather than rely on the manufacturer to do this work. However, if the glazing we have to work with is designed in such a way as to be difficult to work on or too thick to



'Deltic' No. 9005 in BR blue is one of Bachmann's latest models of the class to be released in 2011. It features an on-board 21-pin decoder and etched nameplates that can be applied over the printed ones. Notable details include the bonnet mounted air horns, twin windscreen wipers to each of the windscreens and neatly modelled cab side windows. The quarter light is not plated over. Bachmann continues the practice of using printing to represent small details such as panel covers which are lost if the model is repainted. They will have to be marked in place with a scribing tool first.

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A Bachmann 'Deltic' weathered and detailed to represent 55 022 as operated on Virgin Cross Country summer Saturday trains to Ramsgate. This first attempt at adding further character to the model by modifying the existing engine room window mouldings was not a qualified success!

be realistic when the job is complete, then our efforts will be wasted.

One example of a model with challenging glazing as far as adding character is concerned is the Bachmann 'Deltic', particularly in respect to its engine room windows. While the cab side and windscreen windows are reasonably represented, trying to do something with the side windows is difficult to say the least. Taking a closer look at the photograph on the right shows how ragged the painted frames (unpainted metal on the full-size engines) are and how poorly the inserts fit the openings, which are oversize. The windows are 'closed', something which I rarely saw on 'Deltics' when in use on warm days – at least two or more on each side were usually open to allow additional ventilation for hard worked engines!

Open side windows was a feature I wished to include on my model of 55 022 *Royal Scots Grey* as if operating on a hot summer's day. The model is in BR green livery with small yellow warning panels and with modern livery features such as an orange warning stripe and modern electrification notices. The livery and degree of weathering is representative of the locomotive's condition at the time it worked summer Saturday services to Ramsgate for Virgin Trains where I observed various engine room windows open on every occasion I went out to photograph the train. Modelling this feature on the Bachmann model turned out to be more difficult than it normally should be because of the manner in which the unpainted window frames are moulded as part of the glazing insert. Had the frames been part of the body moulding and the openings correspondingly the correct size, cutting and fitting new thin glazing using acetate sheet would have been fairly straightforward.



Looking closely at the engine room windows, which are a particular characteristic feature of the 'Deltic's, it is clear that the mouldings do not fit the openings perfectly and are not properly lined up with each other. The window frames are moulded as part of the glazing insert rather than the body shell resulting in an oversize opening in the body. The depth of the glazing is obvious at this oblique angle too. With window openings that are too large, using use glazing sheet to replace the moulded glazing will result in an inaccurate appearance unless an etched frame is fitted to each, assuming one is available.



The same problem with the engine room windows is apparent with the detailed and weathered model of No.55 022. It is this model that made me look for an alternative method for representing the glazing in this model. Shawplan's new Laserglaze product seemed to provide the answers and a long conversation with Brian Hanson of Shawplan to work out some details has made this project possible. The etched nameplates fitted to the model are by Shawplan and the model would soon be enhanced with etched steel window frames reducing the size of each engine room window opening.

MATERIALS LIST

- Enamel matt varnish
- Enamel gloss varnish
- Several fine paint brushes (Size 0 or 00)
- Tweezers
- Self-healing cutting mat
- Scissors
- Thinners

The answer to this problem came in the form of 'Laserglaze', the etched window frame and laser cut glazing products offered by Shawplan Models. The etched steel window frames are exquisite, reducing the size of the window openings to more or less scale size once applied while the Laserglaze itself allows the modelling of the windows with their overlapping panes in either the open or closed position.

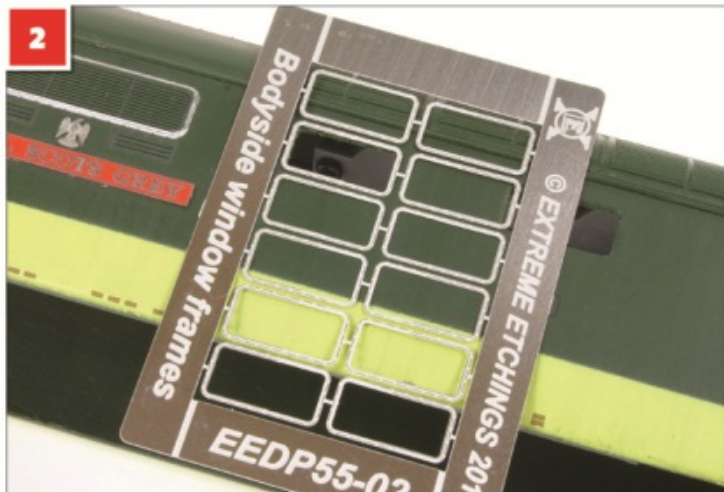
The key to securing 'Laserglaze' is to use gloss varnish, suitably thinned, as a clear adhesive. I run it along the edges of each piece of glazing relying on capillary action to do the rest. Matt varnish is effective for



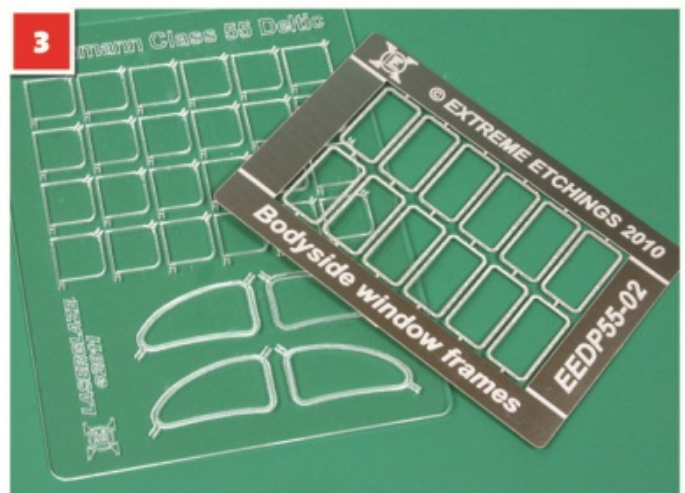
The first task is to remove the old glazing inserts by carefully inserting the blade of a blunt modelling knife between the body and glazing. This task took a little time and careful work so not to damage any of the previously applied detail. As you can see, the moulding is crude and very heavy in section, doing little for the appearance of the model. This cruel close-up picture also shows another compromise made to the model: moulded handrails! Difficult to replace with wire ones without damaging the paint finish unless the model is to be repainted.

attaching the etched window frames and of course, it is invaluable for nameplates, works plates and depot plaques too!

When discussing this project with Brian Hanson of Shawplan, he expressed concern that the thinnest glazing material he could work with would still appear slightly too thick for the overlapping panes of glass. However, there are other limits too: the ability of modellers to secure really thin material in the model and the minimum thickness of material required to achieve the flat appearance of glass. In the end, the finished result is a huge improvement over the original mouldings and in my view, the 'Laserglaze' does not appear to be overly thick. After all, this level of improvement is vastly better than none at all. **BRM**



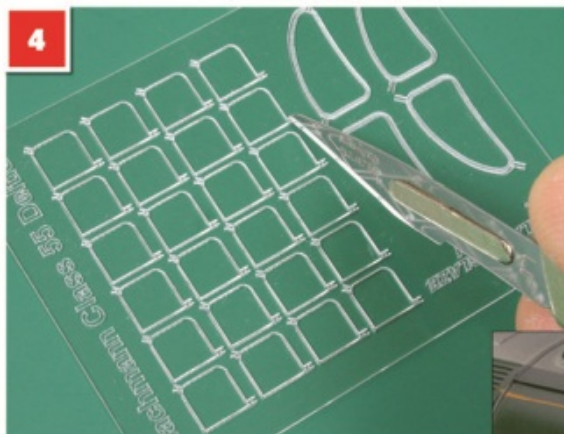
This picture shows the etched stainless steel window frames to be applied to the model after the new glazing is fitted. This test shows how the model can be corrected and enhanced by the simple addition of an etched detail without the need for any repainting.



Laserglaze and etched window frames by Shawplan, the perfect combination. All that is needed is some gloss varnish to secure the glazing in place and matt varnish to attach the window frames. Sharp scissors or Xuron etch shears are required to remove the frames from the fret without distorting them.



All of the windows on my model of Royal Scots Grey were modelled in the open position. With such glazing pieces and the frame, it might be possible to make a working sliding window so the positions can be changed at will. In the case of my model, it was running on a particularly warm summer's day, so ventilation was important! The use of varnish makes the fitting appear seamless, without glue marks affecting the overall finish. Comparison with the unmodified model to the right is favourable, with the Laserglaze products making the model appear much more refined.



Left A self-healing cutting mat provides a suitably yielding surface on which to cut each glazing piece from the fret. There are two small pips in opposite corners which hold the glazing pieces in place - cut by applying the tip of a sharp modelling knife blade to them and gently pressing down. Be ready to catch any glazing that threatens to shoot off across the table! To avoid such occurrence, use a small piece of low tack masking tape to hold the glazing piece as the knife blade tip is applied.

FURTHER DETAILS

Shawplan Models

2 Upper Dunstead Road, Langley Mill,
Nottingham, NG16 4GR
Tel: 01773 718648
www.shawplan.com

Right: Each piece of Laserglaze is fitted to the locomotive, the fixed pane first followed by the sliding one on top. Varnish is applied to the first one and then left to dry before the second piece is added. The varnish is allowed to flow between the glazing and body shell by capillary action and I avoided applying it to the surface of the glazing. Once I was happy with the position of each, the frames were added with matt varnish. The varnish is applied to the frame first, using a size 00 brush before being literally dropped into place. Varnish allows for adjustment and should not cause unsightly marking on the painted surface of the body shell. Each side was done in turn and the body shell left on its side whilst the varnish set.



Gosberton Risegate Crossing Cottages looking towards the level crossing.

That's Life - like!

Part 1: Writer, broadcaster and former presenter of the BBC's *That's Life!* show, **Howard Leader**, gets down to construction work for Spalding MRC's new club layout. *Photos by Paul Bason.*

These initial buildings for the new Spalding Model Railway Club layout, Gosberton Risegate, have come about almost by accident. Like many enthusiasts in our hobby, I am returning to it after too long an absence. My interest was kindled when my father and I built a jolly good train set when I was a lad, but it was duly broken up to make way for a younger brother, at which point I vowed that, one day, I would build a layout of my own in my own house.

Nearly 40 years later, excepting a brief happy foray into the hobby in the nineties when I was presenting *Collectable Models* on QVC, I have finally reached a point when I can devote a

little more time and a small amount of space to my long held ambition. Thus, about two years ago I began using my commuting time on the train to do some serious research. The research led to me knocking up a small 'test' layout in order to find out just how much I didn't know. Such was the yawning chasm in my knowledge that earlier this year I decided that, if I was ever to scratch this itch, I really should join a club where I would at least be in contact with people who did understand all the mysteries of track laying, wiring, joinery and the myriad skills one seems to need.

Having attended the previous year's Spalding model railway exhibition and been suitably impressed, I summoned the courage to go along to a club night and, to my immense relief, met with a friendly welcome and no entrance exam of my 'skills'. A few visits later and I thought I really ought to take something along so they could assess whether I could make any kind of contribution. I had been having a go at a signal box in which I

The real Gosberton Crossing Cottages.
Howard Leader.





A front view showing the unusually large ground floor windows.



It's summer, the grass has just been cut and the washing's out.

This chap doesn't have much time for gardening!



had attempted to install an 'interior', so I took that. I waited until most people were busy with other things before discretely showing it to the chairman. A small crowd gathered, peered, probed me a bit, peered again then dispersed. Had I passed this first test?

Later that evening a meeting was convened to discuss the new club project. I listened attentively as the project manager, Trev, explained the ideas for a depiction of a small country station, Gosberton Rise, just north of Spalding which closed in the mid 1960s but

still has trains passing by today. It was felt that the research process would be useful to the overall local knowledge bank and the station's importance in the 1940s and '50s to local agriculture would, as a summer layout, allow us to run a range of interesting goods trains. It would be built as a circuit on a series of boards with a frontage of some 20'. All this was fascinating. Plans were poured over, wiring discussed, DC or DCC argued over and I was soaking it all up.

Finally, Trev called order and began the

allocation of tasks. Baseboard construction to two old hands, track laying and electronics to others and Howard, could you do the buildings? Erm ... could I? I pointed out that I had never before tried to make a model of a 'real' building, but agreed to have a stab at something of lesser importance and see how it went.

In March I visited the site where, to my relief, all of the main structures still stand, although most in a fairly dilapidated state. A kindly crossing keeper allowed me to take some



I think the fellow on the right is retired and his neighbour works shifts!

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Above: The long nocturnal walk to the privy!

Right: The coal bunker is as I remember ours from childhood.

photographs from the railway's property, enough to get me started on a pair of cottages that stand next to the level crossing. From the pictures, I made some drawings and slowly developed the model. I started by cutting all of the wall shapes from plastic card, covered them with an outer skin of brick embossed card, then cut out the window apertures. Although the windows in the cottages today are of UPVC, I managed to find some similar houses in the area with sash windows of the type I imagine these would have had. Master model maker Geoff Taylor assisted with the supply of some brass etches of the smaller sashes and I hand-made the rest. After adding the roof I enjoyed trying to recreate the chimneys, each of which is slightly different. I tiled the whole roof with hand-cut and painted paper tiles.

Then, I got carried away. "You can't have a pair of cottages without gardens can you?" said my wife. Erm ...no. How on earth do you do miniature gardening? There followed more research, a great deal of trial and some error but, very slowly, a garden began to take shape. The privies were added, along with a garden shed, cold frame (with plants in!) and a shed.

The idea formed in my mind that the chap on the right must be retired and the fellow next door works shifts! Out came the gardening books with photographs of a variety of garden flowers, then I had a good think about how I might recreate them. I remembered that I had read an article in a previous edition of *BRM* about a chap who had made his own buddleia bushes. He was quite right, they take a while to make but I followed his lead and painted a sheet of paper different shades of green on each side, then set to cutting out dozens of individual leaves which I glued to fuse wire



sprayed green. My wife helpfully spotted some floral sprinkle material in a craft shop which came in a number of colours, so this was employed for various flower heads. As Barry Norman always says, using plenty of different textures and colours of material is the secret. I built up a small collection of lichens, ferns, moss and horse hair, along with various shades of scatter and just played around until the plants were something like the real thing. I even managed to make something passably like iris heads by sticking individual pieces of yellow scatter onto one of my fuse wire stems in the approximate shape of the original! A word of warning though, making the garden took a lot longer than building the rest of the model.

For the back garden of the facing cottage, I wanted a few features. I remembered the coal bunker in my childhood garden which I had so many times shovelled coal from early on frosty mornings as a lad, and decided that each cottage should have one of those. These I built from scraps of plastic left over from the main structure. The garden path was another scrap etched with a tile pattern. The empty washing line was a few bits of plastic rod with a hair recovered from my wife's hairbrush stretched between. I got a small amount of ash from our stove to make the bonfire site behind the shed

and popped a squirrel on the privy roof for good measure.

Finally enough was enough, I could see the rest of the layout being finished and me still working on the cottage garden! After nearly two months I took this model along to the club. More peering, more scrutiny and eventually a nod from the chairman who, peering over the rim of his glasses, said 'And what can we expect next?'

It seems that, just as in show business, you're only as good as your last job! **BRM**

MODEL RAILWAYS LIVE

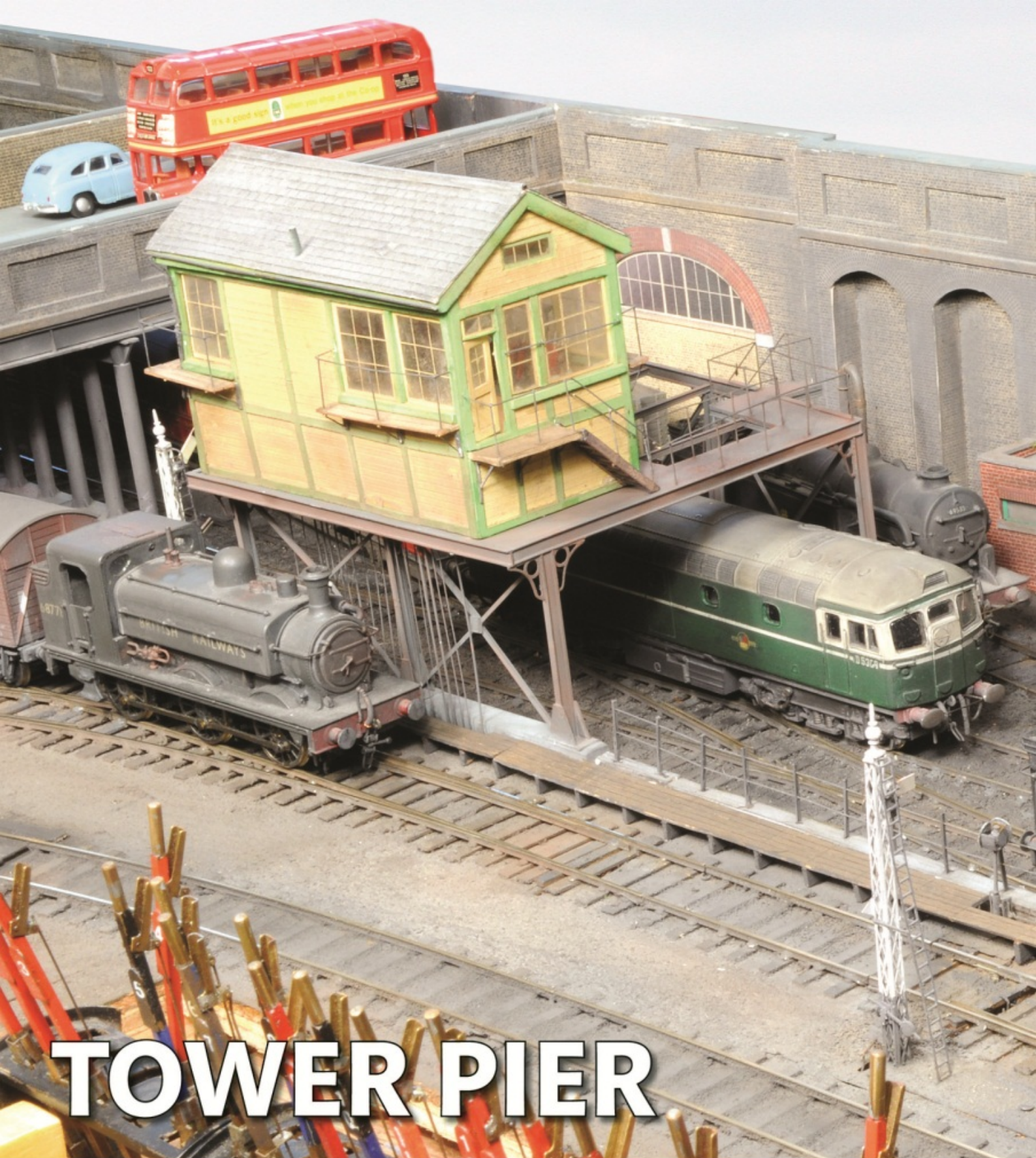
Check out our MRL Model Railways Answers section for more tips on weathering buildings

www.model-railways-live.co.uk/features



FURTHER DETAILS

Spalding Model Railway club welcomes new members (of any skill level!), check out the Spalding Model Railway club website: www.spaldingmodelrailwayclub.org.uk for more details.



TOWER PIER

Geoff Ashdown describes his EM gauge layout based on the Metropolitan 'Widened Lines'.

Photography by Paul Bason.

Should you find yourself gliding along in a Thameslink train between St. Pancras International and Blackfriars, perhaps on the way to a 'jolly' at Brighton, you will be travelling part-way along a section of track once called the 'Metropolitan Widened Lines'. Built beneath the streets in 'cut and cover' tunnels or in deep cuttings lined with brick arched retaining walls, in steam days it was a dark, smoke-filled, mysterious stretch of railway with steep grades that demanded the highest standard of enginemanship.

In the 1860s the Metropolitan Railway built connections with the Midland and the Great Northern Railways at Kings Cross/St. Pancras and with the London Chatham & Dover via a triangular junction at Farringdon. The huge traffic, both passenger and goods, thus generated required the lines be doubled (hence Metropolitan Widened Lines) from Kings Cross to Moorgate. The Great Northern, Midland, Great Western and Metropolitan all built Goods Depots along the route adding to the congestion. Although the Metropolitan was



An overall view of the approach to Tower Pier. The BRCW Type 2 shows the shape of things to come.

later electrified, the Widened lines remained steam hauled until the diesels took over in the late 1950s. Because of the tunnels, all engines had to have condensing gear fitted – instead of using the chimney, steam was exhausted through pipes back to the tanks to condense into water. This affected the steaming, caused problems with the injectors, and was never fully effective – the tunnels remained filthy sulphurous places to the end, diesel fumes being even more obnoxious than steam!

'Tower Pier' is the terminus of my fictional

'Widened Lines Extension Railway' supposedly built by a Great Northern/Great Western consortium in 1879, running from Moorgate through Liverpool Street and Aldgate to a cramped site between Minories and Vine Street and facing onto Tower Hill. A goods spur from Minories Junction ran alongside the passenger lines to the station and then turned under Tower Bridge Approach and East Smithfield to St. Katherine Docks. Because of the very restricted dock siding space, an additional yard was later squeezed in next to the station for



BR Rule Book 1950: 'Each train when on any running line must always have a tail lamp... attached to the last vehicle, and this lamp will furnish evidence to the signalman and others that the train is complete'.

making up departing goods traffic with its own very restricted access to the dock sidings. All this, of course, requires a major revision of the history of the Circle Line and all is explained in the Historical Model Railway Society Journal Vol. 20 No.9. What, never heard of the HMRS? You don't know what you are missing!

Although Tower Pier is fictional, all the routes it serves at one time existed and all trains run to a timetable to actual places. BR Eastern Region runs trains from Hartford East, Hatfield North and intermediate terminating stations hauled by N2s with either 'Quad-arts' or the new Mk.1 compartment sets and the Southern runs an EPB two-car shuttle service to and from Streatham Hill. Midland Region trains continued to terminate at Moorgate after the line was built. Goods traffic to the docks is brought in from Ferme Park by J52s or J50s (which is a bit naughty, because the latter are not condensing) and from Acton Yard by condensing 97XX panniers. The year the layout operates in is 1955.

The layout itself can best be described as a 'layout in a coffin' with 5" (scale 30") retaining walls all round. It is 10' (ok, 3m) long and 20" (um...50.8cm) wide divided into three equal boxes, one of which is the fiddle yard. Built entirely of ply, the rear and end retaining walls form part of the structure and there is cross and diagonal bracing under the trackbed to give triangular bracing with its resistance to twisting. Each box has a carrying handle built in at the rear and a top cover which can be bolted on. The whole layout is thus contained in three suitcase size boxes, each of which can easily be carried by one person. It is supported on four trestles with shelves and diagonal bracing to give rigidity and erected with bolts and wing nuts so that the whole caboose is completely portable. This was an important part of the design when the baseboards were built in the year 2000, as I reckoned I had at least one more move before I retired – as it happened I had two! The 20' length was totally arbitrary as I reasoned it would surely fit into any garage or spare bedroom – and it has!

Each baseboard and trestle has adjustable



An SR EPB unit clatters over the points en route to Sydenham Hill via Smithfield Junction, Holborn Viaduct (Low level), Blackfriars and over the Thames to the Elephant & Castle.

feet so that the trackwork can be carefully lined up before the boards are bolted together through the end framing with long bolts and wing nuts. I did consider using pattern maker's dowels for quick baseboard alignment but decided against them. I am dubious about using precision fixings with wooden baseboards which expand and contract. Much better, I think, to allow for adjustment until it all lines up nicely and then nip 'em up tight with a bolt in a floppy 'ole. It was for the same reason I decided against having each baseboard on its own legs –

fine in its way but it's far easier to place the boards on a pre erected support frame and then align them. Once the layout is erected and something goes wrong with the wiring – and it will – it's simple to undo the connecting bolts and tip the offending baseboard on its side to work on in situ at a convenient height. Much better than trying to solder upside down!

The Layout is to EM gauge standards. Partly because that was the fine scale standard when I were a lad but mainly because I don't like the look of Peco track. I know the majority of 4mm

scale modellers use it, and are completely satisfied, and I know the OO/Peco combination offers very many advantages (tighter radius curves to allow a working layout to be squeezed into a room, ease of use, speed of laying, compatibility, etc., etc.), but it just doesn't look like steam era bullhead track! I think it's the size and spacing of the sleepers even more than the rail. It's not right, so it was EM for me. Why not P4? Well, you have to compromise somewhere, and for me it was time. EM gauge uses 'modelling' standards which are near to scale but sufficiently tolerant to allow the simple quick conversion of propriety locomotives using Romford wheels. I knew the speed at which I worked and the time I then had available and P4 would have taken me too long to get what I wanted – so pragmatism ruled ... OK?

The trouble with discussing model railway standards in print is that people so often seem to take it so seriously and write angry letters to the magazines (or are the letters written by bored editors on a wet afternoon just to stir things up a bit?). This is in complete contrast to the many totally amiable, interested (and interesting) people who come and chat and ask questions when I am helping man the EM gauge demonstration stand at exhibitions. What is there to get agitated about, for goodness sake?

The track is 'ply and rivets' also known to older readers as the 'Joe Brook Smith system'. Basically it consists of tiny brass rivets inserted into equally tiny holes in the plywood sleeper, swaged over and then the rail is soldered to the rivets. It is now totally outclassed by sophisticated systems of plastic chairs glued to



A WR 97XX condensing pannier brings its train onto the singled goods line en route to the docks. The effect of steam goods trains trundling through the Metropolitan and Circle line stations from Paddington can be imagined – they were banned during rush hours!



The J50 brings its train onto the single goods line while a passenger train of BR Mk.1 stock arrives.

plastic or ply sleepers, but I like my prehistoric ways and enjoy making track this way. I have a sneaking suspicion that it is a lot stronger than glued track systems but wiser people than me affirm that glue is fine. The advantage of hand-made track, of course, is that the pointwork is made to fit the site, so no struggling with standard points with their fixed geometry and grossly over-scale centres for double track (yes, I know, it's to stop rolling stock hitting on the curves). The station throat at Tower Pier is quite complex, some points are subtly curved and there is a single slip and a pair of interlaced points. The EM Gauge Society has a comprehensive manual and supplies all the gauges and materials required. Happiness is turning on the controller and watching a train run smoothly over pointwork you have made yourself!

Right from the start, Tower Pier was designed to be operated as a steam age railway. When I go to exhibitions I try and sneak a look behind the layouts and am intrigued to find quite small layouts operated by a 'control panel', sometimes with an electric pencil to change the points and switches on the track diagram to set the route and even more switches for the uncouplers. That's fine, but is not for me. I wanted to have the operating ambience of a steam age railway without having to 'think electric'. The passenger and goods lines are entirely separate and virtually form two separate layouts each with their own (KPC) controller. All the track is designed to be electrically live at all times so a locomotive can go anywhere without the need to set an electrical route. Every section of track is wired to the controller so there is no nonsense of an engine at one end of the layout refusing to move because a point at the other end is set 'wrongly'. The strict rule is that wherever a locomotive is brought to a stand the driver puts the handbrake on. This is, of course, an isolating switch but always referred to (and thought of) as a handbrake. There are 19 'handbrakes' so a standing locomotive does not



A 97XX is reversing its train back onto the down goods to enter the yard. When there is space in the docks it will reverse the movement and take its train down.

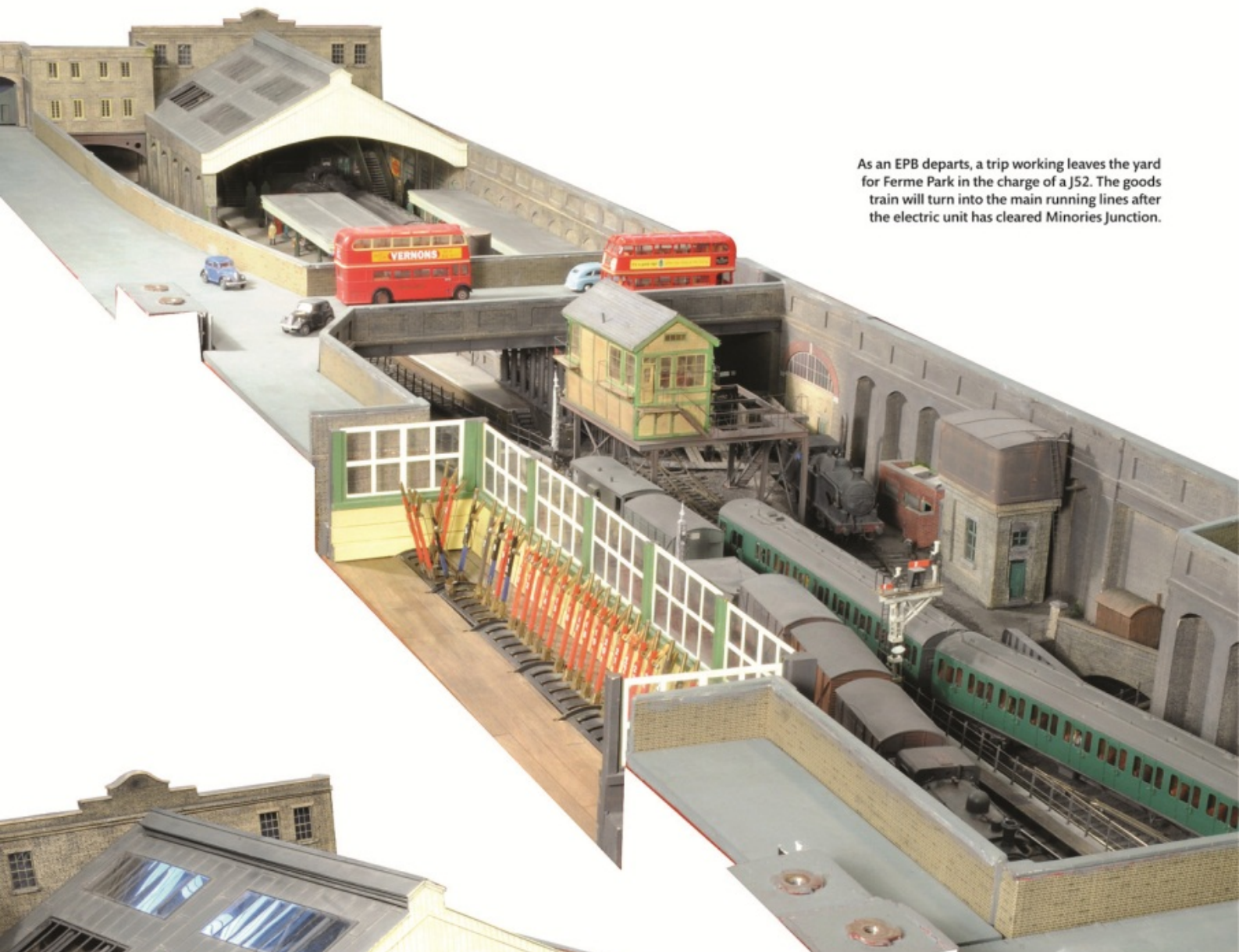
stop any other legitimate movement.

