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BRM

BRITISH RAILWAY MODELLING

APRIL 2015 | £4.25

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3 QUALITY FINE SCALE LAYOUTS



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PRACTICAL BRM



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Class 150 DMU

OO Scale Multiple Unit



32-927 Class 150 2-Car Diesel Multiple Unit (DMU) First Great Western, No.150128



21
DCC

9

- All new drive mechanism
- Enhanced interior seating including driver's cab interior
- Optional non working buckeye couplings
- Comprehensive and detailed underfloor equipment
- Directional front and tail lights

- Interior lighting
- DCC 21 pin decoder socket
- Accessory snow ploughs
- Close coupling system
- Etched exhaust guards



32-928 Class 150 2-Car Diesel Multiple Unit (DMU)

Sprinter, No.150150



21
DCC

8



32-937 Class 150 2-Car Diesel Multiple Unit (DMU)

Centro, No.150202



21
DCC

9



32-938 Class 150 2-Car Diesel Multiple Unit (DMU)

Northern Rail, No.150204



21
DCC

9

Era 8 = 1982 - 1994, Era 9 = 1995 onwards.

 fitted with directional lighting.

 fitted with interior lighting.

 features 21Pin DCC socket .

 ready to accept sound decoder.

 with weathering effect applied.

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted	
GWR/BR King	£900.00
GWR/BR Railcar 19-33	£550.00
GWR/BR Parcels Railcar No.34	£550.00
GWR 14xx Late black chassis	£525.00
GWR/BR 4575 Prairie black chassis	£650.00
GWR 1361 Early black chassis	£525.00
GWR/BR 1361 Late black chassis	£525.00
LY/LMS/BR Pug black	£450.00
LNER/BR J39 0-6-0 black	£925.00
GWR/BR 8750 Pannier black chassis	£525.00

TOWER BRASS COACHES

Fully assembled in unpainted brass	
BR Suburban all 2nd or Compo	£215.00
GWR/BR Collett D127 brake 3rd	£235.00

SAN CHENG R-T BRASS LOCOS

In basic factory paint finish	
GWR/BR 4-6-0 Hall Green	£1350.00
BR 4-6-0 Hall Black	£1350.00
SR 4-4-0 Schools Olive	£1300.00
SR 4-4-0 Schools Malachite	£1300.00
LNER/BR V2 2-6-2	£1400.00
GWR/BR Manor	£1400.00
LNER/BR B1 black late tender	£1400.00
GWR City of Truro	£1350.00
LNER/BR J50 Black	£675.00
GWR/BR Grange (2 versions)	£1400.00

FULLY FINISHED R-T R LOCOS

LMS/BR Royal Scot 4-6-0	from £1575.00
LMS/BR Jubilee 4-6-0	from £1625.00
L&T/LMS/BR Pug 0-4-0	from £525.00
GWR/BR 48xx/14xx Autot 0-4-2T	from £695.00
GWR/BR 1361 0-6-0ST	from £695.00
GWR/BR 8750 Pannier tank	from £695.00
GWR/BR 4575 Prairie tank	from £855.00
GWR/BR King 4-6-0	from £1235.00
GWR/BR Castle 4-6-0	from £1535.00
GWR/BR Hall 4-6-0	from £1575.00
GWR/BR Parcels/Pasger railcars from £785.00	
SR/BR Schools 4-4-0	from £1255.00
LNER/BR J39 0-6-0	from £1100.00
LNER/BR V2 2-6-2	from £1625.00
GWR/BR Manor	£1625.00
LMS/BR Original Patriot	from £1625.00
GWR City of Truro	from £1545.00
GWR/BR Grange	from £1585.00
LMS/BR Black Five	from £1625.00
LNER/BR B1	from £1625.00
Over 100 R-T R locos available off the shelf	

SLATERS LOCO KITS

7L002 G.W.R. 28xx Curved frame	£473.00
7L003 G.W.R. 28xx Square frame	£473.00
7L005 M.R./L.M.S. Flattiron	£368.25
7L006 M.R./L.M.S. Johnson Halfcab	£322.00
7L007 M.R./L.M.S. Johnson Kirtley	£438.00
7L009 C.R/Industrial Pug	£223.99
7L011 M.R./L.M.S. Johnson 1262 0-4-4T	£351.00
7L014 M.R./LNER/BR Seely Comp 4-0-4-0	£464.00
7L015 G.W.R. Saint Curved frame	£473.00

GLADIATOR LOCO KITS

GTR20 L.M.S/B.R Princess	£395.00
GTR21 L.M.S/B.R Rebuilt Royal Scot	£325.00
GTR24 L.M.S/B.R Original Patriot	£315.00
GTR50 L.N.E.R/B.R Garratt 2-8-2	£595.00
GTR52 L.M.S/B.R 8F & riveted trailer	£305.00
GTR63 LNER/NER Y8 0-4-0T	£165.00
FT1 GNR/LNER/BR J6 0-6-0	£235.00
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FT6 NER/LNER J25 0-6-0	£225.00
FT9 NER/LNER G6 (BTP)	£195.00

JAVELIN LOCOMOTIVE KITS

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JLK7 S.E.C.R Wainwright C 0-6-0	£305.00
JLK11 LMS/BR Black 5 long firebox	£345.00

MERCIAN Loco KITS

LWN7 LNWR Webb 2-4-2T	£180.00
S65 LNER/BR J94 0-6-0T	£180.00
GW2 GWR/BR 14/58xx 4-4-2T	£175.00
DLT LMS Armstrong Whitworth 0-6-0DE	£175.00
DL6 LMS/BR 350HP 0-6-0 (7080-7119)	£175.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter	£225.00
TC3 Andrew Barclay 0-4-0 Steam Shunter	£225.00

D.J.H LOCO KITS

K300 B.R Standard 84xx 2-6-2T	£330.00
K301 B.R Standard 2MT 2-6-0	£386.00
K302 LMS/B.R 1/2t 2-6-2T	£330.00
K310A LNER/BR A3 with Corridor tender	£556.00
K317B BR Britannia with BR1/A tender	£556.00
K324B BR 9F 2-10-0 BR1/B/BR1C	£556.00
K336 LNER/B.R Peppercorn A2	£510.00
K338 LNER/B.R G5 0-4-0T	£371.00
K340 B.R Class 14 complete kit	£371.00

HELMSENAN CONTROLLERS

CSFA Samp Single Controller	£135.00
RM5 Remote handset for above	£40.00

PECO WAGON KITS

W601 GWR Toad brake can	£36.95
W602 GWR Permanent Way brake	£36.95
W603 GWR 6 wheel brake	£38.70
W604 GWR 4 plank open	£30.90
W605 GWR Steel Open	£30.90
W606 GWR 10 ton Van	£37.80
W607 B.R 16 ton Mineral wagon	£38.70
W608 B.R 27 ton Iron Ore wagon	£37.80
W609 B.R 20 ton Pig Iron wagon	£37.80

PECO LINESIDE KITS

LK704 Wooden lineside hut kit	£18.15
LK705 Brick lineside hut	£18.15
LK709 Ground Level Signal Box	£26.00
LK735 GWR Yard Crane	£19.50
LK741 GWR spear fencing	£10.00
LK742 GWR spear fencing ramps	£10.00
LK743 Field fencing and gates	£9.00
LK747 Telegraph Poles	£5.60
LK748 Ladders	£3.70
LK749 Large Gages (2)	£11.35
LK750 Single track level crossing gates	£18.40
LK758 Plateayers tools	£6.80
LK790 GWR home or distant signal	£17.00

PECO '0' GAUGE TRACKWORK

SLE786BH Curved R/H Point	£50.00
SLE787BH Curved L/H Point	£50.00
SLE700BH 12 yard flexitrack	£72.50
SLE791BH Right Hand Point	£39.50
SLE792BH Left Hand Point	£39.50
SLE797BH Y Point	£39.50
SLE790BH Double Slip	£83.50
SL12 40 metal railjoiners	£2.55
SL740BH Buffer stop	£2.55
TP1 Long Track pins (15mm)	£2.99
ST700 Box (6) 393mm straight	£40.50
ST725 Half circle 1028mm radius curves	£43.75

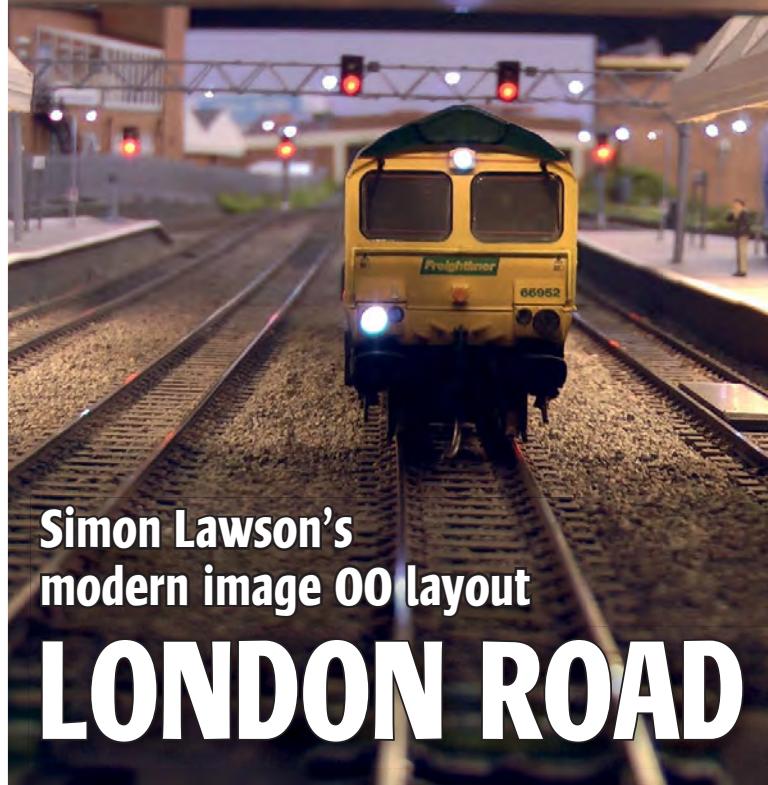
PARKSIDE WAGON KITS

PS14 B.R. Grampus Ballast	£30.50
PS16 L.N.E.R. Loco Coal Wagon	£30.50
PS17 B.R. 12 ton Pipe Wagon	£30.50
PS18 G.W.R. 13 ton Open Wagon	£30.50
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PS22 G.W.R. 12 ton Fitted Van	£30.50
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PS27 G.W.R. 12 ton Open Tarp	£30.50
PS28 G.W.R. 12 ton Plywood Van	£30.50
PS29 G.W.R. Fruit Van	£30.50
PS30 B.R. 16ton Mineral	£30.50
PS31 B.R. 16ton Slope Sided Min	£30.50
PS32 B.R. 16ton Min. (S.N.C.F.)	£30.50
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PS47 G.W.R. Loco Coal Wagon	£30.50
PS48 G.W.R. Tevan	£30.50
PS49 G.W.R. Mica Van	£30.50
PS50 B.R. 16ton Min.	£30.50
PS51 B.R. Meat Van	£30.50
PS52 B.R. Insulated Van	£30.50
PS53 B.R. 11 ton Fitted Van	£30.50
PS54 B.R. 12 ton Fitted Van	£30.50
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PS121 B.R.	

BRM TV

On this month's DVD, we visit Trains4U at Peterborough, plus take a good look at the well-modelled layout 'London Road'. And, **Phil Parker** presents a nice and easy baseboard solution, whilst **Tony Wright** gives an introduction to brass kits. We also look back at some archive footage of 'Copenhagen Fields'.

WHAT'S ON THE DVD



LONDON ROAD

PRACTICAL BRM

Phil Parker's guide to baseboards.



BRM BEHIND THE SCENES

We take a look at model railway specialist Trains4U.



PRACTICAL BRM

Tony Wright's introduction to brass kit.



From the BRM ARCHIVE

We revisit the London MRCs 'Copenhagen Fields'.



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THINK OF THIS
MONTH'S DVD**

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and get involved in
the conversation.



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(You must have a wifi connection to stream video content)



PLAY

AD-S8fx

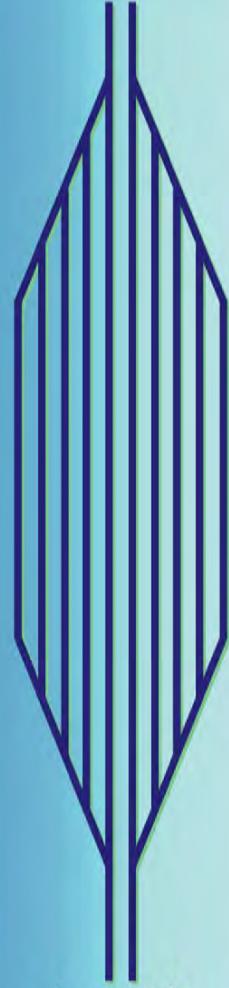
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Unique performance, real usability

Solenoid Accessory Decoder

Only live frog point-work (AKA Electro-frog) gives reliable running.

But... if you want to add Hornby, Peco, Seep or any commonly use Solenoid point motor to the 16 Turnouts that are needed to build this 10 track fiddle-yard then you'll also need to switch the frogs, add control panel LEDs and of course find enough power to switch all of them reliably (and in pairs to make control easy).



You could of course buy, install and need to wire all these things...

For those who use DC Control: As well as switches and LEDs, add 16x Solenoids + 16x Micro-switches + Power supply + Reliable CDU.



... and if you use DCC Control: Add 4x 4-way Accessory Decoders.



Or you could simply use the new DCCconcepts AD-S8fx decoder... **Whether you power your layout with DC or DCC** AD-S Series decoders work perfectly, simplify wiring and lower costs

DC or DCC layout, the savings You will make in cash, installation time & complexity are very clear!

You will still need the 16 solenoids of course, but you will need just **ONE** AD-S8fx 8-way Accessory decoder to power them all!

Even better - You will need **NO** added micro-switches because the AD-S8fx has frog polarity & LED switching control on board!

Save Cash, Save time, Save wiring, Save complexity!

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WELCOME



By the time you read this, we'll know what new models Bachmann has planned for 2016 - unfortunately the announcements happened just after this issue went to print, but you can get the full story at www.rmweb.co.uk now.

You don't need to be an industry insider to know that the company already has a lengthy 'to do' list in both N and OO gauge, so expect further announcements to be fairly limited as it focuses on clearing the backlog. Sources at the Barwell firm also make it clear that they intend to play their own game, without getting involved in the bunfights that have seen manufacturers large and small squabbling over certain desirable subjects in recent months. Don't expect to see an Adams Radial in a dark blue box any time soon!