The points and signals are manually operated from a 30 lever frame made up of 'Brassmasters' excellent kits and are activated using the 'wire in tube' system, mostly copper tube by 'GEM' but I also used a plastic tube system rejoicing in the name of 'Slippery Sid'. The wire and tubes run on the surface, part buried in the cork track base and ballast, connected direct to the point tie bars and operating the signals by pushing against a paddle on the balance weight crank. The signal returns to danger by gravity. All very simple and crude - but my signals work! Have a close look at the photos and all is revealed.

The layout is fully signalled using components and kits from MSE and Alan Gibson and everything, including ground signals and banner repeaters, works. I know a lot of

modellers don't bother with signals, but to me they are the essence of a railway, how do you run prototypically without them? The same goes for the bells and block instruments, all part and parcel of running a traditional steam railway. Without them you are operating a model railway, with them you are running a model of a railway, and I find it immensely satisfying so to do.

The block instruments are made of stripwood from Homebase, some clear plastic sheet and a touch of wood dye. They look far better than they are and people are impressed, but they really are simplicity itself (they had to be, I made them, didn't I?). The pegger handles are made of bits of brass and wood dowel and the bell pushes are the levers of the micro switches with the head of one of those fancy pins used



As an EPB departs, a trip working leaves the yard for Ferme Park in the charge of a J52. The goods train will turn into the main running lines after the electric unit has cleared Minories Junction.



All the platforms are full as a N1 backs onto a parcel train in platform 2.



- Drewry 204 bhp shunter: Bachmann, modified to the early version with small windows to the cab. Very easy conversion to EM – just pull the wheels out to gauge! This one is just early enough to use in the steam period and one was allocated to Kings Cross – but I got the number wrong – one digit out!
- BR 0-6-0 Diesel shunter: Bachmann: A lovely runner, but after conversion has a tendency to tie its connecting rods into knots. It and me have had a few chats about this but I recently saw someone else's do exactly the same thing, which made me feel better. Used for trip working from Ferme Park.
In addition to the above 'Steam Era' roster I have a few extra diesels to allow me to move into the 'Transition Period', although I don't really approve:
- BRCW Type 2 Bo-Bo: Modified Lima and a real growler! The bogies are wrong – but I tell myself it's only a diesel!
- Cravens DMU: Bachmann and a very easy conversion. I didn't like them when they came in, but I like the model!
- North British Type 2 Bo-Bo: Hornby. The modifications are almost finished but it is so ugly I have lost interest!

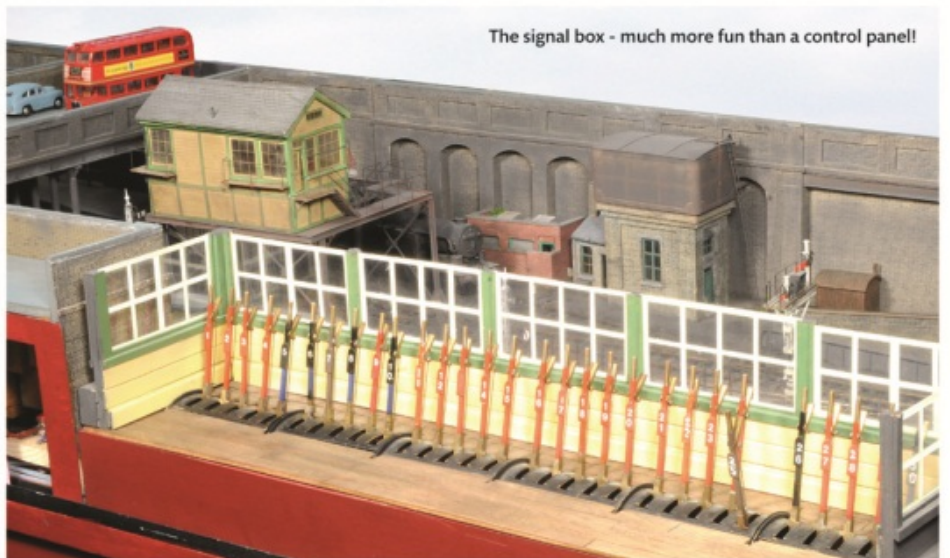
The coaching stock comprises a lovely 'Quad-art' set (I rode in them regularly) from Ian Kirk kits and a BR Mk.1 suburban set from Bachmann. These are the correct 57' length as used on the Widened Lines with the ventilators spaced to clear the restricted loading gauge. They have been flush glazed (Finecast) and the prominent roof beading removed. The 'Quad-art' train should consist of two sets and the Mk.1s should be five coaches, not three.

Parcels and goods stock are a mixture of proprietary and the excellent Parkside Dundas kits. One vehicle of note is the GW 'Acton' brake van used on the widened lines because of the space restrictions at Smithfield Goods. A Connoisseurs Models kit, it went together beautifully and if ever a brake van could be said to be 'cute' this one is – it gives me continued pleasure.

And so that's my little bit of the Widened Lines. It's been exhibited twice, at the East London Finescale show in 2010 and I was flabbergasted and honoured to be invited to expoEM this year. I have declined invitations to



The instrument shelf, track diagram, clock and timetable. There are two sets of instruments for the passenger and goods lines, the tunnel through to St. Katherine Docks is controlled by the plungers on the far left. The bells are dolls house bells and buzzed rather than 'tinged'. I replaced them with house bells fixed behind the board but couldn't get them to sound differently to recognise which were ringing. In the end I settled for one bell with a light which is flashed to tell the signalman which line is being referred to.



The signal box - much more fun than a control panel!



An N2 leaves platform 1 for New Barnet while the N1 stands in the spur.

'general public' shows because it really isn't very suitable for exhibitions. It's in a box so children and anyone in a wheelchair can't see it, (put it behind a barrier and no-one would!) there are at least two operators standing in front and it is not possible 'to have something moving all the time' which many feel is the mark of a good exhibition layout. Finescale shows, however, operate under a different ethos (not better – just different) and so it will be shown at the Watford Finescale show on April 18/19, 2012 and returns to the East London Finescale Exhibition in November 2012. All operators are housetrained and don't bite so if you are at the shows come and say hello.

If you do come and have a look, try and be kind and not to show your disappointment that the layout is not as good as it appears in the photographs taken by Paul Basson in less than perfect conditions and not really enough time at expoEM. Thanks Paul – a diamond geezer if ever there was one! **BRM**

Readers' Layouts

Share your layout or latest modelling project with other *BRM* readers - we pay £25.00 for each project published! Please ensure that you include your name and address on all emails, letters, disks and prints. Write to Richard Wilson, *British Railway Modelling*, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH or email: richardw@warnersgroup.co.uk



Magdalen

This all started at the tender age of 66, after my grandsons saw a model railway and found out that I had built one years ago when my son was small, and I still had the trains.

The layout, which is housed in my shed, is 6' x 2' and N gauge with a double continuous track, a loop in the station, two sidings and another line heading to the loco sheds. This allows me to have four complete trains running at any one time, with additional locos in the sheds. It's controlled by two old H&M 'Flyer' controllers and all switching and isolation is via the pointwork.

It is not any particular period, all the buildings are just old ones I had, and all the locos are proprietary brands. My grandsons were quite impressed when they saw it finished and still come round to see it, but usually clear off back to their Nintendos, etc. after a while! Anyway, I'm glad they gave me the reason to do it.

Dave Orriss, Orpington, Kent

Crane Conversion

This is a recent project which involved the conversion of a Tri-ang rail-mounted crane into a small works yard steam crane.

The two chassis jib supports have to be removed and the centre well of the chassis filled in with 'Plastruct' angle girders and channels, and a thick piece of plastic card placed on top to cover the full top surface. It is best to double up the thickness of the card in the centre underneath as it then requires a hole to be drilled and tapped in the centre for the pivot bolt to be positioned.

The jib operating chain and winding drum were cut away from the top of the main structure and replaced with two wire supports to hold the jib at a fixed angle.

The rounded sides of the floor (right and left) were cut down to just under the width of the truck. This allows for two long Plastruct

channels to be glued under these platforms to form the lower body frame. The lower rear main frame was covered over on the top with thin card where the boiler will fit. The lower structure was then built up with plastic angle to form the upper body frame, this is then covered with Slater's corrugated 'Plastikard'. A small plastic water tube forms the boiler with a chimney placed on top (I used a chimney taken from an Airfix 'Pug' kit).

D Penney, Chesterfield, Derby

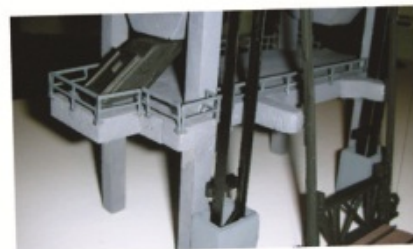
Tower of Strength

Some months ago I thought I'd like something a bit different on my layout, so I had a go at a scratch-built ash plant, using pictures downloaded from me by my friend. I was pleased with the results and thought I'd better have a coaling tower as well.

So, inspired by Tony Wright's stunning pictures of the one at King's Cross on the Gresley Beat layout, I've tried to make a single track version, but then I thought I'd go for the big one!

Recently we've had card kits and ready-made models from the major manufacturers, but no articles on scratch-buildings these structures despite lots of interest. The photo shows there is another option - they're made from balsa wood and plastic and are quite strong but extremely lightweight.

Denis M Sewter, Hull, E Yorks



British Railways Freight Stock

Getting the Balance Right, Part 1, by **David Larkin**. *Photos as credited.*



This non-ventilated, unfitted ex-Midland Railway van is typical of some of the elderly stock operated by BR in the first six years. It has been given a coat of BR Grey paint but this has become weathered by the time it was photographed at Kettering on September 16, 1952. A E West, courtesy Wessex collection

In the 30 years that have passed since I started writing articles and books about wagons, an impressive number of accurate kits and RTR models have been produced, particularly in the last ten years. I have concentrated in recent times in producing detailed books denoting types of wagons produced during specific periods and they have been covering the post-1948 era. I would like to think I have contributed in some way to the general raising of standards of wagon models, both at the individual modeller's level and that of the manufacturer as well.

There is one aspect, though, that I do feel needs examination. This is the correct mixture of the various designs and categories. With the editor's permission, I will tackle this aspect in an ongoing series of illustrated articles.

Firstly, a study will be made of specific eras and these will be as follows:

- 1a: Post-Nationalisation (1948-1955) – stock acquired from the 'Big Four' railway companies and the Ministry of Transport
- 1b: Post-Nationalisation (1948-1955) – stock acquired from the Privately Owned companies and the Non Pool wagon fleet up to the early 1960s
- 2: British Railways Standard wagon designs (1956-1967) – stock constructed to traditional designs for BR
- 3: British Rail era designs (post 1967) - unfitted and vacuum-braked wagons
- 3b: British Rail era designs (post 1967) air-braked wagons up to the 1994 Privatisation era
- 3c: British Rail era designs (post 1967 air-

braked privately owned wagons up to the 1994 privatisation era]

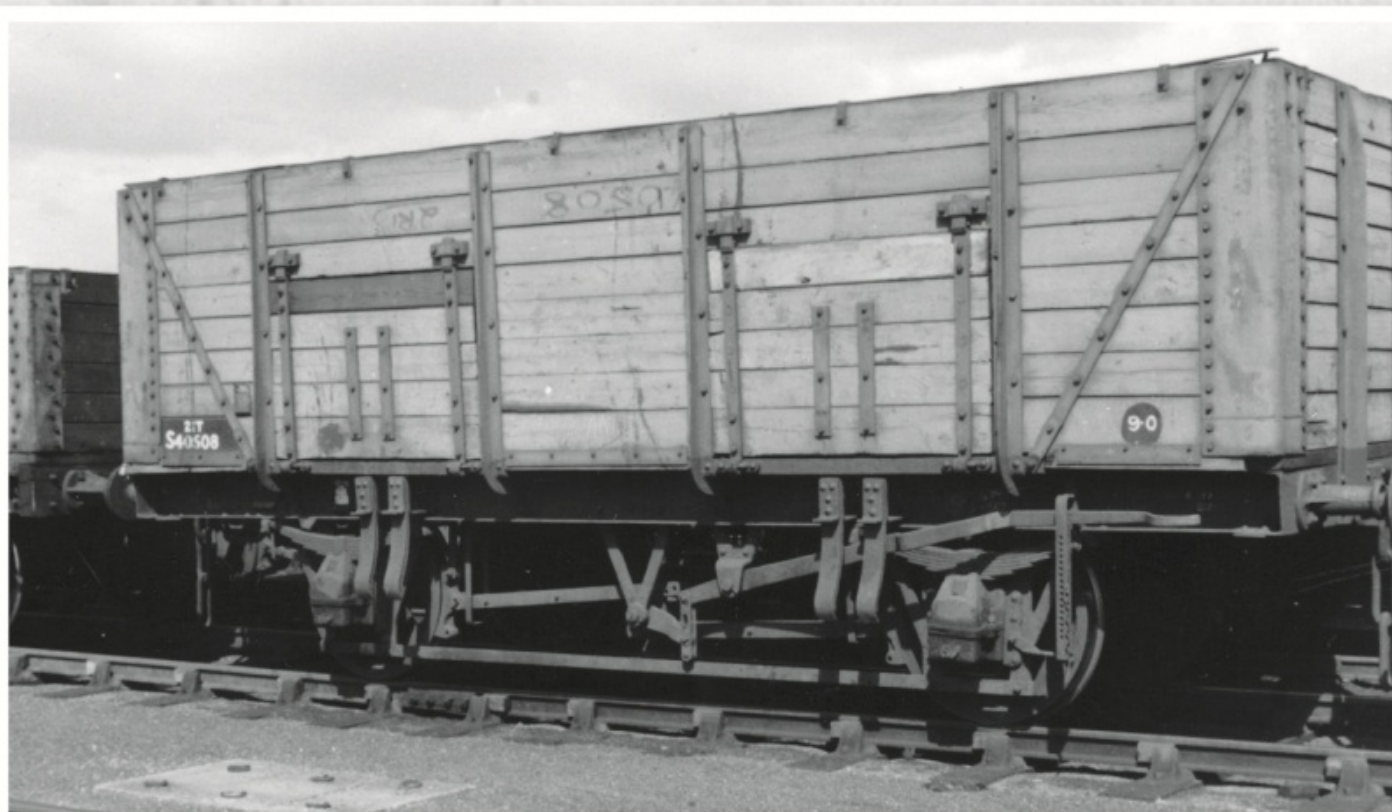
Subsequent articles will focus on specific loads, for example coke, livestock and motor vehicles, and will examine in depth exactly what stock was used.

1a: Post-Nationalisation (1948-1955)

Stock acquired from the Big Four railway companies and the Ministry of Transport.

British Railways came into being on January 1, 1948, a politically motivated entity deriving from the Labour Party then in power and pushed for by the trade unions. It was part of a grand plan to 'nationalise' all forms of public transport.

In the case of British Railways, this was to be achieved by absorbing the assets of the Big Four



The Southern Railway were not noted for large mineral wagons but this Dia. 1386 21T mineral wagon shows that they did have some. There were collieries in Kent but these wagons probably carried locomotive coal into SR territory originally. Taken at Swindon, early 1950s. Roye England, courtesy Pendon Museum collection

Railway companies, which including four varied wagon fleets. A fifth wagon fleet, which consisted of coal wagons built for the Ministry of Transport from World War II onwards, also came under BR control at this time. There was a sixth fleet, that of the non-railway owned stock known as 'Private Owner' but this is a complicated chapter and will be dealt with separately.

The biggest wagon fleet acquired was that of the London, Midland & Scottish Railway. This had been created from the former Caledonian, Lancashire & Yorkshire, London & North Western and Midland Railways, amongst others, and all those named had large industrial traffics to convey. The fleet had been added to by large numbers of wagons built to LMS designs but

still included a large number of pre-1923 wagons. Acquired vehicles retained their original numbers and were given the prefix M.

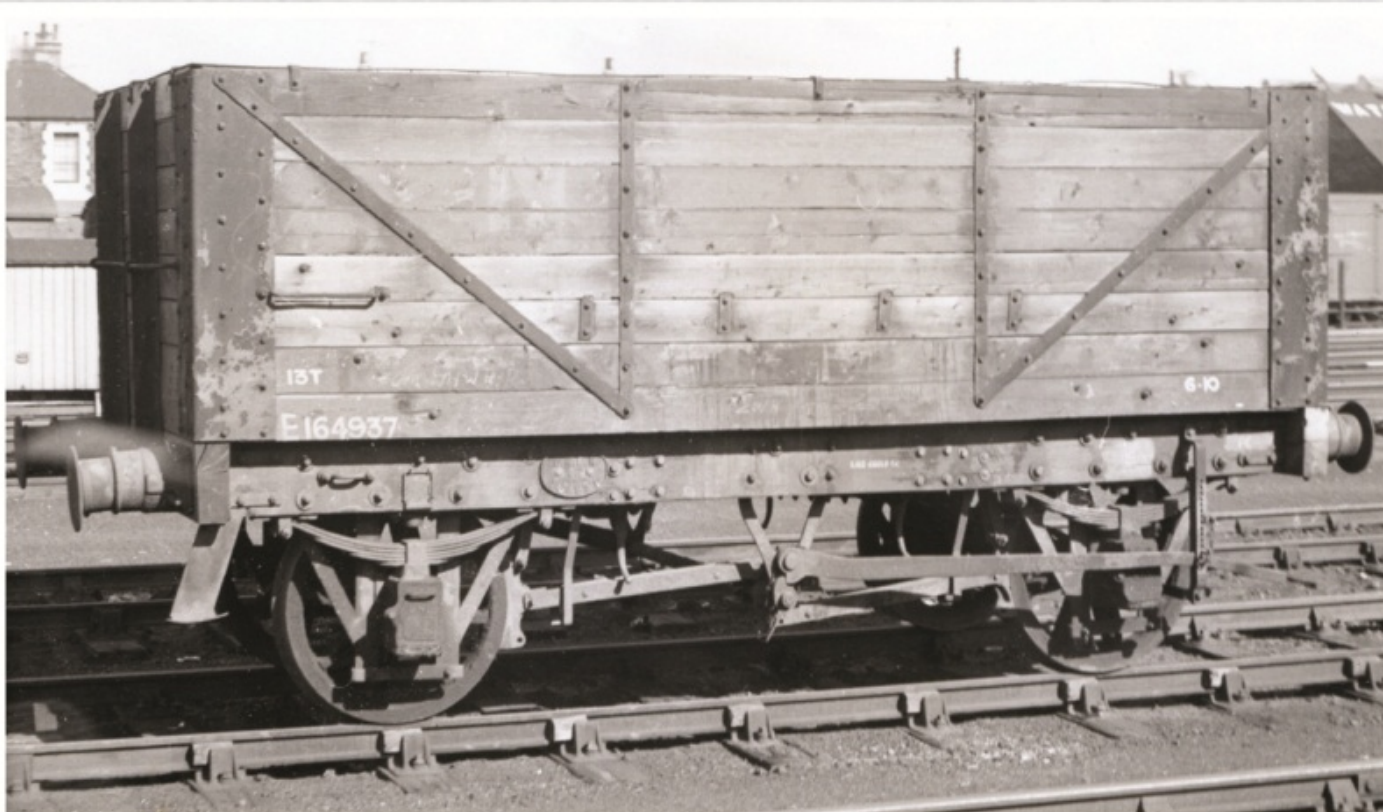
The second largest fleet was that of the London & North Eastern Railway. This also included former companies with large industrial traffic, such as the Great Central, Great Northern, North British and North Eastern



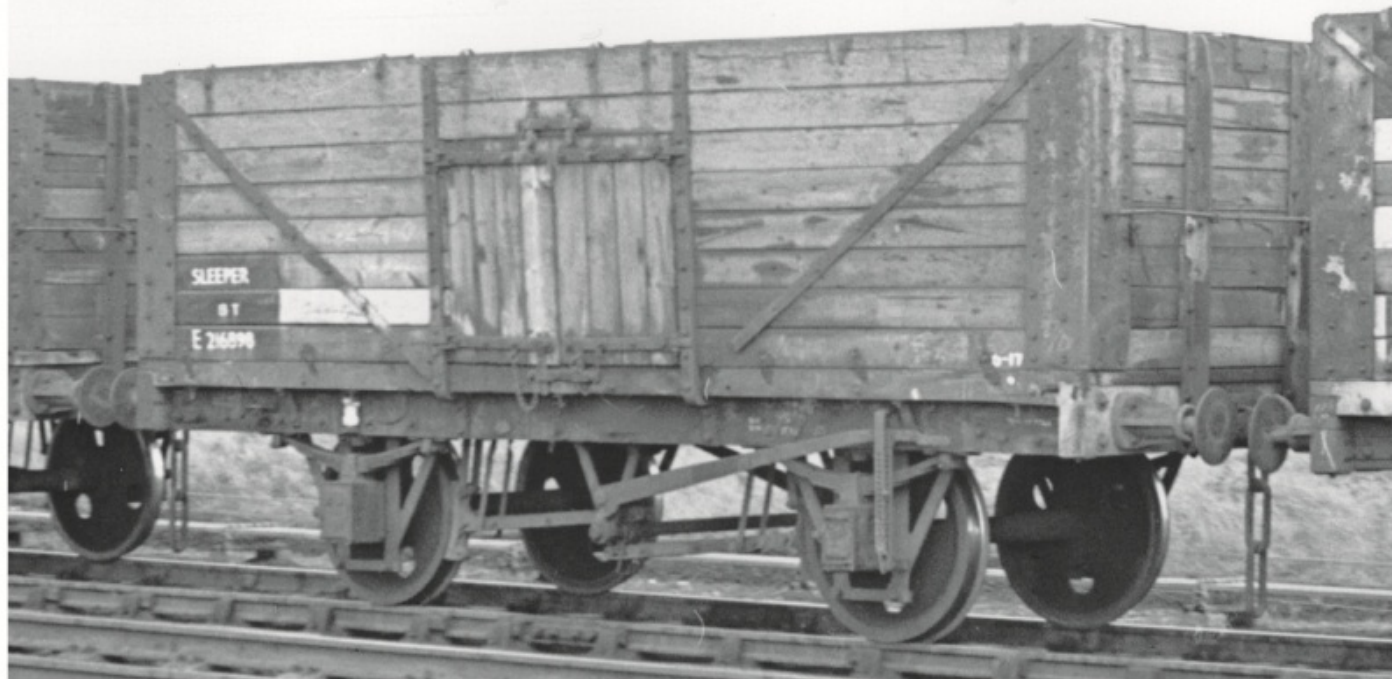
The Great Western Railway had the largest number of locomotive coal wagons and Diagram N'20 is one of the smaller designs. It would have been seen at any former GWR loco shed. Taken at Swindon, early 1950s. Roye England, courtesy Pendon Museum collection



This 16T mineral is one of the former Ministry of Transport wagons and was issued with BR Diagram 1/102, as it does not have the side flap doors. Photographed at Hoo Junction yard in March 1969, the sides have been given new plates, where the fresh paint is, but is otherwise in original condition. *Author, WT294/DL*



As mentioned in the text, the LNER built many coal hopper wagons, to be unloaded at the numerous staithes in former NER territory, and also used wooden solebars far longer than anyone else. Both features are seen here. *D P Rowland, courtesy S4 Society*



BR inherited some unique designs. Although resembling a mineral wagon, the vehicles seen here were designed to carry timber and were coded SLEEPER. BR did not build any further examples, but this view, taken in the early 1960s at Millerhill Yard, shows that they lasted a long time. *D P Rowland, courtesy S4 Society*

Railways. This fleet brought in many pre-1923 wagons and LNER designed wagons. The designs were a bit quirky, there being much use of wooden chassis, long after the other companies had dropped this feature. Hopper wagons were also much more common. Acquired vehicles retained their original numbers and were given the prefix E.

The Great Western Railway fleet came next

and this was the most standardised, having had the continuous identity at the 1923 Grouping. There was some industry in the West Midlands served by the GWR but, in general, this wagon fleet was for general merchandise. Acquired vehicles retained their original numbers and were given the prefix W.

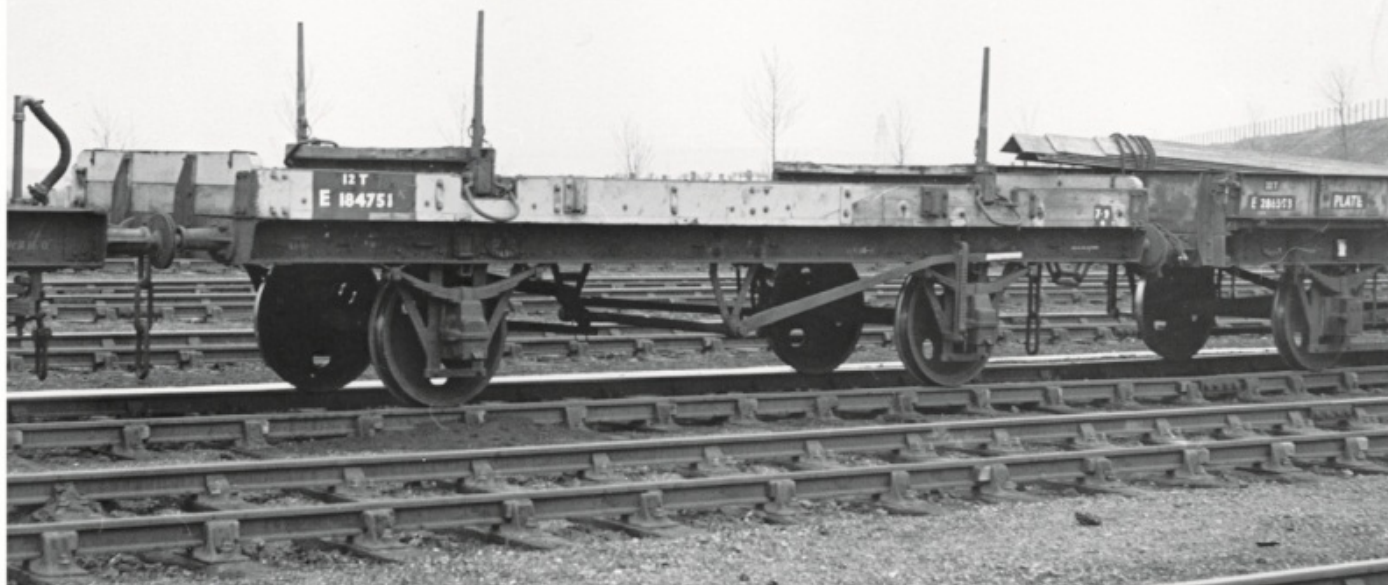
The Southern Railway had the smallest of all but there were significant numbers of pre-1923

wagons. Once again, the traffic was general merchandise rather than industrial. Acquired vehicles retained their original numbers and were given the prefix S.