It was intriguing to see what Bachmann Europe's German arm - operating under the Liliput brand - unveiled for 2015/16 at the Nuremberg Toyfair last month. It is one of the few major European model railway manufacturers to still keep its plans under wraps until the fair, as opposed to the recent trend of releasing the information online in December or January each year.

You can read more on page 65, but it was interesting to see how the international model railway trade is faring, and how it is responding to a changing audience, compared to our own market. Many of the same issues were evident; increasing prices, supply problems, the need to balance demands for finer detail and desirable features against production costs, duplication and, more than ever, a rapidly diminishing pool of viable subjects.

Always good for the occasional quirky choice, Liliput's new range includes an HO model of Europe's oldest continuously operational locomotive, an extraordinary double-framed 0-6-0 dating back to the days of the Austro-Hungarian Empire (below), a new family of trams (would British modellers embrace a similar development?) and a pair of experimental diesel locomotives from the late-1970s/1980s. Such leftfield choices have parallels here, although we've yet to see anything quite as antiquated as that 1860-built 0-6-0.

Other manufacturers have opted to take a fresh look at some of the most important and most numerous locomotive designs, something that is happening in N here, but many would also welcome on certain OO subjects, such as the Class 25, Stanier 'Duchess' or 8F, for example. In some cases, suppliers are offering their customers a greater choice by offering basic, intermediate and 'expert' levels of equipment on the same model, with prices that reflect the specification. 'Expert' level models feature authentic sound, extensive lighting functions and smoke units where appropriate. It's something British manufacturers could consider to satisfy the diverse demands of their customers today.

Equally, the big manufacturers such as Märklin and Roco/Fleischmann are investing heavily in products and technology aimed at attracting 6-12 year olds to the hobby; whether turning model railways into an adjunct to a video game has the desired effect is still open to debate, but that's an issue for another day.

It's all a very different situation to 2005, when I first visited the Toyfair, and when a new model railway forum was launched in the UK. From those small beginnings, **RMweb** has grown to be the third-busiest model railway website in the world, changing the way many modellers conduct their hobby and interact.

A major development of the site will launch on March 15th to mark that significant milestone. **RMweb Buy & Sell** is an exciting new auction-style trading site allowing modellers and retailers alike to buy and sell model railway items at a more favourable rate than existing methods. As an inaugural offer, new members will receive free credits for listing items. Like the forum, we hope it will grow into an essential resource for railway modellers. Take a look at www.rmweb-buyandsell.co.uk after March 15th and let us know what you think.



BRM

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The latest arrivals from Ancorton Models!



Ancorton OO Gauge Water Tank Kit



Ancorton Ready Made N Gauge 3D Printed Industrial Narrow Boat with Tarpaulin (RTP)



Ancorton N Gauge Small Rural Barn Kit



Ancorton Ready Made N Gauge 3D Printed Leisure Narrow Boat (RTP)



Ancorton N Gauge Platelayers Hut/Sleeper Built (RTP)



Ancorton OO Gauge Small Cottage with Two Dormer Windows Kit



Ancorton OO Gauge Country House with Porch and Outbuilding Kit



Ancorton OO Gauge Gypsy Caravan Kit



Ancorton OO Gauge Railway Bridge Kit Kit

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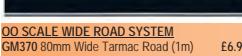
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Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
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H1407 58xx 5802 in GWR unlined green G W R
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Lightly Weathered

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Steam locos



266211 Beyer Garratt 2-6-0 0-6-2 47981 BR "Lion on wheel" emblems on cab sides & standard numbers on tanks 1949-56. Heavily weathered (Hel) £199



266208 Beyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cab sides & numbers on tanks 1949-56. Heavily weathered (Hel) £199



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac). £118.96
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R3005 Class 2800 2-8-0 2845 in BR black late crest - weathered (Hor). £106
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32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £93.46



31-128^ Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £139.95) **BARGAIN** £82



31-727 Class 3700 City 4-4-0 3439 "City Of London" GWR Green Monogram (Bac) £106.21
R3006 Class 3800 2-8-0 3964 in BR weathered black early emblem (Hor) £106



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) £101.96



R3229 Class 4000 Star 4-6-0 4021 "British Monarch" in BR green early crest (Hor) **NEW** £125.10



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31-881 Class 4F 0-6-0 43875 in BR black early emblem and Johnson/Deeley tender (Bac) £76.46



31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green early emblem - weathered (Bac) £118.96



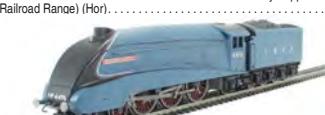
31-189 Class 5XP Jubilee 4-6-0 45606 'Falkland Islands' in BR green early emblem - weathered (Bac) £118.96



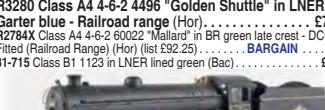
31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268) **BARGAIN** £189



31-013 Class 7F 2-8-0 S&DJR 53808 in BR black late crest & Deeley tender (Bac) £110.46



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) £79



R3280 Class A4 4-6-2 4496 "Golden Shuttle" in LNER Garter blue - Railroad range (Hor) £71.00



R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) (list £92.25) **BARGAIN** £59



31-715 Class B1 1123 in LNER lined green (Bac) £84.96



31-114A Class B1 Thompson 4-6-0 61267 in BR black late crest (Bac) £120



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



31-136DC^ Class D11/2 4-4-0 62677 "Edie Ochiltree" in BR black late crest. DCC Fitted (Bac) (list £139.95) **BARGAIN** £88.21



31-137 Class D11/2 4-4-0 6385 "Lucky Mucklebackit" in BR black (Bac) £106.21



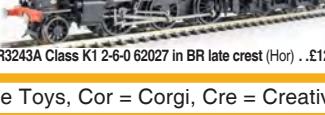
31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) £91.76



31-231 Class J15 0-6-0 65356 in BR black early emblem (Bac) **NEW** £101.90



31-230 Class J15 0-6-0 7524 in LNER (Bac) **NEW** £101.90



R3228 Class J94 0-6-0 12 in National Coal Board blue (Bac) £68.10



R3243A Class K1 2-6-0 62027 in BR late crest (Bac) £120.50



R3189 Class L1 2-6-4 9003 in LNER apple green (Hor) £104

32-154A Class N2 6-0 31404 BR lined black late crest - weathered (Bac) £106.21



R3108 Class T9 Greyhound 4-4-0 708 in SR black sunshine lettering (Hor) £111.20

R3208 Class V Schools 4-4-0 30915 "Brighton" BR black early emblem & tender (Hor) £134



R3194 Class V Schools 4-4-0 30937 'Epsom' in BR black early emblem (Hor) £112



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) £93.46

32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) £93.46



32-508 Standard Class 5MT 73049 BR lined green late crest & tender (Bac) £106.21



32-509 Standard class 5MT 73109 in BR lined black early emblem & BR1 tender (Bac) £106.21



32-260DC WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) £125.29



30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 "City of Birmingham" in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £135.96

25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £110.46



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2665 Class 26/0 diesel D5312 in BR green - weathered (Hor) £103

2724 Class 27 BR/BCW Sulzer diesel D5353 BR green (Hor) £69



2800^ Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hor) (list £125) **BARGAIN** £80

R3281 Class 09 09017 in National Railway Museum maroon - Railroad range (Hor) **NEW** £34.20



10001HAP~ 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) **BARGAIN** £94

R3283 Bagnall shunter in red - Railroad range (Hor) £27.80

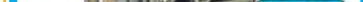


R3281 Class 09 09017 in National Railway Museum maroon - Railroad range (Hor) **NEW** £34.20



BARGAIN

£75



BARGAIN

£75



BARGAIN

£107



BARGAIN

£107



BARGAIN

£105



£87

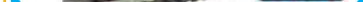


£129



BARGAIN

£103



BARGAIN

£103

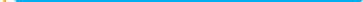


£104



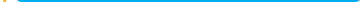
BARGAIN

£69



BARGAIN

£69



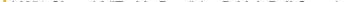
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BARGAIN

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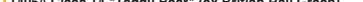
BARGAIN

£79



BARGAIN

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BARGAIN

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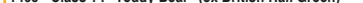
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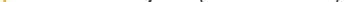
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39-229C BR Mk1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac) £28.01
39-226E BR Mk1 BCK Brake Composite Corridor (Maroon Weathered) (Bac) £28.71
39-075D BR Mk1 BSK Brake Second Corridor Blue & Grey (Bac) £28.01



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39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadian Bar' (with lighting) (Bac) £39.91
39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) £28.01



39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac) £29.71
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39-029E BR Mk1 SK Second Corridor chocolate & cream (Bac) £28.01
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39-500 Single (Bac) £33
39-503 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac) £33
39-503 Pack of 4 (Bac) (list £155.80) BARGAIN £122



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R4618 InterCity MK2E BSO brake second open (Hor) £23.10
R4617 InterCity MK2E FO first open (Hor) £23.10



R4616 InterCity MK2E TSO tourist second open (Hor) £23.10
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33-308 20 ton Toad brake van in BR grey - weathered (Bac) £10.88



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38-300A Pack of 4 (Bac) (list £99.80) BARGAIN £77
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38-270A Pack of 4 22 ton Prestilo in Blue Circle Railfreight brown (Bac) £80

39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac) £33.96

38-270A Single (Bac) £22

39-475 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) £33.96

38-272 22 ton Prestilo in Rugby Cement (Bac) £22

39-474 LMS Composite Coach (Hor) £16

38-011B 24 Tonne glv MFA open box mineral wagon EWS (ex-Loadhaul) (Bac) £12.71

39-474 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) £33.96

38-011B Pack of 4 (Bac) (list £59.80) BARGAIN £46

39-474 Megapack of 8 (Bac) (list £119.60) BARGAIN £88

38-011B Megapack of 8 (Bac) (list £119.60) BARGAIN £88

39-465 LMS 60 ft Porthole Corridor Composite in BR crimson & cream (Bac) £33.96

38-402A 25 ton Pill Box brake van in BR bauxite (Bac) £20.36

39-476 25 ton Pill Box brake van in BR grey - weathered (Bac) £21.21

38-402A 25 ton Pill Box brake van in BR grey - weathered (Bac) £21.21

39-469 Mk2D TSO open standard in Intercity Swallow (Hor) £24

38-275F 27 ton steel tippler wagon in BR grey 'Iron' (Bac) £10.16

39-469 Mk2D TSO open standard in Intercity Swallow (Hor) £24

37-931 3 plank wagon in BR Departmental olive green (Bac) £9.31

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37-933 3 plank wagon in LMS grey (Bac) £9.31

39-469 Mk3 Ex Virgin First Class - weathered. Withdrawn from 2012 range (Hor) £27.50

39-476 25 ton Pill Box brake van in BR grey - weathered (Bac) £21.21

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Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm Sun

Phones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
9am to 5pm Sun



DCC accessories

R8238 DCC reverse loop control module (Hor) £34



R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

Point motors

R8014 Mark 2 Point Motor (Hor) £7



Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Lighting equipment

DML-LMSGVP 6 upright lamps and 2 wall lamps - LMS gas (DCC) £69.95



CL34 Cool White Coach Light Strip Modern Image Door Sounds (Tra) NEW £21



CL2 Standard Coach Lighting Strips - Warm White (Tra) £17



44-559 Street lamps x 4 (Bac) NEW £5.91



44-561 Wood post yard lamps (Bac) NEW £10.16



Accessories

SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6



Spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2.30



SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2.20

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2

36-033 Metal 2D Couplings NEM shaft (straight) pocket x 10 (Bac) £6

20KADEE NEM-362 Extra Long Coupler - 11.68 mm (29/64") (w/o Draft Gear Boxes) (Kad) £2.90



18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5



36-033 Brass turned coach disc wheels on metal axles - Pack of 10 (Bac) £9.99

R8097 Metal 3 disc die cast wagon wheels on axles (10 axles) (Hor) £6.50

36-015 Metal 3-hole disc wagon wheels on 10 metal axles - Pack of 20 (Bac) £7

R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50

36-008A Pair of Commonwealth coach bogies (Bac) £5



36-024 Pair of LMS bogies, (Bac) £5

36-006A Pair of Thompson coach bogies (Bac) £5

Buildings - general

44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac) £33.96
EM6008 3 house terrace (Poc) £15
44-247 Low relief bookmakers maisonette (70 x 19 x 132mm) (Bac) NEW £18.66
44-245 Low relief corner chemist (60 x 19 x 133mm) (Bac) NEW £18.66
44-242 Low relief gentlemens outfitters (60 x 19 x 115mm) (Bac) NEW £19.51



44-253 Low relief greengrocers (66 x 19 x 109mm) (Bac) NEW £20.36
44-256 Low relief hardware store maisonette (70 x 19 x 132mm) (Bac) NEW £18.66



44-243 Low relief Lyons cornerhouse (66 x 19 x 109mm) (Bac) NEW £19.51



44-258 Low relief milk depot (145 x 50 x 75mm) (Bac) NEW £50.96
44-249 Low relief off-licence maisonette (70 x 19 x 132mm) (Bac) NEW £18.66



44-248 Low relief post office maisonette (70 x 19 x 132mm) (Bac) NEW £18.66



44-254 Low relief power signal box (247 x 48 x 88mm) (Bac) NEW £29.71



44-233 Low Relief Rear Of Terrace (120 x 30 x 105mm) (Bac) £10.96
44-227 Low Relief Rear Of Victorian Terracette (204 x 56 x 160mm) (Bac) £42.46



PO274 Low relief terrace house fronts - red brick (128w x 73d x 125h mm) (Met) £10



44-246 Low relief terraces (120 x 19 x 104mm) (Bac) £22.91
44-257 Low relief Victorian school (249 x 39 x 92mm) (Bac) £33.96



44-159 Pendon Little Chapel Cottage (137 x 70 x 96mm) (Bac) £28.01



44-005 Portable office (96 x 42 x 34mm) (Bac) NEW £16.96
PO263 Red brick corner shop (Card Kit) (Met) £9



R8621 Terrace house (left hand) - Skaledale (Hor) £12



R8622 Terrace house (right hand) - Skaledale (Hor) £12



R9757 The Chapel - Low Relief (Hor) NEW £17.40

44-555 Stone walls and gates (Bac) NEW £11.01
PO248 Tapered Retaining Wall in Red Brick (Met) £12



PO249 Tapered Retaining Wall in Stone (Met) £12



Minerals, Water & Rocks

GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau) £3

People - civil



36-407 1950s Train Crew x 6 (Bac) £6.21



36-047 Locomotive staff x 6 (Bac) £6.21



36-046 Shopping figures x 6 (Bac) £6.21



36-045 Station passengers sitting x 6 (Bac) £6.21



36-044 Station passengers standing x 6 (Bac) £6.21

Track - Code 100 Settrack



ST-245 Settrack curved double radius left handed point insulfrog (Pec) £12

ST-201 Settrack double straight (Pec) £1.75

ST-226 Settrack No.2 radius double curve (Pec) £2.30

ST-240 Settrack No.2 radius right handed point insulfrog (Pec) £7.50

ST-200 Settrack standard straight (Pec) £1.20

Signals

Signals

Signs

Signs

Signs</

Visit

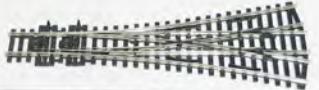
www.ehattons.com/new

for new releases

Track - Code 100 Streamline



SL-100 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £2.80
SL-100 Pack of 25 (Pec) £64
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £2.75
SL-102 Pack of 25 (Pec) £62



SL-99 3 way medium radius point insulfrog (Pec) £22
SL-98 Large Y point electrofrog (Pec) £10
SL-87 Left hand curved point (Pec) £10.50
SL-E87 Left hand curved point electrofrog (Pec) £11
SL-E89 Left hand large point electrofrog (Pec) £10



SL-89 Left hand large point insulfrog (Pec) £10
SL-86 Right hand curved point (Pec) £10.50
SL-E86 Right hand curved point electrofrog (Pec) £11



SL-E88 Right hand large point electrofrog (Pec) £10
SL-88 Right hand large point insulfrog (Pec) £10
SL-97 Small Y point (Pec) £8



Track - Code 75 Finescale Streamline



SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £64
SL-102F Single (Pec) £3



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £64



SL-100F Single (Pec) £2.95
SL-199 3 way finescale medium radius point electrofrog (Pec) £24
SL-E196 Code 75 Medium Radius Concrete sleeper turnout L/H (Pec) £11
SL-E195 Code 75 Medium Radius Concrete sleeper turnout R/H (Pec) £11



SL-E190 Finescale double slip electrofrog (code 75 Rail) £31
SL-E187 Finescale left hand curved point electrofrog (Pec) £10.50
SL-E189 Finescale left hand large point electrofrog (Pec) £10.50



SL-E196 Finescale left hand medium point electrofrog (Pec) £11



SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E194 Finescale long crossing electrofrog (Pec) £11
SL-E186 Finescale right hand curved point electrofrog (Pec) £10
SL-E191 Finescale right hand small point electrofrog (Pec) £10
SL-E180 Finescale single slip electrofrog (code 75 rail) (Pec) £29
SL-E197 Finescale small Y point electrofrog (Pec) £9.50

Track & Points



R8090 Pack of 24 1 single yard length of Semi-Flexible Track (Hor) £79
R8090 Single (Hor) £3.50



SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £8
R638 Roll of track foam underlay Approx: 480mm (16ft) (Hor) £9

Railway publications



R8150 Hornby 2015 Catalogue (Hor) NEW £7.50

Buses



R8262 Double 4th radius curve (8 make a circle) (Hor) £33
R609 Single (Hor) £3



34303 AEC 2RT2 bus "London Transport" in red (EFE) £24
30715EFE AEC Renown - North Western (EFE) £27
34207 AEC RLH Weymann d/deck bus "Midland General" (EFE) £24



27704EFE AEC STL Bus (No Roof Box) Green Country "London Transport" (EFE) NEW £26.50
32308EFE Bristol RE LH Coach - "West Yorkshire" (EFE) £26



34117EFE Bristol VRT "Midland General" (EFE) NEW £26.50
38116EFE Bristol VRT 2 "Crossville N.B.C." (EFE) NEW £26.50
OM46409B Caetano CT650 Aircoach, Cork Express (Car) NEW £30



OM46409A Caetano CT650 Aircoach, Dublin Express (Cor) NEW £30



OM46410A Caetano CT650, Lucketts Travel, Isle of Wight Festival (Cor) NEW £30



76COM005 Commer Commando Australian National Airways (Oxf) NEW £12



76COM003 Commer Commando BEA (Oxf) £12
OM41609B Crossley DD42 Stockport, 16 Stockport Stepping Hill (Cor) £30
OM41609A Crossley DD42 Stockport, 47 Stockport Crossley Rd (Cor) £30
31306EFE Daimler B20 "London Driver Training Bus" (EFE) £28.50



18013EFE Daimler MCW Fleetline "Birmingham City Transport" (EFE) NEW £26.50



29012EFE GM standard Fleetline "Grey Green" (EFE) NEW £26.50

NEW



17510EFE Leyland National MKII Long "Kelvin Cumbernauld" (EFE) NEW £26.50
14902 Leyland National MKII Short - "Ribble NBC" (EFE) £26
76LR004 Leyland Royal Tiger "Maidstone & District" (Oxf) £12

NEW



76PAN001 Plaxton Panorama I Southdown (Oxf) £13
31708 RMC Routemaster Coach - Green Line (EFE) £26

NEW



76IRZ003 Scania Irizar PB Ulsterbus (Oxf) NEW £17
N6201 Scania Metropolitan d/deck bus "Leicester City" (Br) (list £33) BARGAIN £6
N6401 Scania Metropolitan d/deck bus "West Yorkshire PTE" (Br) (list £31) BARGAIN £8
36709 SLF Dart Series 2 One Door - "First Southampton" (EFE) £26

NEW



28823EFE Titan London Transport Golden Jubilee Bus (EFE) £29



76WFL001 Weymann Fanfare Leyland Southdown (Oxf) £12
OM46501B Wright Eclipse Gemini 2 "Metro Line, 52 Victoria" NEW TOOLING (Cor) £32
OM46501A Wright Eclipse Gemini 2 "Metro Line, 52 Willesden Bus Garage" NEW TOOLING (Cor) £32
OM46505B Wright Eclipse Gemini2, Go Ahead Northern Angel of the North, 21 Durham (Cor) £32

Cars



OM46505A Wright Eclipse Gemini2, Go Ahead Northern Angel of the North, 21 Newcastle (Cor) £32
OM41228B Wright Gemini, Finglards, 41 Piccadilly & University dual destination (Cor) £28

NEW



76FTYP004 Jaguar F Type Stratus Grey (Oxf) NEW £4.75

NEW



76XJ003 Jaguar XJ Saloon Carnelian Red (Oxf) NEW £4.75

NEW



76JI007 Jensen Interceptor Old English White/Tan (Oxf) NEW £4.75

NEW



76FB005 Vauxhall FB Victor Alaska White/Primrose (Oxf) NEW £4.75

Commercial vehicles



L14 2 forklift trucks - 1 red, 1 yellow (Bas) £7

NEW



DA81 AEC Mercury artic flatbed packing cases load "British Railways" (circa 1955-1965) (Bas) £11
76ATK002 Atkinson Borderer 40ft Fridge Trailer Gibbs of Fraserburgh (Oxf) £13

NEW



76WB010 Bedford OWB Bristol Tramways (Oxf) NEW £13

R621 Pack of 24 Single 970mm length of flexible track (Hor) £6.60
R621 Single (Hor) £3

R600 Box of 24 Standard Straight (Hor) £33
R600 Single (Hor) £1.40
36-601 Straight track 335mm (same as Hornby R601) (Bac) £1.70

Track underlay

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

Want it DCC fitted?

www.ehatton.com/dccfitting

for more details



371-657 Class 57 diesel 57309 'Pride of Crewe' in DRS Compass (Gra) £93.46

371-656 Class 57 diesel 57312 in Network Rail yellow (Gra) £93.46



371-355 Class 60 diesel 60011 in DB Schenker (Gra) £93.46

371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41

371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21



2D-007-003 Class 66 diesel loco 66177 in EWS Experimental white roof (Dap) NEW £78

2D-007-004 Class 66 diesel loco 66612 unbranded Freightliner green (Dap) NEW £78

ND101 Class 67 diesel 67024 EWS (Dap) £84

Electric locos

ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) **BARGAIN** £69

HSTs



ND122G Class 43 HST Book Set in Cross Country

Trains (Dap) £134

ND122L Class 43 HST Book Set in East Midlands Trains (Dap) £134

ND122e Class 43 HST Book Set in Grand Central Livery (new version, one dummy power car) (Dap) £140

ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135

DMUs



371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £19.95) **BARGAIN** £98

371-510 Class 101 3 car DMU in BR blue (Gra) £118.96

ND209B Class 122 Gloucester RCW "Bubblecar" single car DMU 55000 (122100) in Regional Railways (Dap) £95

ND112B Class 156 2 car DMU 156146 Regional Railways (Dap) £94



371-740 Class 251 Blue Pullman 6 car Midland set in

Nanking blue (Gra) £229.46

371-741 Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95) **BARGAIN** £171

EMUs



371-700 Class 350/1 Desiro 4-car EMU 350 111 'Apollo' unbranded

Silverlink (Gra) £122



372-677 Class 411 4 CEP 4 car EMU in BR blue &

grey (Gra) £137.02

Train sets - analogue



370-180 Seaside Excursion Class 4F 44044 in BR black late crest and BR Mk1 BCK & SO coaches in maroon (Gra) £110.46



370-140 The Steel Worker Class 08 D3406 in BR green & 3 x 24-Ton ore hopper wagons (Gra) £93.46

Train sets - DCC



370-070 Cornish Riviera Class 42 D829 in BR green and BR Mk1 BCK & SO coaches in chocolate & cream (Gra) £157.21

Coaches



370-080 Countryside Coal Digital Set Class 3F Jinty

No.23 in SDJR blue, Midland brake van, 7-plank wagon &

5-plank wagon (Gra) £140.21

374-430 Bulleid 63ft Second Brake Corridor Open BR (SR) green (Gra) £20.83

377-701 JJA MK2 Auto-Ballaster Non-Generator Unit (Flat

Top Profile) Railtrack (Gra) £33.96

377-935~ Triple pack PCA metalair bulk powder wagon

grey - weathered (Gra) (list £36.95) **BARGAIN** £20

373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £30.56

377-965 Triple pack 13 Ton high sided steel open wagons BR bauxite - weathered (Gra) £28.01

2P-012-002 Maunsell Coach 1st Class Lined Green (Dap) NEW £20

2P-012-003 Maunsell Coach 1st Class Lined Green (Dap) NEW £20

2P-012-004 JNA 'Falcon' wagon in Network Rail

yellow (Dap) NEW £17

2P-010-001 JNA 'Falcon' wagon in Network Rail yellow (Dap) NEW £17

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377-965 Triple pack 13 Ton high sided steel open wagons BR bauxite - weathered (Gra) £28.01

Looking for past products?

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Wagons

1050 100xx OAA in BR bauxite - early (Hel) **NEW** £63



1051 100xx OAA in BR bauxite - late (Hel) **NEW** £63



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) **NEW** £63

1040 200xx VAA sliding door van in BR bauxite - early (Hel) £63

1041 200xx VAA sliding door van in BR bauxite - late (Hel) £63



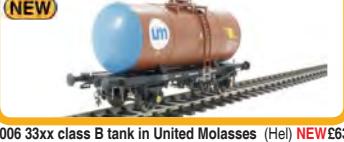
1043 200xx VAA sliding door van in EWS (Hel) **NEW** £63



1001 33xx class B tank in Esso black (Hel) **NEW** £63

1007 33xx class B tank in Esso black without full branding (Hel) **NEW** £63

1003 33xx class B tank in Regent black (Hel) **NEW** £63



1006 33xx class B tank in United Molasses (Hel) **NEW** £63

7F-031-001 6-wheel milk tanker in 'Express Dairies' (Dap) £62

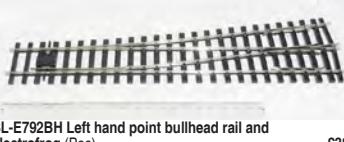
Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickle Silver Track (Bullhead Nickel Silver Rail) (Pec) £60

SL-700BH Single (Pec) £6

SL-E790BH Double slip (8 degree angle), Electrofrog (Pec) £75



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £38

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £38

Cars



43APH003 Austin Princess Hearse Black and Silver (Oxf) **NEW** £19

43ASV002 Austin Seven RN Van AA (Oxf) £13

43ASV001 Austin Seven RN Van in Primrose (Oxf) £12

43HT001 Healey Tickford in maroon Monte Carlo 1953 (Oxf) £18



VA13106B Opel Vectra (A) Turbo Diamant Schwarz (Deutschland) (Cor) **NEW** £19

VA14000 Vauxhall Carlton Mk2 2.0 CDX, Smoke Grey - NEW TOOL (Cor) £19

Public Service Vehicles

VA14001 Vauxhall Carlton Mk2 2.6L, South Wales Police Force (Cor) £21

G Scale

Steam locos

91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £205

Train sets - analogue

90068 Thomas Annie & Clarabel train set (loco moving eyes) Thomas the Tank range (Bac) £199

Analogue controllers

10LGB Single Track Cased Controller for G Scale (Gau) £79

Track & Points

10000 Straight Track 300mm (LGB) £6

10600 Straight Track 600mm long (LGB) £11



Any or Multiple Scales

Analogue controllers

TS 3 Track power controller (1 brake simulator) (Gau) £140

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

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

Q Quadruple 4 circuit power controller (Gau) £130

W Walkabout circuit controller (Gau) £29

Analogue power supplies

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

CDU Capacitor Discharge Unit (Gau) £11

Analogue point control

PM-2 Seep point motor (Gau) £3.50

PM-4 Seep point Motor Self Latching Switch (Gau) £5

DCC decoders

10311-02 2-function 2-sided 0.5/0.8A Silver mini decoder NEM651 plug (Len) £29

10310-02 2-function 2-sided 0.5/0.8A Silver mini wired decoder (Len) £29

10321-01 21-4 function 4-sided 1.1A Silver decoder (Len) £25

DCR-8PIN-2SAX 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11

DCR-8PIN-2SAX Box of 5 (Hat) £50

DCR-8PIN-2SAX Box of 10 (Hat) £99

DCR-8PIN-Harness 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48

DCR-8PIN-Harness Box of 10 (Hat) £94

36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £13.60

DCR-8PIN-Harness 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48

DCR-8PIN-Harness Box of 10 (Hat) £94

36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £13.60

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

10231-01 8-pin 3-function 1-sided 1/1.8A decoder (Outputs A, B & C) (Len) £18

10331-01 8-pin 4-function 1-sided 1.1A Silver decoder (Len) £24

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

DCC accessory decoders

50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509

524-042 NCE Power Cab controller 12V 1.5A (NCE) £136

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



DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99

TS 3 Track power controller (1 brake simulator) (Gau) £140

DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124

60090 Starter Set 90 L190 knob control (Len) £124

DCC accessories

11150 L1150 (LS150) Switch Module 6 AC Outputs (Len) £41

23151 USB DCC computer interface and ethernet gateway software (Len) £124

Point motors

PL-9 5 Mounting Plates for use PL-10E (Pec) £2.35

DCP-CB6IP COBALT 6 Slow Action Point Motor (6 Pack) (DCC) £82

DCP-CB1IP COBALT 1 Slow Action Analogue Point Motor (Single) (DCC) £14

DCP-CB1 Cobalt slow-action analogue point motor x 1 (DCC) £15

DCP-CB1D Cobalt slow-action digital DCC point motor x 1 (DCC) £21

Point motors

PL-10E High performance turnout point motor extended pin (Pec) £8

PL-10WE High performance turnout point motor extended pin (Pec) £180

Point motors

DCP-CB12D Cobalt slow-action digital DCC point motor x 12 (DCC) £180

PL-10WE High performance turnout point motor extended pin (Pec) £180

Point motors

PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) £26

PL-10 Single (Pec) £4.50

Point motors

PM-2 Seep point motor (Gau) £3.50

PM-4 Seep point Motor Self Latching Switch (Gau) £5

Point motors

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

Point motors

PL-11 Side mounted point motor (Pec) £7

PL-50 Turnout switch module (makes wiring points easy) (Pec) £14

Point motors

Switches & Levers

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

DCP-CBS6 Cobalt S - Lever all accessories - unpainted x 6 (DCC) £90

Switches & Levers

Electronic components

HF-2 Electronic twin track cleaner (Gau) £37

TLU Tension lock uncoupler (Gau) £9

Accessories

SL-14 Track Fixing Pins (Pec) £1.25

Cables & Wires

PL-34 Pre-wired Wiring Loom for use PL-10 and PL-10E motors (Pec) £3.50

Accessories

GM130 Cork sheet - 1/16 thickness 3 x 2' (600 x 900mm) approx (Gau) £5.50

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

Accessories

AB602 Complete Airbrush Starter Set (Exp) £109.95

Accessories

AD-57 Roket Card Glue, Clean, Neat & Instant Card Modelling Glue (Ideal for Superquick & Metcalcs) - 50ml (Del) £5.20