The final fleet to be dealt with in this chapter is the Ministry of Transport. This group of wagons, all 16T all-steel mineral designs, has its origins in World War II when the Ministry of War Transport ordered stock to be used in the



Another unique LNER design inherited by BR is this 22T vacuum-braked tube wagon. The last of a number of LNER designs built to carry this traffic, it was actually built after January 1, 1948. Such wagons lasted well into the 1970s, this example being seen at Millerhill Yard in the early 1960s. *D P Rowland, courtesy S4 Society*



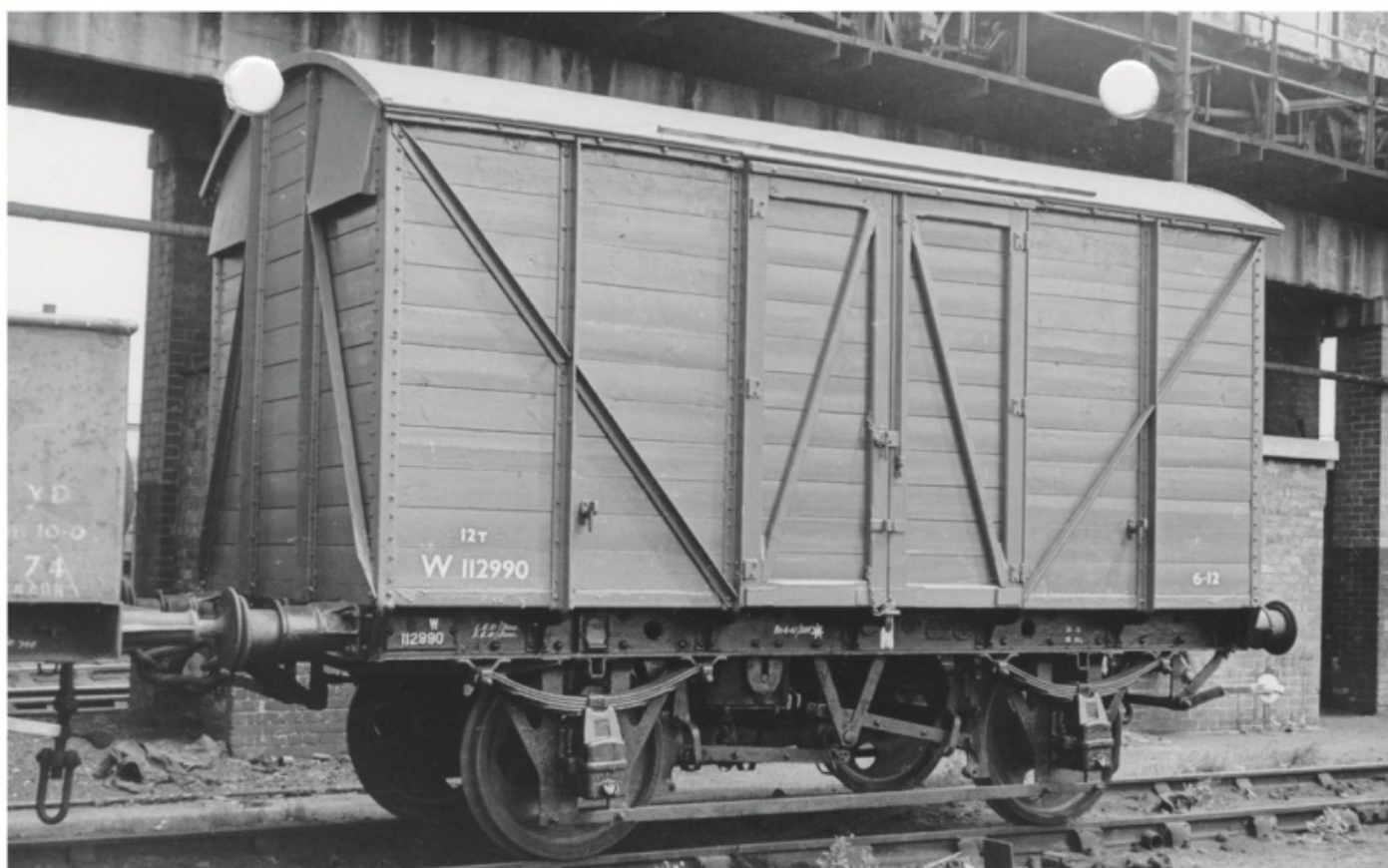
Double bolster wagons, such as this early LNER example seen at Millerhill Yard in the late 1950s, were a standard in the inter-war period. Bogie wagons had begun to replace them and, although BR did build a small number, survivors were converted or used as runner wagons, as seen here. *D P Rowland, courtesy S4 Society*

UK initially and then transferred to Europe after D-Day. This did happen to most of the wagons ordered but some remained in Britain. In 1945, the government placed orders with factories that had been producing guns and ammunition and further 16T mineral wagons passed into Ministry of Transport ownership. With the

setting up of British Railways in 1948, all existing wagons, and those still being constructed, were handed over. Acquired vehicles retained their original numbers and were given the prefix B. This is why the lowest range of BR-built wagons are 16T minerals; they followed on from the ex-MoWT/MoT stock. The wagons that were sent

abroad returned to the UK in 1951; they could have been incorporated in the original batches but were in fact given new numbers in the B199XXX range.

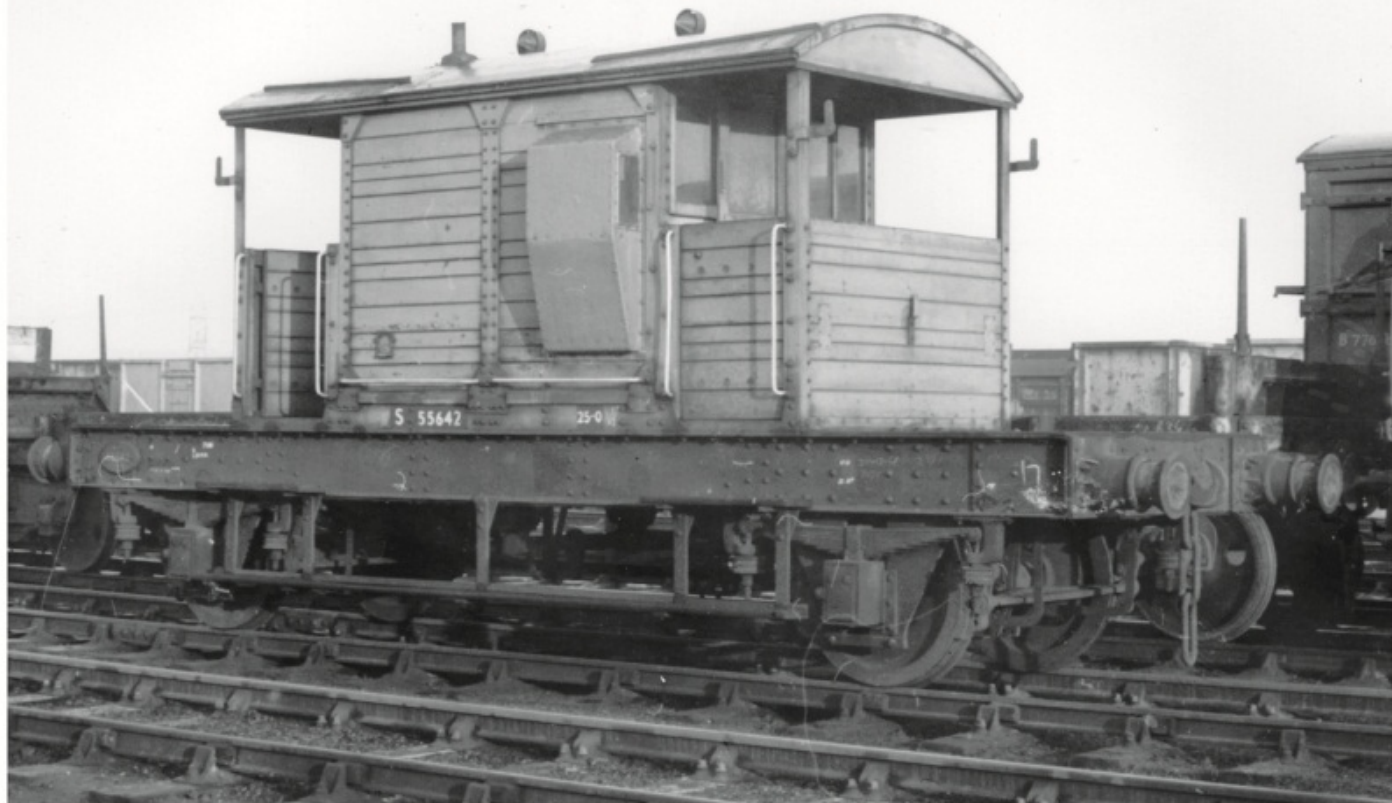
In the next article in this series, we will examine the fate of the former Private Owner wagons. **BRM**



Vacuum-braked ventilated vans were required in vast numbers and the GWR example is seen in well-maintained condition. It was, however, not considered front-line because of the 9' 0" wheelbase. Because of this, it could not run at passenger-train speeds and would be phased out by the late 1960s. *R H G Simpson*



This SR-built van is 10' 0" wheelbase and bears the required XP code. Any banana vans with this wheelbase, such as the two SR designs, survived a lot longer in traffic than their contemporaries, which had the shorter wheelbase. Seen in 1964, they only passed out of service due to loss of traffic and were even retained in another role well into the 1970s. R J Essery, courtesy Roger Carpenter



Some designs lasted for operating reasons. The SR was afflicted by narrow tunnels between Tonbridge and Hastings and therefore the 25T 'Pillbox' design lasted a lot longer than might have been expected. D P Rowland, courtesy S4 Society



A Pannier Tank for Cornwallis Yard

Karl Crowther constructs an 850 Class locomotive. *Photography by the author.*

Readers may be familiar with the late Bob Haskins' EM gauge layout, Cornwallis Yard, which was described in the June and July 2007 issues of *BRM*. Bob's existing collection of locomotives numbered just about enough to satisfy motive power requirements for the layout. However, one of several unbuilt kits he had in stock was Alan Gibson's version of the 850 Class 0-6-0 pannier tank and it seemed sensible to construct a few additional locos in case of potential failures in service. In addition, while being heavily involved in final detailing of the layout, I felt that making a loco to run on it would give me a closer affinity with the model - something I could see as a tangible, stand-alone contribution.

I must confess at this point to being no expert on the Great Western Railway, and in regards to prototype information, I am extremely grateful for the assistance and advice of Martin Goodall. However, despite



A close-up view of the completed model (injector pipework now the correct colour but still needs weathering!).

this input, any errors in the resulting model are entirely down to the builder! Through these exchanges I remembered I had previously read Guy Williams' account of building an 850 Class pannier tank in his book *The 4mm Engine, A Scratchbuilder's Guide* (published by Wild Swan), which provided an excellent insight into aspects of building this type of loco. As originally constructed, they had open cabs and saddle tanks, with some also being provided with LNWR/Crewe pattern 'H'-spoke wheels. Subsequently they received a range of modifications that included Belpaire fireboxes and pannier tanks, although not all locos were so-modified. Another common modification appears to have been the provision of enclosed cabs and in some cases, an enlarged bunker.

I managed to track down a photograph of a suitable locomotive, this being No.1930 seen at Plymouth Friary Junction in 1925. Although a little early for our period (1936-37), it had already been rebuilt with pannier tanks by this time. In addition, it retained the original open cab and 'H'-spoke wheels and had an enlarged-style bunker (I believe I am correct in saying that wheels were never changed). A set of cab-side plates was duly ordered from 247 Developments, which arrived back by return of post, as they were already in stock. I also ordered a set of 'H'-spoke wheels from Alan Gibson; the kit being supplied with plain spoke pattern.

As the loco sports an open cab, I was keen to ensure that the motor and gearbox would not encroach into this area. An ideal combination seemed to be a High Level 'LoadHauler Compact' and gearbox with a D2 'DriveStretcher' final drive carriage. I opted for the 108:1 gear ratio which would suit the loco's intended slow-speed shunting role, whilst High Level's Chris Gibbon suggested using a Mashima 1024 round can motor. At the same time I also purchased some of Chris's standard hornblocks so I could compensate the chassis.

Alan's kit for the 850 class is, I believe, a reincarnation of the old Model & Leisure product. It retains elements of the original whitemetal kit, such as the pannier tank/boiler/firebox/smokebox assembly and bunker, whilst features such as the footplate, cab front section



The loco now looks better with its rods weathered, though the eagle-eyed may spot that the injector pipework has been painted black in error, since corrected (see photo at bottom of previous page).

and roof (Photo 1) have been upgraded with etched-brass components – an approach that exploits the best characteristics of the two materials. In addition, there is a separate nickel-silver etch for the chassis and coupling rods. In fact, all that is needed to complete the kit as originally supplied, is a motor. Assembly is guided through an exploded drawing that seems to have been originally provided for the full white metal kit. However, the part numbers in the instructions, and shown on the drawing all seem to tie up correctly with the etched components. I first read through all the instructions, as recommended, and then proceeded to make up the basic footplate unit.

The footplate top is represented by a 5thou., half-etched overlay, including rivet detail, fitted over the main valance assembly. Once removed from the fret, I found this rather prone to distortion in handling until it had been sweated into place. Bending up the main splashers was also quite a tricky operation, as was shaping and soldering into place the splashers tops. The latter were formed to shape around a suitable object of slightly smaller

than the required diameter and then tack-soldered over the splashers sides at their ends, holding the middle portion in position using a blob of 'Blu-Tak'. It may seem an odd substance to use as an aid to soldering, but I find it a great help and use it for this purpose quite often. The tiny coupling rod splashers were even more of a challenge!

I next turned to the chassis which I chose to assemble using beam compensation on the leading pair of axles, essentially following what could be described as 'conventional practice'. Firstly, one needs to provide a pivot hole for the compensating beam, exactly mid-way between the two leading axles, somewhere near the top of the frames (some kits have this already provided). As I tend to use 0.9mm brass rod for the beam, which can be bent slightly to adjust the final ride height, the exact height of the pivot is not that critical, so long as it sits above the axle centre-line by a distance, say, of around 4mm. To drill this hole accurately through both frames it is best to tack-solder them together first. I also drilled out the half-etched brake rodding holes to the required size at this time, after which the frames were then unsoldered, cleaned up, and the part-etched cut-outs around the two leading axle positions removed using a piercing saw.

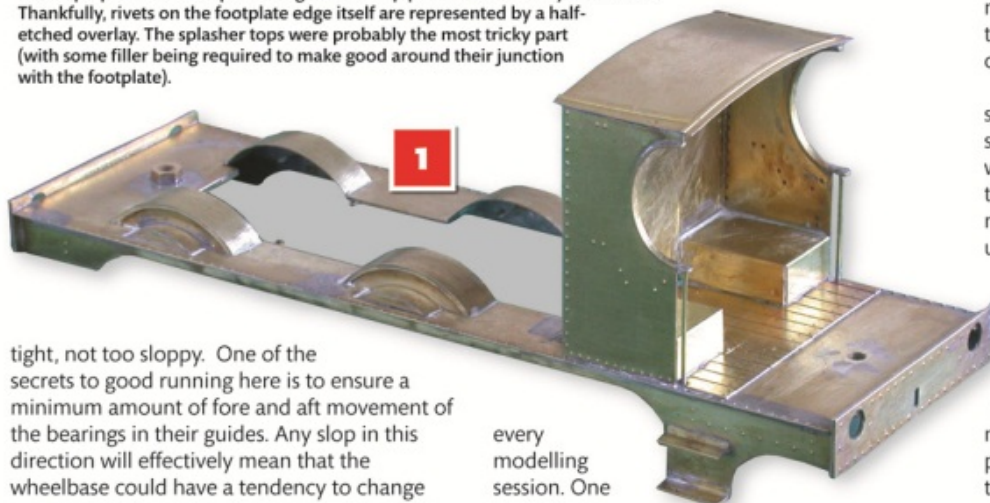
The fixed axle bearings were then soldered in place and the frames erected using the EM spacers provided. It is essential that the frames are truly square in all planes, and I check this on a sheet of plate glass with an engineer's square. As an aid, I find it useful to insert a straight length of 1/8" steel rod through the fixed axle position, and then check alignment using the engineer's square and edge of the plate glass as a guide. Happy with this, the laminated connecting rods were then soldered together. Here, I held the pairs in correct alignment by inserting a drill shank through the crankpin holes and into a suitable sized hole in a piece of scrap wood. The secret is to lightly tin and then flux the inside faces of the rod halves before soldering.

Attention then turned to the High Level hornblocks, which I found very quick and easy to assemble, and produced an excellent fit of the square bearings in the hornguides – not too



Head-on view of the completed model negotiating the tandem turnout at the entrance to Cornwallis Yard. The railway worker seems unimpressed!

The assembled etched-brass footplate and cab assembly. Cab, valance and bufferbeam rivets are half-etched from the rear and designed to be embossed by the builder using a suitable tool against a hard surface. For this I used a pinpoint axle and pressed against a scrap piece of 80 thou styrene sheet. Thankfully, rivets on the footplate edge itself are represented by a half-etched overlay. The splashers tops were probably the most tricky part (with some filler being required to make good around their junction with the footplate).



tight, not too sloppy. One of the secrets to good running here is to ensure a minimum amount of fore and aft movement of the bearings in their guides. Any slop in this direction will effectively mean that the wheelbase could have a tendency to change ever so slightly as the wheels and rods revolve, which is not what we want!

The hornblock assemblies were then fitted inside the frames using a set of jig-axes and springs. The jig-axes are extended lengths of steel rod the same diameter as the axles, with the ends turned down to fit the coupling rods (this means you will usually need to carefully ream out the coupling rod holes slightly to fit the jig-axes). Before putting the jig-axes in place, a spring is first inserted between each pair of hornblocks to press them against the frames and keep everything in alignment. Next, the jig-axes are inserted through the bearings (including the fixed pair) and the rods fitted over their ends. This automatically ensures that the wheelbase of the loco satisfies the essential requirement of matching, exactly, that of the coupling rods (if this were not the case, then the chassis could never run smoothly). My usual method is to merely tack-solder each hornblock at two opposite corners only. This way, should one subsequently need replacement, it can be removed from the frames more easily. At this point I also installed lengths of 0.7mm brass wire across the frames to form brake-hangers (overlapping each side by around 6mm), after which the assembly was scrubbed clean using 'Shiny Sinks' kitchen cleaner to remove any traces of flux residue. When soldering, it is a good idea to clean up like this at the end of

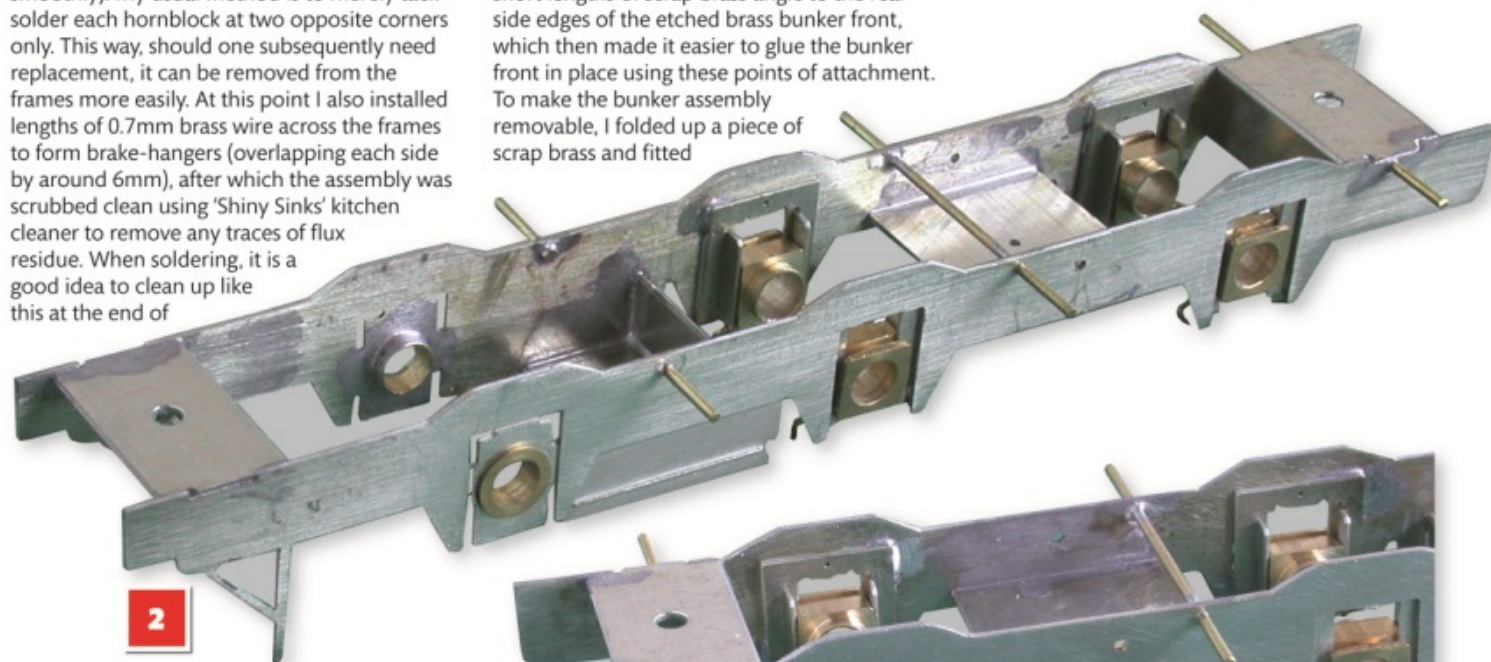
every modelling session. One final job on the chassis for the time being was to install the compensation beam made from 0.9mm brass wire, soldered onto a suitable length of brass tube that rotates on a piece of rod passing between the frames, as per the brake hangers. In this case, the pivot rod was cut back to be virtually flush with the frames and then very quickly secured in place with a blob of solder on the outer ends. Oiling the inside part of the assembly helped to make sure the whole thing didn't solder up solid!

Returning to the loco body, one departure from the recommended method of construction was to make the bunker a removable assembly (Photo 5), so it would be easier to gain access to the cab interior for painting/detailing etc. The whitmetal bunker sides and rear were glued together using five minute Epoxy. Whilst this was setting I soldered short lengths of scrap brass angle to the rear-side edges of the etched brass bunker front, which then made it easier to glue the bunker front in place using these points of attachment. To make the bunker assembly removable, I folded up a piece of scrap brass and fitted

this into the base. A hole was then drilled in this piece to coincide with the chassis/loco rear mounting position, allowing the fixing nut itself to then be soldered in place inside the bunker on top of this new false floor.

The pannier tank/boiler/firebox/smokebox sub-assembly (Photo 4) is represented by a series of whitmetal castings and is provided with a cut-out section in the base of the boiler to give clearance for the kit designer's intended motor/gearbox combination. However, in using the High Level gearbox, the entire lower portion of the boiler could be included. The plan was to attach the lower section of the boiler onto the upper part of the mainframes, with the motor sitting on top of this. Ideally I'd have liked to represent the entire lower portion of the boiler in this manner, but it would have been too wide to pass through the gap in the footplate between the splashers. The compromise solution was to extend the cut-out in the lower part of the whitmetal boiler all the way forward to the smokebox. I then formed a piece of brass to the diameter of the boiler and made this to be an exact fit for the missing lower portion.

Next, the combined tank/boiler assembly was glued in place on the footplate (Photo 6) and the chassis test fitted beneath. At each end of the boiler, I shaped a pair of brass sheet supports to represent both the rear face of the smokebox and the front face of the firebox, and then attached these to convenient frame spacers. Then, very carefully, the lower section of the boiler was placed in position and tack-soldered onto these two end supports. Getting these components to line up perfectly was quite a fiddly and time-consuming task - hopefully Photo 7 will help to make this all clear. One drawback of this approach is that access for painting the frames in the area



Basic frame assembly with horn guides and their bearings fitted in place for the centre and leading pair of drivers (with fixed bearings on the rear axle). Brake hanger supports are from 0.7mm brass wire, left over-length at present (for the rear pair, the portion in between the frames required removal to clear the motor). The pivot point for the compensation beam can also be seen, mid-way between the centre and leading hornblocks.

Close-up photo of the chassis showing the neat little High Level hornblock assemblies, tack-soldered in place on opposite corners only - my usual approach, making them easier to remove if they were ever to require replacement.

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Above: The basic pannier tank/smokebox/boiler/firebox assembly in white metal, comprising a mere five castings, thereby saving many hours of fun trying to bend this all up from etched brass components. Note also the provision of accurately-placed drill-starts for handrail supports and locating holes for tank-top fittings, such as chimney, dome and filler caps. A small amount of filler was necessary along join lines, but nothing too alarming.

beneath the boiler was made rather difficult, but I think the effort in terms of appearance has been worthwhile. At this point I thoroughly cleaned, dried and then spray-painted the frames using Halfords spray cans. It pays to mask off things such as hornblocks and bearings to avoid clogging them up with paint.

Once the frames were properly dry, attention was turned to installing wheels and getting the thing running. The wheel rims were first chemically blackened and the crankpins installed. The Alan Gibson type are formed from 14BA bolts and the instructions stress the need to first countersink the crankpin hole at the rear of the wheel (I used a 2.0mm drill), so the bolt head can be screwed in flush with its surface. I found on these particular wheels that the centre had a raised boss, the edge of which partly coincided with the crankpin hole position. This made it very difficult to countersink the holes neatly and on the first attempt, I found that the crankpin went into the wheel with a very obvious lean to it and the head was left protruding somewhat at the rear. On subsequent attempts I found it necessary to carefully cut back a section of the plastic wheel boss so that a more effective countersink could be formed. Once the pin was almost fully home, before final tightening, I ran a drop of 'Loctite 601' around the thread to lock the bolt in place once screwed up tight. I returned to the original, misaligned crankpin and my initial response was to bend the pin to be at 90 degrees to the wheel. However, the protruding head, relative to the others, still bothered me so I unscrewed it from the wheel, made an attempt to re-form the countersink and replaced it with a fresh bolt. The result was a rather loose-fitting, wobbly crankpin. Fortunately, all was not lost - I made a quick telephone call to Alan and confessed to my blunder, fully prepared to buy a new pair of wheels, whereupon he very kindly offered to replace the plastic centre of the damaged wheel with a new moulding - problem solved.

The chassis was wheeled-up using a GW Models quartering jig, which takes most of the pain out of this task. One of the hardest parts is calculating the thickness of spacing washers to take up side-play between

the wheels and frames. I aimed for just a running clearance only on the front and rear axles, and didn't bother with any spacing washers on the centre one, which at around 1mm side-play either side would allow more than ample clearance for negotiating curves. Next, the coupling rod holes were opened up using taper broaches, to fit onto the crankpin bushes, taking care not to make them too sloppy. It's difficult to describe how to achieve the right amount of clearance. Normally I first open up so the holes are just a tight fit over the bushes and then open them up that little bit more so one can see a very slight, but obvious movement when the rod is pushed from side to side over the crankpin. It's better to leave the rods initially a little tight and then increase the amount of slop, if necessary, once sure the wheels are quartered correctly. The first pair of rods was then installed on the rear (driven) and centre pairs of wheels and the chassis test-run on a rolling road. To retain the rods at this stage, I used small lengths of plastic wire insulating sleeve screwed down along the crankpins. This is far easier than trying to keep putting on and removing the crankpin nuts every time - and they would keep working loose in any case. Once satisfied with quartering on this first pair of axles (which should be spot-on if using the jig), the second pair of rods was then added and

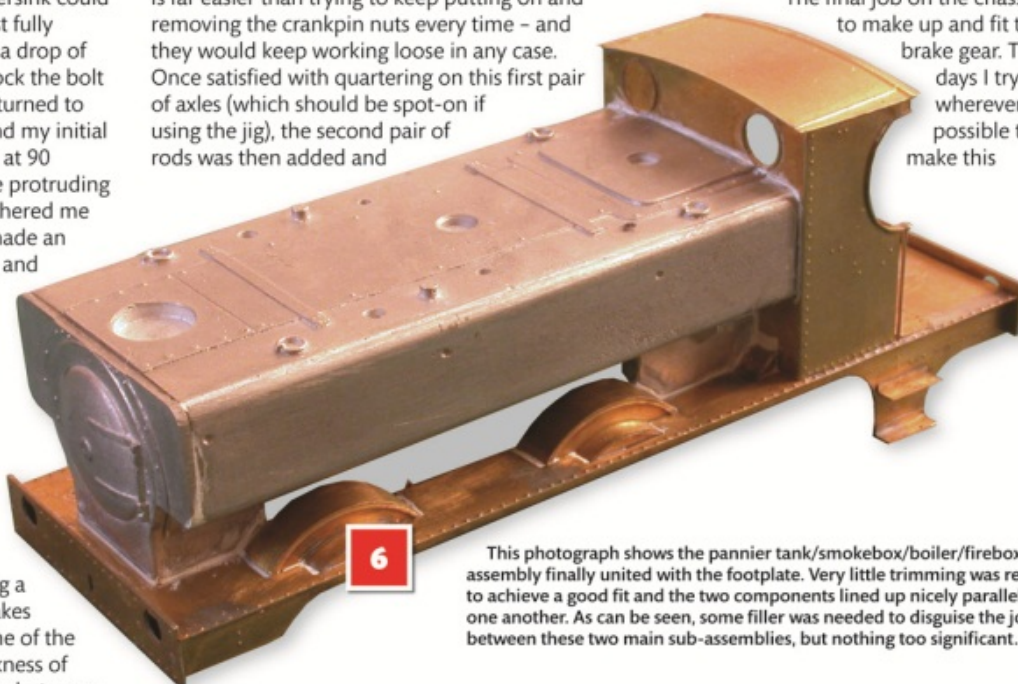
Below: Close-up of the bunker assembly showing the combination of cast white metal and etched-brass components. Attaching the thin, etched bunker front to the cast portions proved a little tricky, achieved by attaching L-shaped pieces of scrap brass to the rear, inside edges of the bunker front. Once glued, a spot of filler was necessary, in places, along the junction between the two parts. The beading along the bunker front top was added using a piece of shaped 0.45mm brass wire, filed flat along its surface once in place.



the chassis again test run. A small amount of tweaking of the wheels is sometimes necessary to remove any wobble, but use of the GW press seems to minimise this problem. It was then a case of adding a small amount of lubricant and gently test-running for a while in either direction, after which the pick-ups were fitted (0.33mm straight brass wire), followed by a further test run. Photos 10 and 11 illustrate the completed chassis.