Accessories

Glues

AD-57 Roket Card Glue, Clean, Neat & Instant Card Modelling Glue (Ideal for Superquick & Metcalcs) - 50ml (Del) £5.20

Cutting mats

71250EXPO Rotating Cutting Mat 30 X 30CM Expo Card (Exp) £11.95

Cutting mats

Knives, Blades & Saws

73502 Single Packs Of 5 Stanley Blades (Exp) £1.25

Tools

Tools

77510EXPO 3 in 1 Low Temp Soldering Station (Exp) £65

Tools

Tools

77510EXPO 3 in 1 Low Temp Soldering Station (Exp) £65

NEW



70250EXPO FFlexible Sanding Sheet (Exp) **NEW** £7.95

NEW



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

NEW



77520EXPO High Power Soldering Station (Exp) **NEW** £87

NEW



74362EXPO Hot Wire Foam and Polystyrene Cutter (Exp) **NEW** £16.10

PL-71 Loco servicing kit - servicing cradle, infills, Powertube, brush & scraper (Pec) £16

NEW



74325EXPO Professional Precision Oiler (Exp) **NEW** £7.95

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LAYOUT FOCUS



KIMBERLEY

Pete Abbott tells the story behind Ilkeston (Woodside) MRC's fine depiction of a long-lost East Midlands station towards the end of BR steam.



FACT FILE

- **Layout Name:** Kimberley
- **Scale/Gauge:** 4mm:1ft scale, 16.5mm gauge 00
- **Size:** 20' x 10'
- **Era:** Late-1950s/early-1960s
- **Location:** Nottinghamshire
- **Layout Type:** Continuous run
- **Power/Control:** 12V DC analogue
- **Words:** Pete Abbott
- **Photography:** Andy York



Traffic is held at the crossing as WD 2-8-0 No. 90279 heads west with oil tanks from Colwick Refinery. Ex-GCR A5 4-6-2T No. 69811 enters the station with a Nottingham Victoria-bound local.





Kimberley is a small town seven miles west of Nottingham; not as famous as its namesake in South Africa but once well-known locally for its brewery, now sadly closed. Another landmark in the middle of the town was two large factories belonging to the Wolsey company making hosiery and woollen garments. Both were demolished to make way for a supermarket and shopping precinct;

even the road outside has had a name change from Factory Lane to Green Lane.

At one time Kimberley boasted two railway stations, the Great Northern Railway opening the first in 1875 as part of its Derbyshire extension. The line from Nottingham continued through Ilkeston, Derby and Burton-on-Trent, eventually reaching Stafford. The other, short-lived, station was opened by the Midland Railway in 1882 and closed to passengers

in 1917, although freight continued until 1951. Ironically both station buildings survive today.

The Great Northern, always known as the Friargate line after its station in Derby, closed to passengers in 1964 and freight in 1968. Our model shows the line in BR days when traffic was still heavy. Just west of Kimberley at Giltbrook, a branch to Pinxton left the main line. This carried local passenger and colliery traffic and was closed in 1963. The Derby line carried local



2
Newdigate Road house gardens, complete with veg patches and pigeon lofts.

passenger, coal, petrol and ironstone trains - the latter for the giant Stanton ironworks near Ilkeston. There were also trainloads of beer from Burton and petrol and diesel from the refinery at Colwick in Nottingham, all with their corresponding return workings.

THE IDEA

This layout was first discussed in 2004 when our big exhibition layout 'Cedar Park' was becoming life

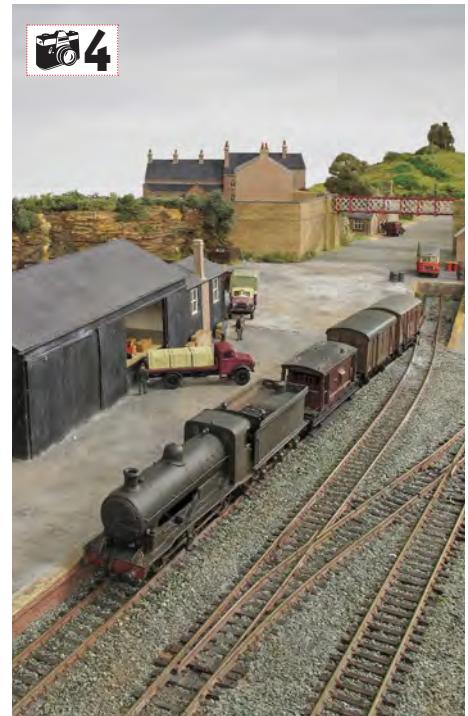
expired. The original plan was to build an 18' x 10' set of boards to allow the classic fiddleyard with two main lines operation.

Several sets of plans were drawn up and one member produced a model of the station building as inspiration to the others.

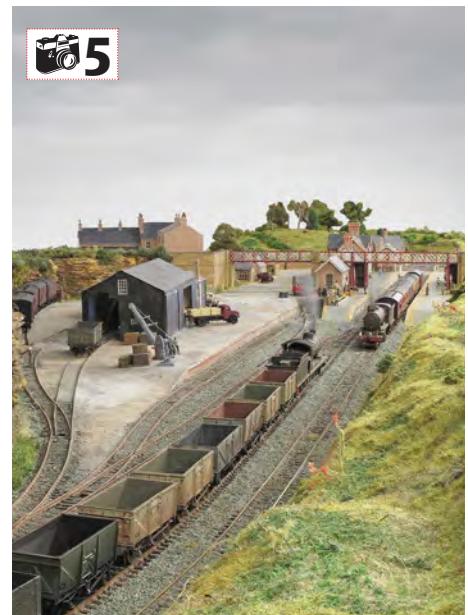
It was very much a stop/start process as other projects got in the way and membership changes kept causing delays. Time went by and in 2009 a



Kimberley's scratchbuilt station building.

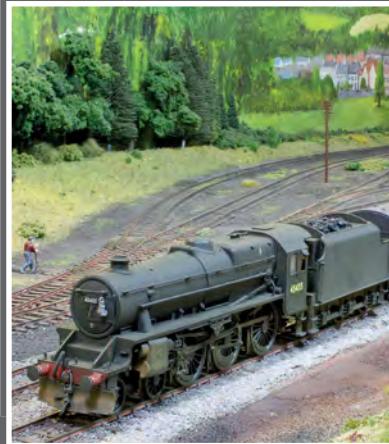


Activity in the yard as a J6 0-6-0 shunts vans. The goods shed was built of wood and on the line's closure was simply set on fire by the demolition gang.



The goods yard is busy as a train of coal empties passes. Wooden bodied ex-private owner wagons were still in traffic at this time. Passing the other way is a parcels train which has just called at Kimberley.

We enjoy running long trains at scale speeds and that means avoiding high speed and sudden stops and starts.



MY FAVOURITE MODEL

My favourite locomotive is without a doubt the Stanier 'Black Five'. My own layout boasts three, inspired by memories of the real thing especially on my local Erewash Valley line. They could (and did) turn up on just about any job from deputising for a failed locomotive on 'The Thames-Clyde Express' to a humble pick-up goods job with half a dozen wagons in tow. A very versatile machine.

concerted effort was made to get the layout into a presentable state.

Some new members took on the wiring and the scenery was started in earnest. One problem with this was that at 20' by 8' it occupied almost all the clubroom space causing friction about working areas. A new member in 2010 produced some superb buildings and scenery for the model and was quickly nominated 'in charge' of the scenery.

During 2011 the layout was declared ready for testing and although it ran it was not ideal for exhibitions with quite a few problems electrically. The member who wired it up was taken ill and our scenery man had a look at the work declaring that it was grossly over-engineered. He offered to simplify it, which meant a total rewire, but this was completed in record time. At last we had a working layout it was always going to be DC reflecting the availability of suitable locomotives and stock in that mode.

'Kimberley's' debut was at our own show at Trowell in 2013 followed by Midland Railex in 2013. It was very well received at both, ran well and the repair/faults list was mercifully short. An invitation to Nottingham for 2014 was accepted with other exhibition managers showing an interest soon after.

BASICS

The layout is made from 3" x 1" timber frames with a 6mm plywood tops. It stands on purpose-built trestles and uses Peco Code 100 track and Tortoise point motors. It has Gaugemaster controllers and transformers and these give great smooth running.

The buildings are constructed from scratch and are actual prototypes in the town although some compression was necessary to fit the model in the space we had available.

The stock is a mixture of ready-to-run and kit-built items belonging to members. All are appropriate for the line and weathered with crews and lamps fitted as standard. All the brake vans carry tail lamps too as this is one of our pet subjects on other layouts we see on the exhibition circuit - beautiful layouts with driverless locomotives running without lamps!

Would we build it again? Probably not, as it has caused our club much heartbreak and backache. We have lost members because of it and been in lots of arguments. We have all learned plenty from it so perhaps it does have some merits. Maybe the lesson here is don't bite off more than you can chew.

Many of our members are now over 60 years old and the sheer weight and bulk of the large boards is a real headache. When moving the layout we have a 100 yard walk to get the boards to a van from the clubroom and this is just another problem on the list - especially if it's windy and raining.

'Kimberley' was always going to be a 'tailchaser'. We enjoy running long trains at scale speeds and that means avoiding high-speed running and sudden stops/starts. Scale people and crews would never survive the forces when a train goes from 100mph to 0 in about half its own length only to accelerate away again reaching the 'ton' before the end of the platform! **BRM**



The distinctive station footbridge was scratchbuilt.



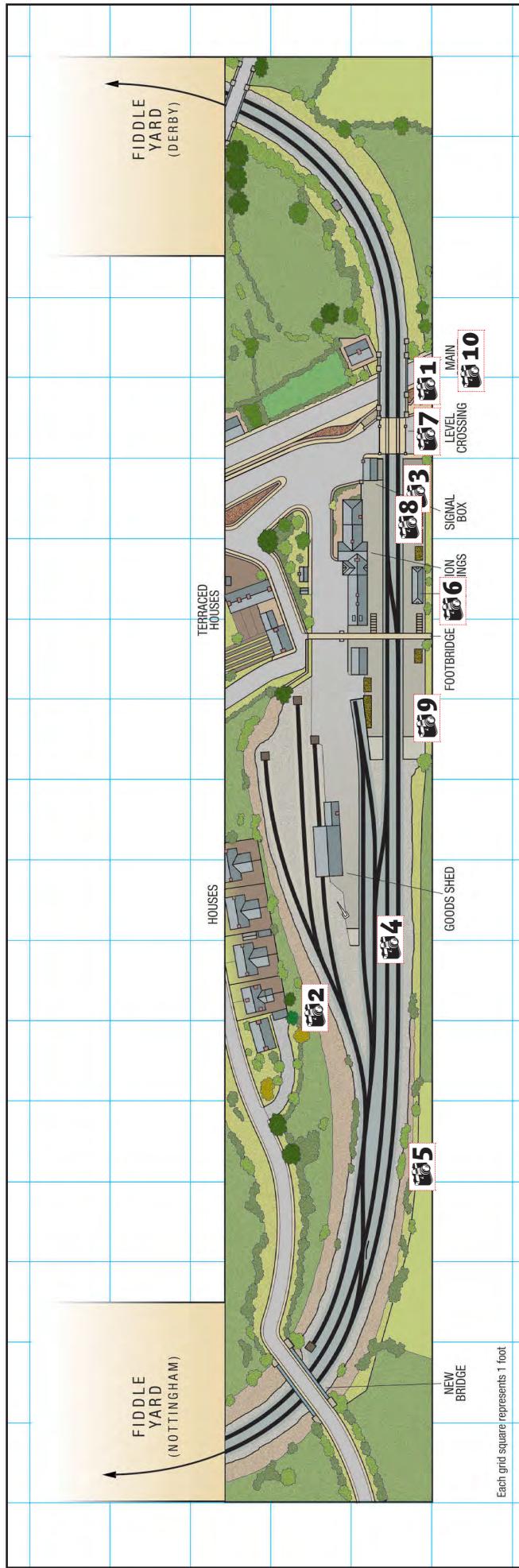
B16 4-6-0 No. 61434 heads empty beer vans back to Burton. The locomotive has been 'borrowed' by Colwick shed for this turn after working in from York. The train includes some new 'Palvans' - a sign of modernisation in the movement of goods.



00 GAUGE

00 LAYOUT FOCUS KIMBERLEY

David Wilson

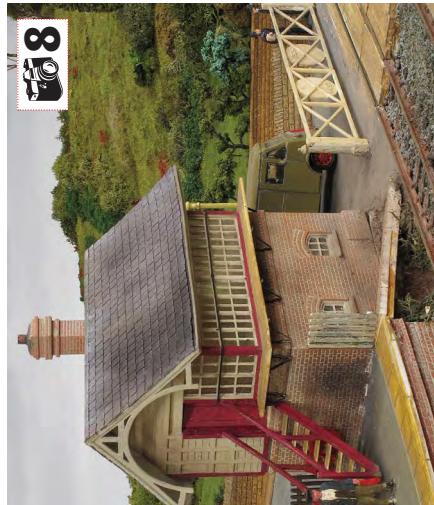


FACT FILE Pete Abbott

Pete Abbott is the chairman of Ilkeston (Woodsides) Model Railway Club he has had an interest in model railways since receiving a Tri-ang set for Christmas 1955. The usual teenage gap years are the only lapse, with railway modelling resuming again very soon after getting married and has continued ever since. A founder member of the club in 1987 he has been nominated to oversee shows and layouts for many years and now that he is retired he can devote even more time to his hobby.



Neatly tended station gardens



Kimberley signalbox



A610 road bridge

DCCconcepts are proud to present **Zen** Decoders.



By DCCconcepts

Zen is a new decoder range with a personality all its own. **Zen** features unique design, great performance and it has an “installability” that is something special.

Decoders are all too often designed by engineers to suit engineers... Lots of features that are never used, dozens of light options and functions that are just not needed, too many wires, just too big to fit easily...

The list goes on and on - and it became very clear to us as we talked to modellers around the world that some issues were ignored and that is a problem because all model trains are not the same at all.

Some prototypes, made to a smaller loading gauge than the USA and parts of Europe, give modellers a real headache when the time comes for them to choose and install a decoder.

We wondered... Why does nobody think about the end user?

So... we did. We ignored convention, looking across problems not at them. We looked at need not want... and we enjoyed doing it. The name we chose just seemed to match our approach so well...

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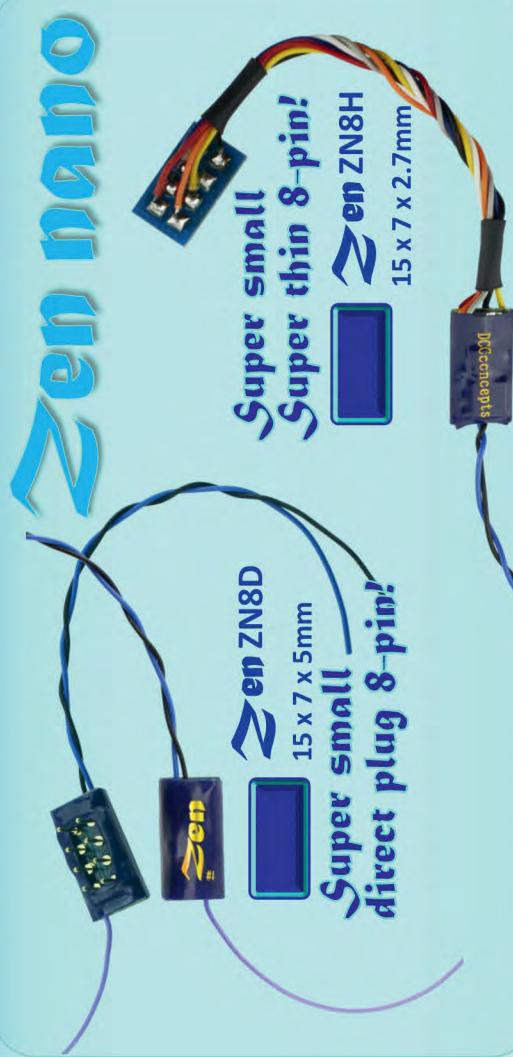
Zen Buddha has huge power handling but is small in size. It has 6 functions and a 3Amp motor drive, plus 3 different forms of protection.

Zen Decoders all have multiple installation options - so one decoder fits many loco types. The range has choices for every common scale too!

Zen Decoders are packed with an all-new Slim and very powerful Stay-Alive™ that is four times stronger and yet it is also both smaller and thinner than others for easy installation! (also sold separately in packs of 3)

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Decoders that WILL fit every locomotive...



ZN218 has 8 pin and 21pin 21MTC ability.
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WHITE ROSE BASEBOARDS

Not a master carpenter but still want high quality baseboards?
Phil Parker reviews a solution available to all modellers.

There's nothing that gets your model railway off to a flying start like quality baseboards. In the past, we've shown you several methods of building your own, but what if the carpentry still daunts you?

Ready to use boards have become more and more popular over the last few years. Older hands might think it odd to pay someone to do your woodwork for you, but if you can afford it then good, solid, accurate and well-made foundations for a layout are probably the best investment you can make, even if it means a slightly reduced locomotive stud or other economies initially. Here is a selection of ready-made and kit-built baseboards from White Rose Modelworks.

White Rose make most of their boards from moisture resistant MDF. For a home-based layout, this is a good material and its weight can provide stability while working. But, if you plan to take your layout on the road then something lighter and more robust is a better idea. Plywood boards

are also available and they can be supplied ready-made to the same specification as the MDF versions. Comparing the two, there is a noticeable weight advantage with the plywood.

The baseboards are factory assembled, but there is plenty of opportunity for personalisation. Cork and neoprene tops can be applied for sound deadening if required for example.

White Rose also supply laser-cut baseboards in plywood as kits. Each one makes use of slots and tabs to ensure accuracy and alignment between the parts. A test assembly without glue can be completed without any tools in a few minutes. Adding woodworking glue will scarcely take any longer and with a little care should see the modeller the owner of a board as good as those produced in the factory, just slightly cheaper.

The boards I was given measure 1,200mm x 600mm (4' x 2' approx.). Other sizes are available starting at 300mm and increasing in 100mm increments. They lock together with quick-release toggle fittings and can be arranged

so that they fit end to end or form a corner. Specific corner and infill boards can be produced too if necessary.

The legs that support them are manufactured from MDF and bolt inside the corners under each board. The design doesn't require any bracing, but for exhibition use, I'd be tempted to look at something a little different that could be assembled with the boards placed on top. **BRM**

USEFUL INFORMATION

A White Rose Modelworks, Unit 10, The Craft Yard, Bedale Station, Bedale, Yorkshire DL8 1BZ
T 01677 422 444
W www.whiterosemodelworks.co.uk

► MDF baseboards, plywood baseboards and complete baseboards are all available on request. £POA



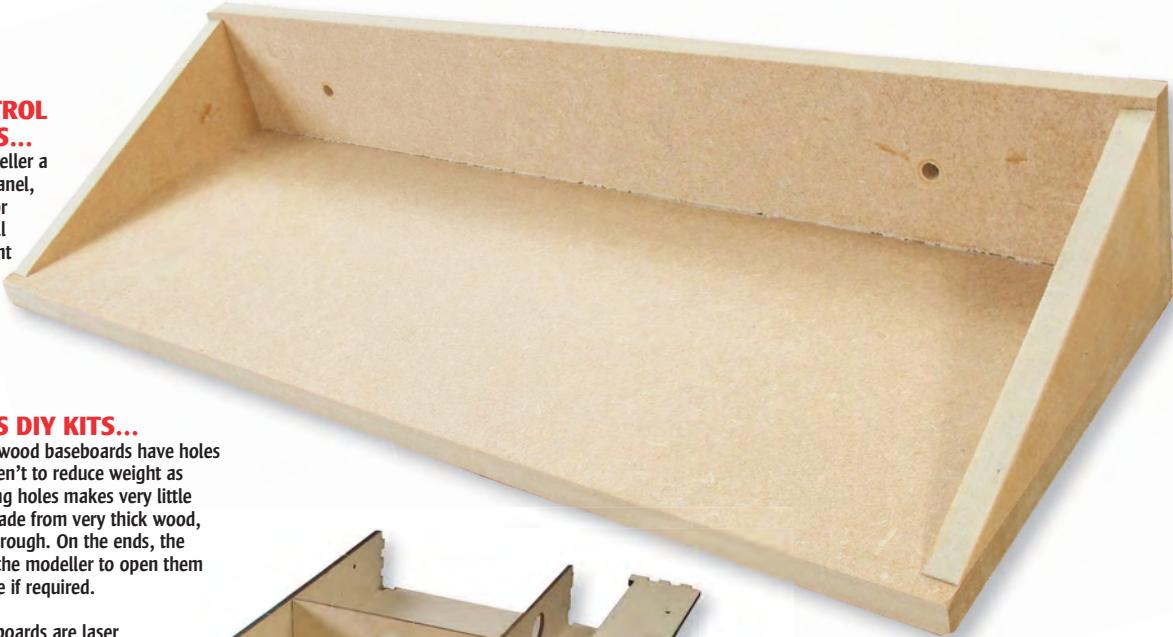
BASEBOARDS

Three different types of baseboard available from White Rose. From the bottom: ready-made MDF, ready-made plywood and a kit-built plywood board.

See more
on your
FREE DVD!
Phil takes a closer
look at the boards
on this month's
'BRM TV' DVD.

READY-MADE CONTROL PANELS OR SHELVES...

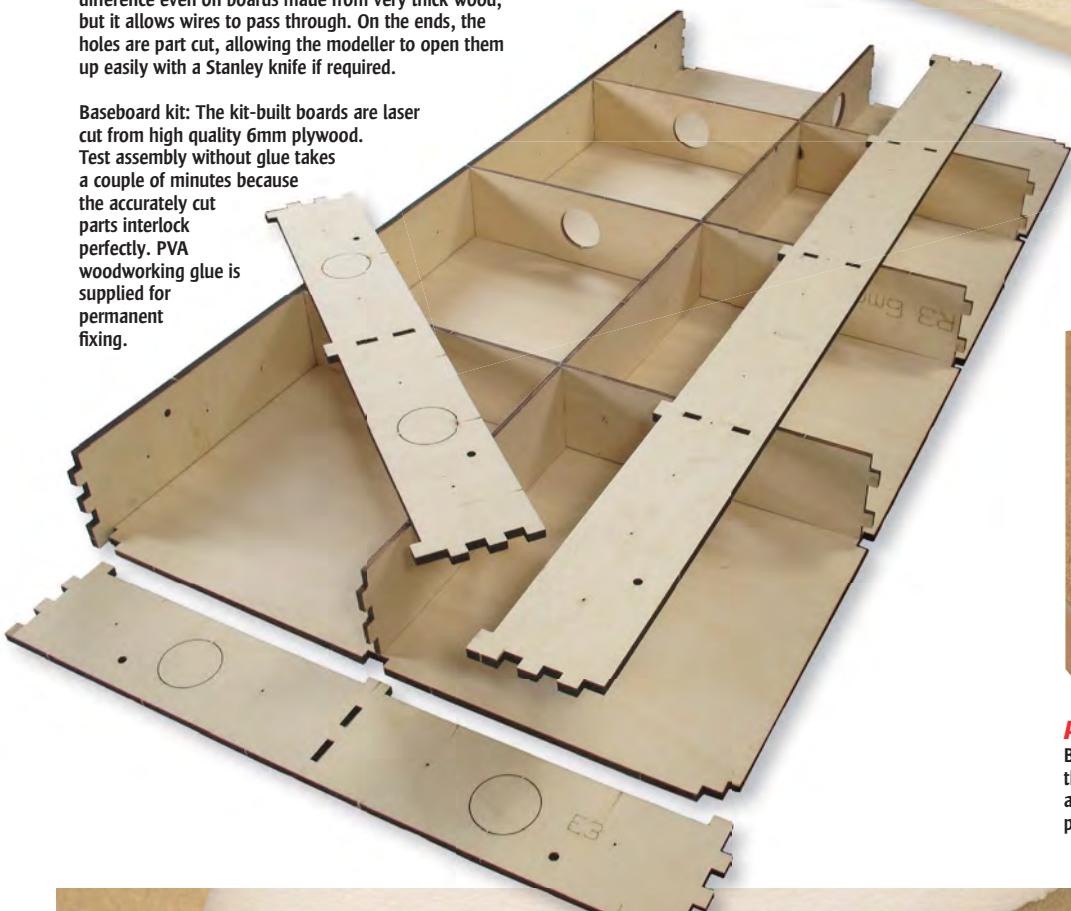
A simple shelf gives the modeller a starting point for a control panel, somewhere for a controller or DCC command station as well as space for that all-important mug of tea.



ALSO AVAILABLE AS DIY KITS...

Both the ready-built and plywood baseboards have holes in the cross-pieces. These aren't to reduce weight as is commonly assumed, cutting holes makes very little difference even on boards made from very thick wood, but it allows wires to pass through. On the ends, the holes are part cut, allowing the modeller to open them up easily with a Stanley knife if required.

Baseboard kit: The kit-built boards are laser cut from high quality 6mm plywood. Test assembly without glue takes a couple of minutes because the accurately cut parts interlock perfectly. PVA woodworking glue is supplied for permanent fixing.



ADDITIONAL EXTRAS...

Backscenes are also available as a simple sheet of MDF that bolts to the back of the board. Again, captive nuts accept the bolts. Plastic channel slides between each piece of backscene, keeping everything aligned.



LEGS BOLTED ON

The MDF legs bolt inside the corners of each board. On the ready-made boards, captive nuts fitted in the wood received the bolts. Even the Allen key required to do the bolts up is supplied. No braces are required for a permanent setting and extra shelves can be supplied for under-board storage.

In this photograph of the ready-built MDF board, you can see the thin cross-strengtheners and optional expanded polystyrene fitted for extra sound deadening. If you fit under board point motors, holes will have to be cut in this to gain access to the MDF top.

Ready-to-use boards have become more and more popular over the last few years.

A WORTHWHILE INVESTMENT?

The quality of these boards is astounding. Unless you are a very competent carpenter with a well-equipped workshop, you won't match the standards of construction from White Rose Modelworks.

For anyone wanting to skip straight to the modelling part of layout building instead of messing around with bits of wood, they are an excellent investment.



ETCHED BRASS KITS

I'm a great believer in the principle of 'horse-trading'; that is the notion of doing something for a friend in return for him/her doing something for you. For my 'Little Bytham' project, I needed a fiddle yard control panel. Rob Kinsey had a kit for a Brecon & Merthyr outside-framed Class 1 0-6-0ST for potential service on his EM gauge 'Merthyr Riverside' layout. He built my control panel and I built the locomotive.

Rather than present a review of building this Redcraft kit (which appears to be out of production; the address on the instructions is given as Unit 8, Royal Stuart Workshops, Adelaide Place, Butetown, Cardiff CF1 6BR), at the Editor's suggestion I've presented a series of images illustrating a typical sequence in the construction of an etched-brass locomotive kit, in this case one with outside frames.