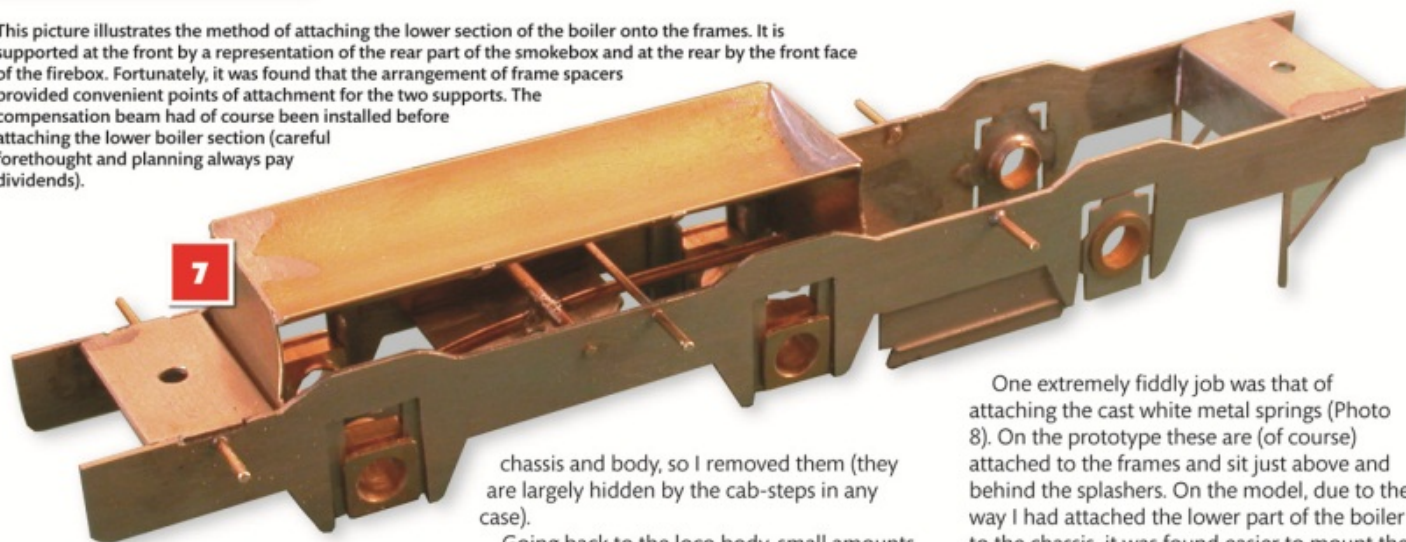
Incidentally, fixing the motor finally in place worked out extremely well on this occasion. I have in stock a sheet of black foam rubber with a self-adhesive surface on one side. I cut a piece of this to sit in the base of the lower boiler section and the motor rested snugly on this. I fixed a further small square of this material onto the top of the motor itself, which then rests against the underside of the boiler/tank assembly, thereby holding the motor tightly in place. This arrangement also seems to have been successful at keeping the mechanism fairly quiet as well.

The final job on the chassis was to make up and fit the brake gear. These days I try wherever possible to make this



This photograph shows the pannier tank/smokebox/boiler/firebox assembly finally united with the footplate. Very little trimming was required to achieve a good fit and the two components lined up nicely parallel to one another. As can be seen, some filler was needed to disguise the joint between these two main sub-assemblies, but nothing too significant.

This picture illustrates the method of attaching the lower section of the boiler onto the frames. It is supported at the front by a representation of the rear part of the smokebox and at the rear by the front face of the firebox. Fortunately, it was found that the arrangement of frame spacers provided convenient points of attachment for the two supports. The compensation beam had of course been installed before attaching the lower boiler section (careful forethought and planning always pay dividends).



chassis and body, so I removed them (they are largely hidden by the cab-steps in any case).

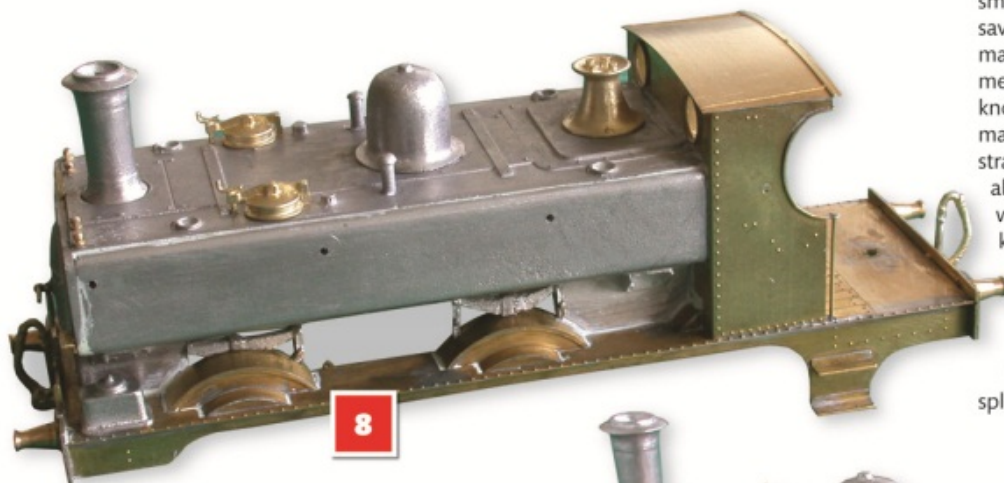
Going back to the loco body, small amounts of 'Milliput' filler were used to make good minor gaps in places like the join between the firebox, smokebox and footplate, and around the junction of the splashers tops. This was carefully worked into position using a shaped cocktail stick, and very little dressing-up was found to be necessary once it had set. Boiler, footplate and other various small fittings are provided in a variety of white metal and lost-wax brass castings, and were found to require only a minimal amount of cleaning up. The kit also includes a full set of etchings for the lamp-irons, plus tool-hangers for the bunker rear. Where possible, I prefer to mount such items into holes drilled into the body of the model, rather than flush-mounting, as it makes them less likely to be subsequently knocked-off. For lamp-irons on the bunker rear, this meant that I had to first solder an extension piece of strip material onto the base.

removable, usually by arranging for the brake hanger assemblies to be a clip-fit onto the hanger-supports. This way, it is possible to get the chassis wheeled up and running without having brake gear getting in the way. On this particular loco, clearances between the pull-rods and the underside of the firebox were extremely tight, so I thinned the pull-rods down ever so slightly in the offending areas - obviously we want to avoid these creating a short across the frames! On this loco the sandboxes are situated on the top of the footplate, so front sandpipes were soldered directly onto the leading set of brake hangers and trimmed to length, so they appeared to coincide with the position of the sandboxes on the footplate above them. I did similarly attach a rear pair of sandpipes to the underside of the cab floor, but these got in the way when uniting

One extremely fiddly job was that of attaching the cast white metal springs (Photo 8). On the prototype these are (of course) attached to the frames and sit just above and behind the splashers. On the model, due to the way I had attached the lower part of the boiler to the chassis, it was found easier to mount the springs directly onto the body/footplate assembly. They needed considerable thinning down to leave sufficient space for the lower boiler section to pass behind them and in practice I just tacked them carefully to the splashers tops. The tank equalising pipes were also added at this time, being formed from 1.6mm brass wire, again carefully shaped at the rear to avoid catching on the lower boiler section. One very obvious feature on the photo of No.1930 was the vacuum brake pipe running beneath the right-hand side footplate valance. This was made up from 0.7mm brass wire and soldered in place on top of representations of the securing brackets made from tiny offcuts of thin brass strip.

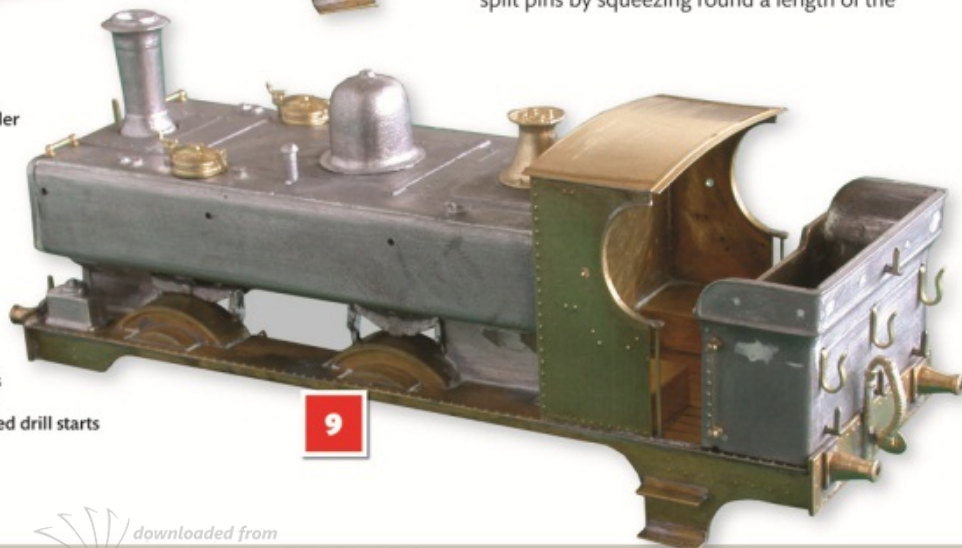
Just about the final job on the body was to add the main handrails (Photo 12). The location of handrail supports along the tank sides and smokebox front are indicated by small dimples provided in the casting, which saved a lot of time and effort as compared with marking out and drilling these using one's own measurements. The rear, terminal handrail knobs on the etched cab-sides were not so marked, so I determined their location using a straight edge to ensure alignment with those along the tank sides. The slightly differing width of tank and cab meant that handrail knobs of two different lengths were required.

To allow for a measure of adjustment, rather than use those provided in the kit, I made up my own knobs. This I did by filing some suitable brass wire into a half-round section, which was then formed into split pins by squeezing round a length of the



Above: The basic body taking shape, with the majority of boiler etc. fittings in place. I found it quite a struggle to thin down and fit the spring castings (it took me most of a whole day!), but eventually managed to tack them into place with sufficient clearance to get the chassis back under the body. As can be seen here, I mistakenly removed the leading hangers for the front pair of springs, thinking there would be insufficient room to fit them in behind the smokebox - all was made good later in styrene sheet. Holes for fitting tank/cabside handrail supports, including those in the etched cab-sides, have also been drilled out.

Right: Body assembly with the bunker placed in position, this latter sub-assembly now seen complete with handrails, lamp and tool irons. A few minor imperfections and some unwanted drill starts in the castings have been filled and smoothed down.



10

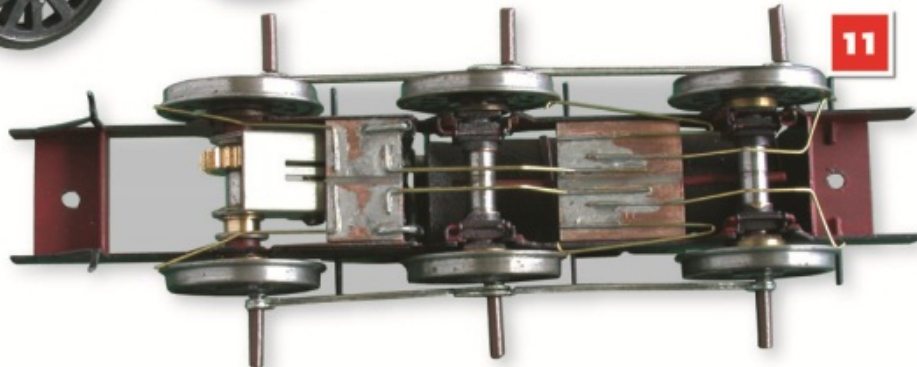


Completed chassis (minus brake assembly), with distinctive Crewe-pattern wheels, their rims chemically blackened. The motor sits on a small pad of foam rubber fitted in the base of the boiler, whilst a further small piece fixed on top sandwiches the motor snugly in place when body and chassis are united. The coupling rods have been temporarily retained using small lengths of wire insulation sleeve screwed onto the crankpins (not an original idea, but extremely effective). I was lucky with this model that the mechanism ran very smoothly almost from the start.

handrail wire. To make things easier I completed the straight run each side from cab to tank front and then made up the curved smokebox front handrail as a separate piece which, remarkably, I managed to form to the correct shape at the first attempt! It was at this point, near the very end of construction, that I noticed something not quite right at the front end. I had one last casting remaining, this being the valve chest cover. It was clear that on the model as built there was insufficient space to fit this on the footplate in between the smokebox front and leading buffer beam. Having got this far, the only option was to omit the valve chest cover; at least, hopefully, this will not be too obvious from normal viewing distances when in use on the layout.

All was now ready for painting and I gave the completed body a good scrub with 'Shiny Sinks' kitchen cleaner using an old toothbrush. Once dry it was clear that the white metal parts still looked extremely grubby, so I burnished these areas using small squares of material cut from a kitchen scouring pad held with a pair of tweezers. Then, wearing a respirator mask, I wiped the whole thing down using cotton buds dipped in cellulose thinners and left to dry while I got busy shaking up the can of Halfords grey primer. I made a quick inspection to see that no fibres of cotton had become attached to the model and then got to work with the aerosol spray. To hold the model during this operation I used an offcut of wood that by chance fitted neatly into the underside of the tank/boiler section. Once coated, the loco body was put aside to dry for a day or two, whereupon the buffer beams were masked using tiny pieces of low-tack masking tape and the green top-coat (Phoenix-Precision P10 GWR Loco Green: 1928-45) was then airbrushed on. At the same time I brush-painted the bottom part of the boiler attached to the chassis. Again, everything was put aside in a sealed container to dry for a couple of days, after which all black parts of the loco (thanks here once more to Martin Goodall's advice on the correct colour scheme) were brush-painted using slightly thinned matt black (Humbrol 33). At the same time the buffer beams were painted in gloss red (Humbrol 19), whilst details such as the springs and cab floor were worked-up using a dirty black concoction.

Transfers came from the appropriate HMRS 'Pressfix' sheet and once in place these were varnished over and then the model was lightly weathered using a mixture of dry-brushing and powders. Finishing touches included glazing the cab front windows using small pieces of 25thou. perspex sheet, and fitting items such as boiler back-head (with scratchbuilt regulator handle),



Underside of the completed chassis showing pick-up arrangement. Two pieces of gapped copperclad strip were fitted beneath frame spacers (again, it pays to plan this out at the chassis erection stage). The rear pickups were arranged to press directly against the wheel rim edges of this fixed, driven axle. However, for the centre and leading axles, pickups press sideways against the rear of the tyres to avoid them exerting any upward force on these compensated wheels. Brass wire bus bars connect the two copperclad pickup mounts and the motor feed wires can just be made out. It is good practice to sleeve the pickup wires to avoid short-circuits, but I thought I could get away without in this instance.

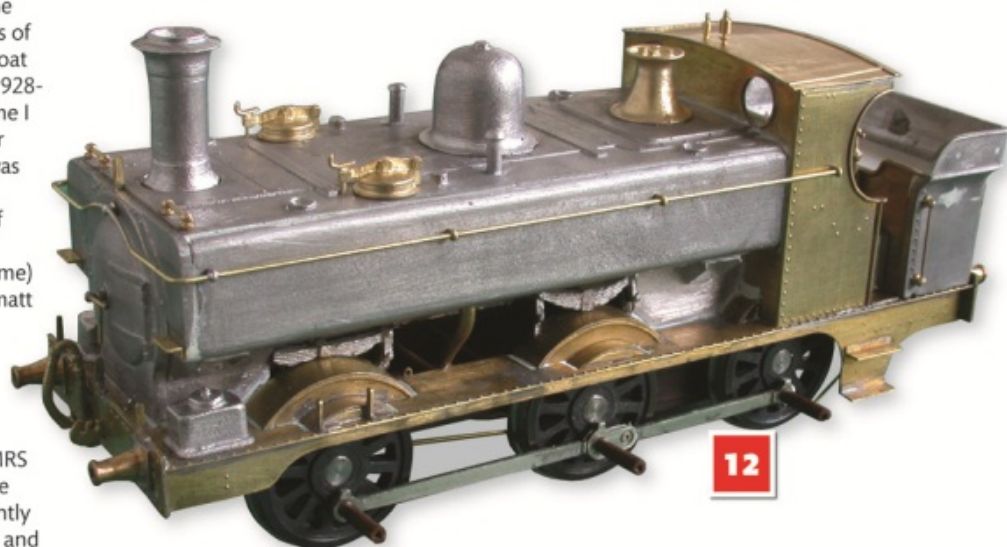
reversing lever, injector pipework, cabside number plates and buffer heads, plus the addition of a crew and lamp. Finally, the Alex Jackson couplings were soldered onto small offcuts of copperclad paxolin sleeper strip and glued in place behind the buffer beams.

All told, construction of the kit took a shade over 90 hours, which some might find a surprisingly long time (although this does include all the painting). The kit went together without any major difficulties and I like the way it retains elements from the original version, such as the pannier tank/boiler etc. unit – much easier to represent in a material like whitmetal. To have made this up from etched brass components would have been much more challenging, more than likely involving some careful bending and shaping of components. However, the etched-brass elements employed

in Alan's upgrade of the original kit really do give a delicate level of refinement to the appearance of areas like the footplate and cab-front. Whatever the time spent in construction of any model, or any difficulties and frustrations encountered along the way, these all seem to evaporate when the outcome is a satisfactory one. This has certainly been the case with this loco, which proved enjoyable to build, looks the part and runs well – what more could one ask?

Since writing this article, the Alan Gibson business has passed into the ownership of Colin Seymour and the kits are being produced in small batches, depending on demand. **BRM**

» Cornwallis Yard and the 850 are due to appear at the Abingdon show on March 3, Nailsea on March 17/18 and Epsom on March 28/29, 2012



The completed loco prior to painting. To make the installation of handrails that bit easier, the curved section along the smokebox front was made as a separate piece. The lost-wax brass injector pipework was added after painting, as I mistakenly believed these should have been in bare metal. In fact they could have gone in place before painting, as they should be finished in the main body colour.

12

Botleigh Old North Road Shed



Ian Corps shows us around his OO gauge shed-based layout which makes full use of the excellent range of RTR locomotives, which have been professionally weathered. *Photos by Richard Wilson.*



A Class 03 shunter pushes the loaded coal wagons into the coaling stage.

It's the first week of the school summer holidays in 1966, a warm dry August is expected; while Dad works under the bonnet of his Ford Anglia its time to cycle to the corner shop for a bottle of Tizer and a bag of sherbert lemons, then its off to the local engine shed with your dog eared 'combine' in the hope of copping the last members of surviving Bulleid 'West Countries' or some unusual visitor from another region. It is these halcyon days that I have tried to capture.

Botleigh Old North Road is an imaginary engine shed on the Southern Region. Set just outside a large station, it is squeezed between a main line, recently singled to one track and 'Penny Lane' featuring a mix of old fashioned shops, terraced houses, factories and new flats - a scene very typical of city life in the 1960s.

The layout was built after a house move allowed me to extend my existing layout into a continuous run. It serves two purposes, one to allow me to find a home for my loco collection and secondly it was designed to be an exhibition layout in its own right by the addition of two fiddle yards at each end when being exhibited

Baseboard construction

I used the same tried and tested technique of building each base board using ½" chipboard supported by a 6mm ply and softwood sandwich. 12mm ply is used at each end to

BOTLEIGH OLD NORTH ROAD SHED

A Western Region loco in the form of a 3800 Class 2-8-0 makes an unusual visitor to this predominantly Southern shed. Rebuilt Bulleid Plymouth eases out of the shed for another day's work.



A condemned wagon receives attention before it can be moved and taken away for scrapping.



A 9F waits on shed before taking a special back north via the Somerset & Dorset route.

An elderly 'King Arthur' Class takes on water before being turned and returned to duty on a semi-fast local.





The new order predominates on the diesel refuelling roads. The balconies of the flats would make an ideal place to do some train spotting!

form a rigid connection to the next baseboard. Each board is aligned to its neighbour using short lengths of $\frac{3}{4}$ " plastic tubing, boards are joined using bolts and wing nuts.

This supporting framework is 100mm deep to give protection to the Tortoise point motors. Trackwork is from SMP using code 65 phosphor bronze rail with scratch-built points, this type of rail gives a very realistic rusty look straight from the 'box'. Track is laid on cork sheeting and ballasted using N gauge granite ballast and in the immediate shed area I have used barbeque ash as well as fine coal dust. All this needs to be well glued down so as not to get into the locos' mechanisms.

The turntable is from Peco but has been substantially modified underneath to fit a hand cranked mechanism using Meccano gears and worm, it was originally motorised but I was never satisfied with the alignment with the tracks so reverted to hand operation which gives more precise operation.

Buildings

Some will recognise the engine shed as an enlarged version of Templecombe shed on the S&D, this can now hold up to 16 locos. The coaling stage is based upon the corrugated iron structure at Norwood and the signal box is modelled on Liphook. All these buildings use the same construction technique of plastic card mounted on thick cardboard used for mounting pictures, this is very rigid and does not warp. The water tower is two Airfix kits joined together but the bulky plastic cross-bracing has been replaced with soldered copper wire preformed on a jig.

The arches that form the scenic break at each end are the excellent Scalescene products, again mounted on card, I found to my cost that its worth using quality ink when printing as cheaper ink will fade quickly in sunlight.

Backscene

This is a recent addition and really does finish the layout off, it is a mix of a painted backscene, painted by my neighbour who is a talented artist, and low relief buildings. These are from



A filthy Q1 being turned before being coaled and returned to duty.



A Class 08 shunter moves a brake tender while a 'Crompton' takes on fuel.



the excellent Scalescene series. I have also taken photographs of suitable local buildings and after printing them on quality photo paper have glued them to the backscene behind the low relief buildings to give depth of field.

Scenics

To add additional atmosphere I have created a scrap yard underneath the arches, this is an ideal way of putting to use all those odds and ends we modellers collect, just paint them in a rust colour and glue them down. The vehicles in the yard were from the Oxford diecast range and have been suitably distressed with a large hammer! The chain link fencing around the scrap yard is made from ladies tights, this needs to be stretched before being sprayed silver, when the paint has dried the material continues to hold its shape and can be cut and glued to suitable thin 'T' section brass.

The iron staircase giving access to the engine shed is made from scrap rail and brass wire soldered together, with plastic card for the step treads, this is a popular location for train spotters.

The population is a mix of Dart Castings, Langley Miniature Models. Aden Cambell's figures of policemen, burglar and shoppers which give additional interest to the backscene. The Ford Anglia police car has been given a working flashing blue light, using a 1.8mm blue LED connected to a simple electronic flashing circuit.

The yard lamps are all built using brass tubing and ladders. For the diesel depot I used ultra bright white LEDs, while in the steam

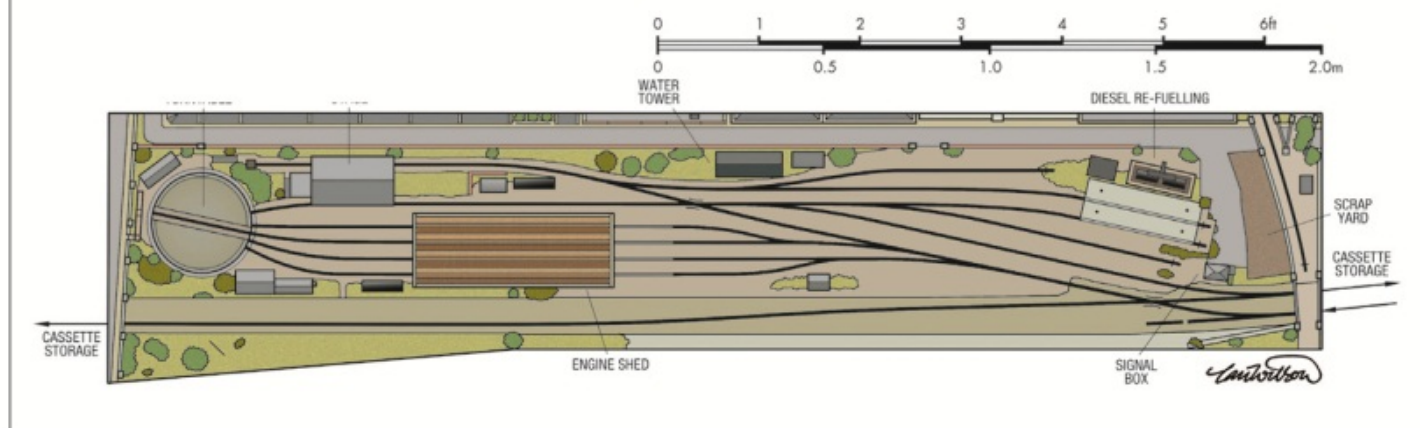
Above: The steam shed appears to be quiet on this summer afternoon, with only a Standard 4 tank taking coal.

Right: Late evening on shed. The building in the background is the local Co-op laundry.

Below: The crew of the Standard make their way back to their steed, having had a brief break in the bothy.



BOTLEIGH TRACK PLAN



shed I used yellow LEDs which give a more subdued glow. The shed is also illuminated using surface mounted LEDs these are much brighter and much smaller than conventional LEDs. They have also been used in the backscene street lights.

On a layout like this there is little conventional scenery, where it does exist rough grass has been created using felt carpet underlay which has been airbrushed with a mixture of green/yellow hues to create the final result.

No engine shed would be complete without puddles of oily water, these have been created using multiple layers of clear varnish.

Control

I have opted for conventional control, with home built hand controllers, the circuit design is now over 30 years old but still gives excellent control at slow speed.

Tortoise point motors are operated using 16 volt half wave AC, this give a realistic slow action and also greatly reduces the amount of wiring, as each point only needs one wire to the operating switch plus a common return. The control panel has a mimic diagram of the track layout and each point has an individual DPDT switch. The switch also controls bi-coloured LEDs which indicate the position of each point by changing colour from red to green.

Fiddle yard

I have utilised a cassette system within the fiddle yard, using 'L'-shaped aluminium screwed to strips of MDF, this has the benefit of minimising the handling of locos as they can be stored on the cassette until needed.

Locos and rolling stock

The stock is relatively limited, consisting of coal wagons supplying the coaling stage and oil tankers for the diesel depot. To add variety I have scratch built a bogie brake tender, these were used by some first generation diesels to supplement their braking efficiency on unfitted goods trains and so is quite suitable for the

A Somerset & Dorset 7F 2-8-0 passes an advertisement for Strong's beers - these signs were common on the lineside in Hampshire. (Inset) The iron steps provide foot access to the shed, it's a popular location for train spotters.



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period. Locos are predominantly of Southern Region origin, with most standard classes represented and also frequent visitors from the GWR and S&D, all diesels that would have been seen on SR metals including Classes 33,35,42,47 and of course 08s. The majority of locos have been professionally weathered, to various degrees of dirtiness, by Lord and Butler of Cardiff. I think locos in a shed environment in the mid 1960 would have been in a very neglected condition. **BRM**

A bird's eye view of the entire layout with the diesel roads to the fore. Penny Lane, running along the back of the shed is typical of inner city housing in the 1960s; a mixture of terraced housing, individual shops and small industrial establishments.



The viaduct over the scrapyards is a haunt for undesirables - you'll notice elsewhere the police are conducting house-to-house enquiries into a recent burglary!



Biscuit box portable DCC

Faced with winter stock maintenance in a cold shed, **Graeme Elgar** came up with this handy portable DCC box. *Photography by the author.*



PARTS LIST

- 1 x 1kg biscuit box (with lid)
- 1 x Lenz TR100 transformer
- 1 x Lenz Set 90/100 Xpressnet
- 1 x Lenz LA152 Fascia adaptor
- 6 x 25mm M6 nuts and bolts
- 12 x 1" diameter M6 washers
- 1 piece hardboard cut to 8 1/4" x 8 1/4"
- 2 x packs 6BA bolts
- 2 x packs 6BA nuts
- 2 x Maplins JG04 Race pack leads (male)
- 2 x Maplins JG05 Race pack leads (female)
- 1 x Maplins FH05F Sub-miniature toggle switch
- 1 x pack Maplins Eyelet 4.3mm
- Cable ties
- Cable 'P' clips
- Wire
- 1 x length of 44 x 12mm wood
- 1 x length of 69 x 18mm wood

The northern Scottish winter came a little earlier than usual in 2010. As ever there's always things to be done on the stock that involves running trains - not, however, in temperatures as low as minus 12° it doesn't!

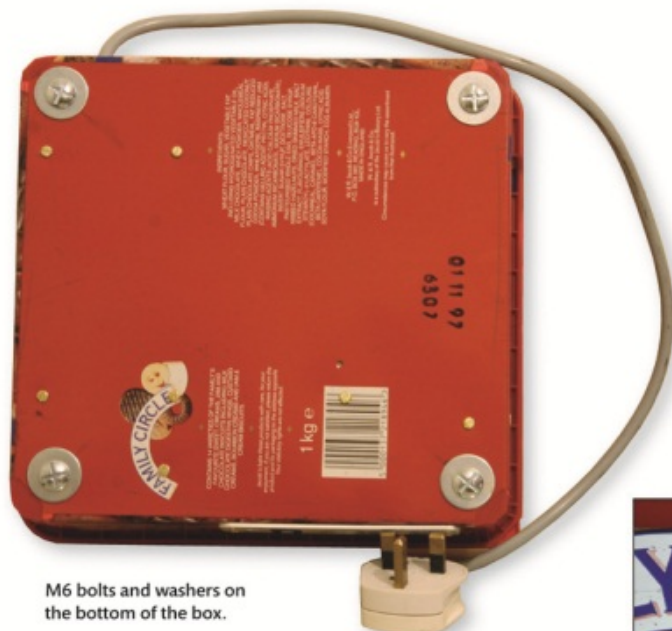
Looking at the Lenz set 100 I had bought earlier in the year to possibly power a proposed small exhibition layout, I had a thought which might not only solve the winter warmth issue, but also how to power a portable layout too.

Over several years I have accumulated a number of plastic biscuit boxes, which are far too useful to throw away. These now form a stack under the layout containing various bits, spares, kits, 'round tuit' projects and scenic pieces waiting their eventual call to use. Why not use one and see if it could be used to carry a small transformer, an LZV100 Expressnet and its associated wiring, a Fascia plate and carry the handset too?

The heaviest item is the transformer, and because of its weight, a piece of hardboard measuring 8 1/4" x 8 1/4" (210 x 220mm) must be secured to the floor of the box - without this, the box will be weak and will split. To do this I

The completed box in operation wired up with the portable programming track to run a loco





M6 bolts and washers on the bottom of the box.

used four M6 x 25mm bolts and eight 1" washers. The washers are placed both out and inside the box as this helps to strengthen the area around the bolts. It also raises the box above any surface which helps protect the brass bolt heads used to secure items to the floor of the box.

The boxes are not square, so along one of the longer sides make a series of 5mm holes $\frac{1}{2}$ " (15mm) from the floor of the box (these will help with ventilating the transformer when in use) This side we'll call the right-hand side as we look at the box. In what is now the rear of the box make another 5mm hole $\frac{1}{2}$ " from the floor $1\frac{1}{2}$ " (40mm) from the corner closest the right-hand side. This will be for the mains wire.

In the front of the box, to the left-hand side, cut a rectangular aperture measuring $\frac{3}{4}$ " x $3\frac{3}{4}$ " (20 x 90mm) $1\frac{1}{2}$ " (25mm) from the floor to accommodate the fascia unit. Fit this and secure using 6BA nuts and bolts.