That said, a few brief notes might be of assistance with regard to the prototypes, which were hardly mainstream - hardly likely either to be ever offered as an RTR product. There were 12 locomotives in the class, built between 1884 and 1886. Six were erected by Robert Stephenson & Co and the other six by John Fowler & Co. of Leeds. There were detail differences, including the shape of the saddle at the front. This kit only caters for the flat-fronted saddle, not the bulbous style. They were absorbed by the GWR at the Grouping in 1923 and a few received

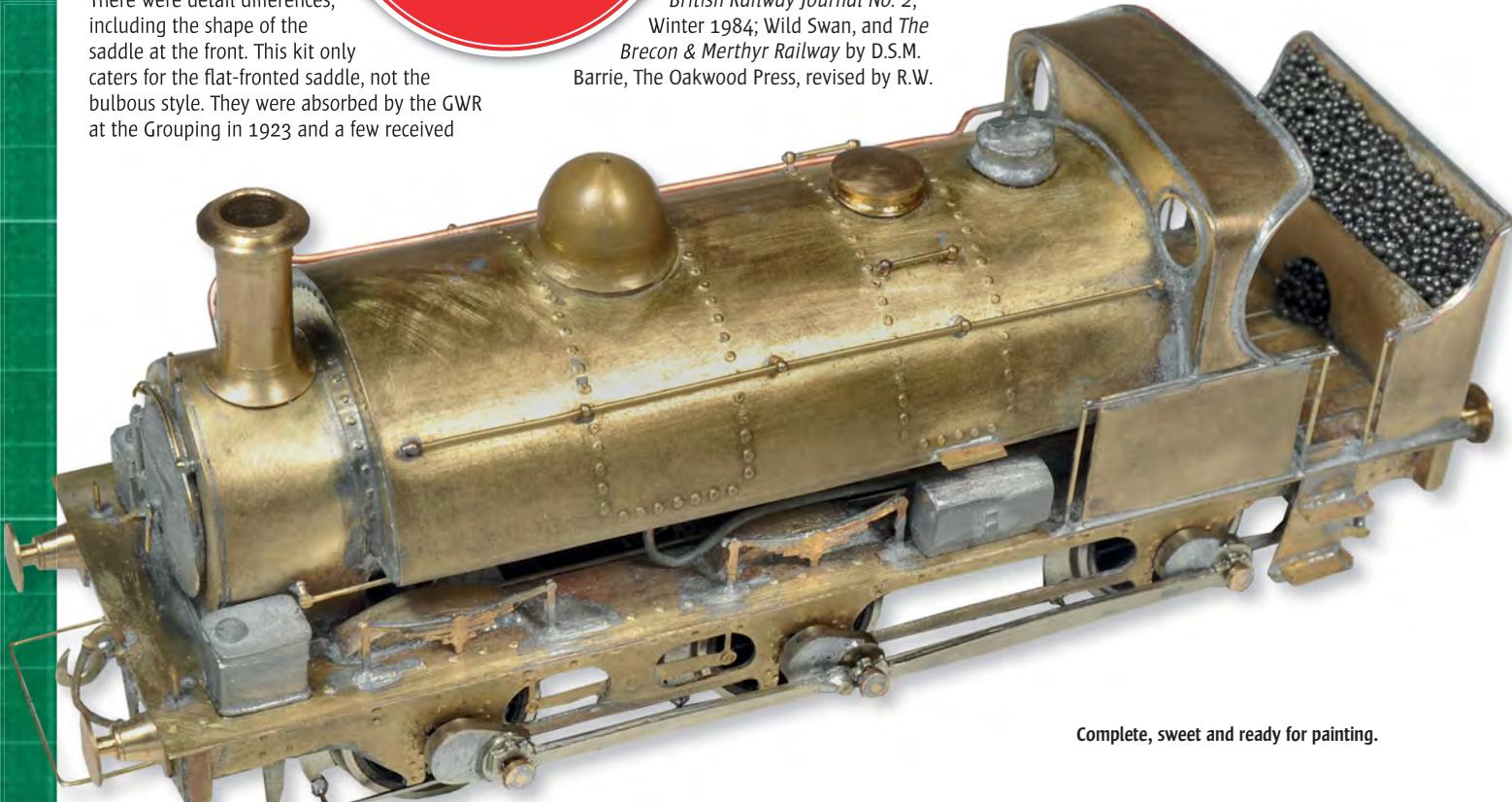
• A fair bit of experience might be necessary, especially with the more complex parts, but the only way to gain that experience is to 'have a go' •

GWR features, including chimneys, boilers, tanks, cabs and bunkers. The alternative cab and bunker are supplied in the kit.

Knowing almost nothing of these machines, I borrowed some prototype documentation from Rob, including *The Locomotives of the Great Western Railway, Part Ten, Absorbed Engines 1922-1947*; The RCTS, 1966, *British Railway Journal No. 2*, Winter 1984; Wild Swan, and *The Brecon & Merthyr Railway* by D.S.M. Barrie, The Oakwood Press, revised by R.W.

Kidner, 1991. Any errors in accuracy (of which there are probably many) are entirely down to me.

I should mention at the start that several specialist tools were needed in the construction of this kit; items such as a pillar drill, rolling bars and bending bars. Without these, I would consider construction to be quite difficult. I'd also suggest that a fair bit of experience might be necessary, especially with the more complex parts. Still, in the spirit of encouraging folk to 'have a go' at making things for themselves, may I present the following sequence please? **BRM**



Complete, sweet and ready for painting.

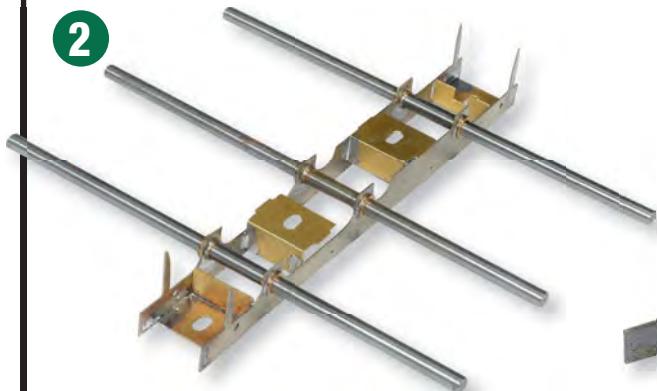
STEP-BY-STEP GUIDE

1



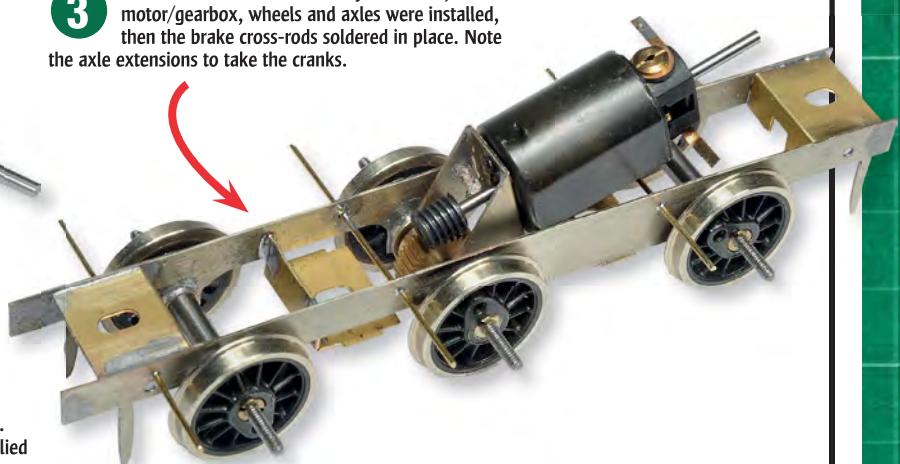
A set of neatly etched parts, laid out ready for construction to begin is usually a good motivation for the builder. The boiler and smokebox wrappers were pre-rolled, but that was all. Wheels, axles and cranks were from Markits and the fold-up motor mount/gear set from Comet. The motor was a Mashima small flat-can.

2

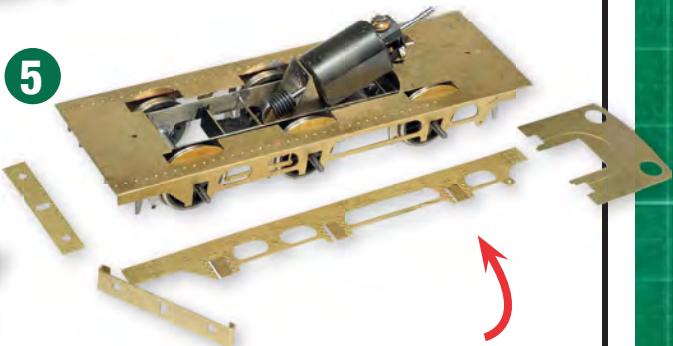
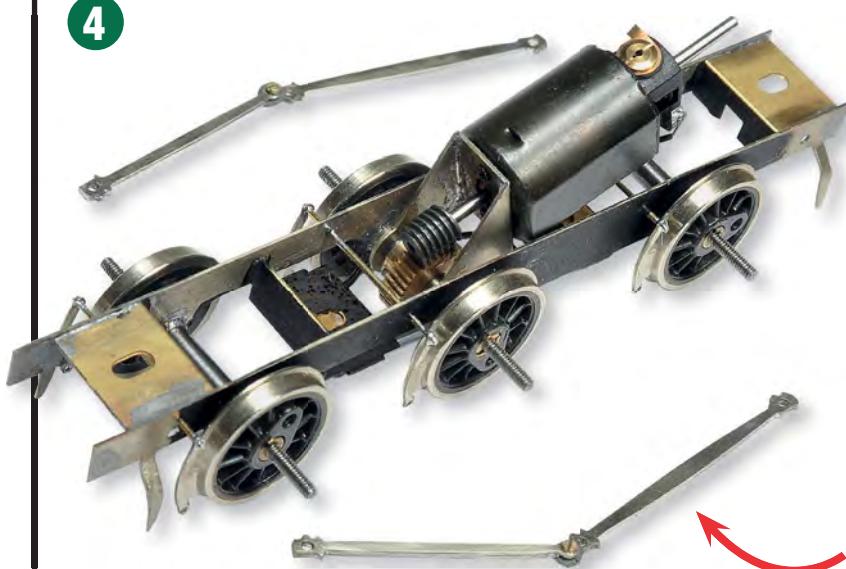


This kit had merely dimples in the frames to identify the position of the axles. This is unusual (fortunately) and the use of a pillar drill with a No. 26 bit was essential for accurate drilling. Only flat OO spacers were supplied (useless for EM), so I used Comet's wider ones. Since no tabs and slots were provided, lining up the frames was achieved by the old-fashioned method of placing one-eighth rods through the bearings and checking everything was square, at right angles and parallel by 'reading' the shadows, tack-soldering to begin with then subsequently filling the seams.

3 With the frames as true as they should be, the motor/gearbox, wheels and axles were installed, then the brake cross-roads soldered in place. Note the axle extensions to take the cranks.



4



Above The footplate was the first item to fit, after forming the rivets (punch and hammer on the back of a vice). The splasher sides were bent up (with care), though there is no necessity for the rear ones for they subsequently can't be seen. The other components were cut from the fret and shaped, ready for fixing. Oddly enough, despite only OO spacers being supplied, the kit is designed at source for EM or 18.83 gauges. Users of OO would have to move the splashes inboard.

Left The coupling rods also had dimples to indicate where the crank pins were to go and, again, the pillar drill was necessary. The rods were built up from laminates and were articulated using a 12BA bolt, soldered to the back of the rear section. I subsequently soldered the rods solid, of which more, later.

TOOLS REQUIRED

- Soldering iron (variable temperature)
- Pillar drill
- Selection of drill bits (various sizes)
- Rolling bars/Hold & Fold
- Selection of files and reamers
- Rivet punch
- Engineer's Square
- Bench vice
- Fluxes and low-melt solders
- Axle rods
- Mini-drill & cutting discs
- Fibreglass pencil
- Selection of superglues and other adhesives

**MORE STEPS
OVERLEAF**

PRACTICAL BRM

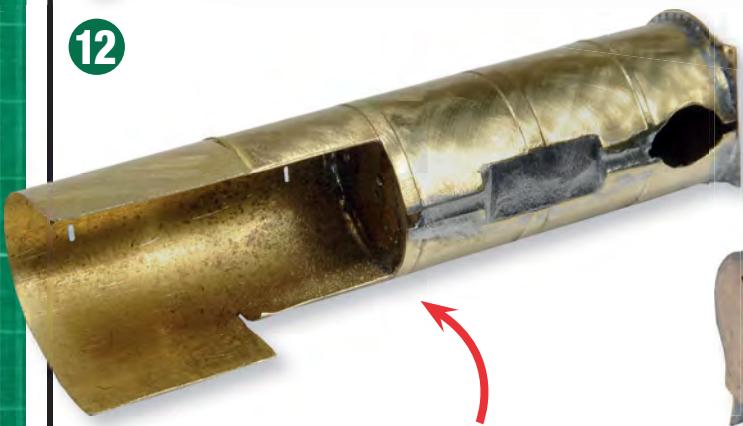
STEP-BY-STEP GUIDE

7



In any kit's construction, it's essential at certain key stages to check for accuracy of assembly against an established guide. A case in point concerned the spectacle plate. If this is not perpendicular at source, every subsequent procedure will be comprised. An engineer's small square did the trick.

12



The ballast now firmly held in place. The large hole in the base of the smokebox was cut to accommodate the 8BA fixing nut on the footplate. No provision was made for this, as is often the case with kits.

16



It's vital at every stage to check against prototype material for reference. Some things you can do something about at source, but others, like the spectacles being too big and in the wrong place (as shown here), you have to live with (as I've done) or scratchbuild a replacement.

STEP-BY-STEP GUIDE

8



In older etched kits, positions for handrails are often unmarked – as was the case here. The saddle required 14 handrail pillars to be subsequently fitted, so marking and drilling was done before the saddle was formed. A felt-tip pen takes the place now of engineers' 'blue' and the positions were plotted from the drawing and transferred using spring dividers.

9



Forming the base of the saddle needed the use of bending bars, a scrap piece of hardwood and a hammer. The trick was to not try and do the job all in one 'hit' so to speak, but a bit at a time.

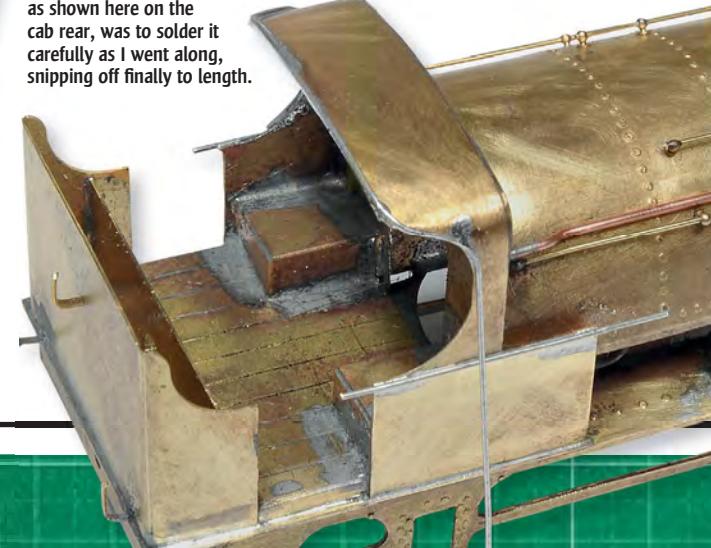
13



The ubiquitous cocktail stick was employed to ensure the accurate fitting of the smokebox wrappers to the smokebox. It was merely pushed through the holes for the chimney fixing. Obviously, internal soldering was impossible so reduced amounts of solder were applied to the exterior, requiring diligent cleaning afterwards. 145 degree solder was used almost exclusively.

17

Beaded of any kind will also cause a problem on etched kits. If it's formed as part of the etched piece, it makes the parent metal a bit thin and if it's a separate piece it's flat in section, not 'rounded' as it should be. I always use 15Amp fusewire – it's copper, it's pre-tinned and it's flexible. The trick, as shown here on the cab rear, was to solder it carefully as I went along, snipping off finally to length.



10

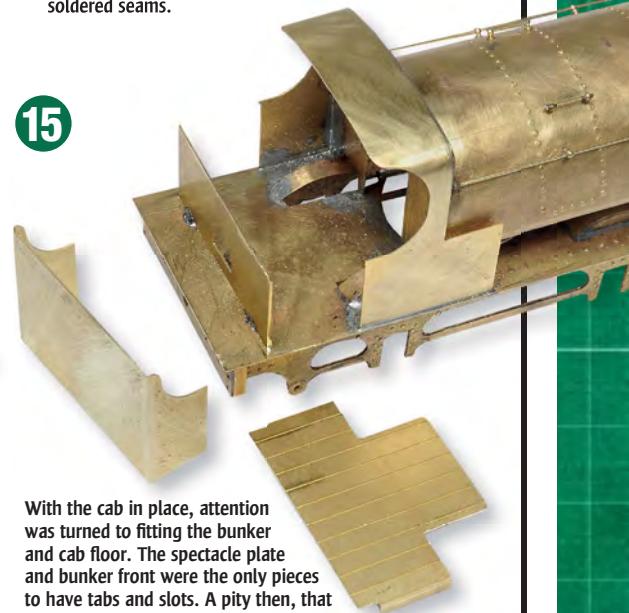
With the saddle formed and soldered-up, attention was turned to checking it against the boiler. Though boilers are often rolled in etched kits, it's rare that they are truly formed. Using the discs provided, in order to ensure accuracy, I soldered them to a brass rod armature, ready to be soldered inside the boiler. That way, everything remained rigid and in place.

11

With the boiler soldered-up, attention was turned to adding weight, since etched brass is inherently light. A slit was cut into the boiler bottom (circular saw in a mini-drill) and the segment was almost filled with 'Liquid Gravity' (it used to be called 'Liquid Lead', but it isn't a liquid and it isn't now lead – it's ferrous). Once installed, low-melt solder was 'puddled' over it to secure. Whatever is used, don't use PVA as a sealant, for this expands with time with enough strength to rupture soldered seams.

14

Once the boiler was installed, the saddle was added (the opposite from the instructions' suggestion, but since these were very poor they weren't followed), and everything checked for accuracy. The B&M cab sides and roof came in one piece and had to be formed, again using the rolling bars.

15

With the cab in place, attention was turned to fitting the bunker and cab floor. The spectacle plate and bunker front were the only pieces to have tabs and slots. A pity then, that the bunker front was too wide. Moral, check beforehand!

18

Handrails (for which no provision was made in this kit for fixing) can be tricky. The easiest way was to leave the beading over-long and solder the handrails to it, leaving them also over-long. Once secured with solder, they were finally snipped-off to length.

**TURN OVER FOR
FURTHER STEPS**

PRACTICAL BRM



STEP-BY-STEP GUIDE

19



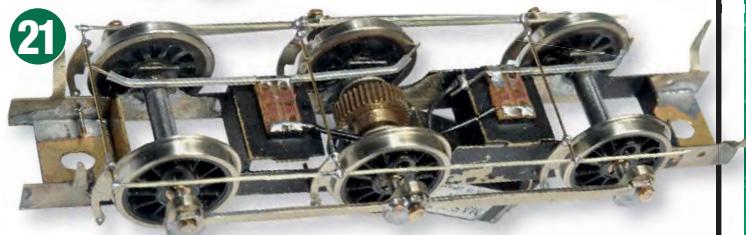
Right The locomotive complete, apart from the cranks and rods being installed. The sandboxes supplied were the wrong shape and no toolboxes were provided. These came from my scrap-box – it helps if one has lots of extra bits and pieces acquired over the years. Note how the hingestraps on the smokebox door are opposite to the norm and how it was unnecessary to make up the rear splashes. The bunker was also filled with 'Liquid Gravity', this time held in place with superglue.

20



Markits outside cranks were superbly machined and really look good. They had to be set by eye against the position for the crankpins in the wheels themselves. I secured them with Loctite but this subsequently failed under pressure from the rods, so, after cleaning up, they were then fixed with solder. This is not only more secure but it also allows for adjustment.

21



Despite taking the greatest care with quartering, the rods ended up with the potential of having too much slop in them before there was no binding. This was exacerbated by the articulation, so I soldered them solid. Since the chassis isn't compensated this was the best answer for sweet running. Extra clearance always seems necessary for outside cranks (the relative position of the nearest crank illustrates this). The outside brake rigging was cut short to clear the cross-rods installed on the body. The two main elements (body and chassis) need to be separated in a non-prototypical manner. My usual arrangements of .45mm nickel silver wire pick-ups and small-bore PVC insulation are also shown.

VERDICT

All in all it's certainly not a kit I'd recommend, but to an experienced modeller (or a competent one learning their trade) then it's a viable alternative to scratchbuilding. With a trend, or it seems to me that way, of a reduction in the actual 'making' of things in railway modelling, with folk happy to use more and more in the way of RTR or RTP products, or report on what others have made for them, then I think the essential 'craft' of railway modelling should be encouraged. I hope this piece has illustrated that.



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CHOOSE THE RIGHT KIT

With so many different types of kit on offer, making the right choice can be tricky for newcomers. In a bid to clarify the options, **Phil Parker** explains what you can expect from each medium.

PLASTIC KITS

Kitmaster GNR Stirling Single



Injection moulded plastic kits have been with us in various forms since the mid-1930s but the most popular range of railway subjects first appeared in 1960 from Kitmaster. Much of this range survives after being taken over by Airfix and now Dapol.

With so many people cutting their modelling teeth sticking plastic aeroplanes

together, this should be a perfect material for locomotive kit building, but the high initial cost to tool up for a kit seems to have deterred many manufacturers from investing. This is in contrast to the wagon kit market where there is a flourishing range of models available covering an enormous variety of subjects.

PROS

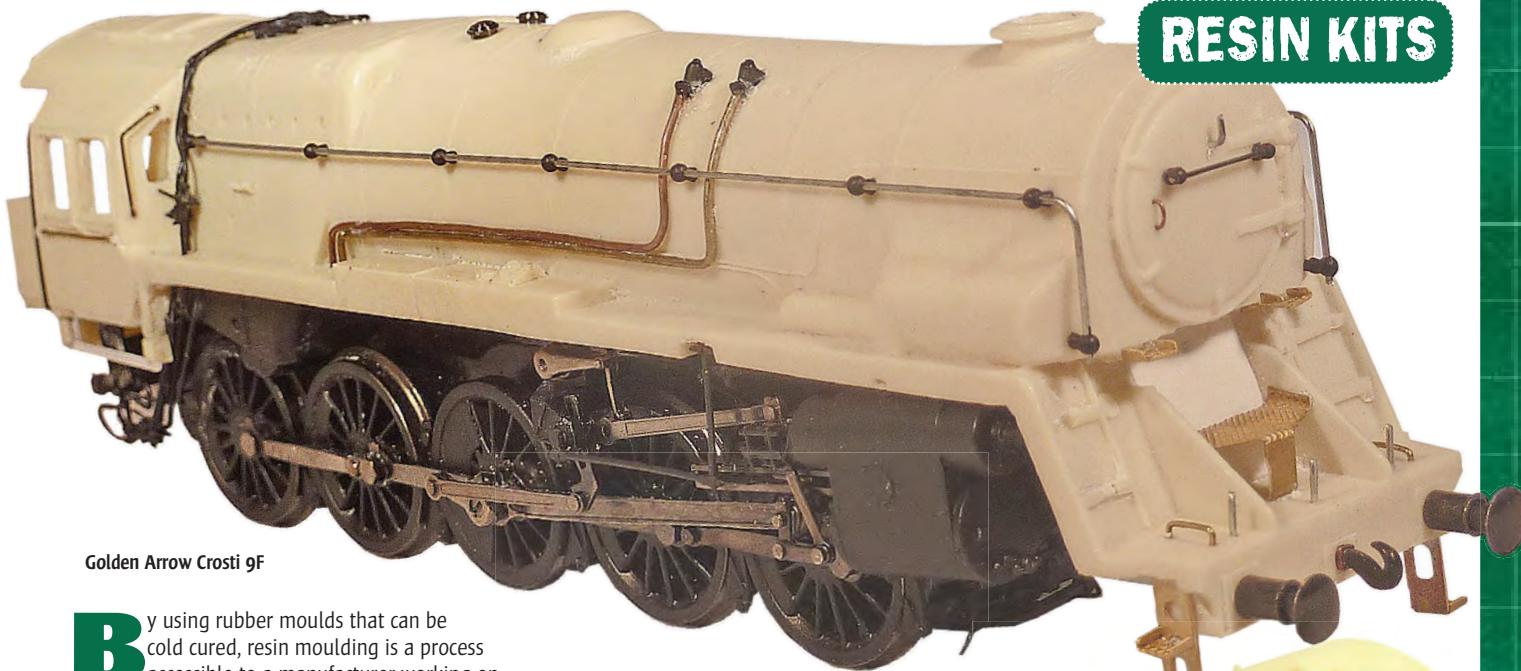
- Easy to assemble - Parts are designed to fit together, there's no forming of material and all the surface detail should be included on the components
- No soldering, all you need is the right glue
- Easy to paint, no priming required

At BRM, we're trying to encourage more people to look beyond the ready-to-run market and try one of the most satisfying things you can do in this hobby - building a kit. Having shown plenty of different kit builds over the last few months, hopefully there are a few readers planning to take the plunge.

But, how do you pick the right kit for you? Let's start by taking a quick look at the different types available.

CONS

- Very limited range of UK prototypes available, apart from models by Dapol, the only other attempt appears to be from Ratio which produced two steam locomotives in the 1980s. These can sometimes be acquired secondhand
- Because the moulds are so old, Dapol kits are moulded in very soft plastic which can lack definition
- Nothing new has been produced for over 20 years
- They can be very difficult to motorise. Most kits were designed for static display although various ingenious motorising kits have been produced. These usually require more skill to assemble than the body.



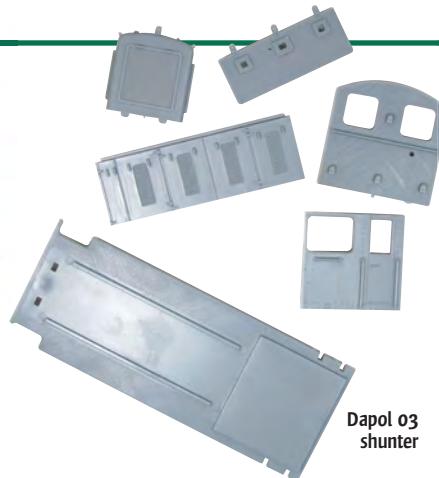
Golden Arrow Crosti 9F

Buying rubber moulds that can be cold cured, resin moulding is a process accessible to a manufacturer working on a kitchen table. With low initial costs, it is possible to make a master model, then set up making kits. The better kit makers use more sophisticated moulding equipment to reduce the chance of air

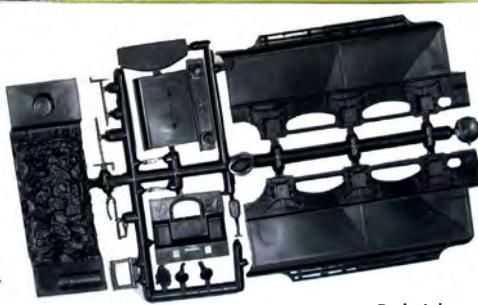
bubbles and faulty castings, but even these are far cheaper to develop than injection moulded products, so the kits don't need to sell in huge numbers to make them viable.



Silver Fox J70



Dapol 03 shunter



Ratio Johnson MR 2-4-0

PROS

- ✓ Simple to produce, so ideal for cottage industry manufacture which leads to unusual prototypes being offered
- ✓ Usually designed around an RTR chassis making motorising easy
- ✓ Assembly requires superglue or epoxy resin

CONS

- ✗ Detail can be basic, simple moulding techniques don't reproduce small components very well. Details like buffers and whistles are often supplied in another material. To make it easier to remove the casting from its mould, detail can be softened or rounded off
- ✗ Short runs of RTR locomotives can result in donor chassis being difficult to find
- ✗ Kits are normally produced in small batches.