Measure $\frac{1}{2}$ " (12mm) from the right-hand side



The LA152 fascia unit fitted to the front of the box.



The pilot holes marked out and drilled for the switch shelf brackets.

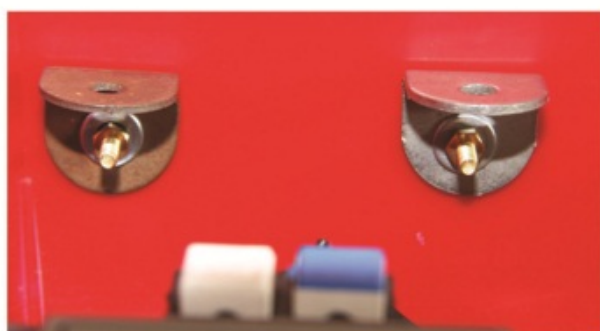
and mark a line, then measure $1\frac{1}{4}$ " (45mm) from the front and mark a line. Place the transformer in the box using these drawn lines to show its location. The Lenz TR100 transformer already has moulded securing holes, so through these make marks on the box floor. Drill out the four holes in the floor and secure the transformer to the floor using 6BA nuts and bolts.

The Lenz transformer comes with a 'moulded plug' which will need to be removed and

another attached in its place to allow the mains wire to be fed through the hole in the rear of the box - remember to put a 3 Amp fuse in the replacement plug!

Place the Lenz Expressnet unit in the box, holding it in place next to the transformer using 'No More Nails' self-adhesive strips, then wire it all up as per the instructions. For neatness I used cable ties and cable 'P' clips (again using 6BA nut and bolts to secure them).

As the DCC box is going to be used



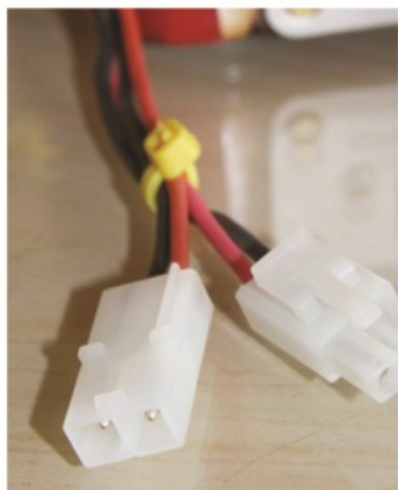
Switch shelf brackets in place.



Switch shelf complete with switch. Note the P written to remind me which way to set for programming.

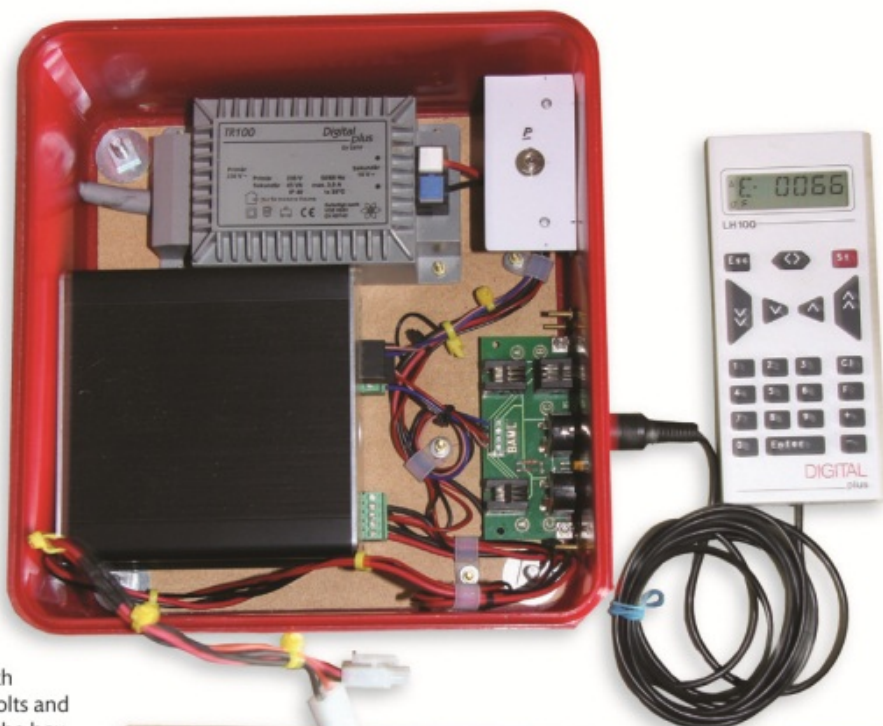


The layout of the equipment in the box.



Left: Bus (male) and programming track (female) connectors - note they are cable-tied together so as to prevent them being accidentally joined.

Right: Connected to the PPT showing the equipment layout.



(hopefully) for an exhibition layout as well as the winter 'indoor workbench test track powerer' (aka the Portable Programming Track - PPT). I included a DPDT 'centre off' switch and associated wiring for a programming track. To accommodate the DPDT switch, I made a small shelf using two small right-angle brackets and a piece of 80thou styrene sheet. On the front of the box measure 1" to the right of the fascia plate and 1½" from the top of the box and make a mark. Two inches to the right of this make another mark (again 1½" from the top of the box). At these two marks drill pilot holes for the two small brackets.

Attach the two brackets with 6BA nuts, bolts and washers to the box. Cut a piece of 80thou styrene sheet 3" x 1½" and drill a hole to accept the DPDT switch and two smaller holes for the securing bolts. Insert and tighten up the nut on the DPDT switch and wire it up before securing it to the brackets.

For ease of use either on the proposed portable layout or at home on the workbench test track, I incorporated a pair of Maplin JG04/JG05 Race Pack Leads (connectors). To avoid any possible confusion when they are attached to a layout I made sure the pair of bus wires had a 'male' end and the programming wires a 'female' end. For the desktop test track only the programming track wires need to be attached to the rails.

When not in use, I use an old bar cloth laid across the top of the equipment, folded over the handset. Atop this I wind the wires before the lid is placed on the top.

Portable programming track

The Portable Programming Track (PPT) came about thanks to the need for a programming track long enough to hold a four-car unit, which I didn't have space for on my layout.

Above the fiddle yard I screwed three small 'London' brackets and some old fascia wood I found lying around in the shed to make it look presentable as well as to hold the PPT in place.



Wrapping the handset in a bar cloth getting ready to go, and the handset wrapped up and track wires laid on top.



I cut a 4' length of $2\frac{1}{4}" \times \frac{3}{8}"$ (69 x 18mm) and screwed four small pieces of $1\frac{1}{4}" \times \frac{1}{2}"$ (44 x 12mm) which will give sufficient clearance for the two bolts and raise it above desk level, making it easier to pick up.

Lay your track along the PPT. At one end of the PPT drill two holes for two M6 bolts. Before inserting the 1" (25mm) long M6 bolts place two 4.3mm eyelets and a washer on the bolts. Secure in place with the eyelet tails parallel with the sides of the wood.

Run the wires of a 'male' race pack lead through a block connector and then solder the

ends to the eyelets facing towards the end of the wood. Screw the block connector to the wood between the two bolts. This will ensure that during transit the connector will face back along the wood and not hang off the end risking damage. Solder two short pieces of wire to the other eyelets and the rail ends. I also bolted a Kadee No.205 coupler height gauge at the other end of the PPT (remember to cut through one rail to prevent short circuits!).

The DPDT switch for the programming track is wired normally and inserted into the fascia with the two track wires connected to a 'female' race pack lead. **BRM**

USEFUL CONTACTS

www.lenz.com

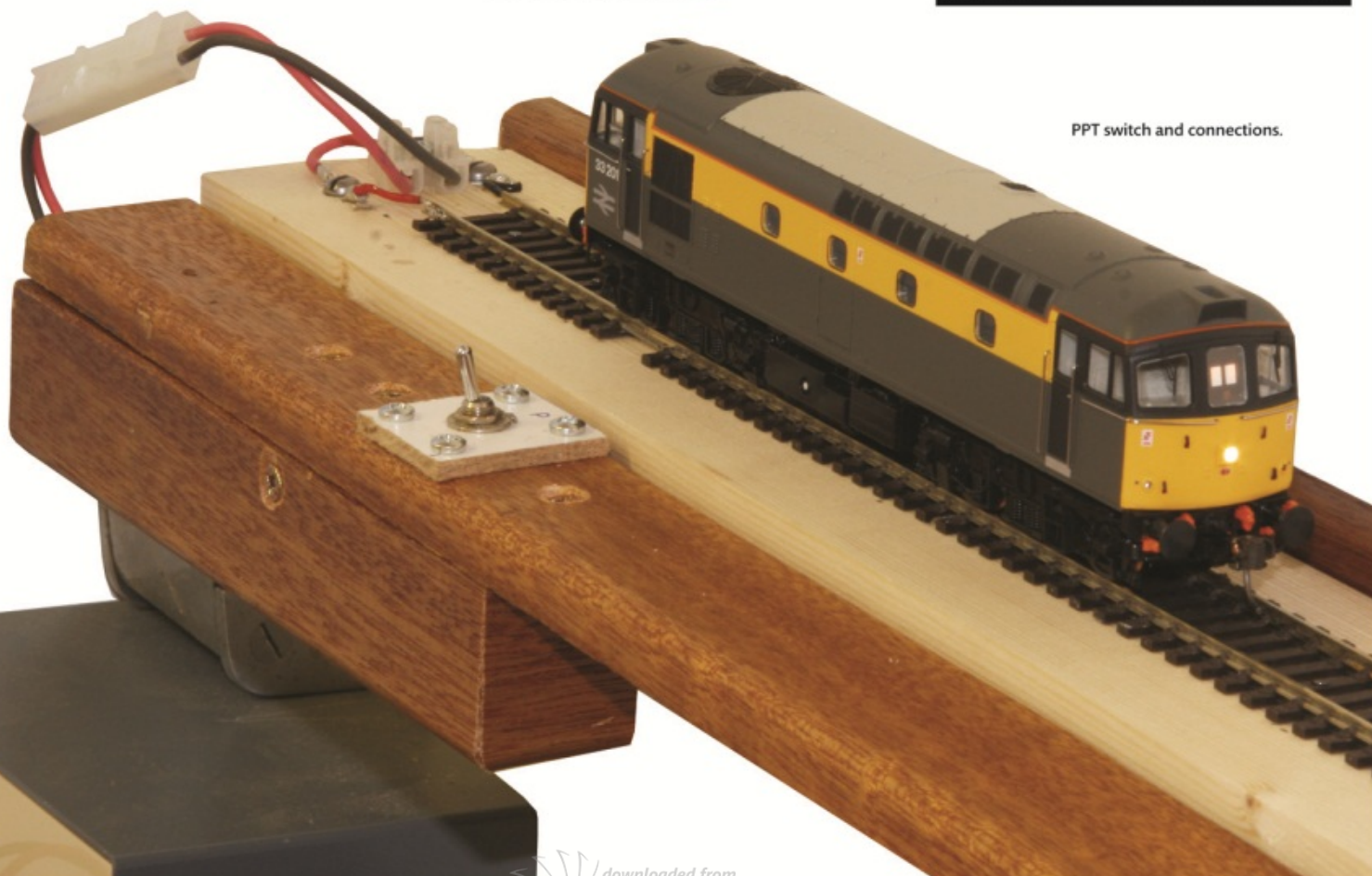
Maplin Electronics Ltd
PO Box 534, Manvers, Rotherham
S63 3DH Tel: 0844 557 6000

www.maplins.co.uk

Nairnshire Modelling Supplies
PO Box 6078, Nairn IV12 5WU
Tel: 01667 451130

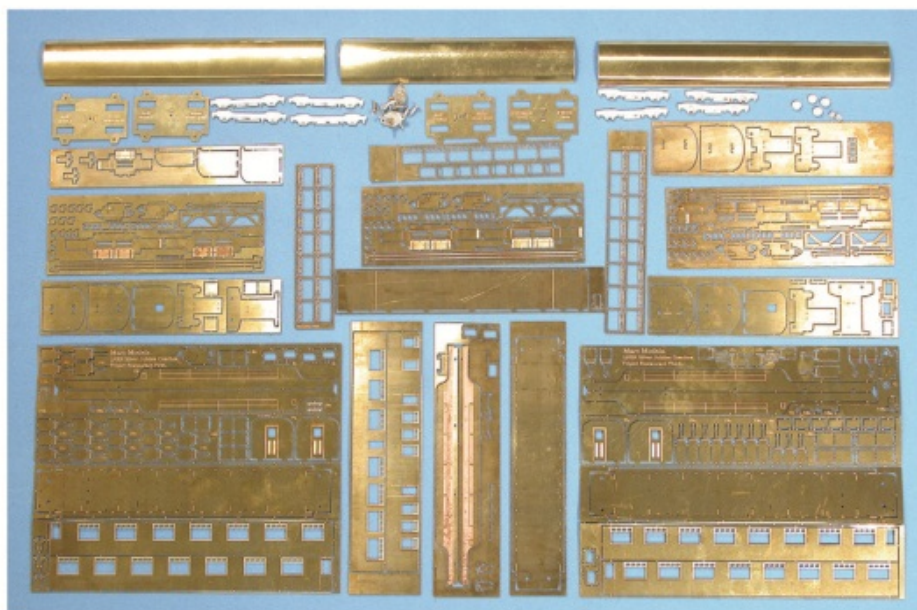
www.nairnshire-modelling-supplies.co.uk

PPT switch and connections.





'Silver Jubilee' Triplet Set



The kit is mainly etched brass, with pre-formed brass roofs, and a small number of white metal castings. Some nickel silver window and beading etches (not shown here) are included if you choose to build in LNER silver livery. Alternatively, if you opt to build this in post war condition, you will not need the valences, and you will need the additional underframe parts (truss rods, battery boxes etc).

Geoff Haynes builds and describes construction of the MARC Models 4mm scale kit. *Photos by the author.*

Billed as 'Britain's first streamline train' the inaugural service of 'The Silver Jubilee' was on Friday, September 27, 1935. As part of the commemoration of the Silver Jubilee of King George V, it was intended that the service would run for long distances at an average speed in excess of 70 miles per hour. Initially, reservations were limited to 154 passengers, 58 in first class and 96 in third class. A small supplementary charge of 5 shillings in first class and 3 shillings in third class applied in view of the exceptionally high speed service. The train, hauled by one of the first batch of A4 locomotives, comprised a brake first twin set and a brake third twin set (although this was replaced



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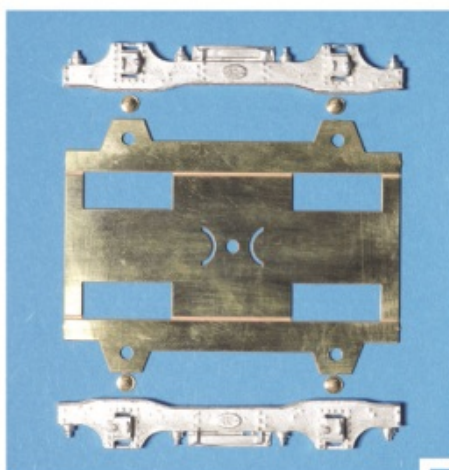


The finished triplet set behind a J39, presumably it has been taken out of the rest of the train for maintenance. Here it is on my friend Paul Bason's layout Paston Ridings.
Paul Bason.

by a brake third triplet set shortly afterwards), split by a restaurant triplet set (a restaurant first, a kitchen car, and a restaurant third). Equipped with the latest in electronic cooking and refrigerating apparatus, the kitchen car offered afternoon tea at 6d a pot, luncheon, or for dinner, a full meal for up to 5 shillings in first class. During the war years this train went into storage.

Marc Models is a cottage industry run by enthusiast Mike Radford. His philosophy is to provide bespoke kits of models where kits are not available. He is also a bespoke coach builder for ready-to-run models, and as a by product he also offers the model in kit form once the original customer has his kit or RTR model. Mike has actually produced kits for the whole of the Silver Jubilee train, although I will just be focusing on the restaurant triplet set.

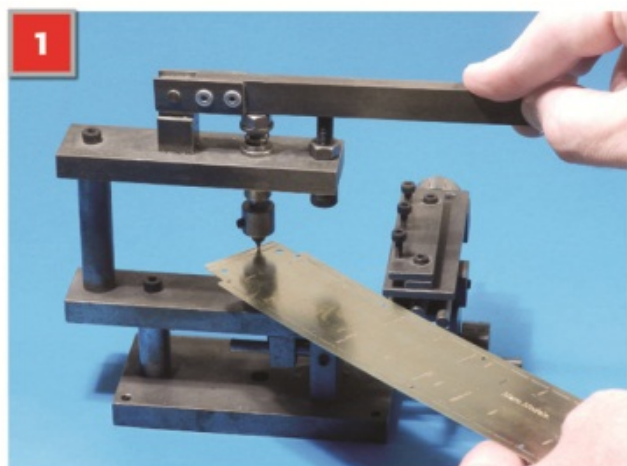
From a constructional perspective, there are principally three elements: the four bogies, the underframes, and the bodies. The coach interiors are mounted onto the underframes, and each coach body incorporates the roof, to make a strong five sided box. These units are screwed together with 8BA bolts. I will look at each of these in turn.



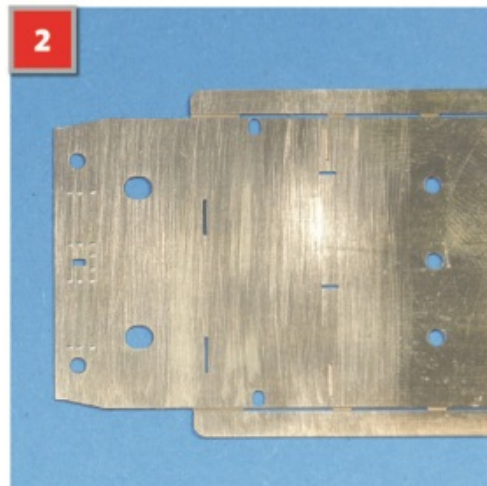
Left: There were four types of bogie supplied with this kit. Firstly, there are two different lengths of bogie, the larger heavier duty bogies being used for the articulation points, and the shorter bogies on the outsides of the set. This photo shows two semi-circular fold up sections that run lengthways. The other type of bogie supplied has two semi-circular fold up sections that run across the bogie. One each of these is supplied in each length of bogie. These are used to support the body; either on the bogie bolsters or on the coach ends. However, I modified what I had so that both short bogies had fold up sections length ways and both long bogies had fold up sections across the frame. More of this later.

Below: An important point to be aware of when assembling the bogie is that, unconventionally, the half etched fold lines must be to the outside. Otherwise the frames will be too close together, and the wheels will not fit. Firstly, I filed down the cusped edges. After folding the frames, I soldered in the pin point bearings, and tinned the outside of the frames, so that I could solder on the white metal frame castings using low melt solder.



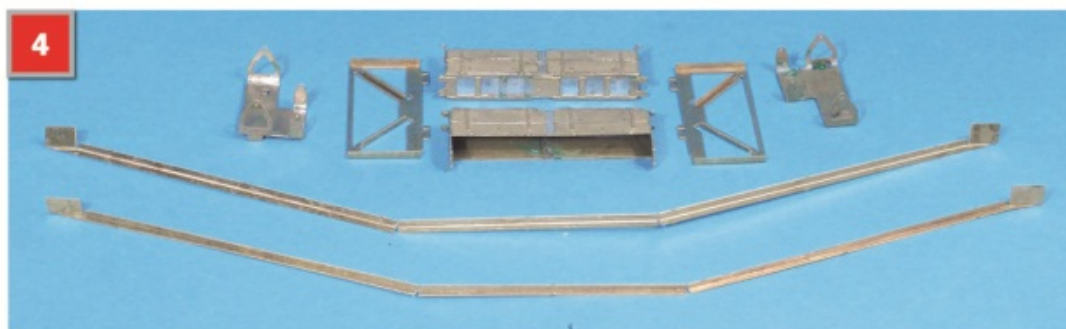
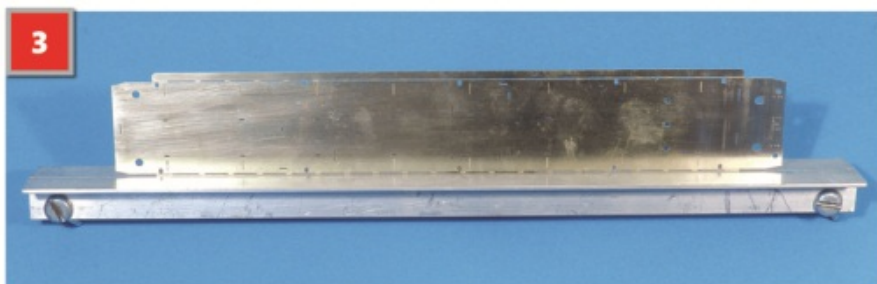


Left: The underframe has some half etched rivets that need to be pushed through at either end on the buffer beam. I have a rivet press; however they can be pushed through with a pointed tool on a cutting mat if you do not have access to a press.

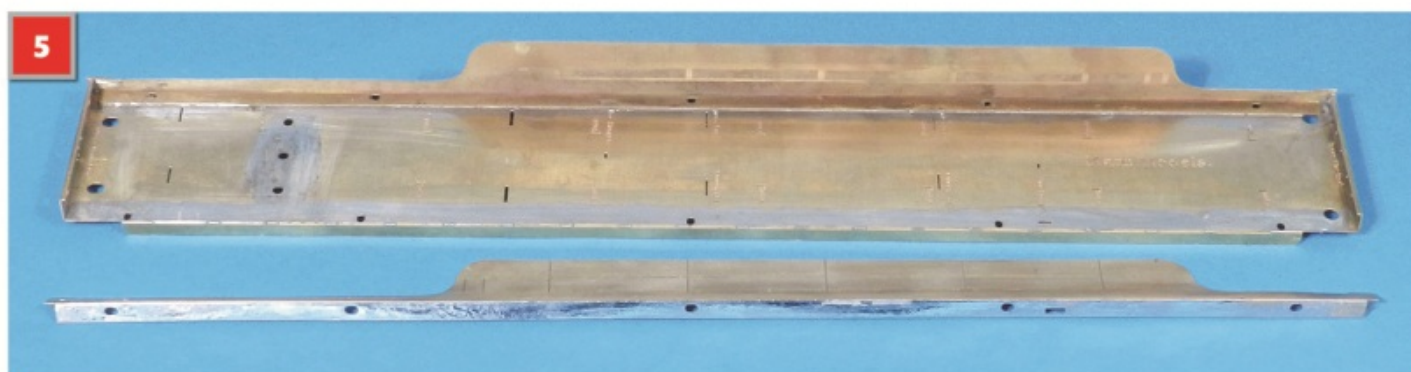


Right: The effect of the rivets is quite noticeable, so it is worth the effort. You can also see the next job which is to bend up the sides of the underframe. All bends on this component are with the half-etch line on the inside.

Right: I made up a set of bending bars from some aluminium angle I had left over from another project, but they can be bought ready made. These are essential for bending long sections, such as the underframe sides, but the two bends for the buffer beam can be formed in a small vice. When bending the buffer beams, I formed the lower bend first, which is the underside of the buffer beam, then I formed the top bend. For this second bend, I put an offcut of plastic card behind the buffer beam that is thicker than the underside of the buffer beam to protect this piece, and a small piece of card in front to protect the rivets. You can also see the half etched lines that the tables will locate into in due course, and the fully etched slots for the compartment divisions.

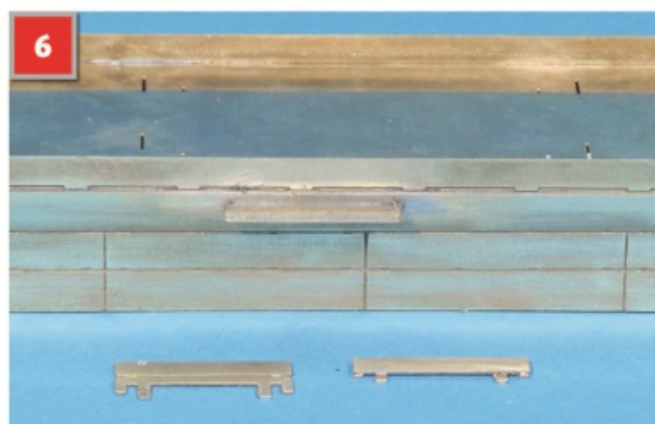


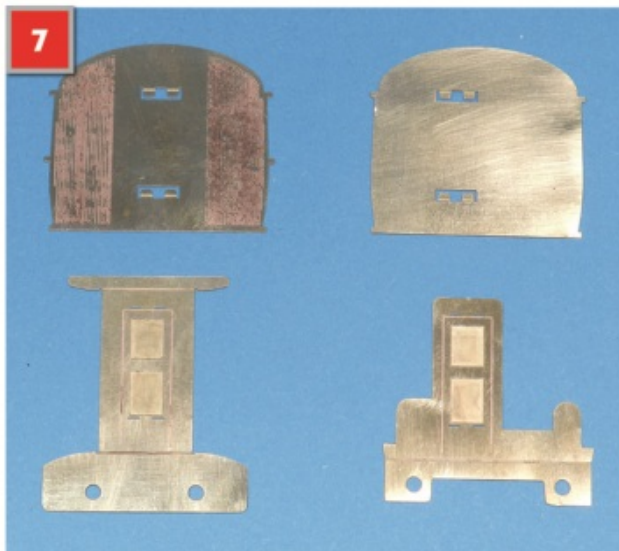
If you have chosen to build these coaches in their post-war condition, ie: with the valences removed, then the underframe detail will be visible and will need to be modelled. Initially, I was going to build the model in this condition, hence I made these up for one coach, but then I had a sudden change of mind, with the prospect of building something in a livery that I have not yet covered.



Above: If, as I am, you are building in full streamlined condition, the next stage is to fit the valences. Normally, these would come preformed, but it is not a difficult job to perform. Firstly, I formed the acute angle at the top of the valence, which is the face that joins to the underframe. Before proceeding further, I then soften the part using a blow torch, heating the part evenly to a fairly bright red, and allowing it to cool. There are several half-etch lines behind the valence to help the curve to be formed, which I did by rolling with a steel bar on my rubber cutting mat, with the top face overhanging the worktop. I then sweated each valence on after tinning both surfaces.

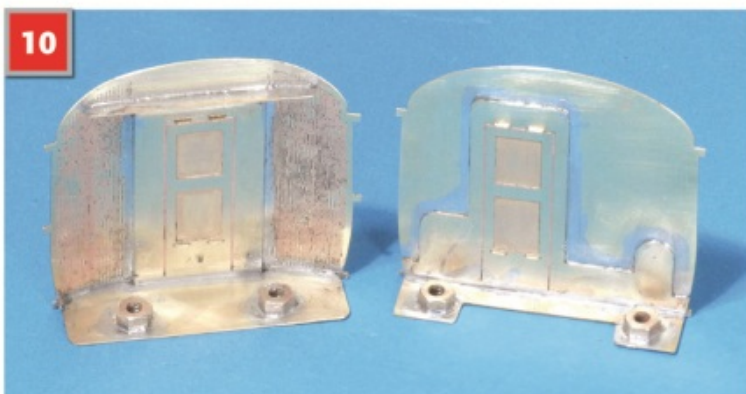
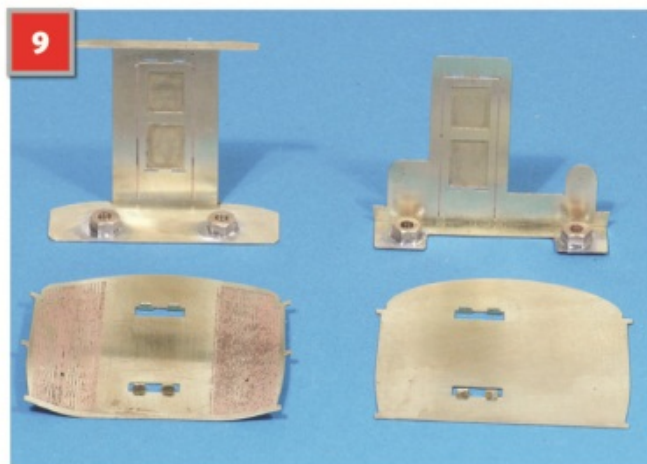
Right: Under each of the doors (at either end on the outer coaches, and three on the kitchen car) there is a step. On the left is the part cut from the fret, which is folded back on itself with the half-etched line on the outside of the bend and secured with a small amount of solder. The two protruding elements then fit into the two slots in the valence. It may be necessary to open out the slots, which I did with a small offcut of fret that I had thinned slightly with a file, and then wiggled it gently in each slot. Finally the steps are positioned horizontally, and soldered from behind the valence.





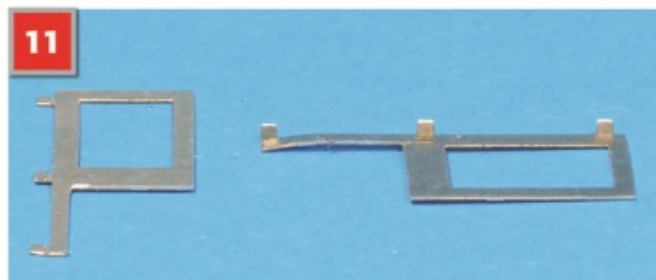
Left: Each of the body parts requires some preparation. Here we see the parts for the two ends of the Restaurant Third. The outer end is bowed, and the inner end has an offset corridor connection where it meets the Kitchen car.

Below: Again, to facilitate the forming of the bowed end, there are a series of half-etched lines. The curve formed very easily with my trusty steel bar.

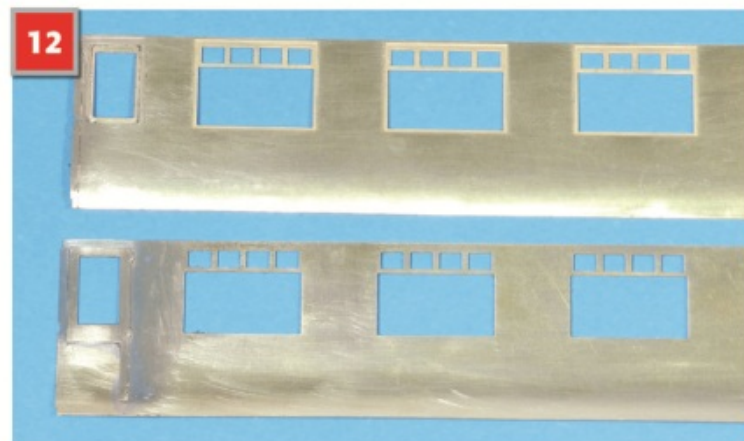


Finally, the two parts for each end are fitted and soldered. You can also see the locators which help you to line up the sides.

The other two parts are the end-inners. They need to be folded, and 8BA nuts soldered above the holes in the base for the body to be secured to the underframe. Also, the end-inner for the bowed end can be used to double check that the bowed end has been formed correctly. It is also possible here to see that the locators have been folded up on the ends. These fit into the slots on the end-inners, although the slots need a little opening out with a spare piece of fret as described before.



Wherever there is a door, there needs to be a droplight and door hinges. As well as folding up the hinges, the bottom section of this part needs to be curved to follow the tumblehome of the coach body.



Next, the droplight and hinges can be fitted to the coach sides. Again, the slots need to be opened a little, and I also thinned the hinges slightly as these were a tight fit. I have also fitted the door handle in this picture.



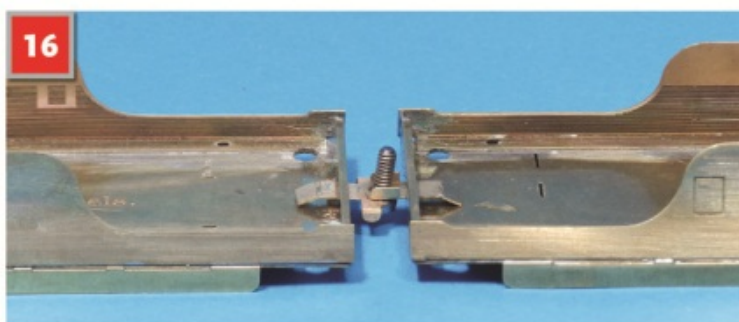
I tend to assemble coach bodies by attaching one end to one side, ensuring that they are square, and repeating with the other end and side. Then the two halves can be fitted together. Normally, care is needed to ensure that the correct end is matched with the correct side, but on each of these bodies, the locators on the ends make this a little easier. These locators are then filed flush with the coach sides.

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Finally the roof is added. It is preformed, but the shape needs adjusting slightly before fitting. It is a case of gently squeezing the roof in at one end, using one end of the coach body as a guide, then working along the length of the roof. It is actually simpler than it sounds. Next, I carefully soldered the roof to the top of the sides. First I soldered the ends, then I used a reasonably large screwdriver to gently push the coach side up against the roof, then ran the soldering iron along the top of the coach side with a small amount of solder. Finally I found that there was a small gap between the end of the coach and the roof at each corner. By running an additional small fillet of solder around each end these gaps are easily and quickly filled. The last step is to polish off any excess solder with a fibre glass burnishing tool. The body can now be tried on the underframe, fixing by an 8BA screw in each corner.

16



The tails are inserted into the slots in the buffer beams, so that the tails rest on the underside of the floor. They are not soldered at this point, and please note that they are not pushed all the way into the buffer beam.

18



Ensure that the corners of the two coaches on the inside of the curve do not touch, and then the tails of the couplings can be soldered to the underside of the two floors. At this point, I will come back to the fold up semi-circles on top of the bogies. I varied from the original instructions with the kit here. As mentioned earlier, I wanted the two shorter bogies on the outside of the triple set to rock only in a backward and forward motion, and for the longer articulated bogies to rock sideways underneath the two adjoining coaches. Also, I put both upper coupling units on the kitchen car, so that it sits both ends on the outer coaches. At the articulated ends, the underside of the buffer beams of the two restaurant cars then rest on one of the folded up semi-circles on the bogies. Some adjustment of the angle of the bend may be needed at this point, so that the buffer beam sits comfortably and also that both the restaurant cars and the kitchen car all sit at the same height. It is useful to compare roof heights at this point.

24

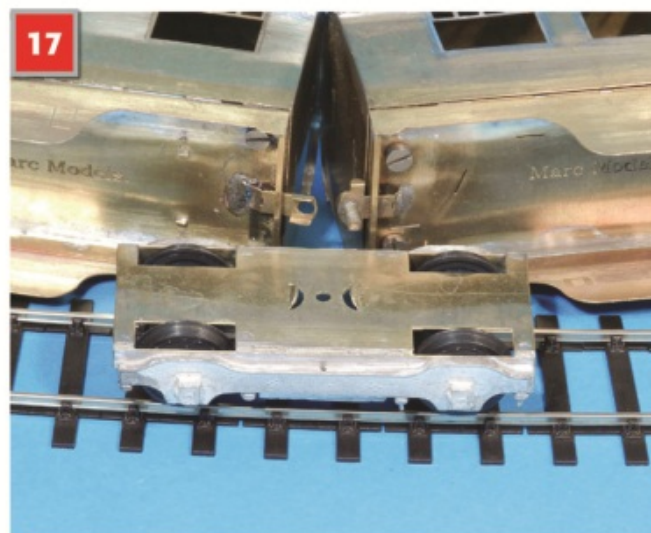


15



There are two etched parts and an 8BA screw for each of the articulated couplings. The two etched parts form an upper and a lower piece. The screw is soldered to the upper part of the coupling. On the left is the lower, and on the right the upper. The tail of the lower part has to be bent with the half-etched line to the outside.

17



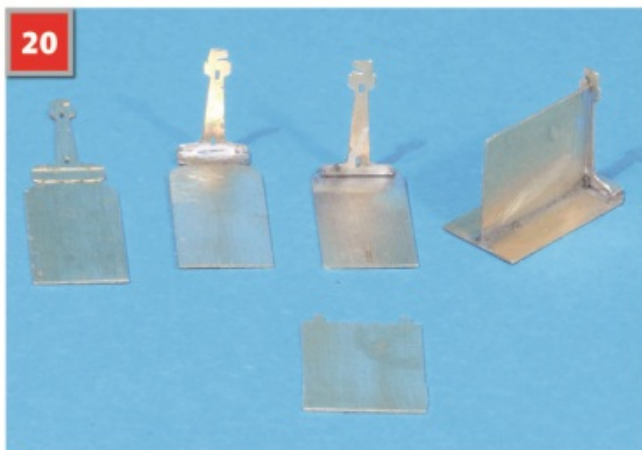
At this point, a dry run is needed to set the distance between the coaches, and hence where the articulated couplings are soldered to the underside of the floor. For this the bodies need to be on the underframes, and a piece of track set to the tightest radius that the coaches will need to negotiate. I set a piece of flexi-track to 36" radius.

19



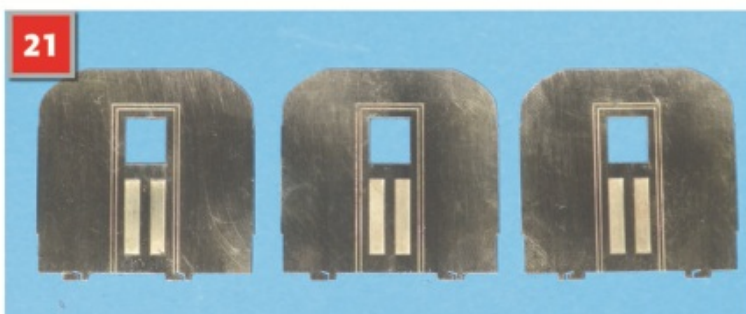
The kitchen car has interior partitioning. This consists of one long corridor panel, and three short divider panels. The long panel bends as shown with all half-etched lines to the inside, and the dividers are soldered on. It locates in a number of slots in the underframe floor.

20



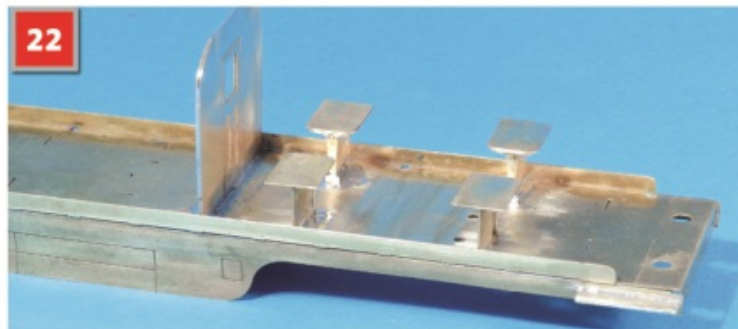
There are three sizes of table in the kit. The smallest and largest tables fit into the third class restaurant car for single and double seats respectively, and the middle sized table fits into the first class restaurant for single seats only. There are two parts for each table, the table top and leg, and the table support. I folded the leg to 90° (half etch line to the inside), then at the next half-etch line, fold the leg and underside back on itself through 180° (half-etch line to the outside). I then reinforced these bends with a little solder, before fitting the table support.

21

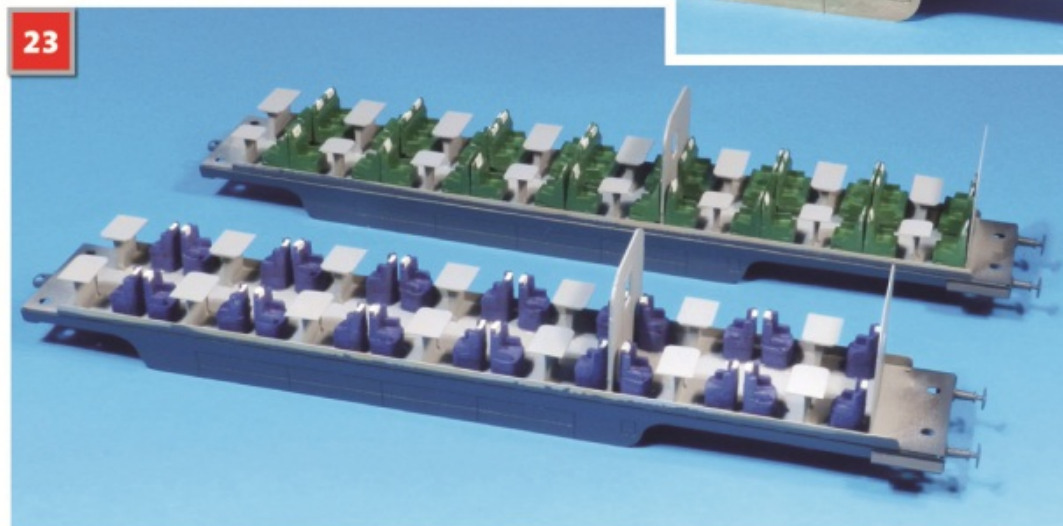


Each of the restaurant cars has some section dividers. There are three parts, but two of these are fitted back to back. These two can be identified by the tabs that locate into the floor at the bottom of the dividers, the third divider having tabs that are spaced differently.

22



23



Above: I fitted the dividers first, and then attached the tables, soldering each one in turn. I did not fit the seats at this stage, I chose to complete all of the painting first, and then glue them into position.

Left: After my usual triple wash of Flash, Viakal limescale remover (then lots of water and allow to dry), and cellulose thinners, the components were primed with Phoenix Precision two-part primer, then sprayed with Phoenix Precision LNER Silver Grey and LNER Mid Grey. Afterwards, the seats were fitted. First class seats were blue, and third class seats were green. The antimacassars were painted by hand.

Conclusion

I found this to be a satisfying project. The assembly went well, and without problems. I was a little concerned that the bogie side frame castings did not fully hide the etched bogie frame that they attached to, but this is much less noticeable once painted. Adding the beading was a very time consuming task, but the additional dimension that this brings to the model is worth

the effort. The corridor connections supplied are glued to the outer ends of the restaurant cars, and each end of the kitchen car. The white glazing for the kitchen car was achieved by painting the reverse side of some clear glazing material, prior to attaching. Fox Transfers produce a sheet of transfers especially for this train, although it does not include the first and third numbers for the carriage doors. I asked them

about this, and they told me that they chose not to include these as they do not show up very well on the coach. However, similar numbers are available on another sheet.

All that is needed now is for the rest of the train to be built with a silver A4 to haul them! **BRM**

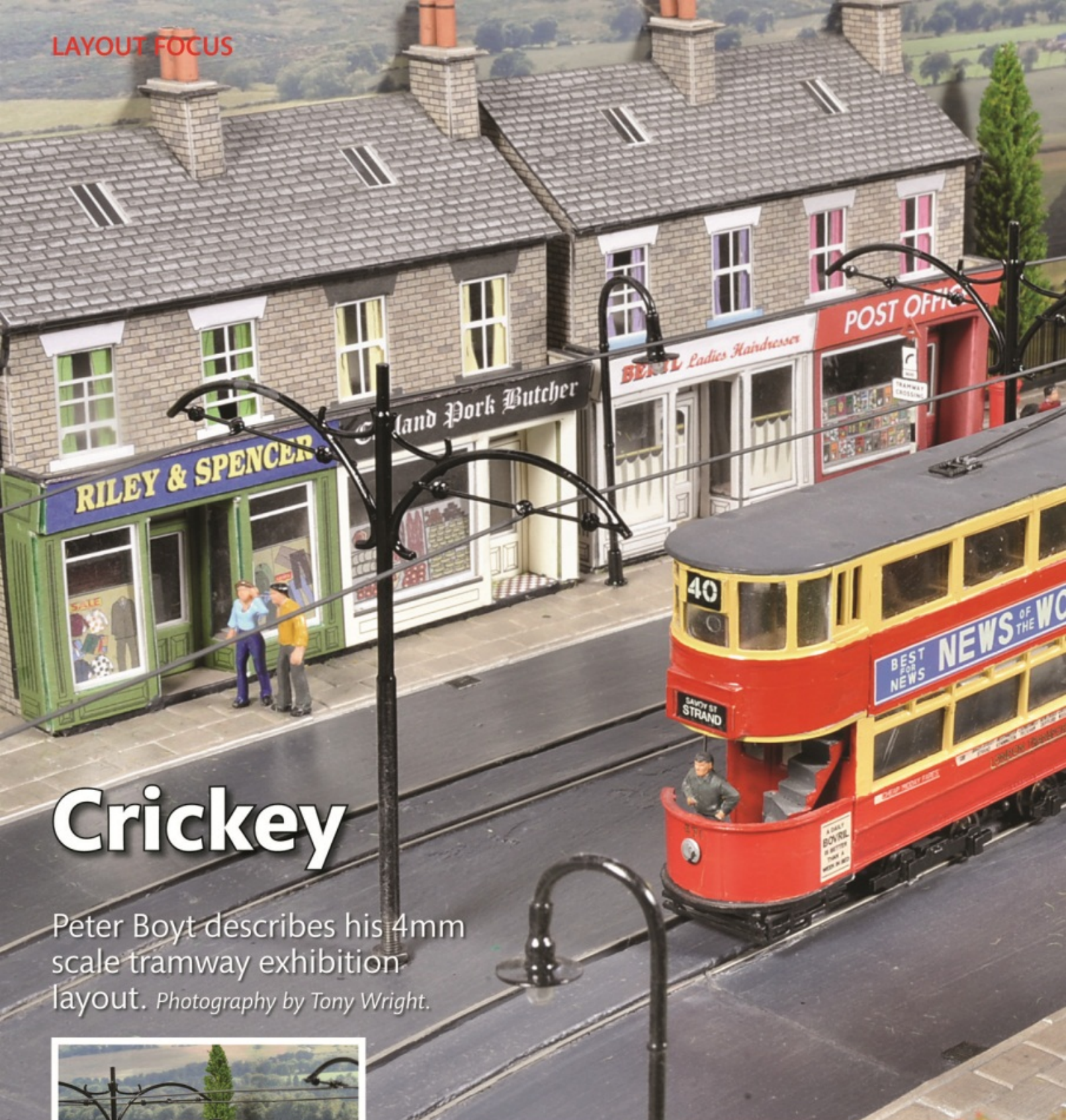
Below: On the body, I left the interior in a neutral grey, painted the roof LMS Coronation roof silver, then after allowing a few days for the paint to harden, masked the roof to spray the sides with the silver grey. After painting, the silver window frames and beading needs to be added. The window frames fit nicely into the half-etched recesses, and are secured with Bostick Repair Extreme glue, that does not attack the paint. Then, the beading is carefully cut to length, and stuck in place one by one. The trick is to use just enough glue to hold the beading with the minimal cleaning up, although some cleaning is inevitable. I used a sharpened cocktail stick for this process.

FURTHER DETAILS

MARC Models

15 Hadley Highstone, Barnet, Herts.
EN5 4PU
Tel: 020 8440 5918 (9.00am-5.00pm)
www.marcmodels.co.uk





Crickey

Peter Boyt describes his 4mm scale tramway exhibition layout. *Photography by Tony Wright.*



A Leeds Horsfield tram in wartime livery heading eastbound for the terminus at the shops and pub.

It was very probably conceived on the 'overnight sleeper to Llandudno'. This is what I blame for my love of all things relating to flanged wheels and metal rails.

I currently have two layouts; one is in a bedroom 7' x 11'. It's fictional BR 1950s and I run all my 110 locos, units, etc., on it including some 25 locos and units from Europe, not PC but who cares, I enjoy it!

Layout two, Crickey (silent middle 'c') is specifically an exhibition layout which stems from two things; Firstly; I was born in London in the late '40s, my Granddad took me to see the last trams in London, hence the tram fascination, and secondly a visit to Crich Tramway Village in Derbyshire from whence

came my inspiration to build this layout and its name. I already had several Corgi model trams that I had motorised and ran on my layout and on our club layout, this caused some merriment! The visit gave me the idea to construct a preserved tram layout on which I could realistically run all my trams, just like Crich does. I think it's called 'modellers licence'.

So very early in 2009 work commenced. All the books on building a layout emphasise the value of planning! I had two bits of MDF, both 15" wide, one 4' 0" and one 5' 0" long so that was the size. Some 2" x 1" or metric equivalent and bingo, we had two baseboards. Just by luck it fits a treat in my Golf. The track layout



Edinburgh Standard tram approaches as London E1 bogie tram leaves terminus at Shops & Pub.

was a combination of inspiration, a rough idea of what I wanted to achieve and what spare track I had left over. Cyril Freezer would be turning in his grave – bless him. Track was laid (by guesswork as to where to put it) tested and two ends for turning trams were built and added. Later on a second-hand Fleischmann turntable was added to the far end fiddle yard for the remote turning of those non-multidirectional trams or those with fixed poles on top. It speeds up the operational side no end. It all worked eventually. Its DC as DCC would be OTT! The only other electrics are two sets of points wired as one. These not only provide direction (a bit obvious) but isolation should it be needed and the lighting.



The London E1 tram passes the war memorial, heading westward towards the Church stop.



An aerial view from over the pub with the very old and rare 'Hamo' tram going westbound, next stop the church.



A Blackpool 'Dreadnought' tram passes the cottages heading for the terminus at shops and pub.

I have a very good book called the Golden Years of the British Tram, which contains hundreds of photos by Henry Priestly. From studying this I was able to gain more inspiration as to what was possible and correct, I wanted what I was building to be believable to the eye and possible to achieve to an exhibition standard, I don't like 'tatty'.

The road was built by adding card the same thickness as the sleepers to the desired width the full length of the track, both at the sides and in between the two tracks. Then I added another layer of card which brought the road level up to just under the height of the rail, this was butted up to the side of the rail. I achieved this by laying the card in small sheets to cover the rail, and then ran an old wallpaper edge roller, pressing down very hard which made an indentation on the underside of the card of the rail, which I very carefully cut along and this made a perfect match to the rail. This card must be firmly glued to the sleeper and track to prevent warping when painted. I didn't do this and paid the price, retro-fixing was a real nightmare, but I did it! Between the rails I used a filler, water and PVA mix for the road surface. Using string tucked up to the rails, the filler, after standing for 15 minutes before using, was applied. The filler was smoothed level with the



The Blackpool works tram passes the terminus en route to some track maintenance required further down the line.



An Austrian two-car unit (Liliput) approaches the town terminal (seen on the left), to load passengers.



A Zurich tram passes the 'Hanover's gift to Hiroshima' tram by the cottages.



Above: A Blackpool tram approaches the church stop as a Metropolitan 'Feltham' car leaves, heading eastbound for the terminus at the shops and pub.

Below: A London E1 tram passes behind the church as it approaches the stop.



rail tops using a narrow wallpaper scraper. When the filler was 75% set, the string was very carefully extracted using a metal ruler laid on the filler leaving a gap just wide enough for the string. This method protects the filler as the string is removed. The gaps did require some cleaning up but the result after painting the whole roadway dark grey looks like realistic tarmac. I avoided cobblestones as so often the results don't look as convincing, because the cobblestone paper used does not wear as well and can look tatty.

By now a picture was forming of how it would pan out. The ends of the scenic section were made from a Metcalfe Models triple arch viaduct, much kit-bashed to form a single and a double archway, one at each end. The back scene/backboard was made and fitted. Houses, shops, a pub and church from Metcalfe were obtained, made (slowly and carefully) and placed in position. The second-hand church kit (unmade), which I paid £3.00 for at a swapmeet, wouldn't fit where I had planned it, so I added a 'carbuncle' to the baseboard front, 17" x 3", problem solved! Nearly 1,500 Metcalfe paving slabs were laid beside the roads to form pavements with much 'Mod-Roc' placed to form a base for grassed areas and even out minor unwanted undulation.

I must have had a premonition about this layout as a year or so earlier I had bought on eBay, sufficient Somefeldt power masts to meet



Above and right: A Blackpool 'Balloon' car waits to leave the terminus on a westbound trip.

my needs. These were fitted, painted and wired up and look very effective, although they do not supply current to trams - know your limitations! However I did make my first and second ever brass kits, the Tram Shelter and period phone box to stretch my limitations!

As time progressed grass, seats, trees, street lamps (working), street signs, more fencing, people (many repainted), gardens, flower troughs, dust and waste bins, grave stones, bicycles, drain pipes to all buildings, a War Memorial, a WC complete with man standing in the open top urinal and a 'Tardis' type Police box complete with flashing blue light were added, not necessarily in that order. The church, like all the Metcalfe kit buildings, except the houses, are illuminated, and also has a loudspeaker within through which bell ringing can be played. It's all these little things that make the layout come alive and give it interest. Virtually nothing purchased for the layout was added without some form of enhancement, you get out only what you put in! It will continue to be added to and altered as necessary. I am already on my second set of street lamps as I came to dislike the original ones. Two non-exhibitions and one exhibition outing have helped me see what does and doesn't work. The turntable addition along with other minor modifications has been made to improve various aspects of the layout.

As for the rolling stock, I have some 26

motorised trams so far, both HO and OO. If you don't run them together it's not noticeable! They are from London (5), Lowestoft (1), Leeds (2), Edinburgh (1), Blackpool (5), Birkenhead (1), Germany (1), Portugal (1), Austria (3), Russia (1), America (2), Germany/Japan (1) and two miscellaneous. The fleet is made up from six motorised plastic kits, one motorised plastic tram (probably a marketing model), one motorised white metal kit, five Corgi and two EFE motorised diecasts, a non-branded diecast, plus seven RTR models from Roco, Liliput (purchased on eBay without motor and re-motorised), Spectrum, Bachmann, Kato, Hamo, Navemo, Hornby and one oddment! To be honest it's the tram kit building and motorising tram bodies, mostly without instruction or guide which 'floats my boat'. But once built they have to be run. This is where Crickey has a real point of difference and creates interest.

So what have I achieved? From the very favourable public reaction at its first exhibition outing at Aldeburgh I have achieved my interpretation of a preserved tramway village, it does not look too lived in as it isn't. It's very



believable when you know what I set out to build, interesting, tidy and it works. And without shame it gives me great enjoyment to share my creation with others which also keeps me out of the wife's hair for another day, bless her for her understanding and constructive input! **BRM**



MODEL RAILWAYS LIVE

FEATURES

Like tram layouts?

Check out the Grime Street Layout featured on the RMweb Members Day article on MRL

www.model-railways-live.co.uk/features



Yours truly at the photo shoot of Crickey with Tony Wright in St Peters Church, Bury St Edmunds.

BRM Awards 2012

A more 'streamlined' award process this year - but no less keenly contested!



Following last year's BRM awards presented at the Festival of British Railway Modelling in Doncaster, there is a change for 2012. This year there is a single category - the Cyril Freezer Memorial Award For Best Layout. This is awarded to the best layout, in the opinion of the editorial staff, featured in *British Railway Modelling* over the past 12 months. There are also two runners-up.

That means quite a list of high-quality layouts to be considered and the judging was very close, but, as usual, there can only be one winner!



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HOBBYMAGAZINES.ORG



Highly Commended

Some of the layouts which were just 'pipped at the post' include:

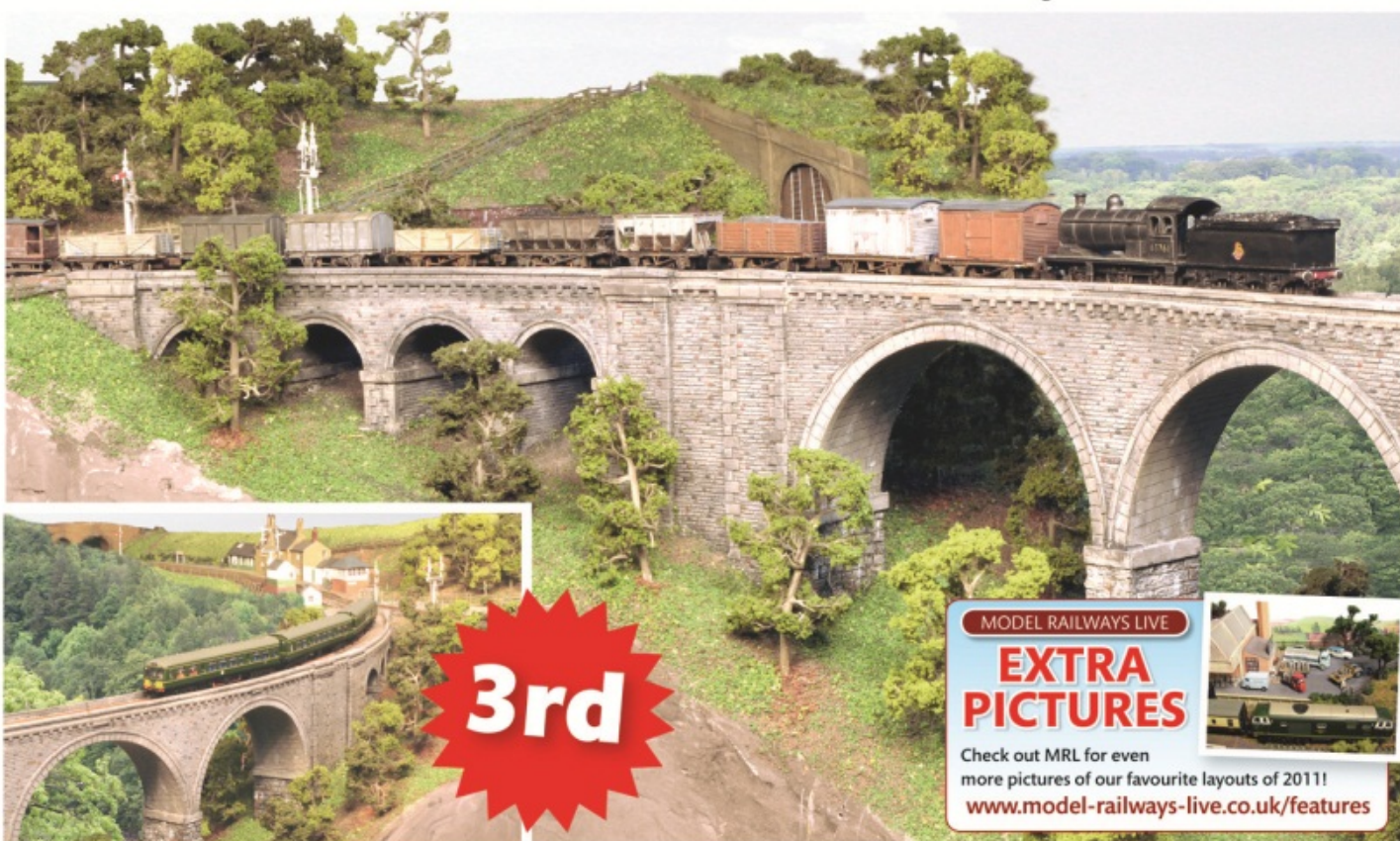
- * Cheriton Bishop
- * Burnfoot
- * Monks Bay

- * East Grinstead Town
- * Farkham
- * Helmthwaite & Chapel Lane

- * Burnham-on-Sea
- * Cherry Orchard
- * Chillingbourne



In third place is Lambley Viaduct, the excellent extension of David Smith's N gauge Alston layout. Second is the fabulous Hospital Gates, an extremely well-modelled recreation of certain elements of the Whittington Hospital Railway in 7mm scale by the East Riding Finescale Group. But this year's winner of the Cyril Freezer Memorial Award for Best Layout is Rowlands Castle, the OO gauge recreation of a small village in wartime, brought to life by the expert skills of Peter Goss. Congratulations to Peter - he will be receiving his award in due course. **BRM**



MODEL RAILWAYS LIVE
EXTRA PICTURES

Check out MRL for even more pictures of our favourite layouts of 2011!
www.model-railways-live.co.uk/features



5 great reasons to visit MODEL RAILWAYS LIVE this month!

Model Railways Live is the website that's packed with the latest news, reviews, features and top tips from the world of railway modelling. Here's our pick of the best from MRL this month...

1

Great Modelling Tips on 'Choosing your Baseboard'

MRL TV

Every week experienced scenic modeller Tony Hill shares his top modelling tips. Don't miss Tony covering the benefits of selecting the right kind of baseboard for your model railway

project. MRL TV also includes a mass of extra free content including Readers' Layouts, Modelling Advice, Top Layout Videos and loads of must-see funnies!



3

Reviews - Tony Wright's Hornby B1

We review the third new B1 to be received from Hornby, no. 61243 Sir Harold Mitchell. This represents a member of the class later in life with full AWS gear and a moved coal division plate in the tender. The model also has a later smokebox door and is fitted with dummy electric lighting.



4

WIN STUFF - WIN A HORNBY B1

Every month we give you the chance to win some great railway modelling prizes. This month don't miss your chance to win the superb Hornby B1 featured above!



5

Features - Blast from the Past: Hornby Heyday

We go back to British Railway Modelling's December 1996 ISSUE and recall the 'magical' Hornby Gauge O System.

2

BRM goes Digital - saving money!

British Railway Modelling is now available as a Digital Edition for iPhone, iPad, computer and Android phones. Costs are just £1.99 for the first issue. Or, why not subscribe and save even more? Six issues will cost just £10.99 (saving you £11.51) and 12 issues (one year) is just £19.99 (saving you £25.01).



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Model Railways Live is updated daily! Don't forget to follow us on Facebook and Twitter!

HORNBY

Peppercorn Class A1

BR 4-6-2 'Tornado'

www.hornby.com



Points Arising

Each month, the writer of our 'Letter of the Month' will receive a BRM book or DVD of our choice. Write to: *British Railway Modelling*, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH Fax: 01778 425437 • Email: brmletters@warnersgroup.co.uk



LETTER OF THE MONTH

Power for the nation

Ref 'Power for the Nation' on page 80 of the September 2011 BRM, I joined Babcock Power at Renfrew as Chief Work Study Engineer in late 1975, during the later stages of the Grain contract. Alas for the author, it was standard practice to ship power station components in red oxide finish. From memory, this was the same shade as the word 'News' on page 30 of the magazine. The cradles were part of this load as the vessel would have stood in them in the site store until erected in position. All the openings would have been covered with sheet metal cans to protect the joint faces, and to prevent wild life, etc, entering the interior, the cans being sealed with 'Duck' tape (silver metallic).

It was not a steam drum, which would be about three metres in diameter, with fewer and larger openings leading to banks of internal cyclones used to separate the steam and water droplets. Fudging from the numerous small branches, I would take it to be the superheater manifold. This lead the steam from the steam drum via the small branches through the furnace roof panels into the superheater tube bank. Unfortunately, most power station boiler drawings tend to show a side elevation which shows only the ends of the various manifolds.

By the late 1980s, the Renfrew works held a slide library of over 10,000 colour slides of its many products and processes. A trawl on the web may unearth where they are now. The engineering magazines of the day regularly carried write ups, including the transport to site of the various major components. From my 1950's trainee days, I also recall some interesting items being shipped from the various Sheffield forge companies including continuous grain flow crankshafts for large diesel generators and cast steel bogie frames. Not all covered by anonymous sheeting.

Thank you for a stimulating magazine, there is usually some item I can relate to from my past.

Eric A Marshall, C Eng. FIET
Gourock, Renfrewshire

Thank you Tony

I have just read the news about Tony's retirement in the latest edition of BRM. Like many I have missed Tony over the last few months but it is good to know that he is still with us. Although I have never had the pleasure of meeting Tony in person I feel like I know him through his numerous DVDs and articles.

Tony has to be one of the most amusing and inspirational (for me) modellers out there. His infectious enthusiasm will be greatly missed although I look forward to his occasional contributions to BRM. Please allow me to wish Tony a very long and happy retirement and to thank him for all the enjoyment he has brought to me and many others.

Paddy Coleman (by email)

Graffiti - the last word!

I have been following the somewhat Pythonesque exchange concerning graffiti. As someone who has modelled graffiti, I have to say that I find it unbelievable that such issues should excite the readership as much as it has. In my case, the graffiti was on the harbour wall of my County Gate layout. It states 'vote Moseley'. It is an exact copy of one I photographed on a bridge wall in Devon during the early '60s. I have received

over 20 angry complaints, mostly due to the fascist connection. The fact was that in 1935, a significant percentage of Britons favoured the Black Shirts. Are we supposed to filter out the parts of British history that we find uncomfortable?

Our model railways are for the most part built to please ourselves. If we wish to paint graffiti all down the sides of our coaches, why not? For God's sake let us keep political correctness out of our compositions! How many modern image model railways include the correct ethnic and cultural mix in our little people on the platforms?

Recently, I completed a layout for a customer which included piles of litter in the railway sidings - including supermarket trolleys and an old mattress. The client was delighted! It takes all sorts and long may it continue.

John de Frayssinet

This correspondence is now closed.

Parkside praise

I am writing to say, and hopefully share with your readers, a great big 'thank you' to the fabulous team of staff there are at Parkside Dundas. I am new to O gauge and kit building and I have had a few problems with my first

This month on facebook

At last a retooled 67 in the Hornby 2012 range. Hopefully it will be to the standards of the 56 and 60. **Robert Hambridge**

I'd love to see the next British Railway Modelling, but unlike some other model railway magazines it's not published in electronic format. My resolution is no more paper! **Ken Adams**

Check-out www.model-railways-live.co.uk where you can now download BRM as a Digital Magazine! **Ed**

Phwore! The Hornby B1 looks great but I'd feel less guilty modifying, renumbering and weathering the Bachmann B1.

Sylvian Greumach

Just had a quick look at the monthly E-Newsletter. Plenty to keep me busy. Thanks BRM. **Gary Yemm**

Make sure you sign-up to our monthly E-Newsletter at www.model-railways-live.co.uk! **Ed**

Reader Poll

What is the most exciting new model announced by Hornby this year?

- GWR Heavy Freight Tanks - 33%
- Class 67 - 21%
- The 01 - 21%
- Push-Pull Coaches - 10%
- Thompson Non-Corridor Coaches - 5%
- Still waiting for a 2011 release - 10%

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couple of build attempts. I contacted Parkside Dundas during the Christmas period, for some assistance with damaged parts (my fault) and some missing transfers, expecting a reply early in the New Year.

Not only did they respond between Christmas and New Year they managed to get the required items to me in the same period! With very knowledgeable staff I was given some excellent advice on how not to make the same errors. Hopefully I can now complete the kits doing them the justice they deserve. A very big thank you to the staff at Parkside Dundas.

Matthew Gale (by email)

Diary Dates

Please send full details of forthcoming events to the Diary Dates Editor, *British Railway Modelling*, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH, fax them on 01778 425437, email to jeanw@warnersgroup.co.uk or post them on our website at: www.model-railways-live.co.uk. Closing date for the April 2012 issue is February 16, 2012, and March 20, 2012 for the May 2012 issue. ♿ Suitable for disabled visitors.

EXHIBITIONS

Friday 2 March to Saturday 4 March

♿ Northern Modelling Exhibition 2012

Event City adjacent to the Trafford Centre, Manchester

Friday: 10.00 am - 5.30 pm

Saturday: 10.00 am - 5.30 pm

Sunday: 10.00 am - 5.00 pm

Prices: £8.00 adult, £7.00 concs, £3.00 child, £11.00 family (3+1) or £19.00 (3+2)

Contact: Avril Spence

Web: www.northernmodellingexhibition.co.uk

Saturday 3 March

Gauge O Guild - Spring Show

Kettering Leisure Village

Thurston Drive, Kettering,

Northamptonshire NN15 6PB

Saturday: 10.00 am - 4.00 pm

Contact: Alan Jones

Tel: 0845 603 6213

Web: www.gaugeoguild.com

♿ West Bromwich Model Rail Club Exhibition

The Old Post Office, Holyhead Road,

Wednesbury, West Mids WS10 7DF

Saturday: 10.00 am - 4.30 pm

Prices: £3.00 adult, £1.50 child, £2.00 OAP

Contact: Les or Ian Miles

Tel: Les 07906 478460 or Ian 0121 559 5673

Email: ian.miles2@mypostoffice.co.uk

♿ St Anselms Church

St Anselm Church and Halls,

Ventnor Avenue, Harrow HA7 2HU

Saturday: 10.30 am - 5.00 pm

Prices: £4.00 adult, £8.00 family

Contact: Roger Pidgeon

Tel: 01923 242226

Email: lamontplan@btinternet.com

♿ March & District MRC

Westwood Community Junior School

Maple Grove, March,

Cambridgeshire PE15 8JT

Saturday: 10.00 am - 4.30 pm

Prices: £3.50 adult, £1.50 child, £3.00 concessions

Contact: Brian Wakeling

Tel: 01354 680032

♿ Abingdon & District MRC

White Horse Leisure & Tennis Centre
Audlett Drive, Abingdon, Oxfordshire
OX14 3PJ

Saturday: 10.00 am - 5.00 pm

Prices: £6.00 adult, £4.00 child, £14.00 family (2+2)

Contact: Peter Warwick

Email: peterfay@toucansurf.com

Web: www.admrc.org.uk

Saturday 3 March to Sunday 4 March

♿ Preston & District MRS

Sports Hall, Preston College, St.

Vincent's Road, Preston, Lancashire

PR2 8UR

Both days: 10.00 am - 5.00 pm

Prices: £6.00 adult, £4.00 child, £15.00 family (2+2)

Contact: Neville Davies

Tel: 07775 326204

Email: preston.exhibition@talktalk.net

Web: www.PrestonandDistrictmrs.org.uk

Rainhill MRC - Model Rail 2012

Rainhill Village Hall, Weaver

Avenue, (behind shopping precinct,

off Warrington Road), Rainhill,

Merseyside L35 4LU

Saturday: 10.00am - 5.00pm

Sunday: 10.00am - 4.30pm

Prices: £3.50 adult, £2.50 child, £2.50 concessions, £9.50 family (2+2)

Contact: Brian Davis/Peter Hughes

Tel: 01925 226266 (Brian)

Email: brian@andertondavis.fsnet.co.uk

Web: www.rainhillmrc.org.uk

Saturday 3 March to Sunday 4 March

♿ North Kent MRG

Homewood School, Tenterden,

Kent

Saturday: 10.00 am - 5.00 pm

Sunday: 10.00 am - 4.00 pm

Prices: £4.00 adult, £2.00 child, £3.00 OAP, £10.00 family (2+2)

Contact: David Willis

Tel: 07803 229235

Email: davidwills@hotmail.co.uk

Saturday 10 March to Sunday 11 March

♿ Brierfield (St Lukes) MRC

St. Lukes Church Hall, St. James St,

Brierfield, Nelson, Lancs BB9 5JW

Saturday: 10.00 am - 5.00 pm

Prices: £3.00 adult, £1.50 child

Contact: David Carter

Tel: 07770 331348

Email: cartersdad@ntlworld.com

Basingstoke & North Hants MRS

Aldworth Science College, Western

Way, (off Brighton Hill roundabout),

Basingstoke, Hampshire RG22 6HA

Saturday: 10.00 am - 5.00 pm

Sunday: 10.00 am - 4.00 pm

Prices: £5.00 adult, £4.00 concessions, £14.00 family (2+3)

Contact: Rob Score

Tel: 07768 728684

Email: robsscore@aol.com

Web: www.bnhmrs.hampshire.org.uk

♿ Wyre Forest MRC

Perdiswell Leisure Centre, Bilford Road,

Worcester, Worcestershire WR13 8DX

Saturday: 10.00 am - 5.00 pm

Sunday: 10.00 am - 4.00 pm

Prices: £5.00 adult, £2.50 child, £4.00 OAP, £12.50 family (2 + 2)

Contact: John Williams

Tel: 01562 515152

Web: www.wyreforestmrc.com

♿ Birtley Model Railway Engineers

Birtley (CC) Model Railway Engineers

Birtley Community Centre

Ravensworth Road, Birtley, Gateshead

DH3 1EN United Kingdom

Saturday: 10.00 - 17.00

Sunday: 10.00 - 16.00

Prices: £3 adult, £1 child, £2.5 OAP

Contact: Alan Gray

Tel: 0191 487 1110

Saturday 10th March

Northampton Model Railway Exhibition

Malcolm Arnold Academy, Trinity

Avenue, Northampton NN2 6JW

Saturday: 10.00 am - 4.00 pm

Prices: £5.00 Adults; £4.00

Concessions; £10.00 Family (2+2).

Contact: Nobby Clarke (Show Manager)

Email: nobbyclarke2@btinternet.com

Web: www.northamptonmodelrailwayshow.co.uk

Saturday 10 March

Scout Rail

Settle Primary School (Near Railway

Station), Settle, North Yorkshire

Saturday: 10.00 am - 5.00 pm

Prices: £2.50 adult, £1.00 child

Contact: D Burrows

Tel: 07815 461213

Wealden Railway Group

Arundel 1st Scout Hall, off Canada Road,

Arundel, West Sussex

Saturday: 10.00 am - 5.00 pm

Prices: £3.00 adult

Contact: Andrew Knights

Tel: 07714 101015

Email: wealdenrailwaygroup@googlemail.com

Web: www.wealden.weebly.com/index.html

♿ Swindon MRC - Modrail 2012

Gorse Hill Baptist Church, Cricklade

Road, Gorse Hill, Swindon SN2 1AA

Saturday: 10.00 am - 5.00 pm

Prices: £3.00 adult, £2.50 child, £10.00 family (2+3)

Contact: Ian Burbidge

Tel: 07880 654755

Email: imburbidge@btinternet.com

Web: www.modrail.org.uk

♿ Narrow Gauge North 2012

Benton Park School, Harrogate Road,

Rawdon, Leeds LS19 6LX

Saturday: 10.00 am - 5.00 pm

Prices: £5.00 adult, £1.00 child, £10.00 family (2 + 2)

Contact: Mr R Redman

Tel: 01132 583722

Web: www.narrowgaugenorth.org.uk

Saturday 17 March to Sunday 18 March

Perth Green (Jarrow) MRC

Perth Green CA, Inverness Road, Jarrow,

Tyne and Wear NE32 4AQ

Saturday: 10.00 am - 5.00 pm

Sunday: 10.00 am - 4.00 pm

Prices: £4.00 adult, £2.00 child, £3.00 OAP

Contact: John Forster

Tel: 0191 489 3743

Email: j.forster1@sky.com

Web: www.perth-green-mrc.webs.co.uk

Saturday 17 March to Sunday 18 March

♿ Moray MRG - The Great North of Scotland MRX

TA Centre, Edgar Road,

Morayshire

Saturday: 10.00 am - 5.00 pm

Sunday: 10.00 am - 4.00 pm

Prices: £3.50 adult, £2.00 child, £2.00 concessions, £9.00 family

Contact: Norman Millar

Tel: 01343 830928

Email: dusty.lynn@virgin.net

Web: www.moraymrg.org.uk

Saturday 17 March to Sunday 18 March

♿ Nottingham MRS

Harvey Hadden Sports Complex

Bilborough Park, Wigman Road,

Nottingham NG8 4PB

Saturday: 9.30 am - 5.30 pm

Sunday: 10.00 am - 5.00 pm

Prices: £8.00 adult, £2.00 child, £7.00 OAP, £7.00 concessions, £18.00 family (2+2)

Contact: Ian Trivett

Email: ian.trivett01@btopenworld.com

Web: www.nottingham-modelrailway.org.uk

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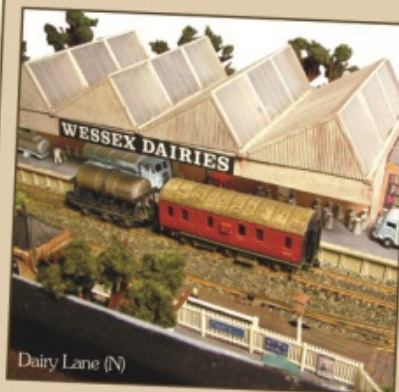
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Saturday 17 March

North Downs Model Railway Circle

The Good Shepherd Church Hall
Station Approach Road, Tadworth,
Surrey KT20 5AE

Saturday: 10.00 am - 5.00 pm

Prices: £5.00 adult, £3.00 child (-16),
£4.00 OAP, £10.00 family (2+2)

Contact: Stuart Robinson

Tel: 07758 458827

Email: stuart.robinson27@ntlworld.com

Web: www.ndmrc.info/

Chesham MRC

Elgiva Theatre, St. Marys Way,
Chesham, Buckinghamshire HP5 1LL

Saturday: 10.00 am - 5.00 pm

Prices: £3.50 adult, £2.50 child,
£3.00 concessions, £10.00 family

Contact: Nigel Clark

Tel: 01494 782347

Email: nigelclark477@btinternet.com

Saturday 24 March to Sunday 25 March

Keighley MRC

Victoria Hall, Victoria Park, Keighley
BD21 3JN

Saturday: 10.00 am - 5.00 pm

Sunday: 10.00 am - 4.00 pm

Prices: £4.00 adult, £3.00 child,
£3.00 OAP, £12.00 family (2+2)

Contact: Mick McNamara

Tel: 07771 565617

Email: mickmcnamara@btinternet.com

Web: www.keighley-mrc.org.uk

The London Festival of Railway Modelling

Alexandra Palace, London N22 7AY

Saturday: 10.00 am - 5.00 pm

Sunday: 10.00 am - 4.00 pm

Prices: £11.00 adult, £5.00 child
(-14), £32.00 family (2+3)

Contact: Warners

Tel: 01778 391123

Email: exhibit@warnersgroup.co.uk

Web: www.model-railways-live.co.uk

Saturday 24 March

Tring & District MRC - Tring-Rail 2012

The Red Cross Hall, Town Centre,
Tring, Hertfordshire HP23 5AZ

Saturday: 10.30 am - 5.00 pm

Prices: £2.50 adult, £1.50 child, £1.50
OAP, £6.00 family (2+2)

Contact: Robert Longman

Tel: 01525 850703

Email: r.longman@btinternet.com

Web: www.tdmrc.co.uk

Cornish NG Railway Modellers Narrow Gauge Expo

Threemilestone Community Centre,
Truro, Cornwall TR3 6DP

Saturday: 10.00 am - 4.00 pm

Prices: £3.00 adult

Contact: Tom Snook

Tel: 01747 861977

Saturday 31 March

The Strettons Railway Society

Silvester Horne Institute and URC
Hall, High Street, Church Stretton,
Shropshire

Saturday: 10.00 am - 4.00 pm

Prices: £3.00 adult, £1.00 child (-18),

£2.50 concessions

Contact: Alan Wildblood

Tel: 01694 723756

Email: alliz3@btinternet.com

Saturday 31 March to Sunday 1st April

South West Model & Hobby Show

Bath & West Showground,
Shepton Mallet BA4 6QN

Both days: 10.00 am - 5.00 pm

Prices: £10.00 adult (2 day
£15.00), Kids go free (under 15)

Web: www.swmee.co.uk

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Saturday 31 March to Sunday 1st April

Maryport Model Club

Netherhall School, Netherhall,
Maryport, Cumbria CA15

Saturday: 10.00 am - 5.00 pm

Prices: £3.50 adult, £1.00 child,
£2.50 OAP, £8.00 family (2 + 2)

Contact: Trevor Austin

Tel: 01900 813661/Eric Farragher

Tel: 01900 608210

Email: maryportmodelclub@hotmail.co.uk

Association of 16mm Narrow Gauge Modellers - National Garden Railway Show

The Showground, Peterborough,
Cambridgeshire

Saturday: 10.00 am - 5.00 pm

Prices: £8.00 adult

Contact: Richard Cable

Web: www.16mm.org.uk

Tendring Hundred MRC

Brotherhood Hall, St Osyth Road,
Clacton-on-Sea CO15 3BW

Prices: £2.50 adult, £1.50 child,
£1.50 concessions, £6.00 family

Contact: R Halls

Tel: 01255 812993

Carlton Railway Society

The Courtyard, Boothferry Road,
Goole DU14 6AE

Saturday: 10.30 am - 4.00 pm

Contact: Richard Morley

Tel: 07840 777197

Email: rmorley@live.co.uk

Belper MRG

Strutts (opposite Babington Hospital)
Derby Road, Belper DE56 1UU

Saturday: 10.00 am - 5.00 pm

Prices: £2.50 adult, £1.50 child (-16),
£2.00 OAP

Contact: Ray Williams (Secretary)

Tel: 01773 825043

Email: manage@parwichps.wanadoo.co.uk

OPEN DAYS

Sunday 11 March

St Neots MRC

Buckden Millennium Community
Centre, Burberry Road, Buckden

PE19 5UY

Sunday: 10.00 am - 4.00 pm

Prices: £1.50 adult, £1.00 child

Contact: Dave Smith

Email: d_smith80@sky.com

Saturday 17 March

West Sussex Area Group of the N Gauge Society

Sompting Village Hall, West Street,
Sompting, West Sussex BN15 0BE

Saturday: 10.00 am - 4.00 pm

Prices: £1.00 adult, 50p child

Contact: Nigel Appleton

Email: n.appleton888@btinternet.com

Web: www.wsgn.co.uk

MEETINGS AND TALKS

Thursday 1 March

Lutterworth Railway Society

The United Reformed Church
George Street, Lutterworth,
Leicestershire LE17 4EF

Thursday: 7.30 pm

Contact: Dave Hanger

Tel: 01455 203307

Friday 2 March

Kettering & District Locomotive Society

Cornmarket Hall, London Road,
Kettering, Northamptonshire

Friday: 7.45 pm

Contact: Ian Lyman

Tel: 01536 514640

Email: kdls@railwayclocks.freemove.co.uk

Monday 5 March

Plymouth Railway Circle St

Edwards Church Hall, Home Park
Avenue, Peverell, Plymouth PL3 4PG

Monday: 7.30 pm

Prices: £2.00 adult

Contact: Barrie Lanyon/David

Tel: 01752 651014 (Barrie) / 01752

569179 (David)

Email: barrielanyon@hotmail.com

Tuesday 6 March

East Anglian Railway Museum

North London (Enfield) Branch

First Floor Meeting Room, The Drill
Hall Sports Club, Old Park Avenue,
Enfield EN2 6PJ

Tuesday: 8.00 pm - 10.30 pm

Prices: £2.50 adult

Contact: Roger Elkin/Kenneth Crane

Tel: 0208 363 0697

Email: rogerelkin@btinternet.com /
k.h.crane@hotmail.com

Web: <http://www.earm.co.uk>

Southern Electric Group - South Hampshire Branch

Eastleigh Railway Institute, Romsey
Road, Hampshire

Tuesday: 7.30 pm

Prices: £2.00 adult

Contact: John Goodrich

Tel: 023 8067 0028

Web: www.southernelectric.org.uk

Wednesday 7 March

Mirfield Railway Enthusiasts Society

The Navigation Tavern, Station Road,
Mirfield, West Yorkshire WF14 8LG

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Sunday

- Trees Jacquie Perrat
- Tree planting and water Tony Hill
- Scenic accessories for your layout The Market Deeping MRC.

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Sunday 10.00am-4.30pm

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Diary Dates

Wednesday: 7.30 pm
Prices: £2.00 adult
Contact: Pete Whitworth /Barry Laycock
Tel: 01924 498451/01924 521931
Email: petesyl12whitworth@hotmail.com

Friday 9 March
Purbeck Railway Circle
 Harman's Cross Village Hall
Friday: 7.00 for 7.30 pm
Contact: Bob Taylor
Tel: 01929 421913
Email: r-i-taylor@hotmail.co.uk
Web: www.swanagerrailway.co.uk

Sunday 11 March
Rusper MRC
 Hayes/Pickering, Bromley Area
Contact: Angela Crumplin
Tel: 01323 848051
Email: angela@angelacrumplin1.orangehome.co.uk
Web: www.rusper-mrc.co.uk

Monday 12 March
Southern Electric Group - Sussex Branch
 Deall Room, Southwick Community Centre, Southwick, Hampshire
Monday: 7.30 pm - 10.00 pm
Prices: £3.00 adult
Contact: Peter Jones
Tel: 01273 504791

Tuesday 13 March
Pewsey Vale Railway Society
 Woodborough Social Club, Smithy

Lane, Woodborough, Pewsey, Wiltshire
Tuesday: 7.45 pm
Contact: Max Wilkinson
Tel: 01672 851478
Web: www.pvrs.org.uk

Thursday 15 March
Lutterworth Railway Society
 The United Reformed Church
 George Street, Lutterworth, Leicestershire LE17 4EF
Thursday: 7.30 pm
Contact: Dave Hanger
Tel: 01455 203307

Saturday 17 March
Caledonian Railway Association - Annual General Meeting
 Hallmark Hotel, Carlisle
Saturday: 11.00 am
Contact: William S. Cooper
Tel: 01357 521540
Email: wils@wscarchitect.co.uk
Web: www.crassoc.org.uk

Monday 19 March
Plymouth Railway Circle St
 Edwards Church Hall, Home Park Avenue, Pevereil, Plymouth PL3 4PG
Monday: 7.30 pm
Prices: £2.00 adult
Contact: Barrie Lanyon@hotmail.com
Tel: 01752 651014 (Barrie) / 01752 569179 (David)
Email: barrielanyon@hotmail.com

OTHER EVENTS

Saturday 3 March to Sunday 4 March
Pendon Museum - John Ahern Anniversary Weekend
 Long Wittenham, Pendon
Saturday: 2.00 pm - 5.30 pm
Sunday: 2.00 pm - 5.30 pm
Contact: Catherine Watsham
Tel: 07786 210177 or 01235 364510
Email: catherine@cawmarketing.co.uk
Web: www.pendonmuseum.com

TOY & TRAIN FAIRS

Saturday 18 February
Barry Stockton Fairs - Wrexham
 Wrexham Memorial Hall, Wrexham LL12 7AG
Saturday: 10.30 am - 4.00 pm
Prices: £1.5 adult, £0.5 child
Contact: Barry Stockton or Albert Pyper
Tel: 0151 334 3362 (Barry) / 0151 638 3915 (Albert)
Email: Brystcktn@aol.com
Web: www.barrystocktonfairs.co.uk

Sunday 19 February
Ray Heard Model Railways
 Newton Abbot Racecourse, Newton Abbot, Devon, TQ12 3AF
Sunday: 10.00 am - 3.00 pm
Prices: Adult £2.00
Contact: Ray Heard
Tel: 01823 480097
Email: rayheard66@btinternet.com

Sunday 4 March
Reading Vintage Toy Fair- The Big Southern Vintage Toy Fair
 Rivermead Leisure Centre, Richfield Avenue, Reading, Berkshire RG1 8EQ
Sunday: 10.30 am - 3.30 pm
Prices: £3.50 adult, £3.00 OAP, £7.00 family (2+2)
Contact: Tony Oakes
Tel: 01270 841558 / 07825 631323

Sunday 4 March
Barry Stockton Fairs - Manchester
 George Carnall Leisure Centre, Kingsway Park, Urmston, Manchester M41 7FJ
Sunday: 10.30 am - 3.00 pm
Prices: £2.00 adult, 50p child
Contact: Barry Stockton
Tel: 0151 334 3362
Email: Brystcktn@aol.com
Web: www.barrystocktonfairs.co.uk

Saturday 10 March to Sunday 11 March
Barry Stockton Fairs - Merseyside Hobbies, Toy & Model Railway Exhibition
 Pacific Road Arts Centre, Pacific Road, Birkenhead CH41 1LJ
Saturday: 12.00 to 4.00 pm
Sunday: 10.30 am - 4.00 pm
Prices: £4.00 adult
Contact: Barry Stockton or Albert Pyper
Tel: 0151 334 3362 (Barry) / 01051 638 3915 (Albert)
Email: Brystcktn@aol.com
Web: www.barrystocktonfairs.co.uk

Sunday 11 March
Ashfield Toy & Train Fair
 Festival Hall, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ
Sunday: 10.00 am - 3.00 pm
Contact: Malcolm Townsend
Tel: 07951 072790

Sunday 18 March
Barry Stockton Fairs - Wirral
 Hulme Hall, Wirral CH62 5DH
Sunday: 10.30 am - 3.00 pm
Prices: £1.50 adult, 50p child
Contact: Barry Stockton
Tel: 0151 334 3362
Email: Brystcktn@aol.com
Web: www.barrystocktonfairs.co.uk

Wednesday 21 March
Joe Lock Model Railways
 Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY
Wednesday: 7.00 pm - 9.00 pm
Contact: Joe Lock
Tel: 01992 467967 / 07866 641215
Email: joseph.lock105@btinternet.com

Wednesday 28 March
Burton Upon Trent Toy & Train Fair
 The Town Hall, Burton Upon Trent DE14 2EB
Wednesday: 6.30 pm
Contact: Malcolm Townsend
Tel: 07951 072790

Mike Cook

Anyone who has ever been to the York Model Railway Exhibition will have been in some way affected by the efforts of Mike Cook. Mike died just prior to Christmas 2011, still anticipating the 2012 show which would have been his 50th. A service was held for him at York Crematorium on December 30, 2011, which was attended by many of those who have been long associated with the York show, including a number of Gauge O Guild members.

Mike was born in North Yorkshire and went to school in Pickering. After Army service, he enrolled on a teacher training course and spent the greater part of his life teaching at schools in York. He was a bachelor and avid producer of school pantomimes, occasionally taking a role himself. Railway modelling became a hobby which he passed on to boys in the school, some of whom are involved in the York show today. In later years Mike became involved in Morris Dancing and regularly played melodeon for some local groups, even having a Morris Men team of his own.

During what I seem to recall was the mid '80s, Mike organised a Gauge O Guild convention for the North East, held at the York Railway Institute. He was probably the Constituency Rep for the Guild at that time. His railway interest was chiefly that of the South Devon lines in the GWR era, starting in 4mm scale. He later moved to 7mm and subsequently

also modelled Welsh narrow gauge.

From the early days of the York Show at the Assembly Rooms, later also hiring the De Gray Rooms, the York show, under his direction, moved into the York Racecourse stands and later into the Knavesmire Suite which is used today. He had his hand on the tiller for this year's show, which will go ahead as planned at Easter.

To say that he kept a grip on the York show would be an understatement! Throughout the show's existence, Mike negotiated all of the venue bookings, trade, layouts and accommodation. In addition, the social side was legendary, with many of the exhibitors being bussed to the North York Moors Railway on chartered coaches on the Sunday evening of the show, for a ride on the railway and a meal and sing song until late hours!

A few years ago, Mike was honoured with an Order of Merit by the Gauge O Guild for his contribution to the hobby and the Guild in particular. He was subsequently to suffer from deteriorating health which forced him into sheltered accommodation and later, also into a wheelchair. For the last three years or so he was still very much at the helm but was backed up by a great team of helpers, who will ensure that the York show continues in his memory. Mike leaves an only sister, to whom we send our condolences.

Derek Mundy

While every care has been taken with the compilation of 'Diary Dates', entries are published in good faith - from information supplied by the organisers - and British Railway Modelling does not accept responsibility for any cancellations or errors. It may be advisable to check with the club or venue before travelling. 'Diary Dates' entries are published free of charge to bona-fide model railway clubs and societies.

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Loch Tat (N)

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£14.50 complete
HOT WIRE
POLYSTYRENE CUTTER
+ spare wire + battery.
Leaves a smooth sealed edge.

Save 50p

ROLLING STOCK DETECTOR

Operating on supplied light-dependent resistors, this easy-to-fit board shows where up to 4 locos are located.

RSD1 £19.95

LEDs 12V DC WITH BUILT-IN RESISTOR

1+ 50p or 20+ 40p ea.
20 for £8 mounting clips 8p ea
LD14 3mm, LD15 5mm in red, green, yellow

CTB6 Screw Terminal Block

£3.95 12 way plug & socket 6 amp
CTB10 10amp £4.75

MINIATURE TOGGLE SWITCHES

1+ 20+
SMT1 SPDT c/o on-off 1.10 1.80
SMT2 SPDT c/o on-on 1.20 1.10
SMT3 SPDT c/o c/o on-off-on 1.20 1.10
SMT4 DPDT on-on 1.40 1.30
SMT5 SPDT c/o, c/o off on-off-on 1.50 1.40
SMT6 SPDT for points on-off-on 1.50 1.40
Lever Covers 15p c/o red, yell, bk, gm, grey, amb, bl.



SCOTCH LOKS
SC04
17p EACH
Easy way to join dropper leads to cable

LUTO VARIABLE LIGHTING UNIT

The Outrack Controls LUTO powers up to 54 grain of wheat bulbs or 150 LEDs for lighting-up your layout, and also lets you vary the brightness. It has 2 x 12v DC outlets at 2.2amps on each winding. It is in a strong metal box, with reworked plug and lead.
A Best Seller! £74.45



VERY FINE WIRE

3amp multistrand flexible wire. EW71 0.71mm dia in rd or blk. EW53 0.53mm dia in rd, bk, bl, gm, yl, brn, grey.
2m pkt for £3.55

Miniature Plug & Socket

CMP100 2 pin 3/8" x 3/16" or 3 and 5 pin 70p pair 10+ 65p pr.
Ideal between loco and tender. CMP100 is ideal for Kato Uni-trak system in UK for feeder tracks.



GRAIN OF WHEAT BULBS

3mm dia 12v 80mA 40p ea or 20 for £7

GRAIN OF RICE BULBS

1.8mm dia 12v clear 30mA 90p ea or 10 for £8



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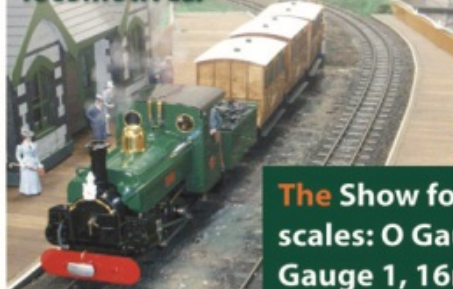
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www.northernmodellingexhibition.co.uk



We think its better to let those who use our decoders talk about them because the proof of the pudding is in the eating!

We could go on for a long time talking about DCCconcepts Decoders and their quality, high power handling, great reliability, excellent slow running & more... but that would only tell you about the features and things that WE think are important in a decoder.

Instead... We wanted to show you what our customers who have already installed our decoders & run their trains with them say...

After all; there can be no better recommendation, because they are modellers with the same performance requirements that you are sure to have.



Information on the complete range of DCCconcepts Decoders, including an easy to understand 16p "Plain English" instruction guide can be found on the web at WWW.DCCCONCEPTS.COM

My 5 pack of TS4 decoders was delivered in 2 days. I immediately fitted 2 of them, 1 to a Proto SW8 and the other to a Proto GP20. Both these locos are over 10 yrs old and therefore well run in. I also added the DCCconcepts Stay-Alive.

They were stress-tested at a recent 3 day exhibition. The GP20 ran in 3-hour stints for 3 days with a full train while the SW8 shunted constantly.

Both performed flawlessly with never a stutter or jerk. The smooth running was exceptional at any speed and slow running is as good as any I have experienced in 16yrs of operating with DCC.

The TS4's are right up there with the very best!

By the way, I use all Peco insulated frog points and the TS4's with DCCconcepts Stay-Alive caps powered the locos thru them with never any hesitation or stopping even at slow shunt speed.

My future non sound decoder requirements will certainly be filled by DCCconcepts decoders.

Ian - South Australia

I've now installed four DCCconcepts S4SA decoders and they work really well in all my Locomotives.

Among the loco's I've installed them in (complete with stay alive) are 2 big heavy Japanese brass locomotives.

I tested both on the rolling road with power supplied to only one roller as I think that is a real test of a decoder - in a loco with minimal pickup.

The locomotives ran very well. Better than they had before installation.

I must admit - at first I was a unsure about installing the small S4SA decoders into such big heavy locomotives but both have worked a treat.

Other loco's, including Piko & Roco, run really well with these decoders.

Peter - London



DCCconcepts Decoders are available from Gaugemaster Ltd DCC Supplies, Digitrains, Bromsgrove Models, The Hobby Goblin & other fine model railway retailers throughout the UK.

DCCconcepts Decoders are also re-distributed to the trade in UK by Gaugemaster. Dealer enquiries are always welcome

DCCconcepts Pty Ltd, 3/13 Lionel Street, Naval Base, WA 6165 Australia. Web - WWW.DCCconcepts.com. Email - Sales@DCCconcepts.com. Telephone +61 8 9437 2470 (Time zone GMT + 8hrs)

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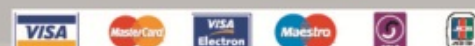
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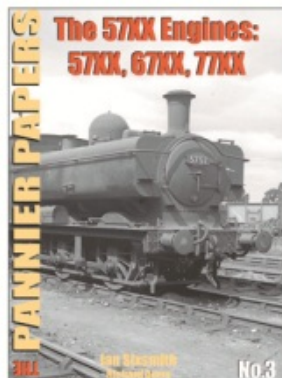
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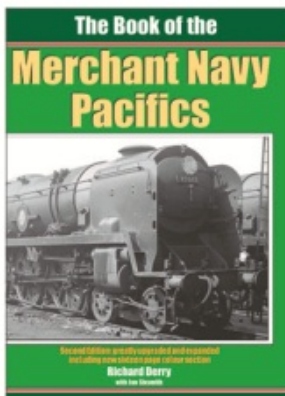
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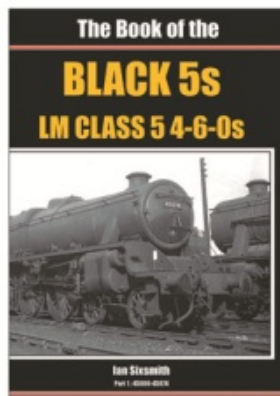


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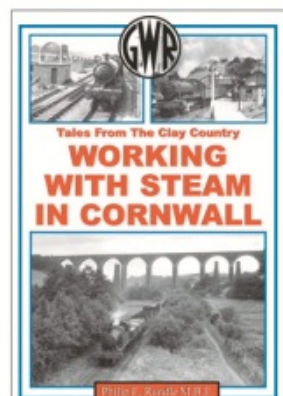
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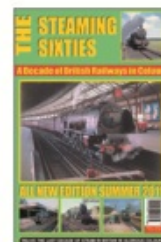
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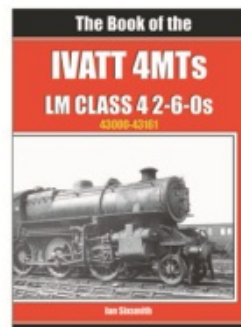
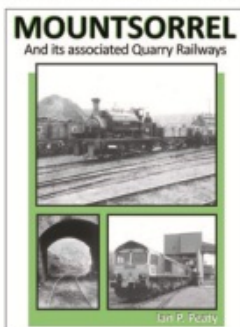
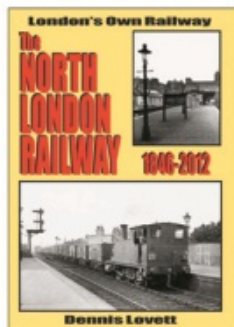
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Four new titles for Easter! A new and exciting range of books to wet everyone's appetite. On the Industrial railways side, Ian Peaty takes us on a journey to Mountsorrel whilst Adrian Booth tours the Industrial Railways of Scotland. Ian Sixsmith continues his assault on the locomotive classes; this time the Ivatt 4MTs (LM Class 4 2-6-0s). And finally the return of a long out of print favourite, The North London Line. Dennis Lovett has expanded and updated the text to create, in true Irwell tradition, a new and much expanded book. More details to be announced.



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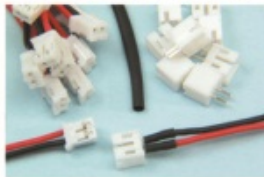
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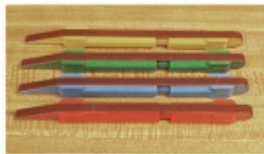
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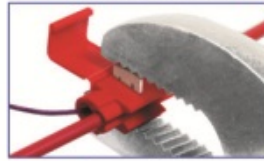
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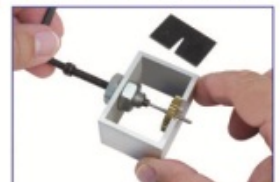
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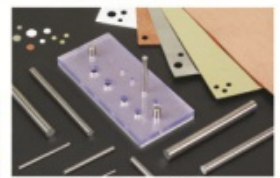
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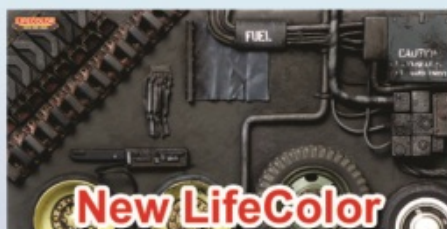


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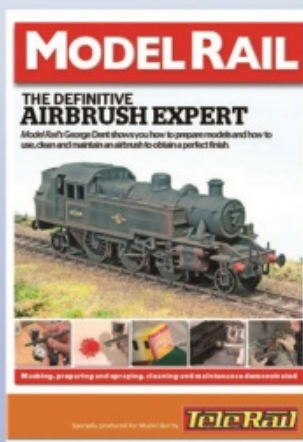


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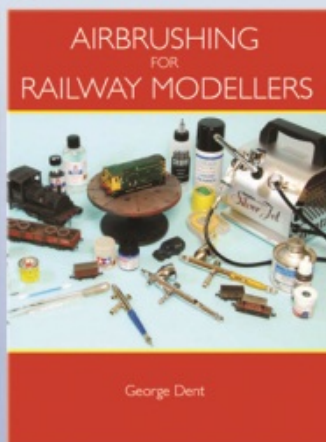


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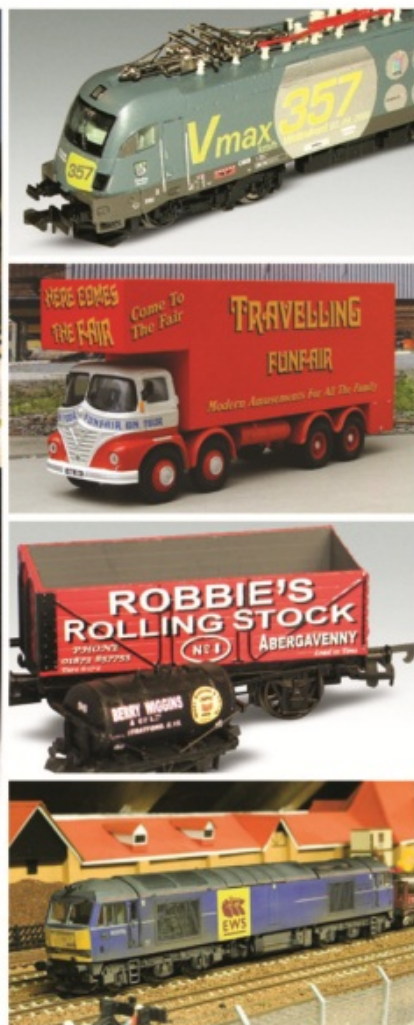
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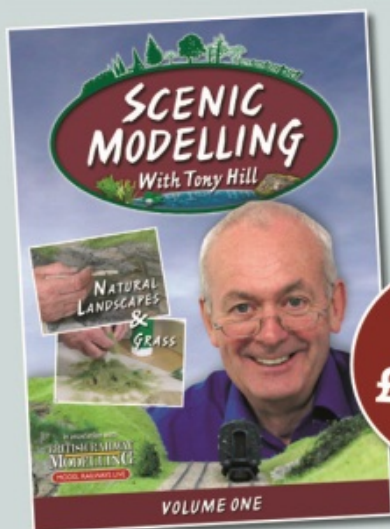


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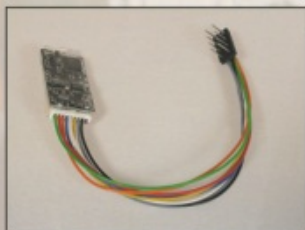
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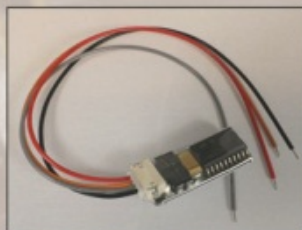
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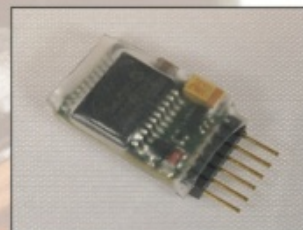
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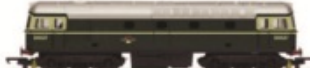


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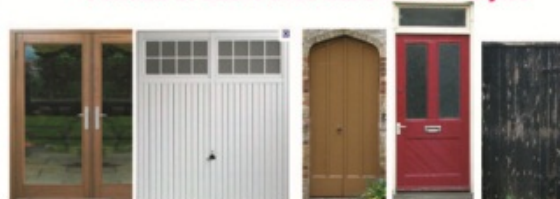
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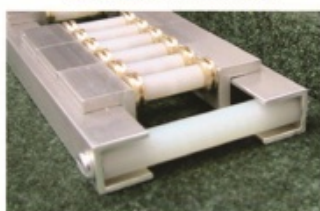
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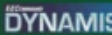
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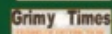
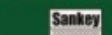
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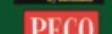
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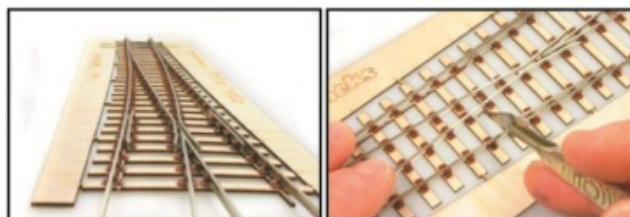
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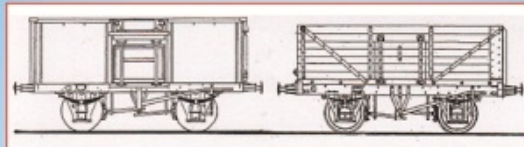
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Doubtless there are times when you have proudly shown your models or layout to family and friends, who dutifully admire them and then say "I hope you've got that lot insured!" "Of course" you reply, with a little uneasiness that perhaps the home and contents cover does not cover them after all. And you may be right!

Have you ever stopped to think what value of models and other Model Railway paraphernalia there might be under one roof? Are you insured if you take your models to an event or local group? Are you insured if kept in a garage or outbuilding or in the garden?

You could of course rationalise by arguing that the likelihood of them all becoming lost or damaged at once is remote, but certainly not impossible. So many events in recent history were never thought possible, until they happened!

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'OO' releases in February

D1000b - Class 22 BR Blue Split Box Full Yellow End D6326

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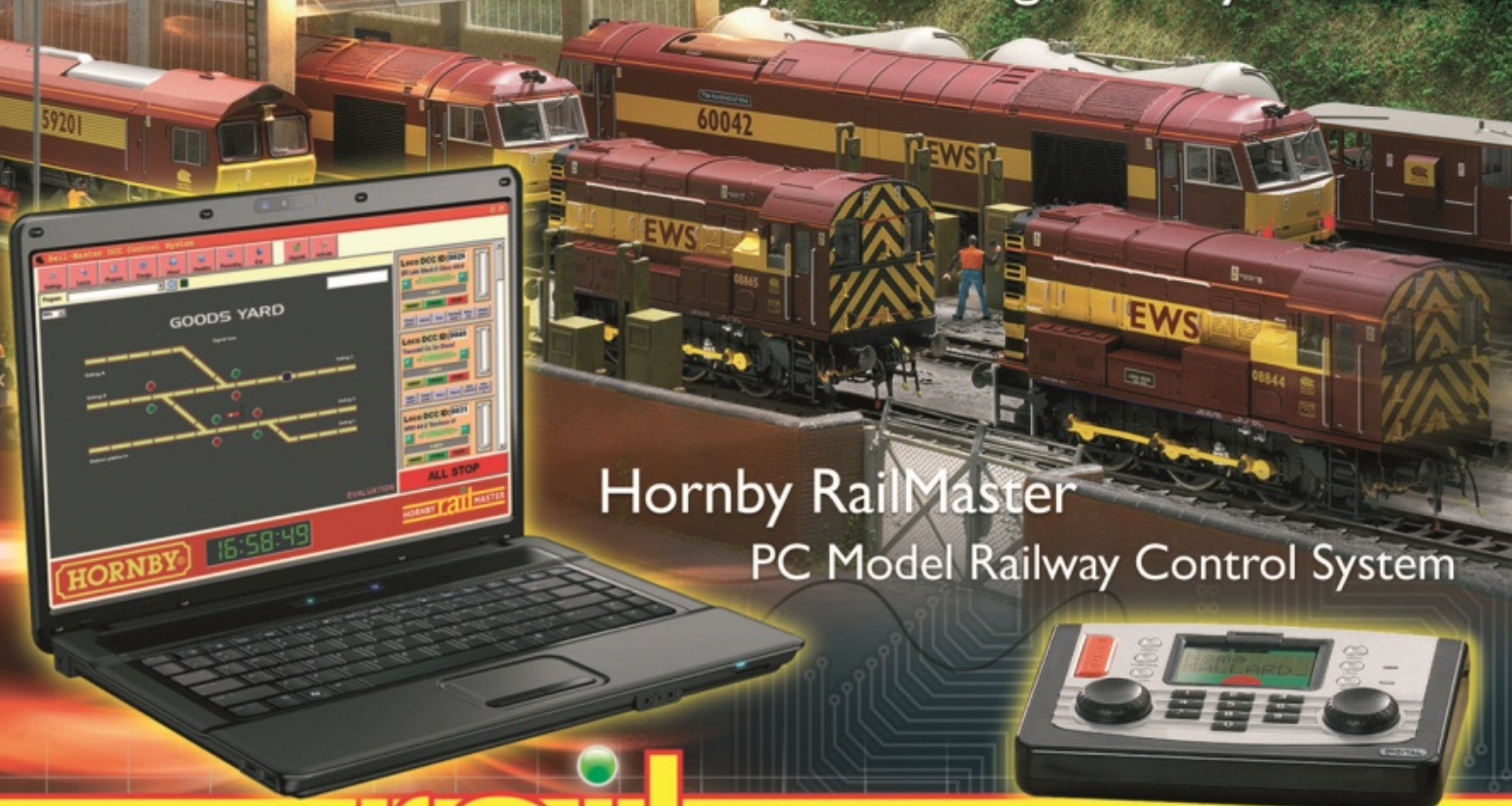
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An introduction to...

Scenery



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A Class 121 single car DMU leaves the station platform. Telegraph wires, signals, figures, road furniture, loads in the goods yard and a simple hand painted backscene all add to the overall impression of this branch line scene.



Scenery

This booklet introduces the newcomer to the fascinating range of scenic products and material available from Hornby

Scenery turns baseboards and track into a realistic model railway. Building scenery is not as difficult as some would imagine it to be, and many have been surprised at how satisfying and how much fun building scenery is. This is especially true today because there is a huge range of good quality scenery-making products available to modellers made by Hornby.

The SkaleScenics range

Hornby are well known for their models of locomotives and rolling stock but for a long time were not a major player in the world of scenics. That changed several years ago with the introduction of their SkaleScenics range of products - one of the biggest releases of scenic products at one time in the history of model railways! Usually manufacturers release a

few products at a time but Hornby pushed the boat out and introduced a vast range of colours and textures.

The Hornby SkaleScenics range includes two ranges of trees, foliage, ground cover, ballast, poly fibre strands, tall grasses, tree kits and much more, all supplementing Hornby's more general range of scenics.

Ground cover and grass tufts scatter materials come in

numerous shades including greens and browns, and all are competitively priced. Some of the greens in the scatter materials look rather bright but by using them in conjunction with other colours, a realistic colour can be used. There are also various gravels and rocks plus tall grasses.

The tree ranges are Eco Tree for value for money packs, and Pro(fessional) Trees for the higher quality models. In addition there are Tree Kits that include ready assembled tree trunks and branches with packets of foliage to represent the leaves. This is not the whole tree range as there are also tree armatures that can be bent to the desired shape.

Whilst SkaleScenics was a late arrival into the world of quality scenics, because of its selection and good value for money it is a good range for any modeller to consider when building scenery. For more information about SkaleScenics visit: www.hornby.com

Step-by-step landscaping

Landscaping a model railway turns your baseboard into a work of art! Don't be too timid

Roads look a lot more realistic with the addition of signs. Hornby Skaledale make various packs of signs including classic and modern signs. Just push a hole into the scenery then a dab of PVA glue in the hole and the sign will be fixed in place. Make sure that the sign is vertical.



Subdued colours are best for scenery. Here a weathered and detailed Hornby Railroad Class 06 0-4-0 diesel locomotive stands in a neglected siding. The layout is only 15 cms deep at this point but because it has a simple backscene the scene looks much deeper.

to have a go at modelling the scenery – it's a lot of fun! Here is our step-by-step plan for you to make scenery that you will be proud of.

- Cuttings, embankments, and rock faces all need good foundations on which to fix the grass, trees, bushes, rocks, etc. Plywood or thick card formers can be used to form the contours of the scenery around the layout.

- Crumpled newspaper can then be pushed between the landscape formers to give support for the landscape. Chicken wire is another suitable material. Alternatively, polystyrene blocks can be cut and shaped to produce the contours of the ground.

- To form the 'land' use Hornby Modelling Plaster Bandages – cloth impregnated in plaster. Cut into strips and soak in a bowl of water for a few seconds, then lay it across the top of the foundation material – the cloth will stay workable for a few minutes. Smooth down the cloth whilst it dries – this can be a messy process!

- Once fully dry (generally next day, but within several hours if you are working in the summer) the result is quite rigid. Paint the landscape to prevent the white plaster showing through

subsequent layers of scenic materials. The cheapest paint you can find will usually be suitable – ideally non-gloss brown, grey, black or green. Acrylic, poster colour or water based emulsion paint can also be used.

- When the paint is dry cover the landscape with a layer of scatter material by brushing on slightly watered down woodworking PVA adhesive (white glue sold in plastic bottles of various sizes at DIY, hobby and art shops) then sprinkle on scatter material.
- Use two layers of scatter material to give depth and variety to the ground cover. For the first layer use SkaleScenics Fine Ground Cover.
- Wait until the first coat has dried then shake off or brush aside – keep any excess scatter material.



Station platforms can be made much more interesting with the addition of passengers, lights, signs, luggage, milk churns (depending upon the period that you are modelling the layout), crates and much more which are available from the Skaledale range. The roundabout sign in the distance is another Skaledale product.

- Recover most of the area with adhesive again and sprinkle on Coarse Ground cover. Mix the colours – ground cover is never a consistent colour. Again remove any excess (when fully dry) and save it.

- To add further variety use Fine, Medium and Coarse Green Tufts to give a little more height (eg: weeds). These can be sprinkled onto more spread PVA glue or on top of 'extra hold' unscented hair spray – a great adhesive for making scenery!



Hornby J94 'Austerity' locomotive on an embankment near a Skaledale Toll House. Scenery looks so much more realistic where the ground levels vary. An embankment provides a good view of passing trains.

- Use Hornby Cork Bark or DIY products such as Polyfilla to make rock faces. Photos of prototype rock faces are a useful source of information.

- A variety of paints can be used to finish the rocks once dry – eg: acrylics. Use SkaleScenics Rocks and Gravel to represent fallen rocks. Sprinkle these onto the scene and then dribble slightly diluted PVA over them to fix them to the layout.

- Dry brush darker and lighter shades of acrylic paint onto the rock faces to give contrast and depth.

- Add further texture to the completed landscape, grass banks, rock faces, etc. Dab a few spots of glue, at random, to take some of the Foliage Fibre Clusters. These will represent small bushes and weeds.

- Include taller grasses to add height to the scene – these are available as SkaleScenics Field Grass. Just cut the grasses to length and dab them into a blob of glue.

- Add SkaleScenics trees either ready-made or from kits.

- Put Skale Autos on the roads and Hornby figures on the pavements – just a small dot of PVA adhesive on the car tyre or



Skale Autos Land Rover forms the centrepiece of a cameo scene. Such scenes are good to make the layout come alive.

feet of a figure will fix them to the layout

Then stand back and admire your little piece of the English

countryside at home! The techniques that have been described here can be used in most scales.

What is needed to make scenery?



Three different types of Skale Scenics products add texture and colour variation to the scenery. Pictured are Foliage Fibre Clusters, Grass Tufts and Ground Cover Turfs. These are available in various shades and size particles so that they can be used for weeds, grass and ground vegetation.

- Cardboard and plywood for the landscape formers
- Plenty of PVA woodworking adhesive
- Extra hold unscented hairspray
- Selection of acrylic paints
- Paintbrushes for spreading the adhesive and paint
- Hornby Modelling Plaster Bandages

- Bucket or bowl to wet the bandages
- Medium sized pair of scissors to cut the bandages
- Skale Scenics scatter materials of different colours and texture
- Field Grasses, Grass Tufts, Rocks and Gravel
- Skale Scenics Eco and Profi trees

Skale Scenics Field Grasses come in a number of colours. They are good for making reeds alongside water or tall grasses. Cut them to length with scissors and push them into a blob of PVA glue. They may need supporting whilst the glue dries.



Small details make a huge difference to the scenery. Here a Skaledale AWS box makes a simple addition to the scene. It comes ready weathered and just requires a blob of glue on its underside to fix it to the layout.

A 'HOW TO' PROJECT...

Making a rail overbridge

A Hornby Skaledale railway bridge (R8570) in OO scale was used as the centrepiece for this diorama. The resin Hornby product is well made and came ready weathered and just needed to be merged into the surrounding landscape to make typical railway scene.

To form the foundation of the rail embankment I used polystyrene to make the trackbed stand 80 mms above the baseboard. PVA adhesive was brushed onto the polystyrene and the Hornby bridge to fix them to the baseboard and to each other.



Skaledale bridge in position with polystyrene forming the basis of the trackbed of the embankment. These parts were fixed together with PVA adhesive.



Above: Packing from a parcel was used to form the basis of the embankment. It was pushed alongside the polystyrene blocks and the trackbed was covered in mounting cardboard.

Right: The crumpled packing was covered in Hornby Modelling Plaster Bandage which was then left to dry overnight. Because the bandage dries white it needs to be painted so that the white does not show through the scatter materials.

Once the PVA was fully dried I used packing from a parcel to form the basis of the embankment. The packing material was then covered with plaster-impregnated cloth (Hornby Modelling Plaster Bandage). When the plaster had dried after a few hours I used black ready mixed poster paint to colour the entire ground surface.

PVA glue was brushed on the embankment and then scatter material sprinkled on to the glue whilst wet. Taller foliage and





Left: The bandage was painted with black acrylic paints which fully covered the whiteness of the cloth. The scene is now ready for the scenic dressings to be applied once the paint is dry.

Below: Various colours of scatter materials have been applied on top of PVA adhesive. To the right, deeper vegetation has been added using materials including Skale Scenics Foliage Fibre Clusters.



weeds was added from a variety of products including Skale Scenics Field Grasses and Foliage Fibre Clusters.

The road was brush painted with acrylic paints. The winding strip of replacement tarmac was made simply from just dragging my finger along the drying paint and highlighting the edges with a soft pencil. The road sign is from the Hornby Skaledale range.

Left: The road sign is by Skaledale. The leaves on the foliage were added by spraying the foliage with extra hold hairspray then sprinkling on Skale Scenics Fine Turfs.

Below: A Class 37 locomotive crosses the completed bridge. This small scene took about 4 hours to make excluding the drying time of the materials.



So there we have it. A quick scene to model but one that was enjoyable to make and good to look at.

SkaleScenics

To create a model railway takes more than just trains and tracks!...

Without the railway being situated in an environment or scene then unfortunately it will remain just trains and track.

However, with the simple addition of trees, hedges, fields etc your railway can soon be transformed into a fully functioning and admired model railway. SkaleScenics will allow you to do this.

SkaleScenics is a high quality range of trees, foliage, ground cover and ballast which can be combined together in many different ways to create the ideal environment for your model railway.



**High quality, affordable,
and above all admired!**