Silver Fox Class 07 diesel fitted on a Bachmann '03' chassis

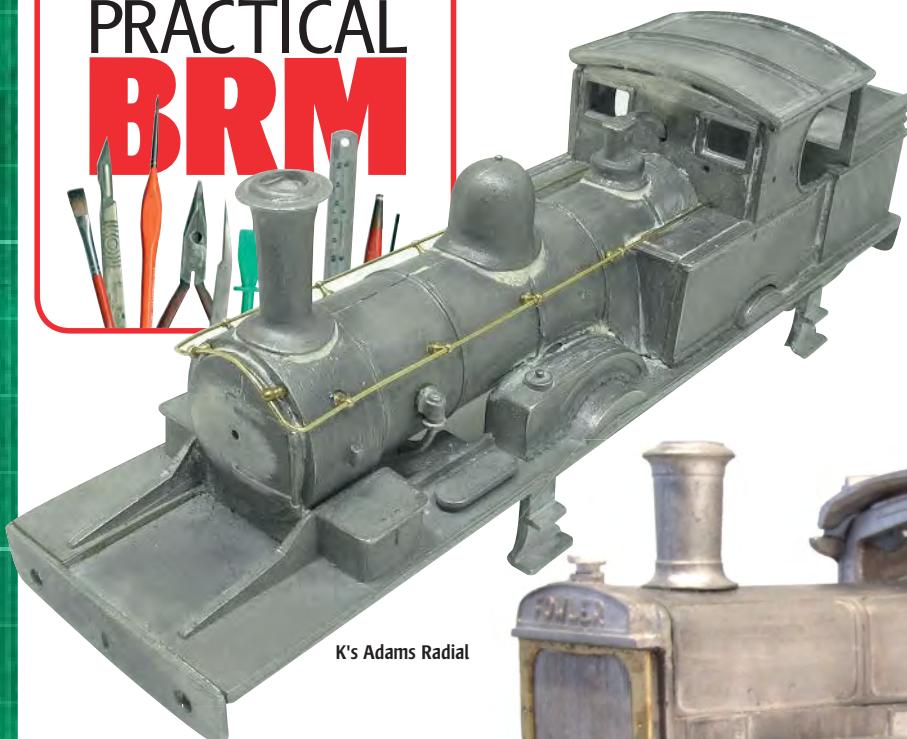
TURN OVER
FOR MORE

PRACTICAL BRM

WHITEMETAL

Any kit made of a metal alloy tends to be described as 'whitemetal' although the actual material can be either a lead or pewter based material. In many ways, a whitemetal kit will look a lot like a plastic one, although a lot heavier. Construction will involve joining the parts together using either glue or solder.

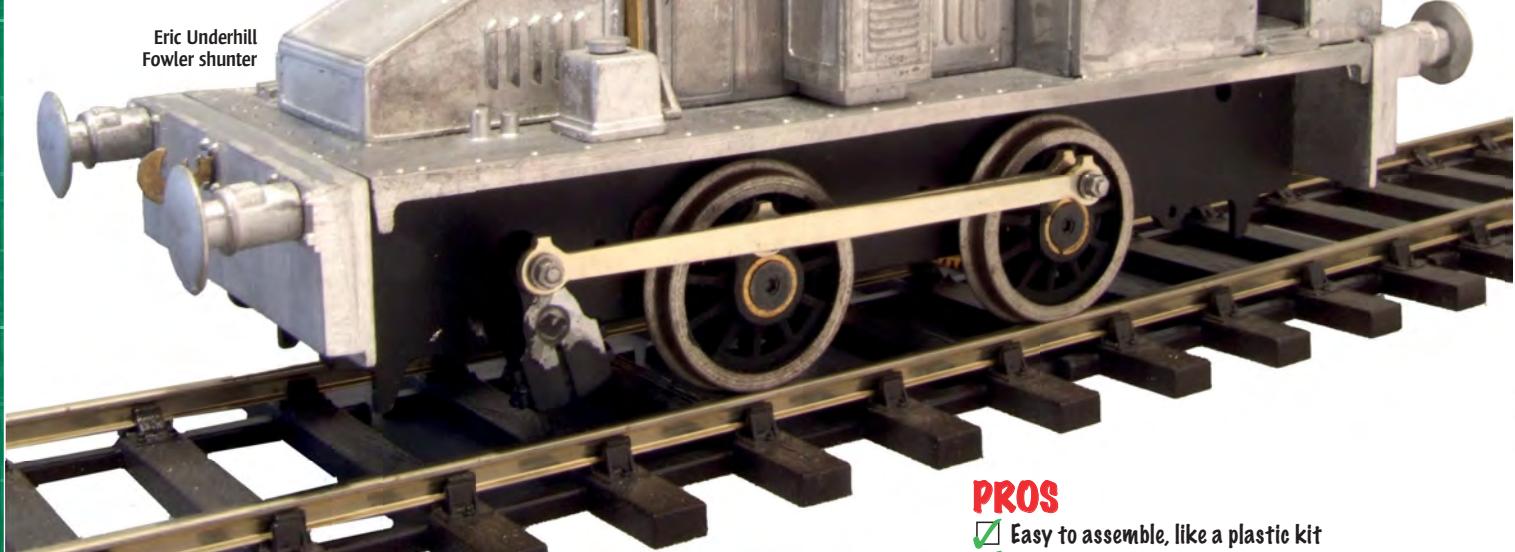
These kits have been with us for over half a century. Casting requires hard rubber moulds but the equipment to produce a range can be housed in a shed making it accessible to low-volume manufacturers.



K's Adams Radial



Eric Underhill Fowler shunter



As it comes: South
Eastern
Finicast SECR
P Class kit

PROS

- ✓ Easy to assemble, like a plastic kit
- ✓ Lots of choice as this type of kit has been around for many years
- ✓ Some kits will be designed for RTR chassis
- ✓ The metal is soft and easy to file and bend
- ✓ Heavy enough to provide plenty of traction
- ✓ Solder or glue to assemble

CONS

- ✗ To provide strength, parts on the prototype that are made from sheet metal will look too thick
- ✗ Whitemetal shrinks as it cools from the mould. This can lead to under-sized or twisted parts
- ✗ Motorising equipment isn't usually included
- ✗ Older kits can be poorly moulded and require a more work to assemble and look presentable
- ✗ Detail can look soft if the mould is worn
- ✗ Excess metal from the moulding can be fiddly to trim away
- ✗ Lead-based alloys are poisonous. Wash your hands regularly.

ETCHED METAL

An etched brass or nickel silver kit is more akin to a cardboard kit than anything else, with parts cut using an acid etching process. Each piece, held in with small tabs, has to be cut from the fret and then shaped. Finally it is soldered together as the thin material doesn't provide enough surface area for glue to be effective. **BRM**

PROS

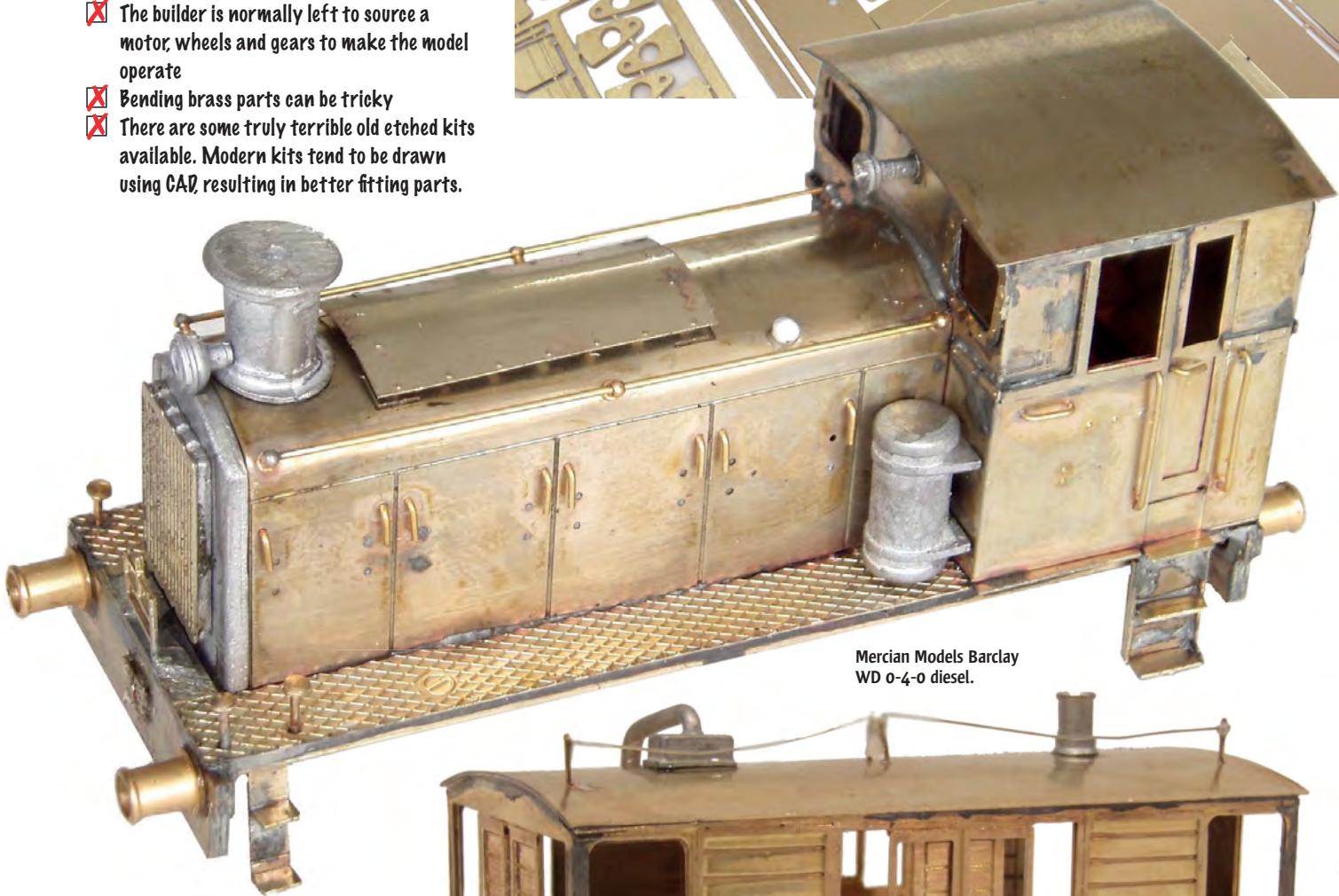
- ✓ A vast number of kits are available for steam, diesel and rolling stock subjects
- ✓ Sharp detail
- ✓ Made from metal, just like the real thing, so visible edges are close to scale thickness

CONS

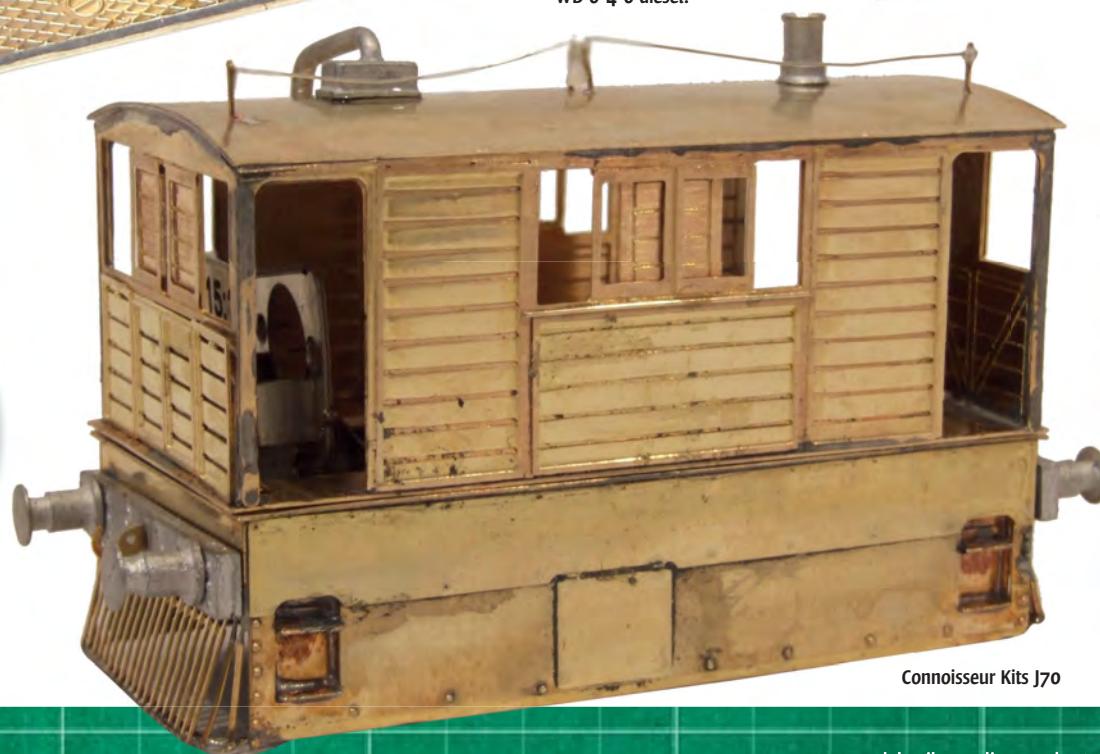
- ✗ The builder is normally left to source a motor, wheels and gears to make the model operate
- ✗ Bending brass parts can be tricky
- ✗ There are some truly terrible old etched kits available. Modern kits tend to be drawn using CAD, resulting in better fitting parts.



Mercian Models Hudswell Clarke diesel fret



Mercian Models Barclay WD 0-4-0 diesel.



Connoisseur Kits J70

There are good and bad kits in every material; some are simple to build, others require skill and experience. Ask around before purchasing.



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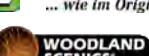


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SLATER'S PLASTIKARD



WELTON DOWN

Memories of his commuting days led **Jim Allwood** to switch this 2mm Finescale model from the steam era to the early-1990s heyday of Network SouthEast.



Large logo 47532 (soon to be transferred to Inverness) heads towards London with a summer extra working, formed of NSE Mk 2 stock. In the preservation society's yard is a Black Five, a Class 46 with brake tender and a line of ex-GWR locomotives awaiting restoration.

FACT FILE

- **Layout Name:** Welton Down
- **Scale/Gauge:** 1:152 scale, 9.42mm gauge 2FS
- **Size:** 14' x 8'
- **Era/Region:** June 1991
- **Location:** Kent
- **Layout Type:** Through station to cassettes at each end
- **Power/Control:** 12V DC analogue
- **Words:** Jim Allwood
- **Photography:** Andy York





Former GWR 4-6-0 *Foxcote Manor* leads a '38XX' 2-8-0, a 'Hall', two Panniers and a '45XX' in the restoration line. In reality, they are all unconverted N gauge locomotives so can't run on the layout yet!



At the Peterborough Festival of Railway Modelling in 2014, Andy York suggested I start this article with 'What is 2mm finescale'?

First of all, it is not N gauge although the scale is similar - 1:152 rather than the 1:148 of N in Britain or 1:160 overseas. The track gauge is 9.42mm whereas N is 9mm. Not much difference you might say, but the key word is 'fine'. Finescale rail is only 40thou high, half that of Peco Code 80, and is also much thinner. Wheels are correspondingly thinner with finer flanges. I liken it to N as EM is to OO gauge.

Track construction has been made much easier recently with the advent of a 2FS Association product called 'Easitrac'. Whilst turnouts still have to be hand-built, plain track is now just a process of threading rail (bulbhead or flat bottom) through a plastic sleeper base, held in place by a useful jig. All different methods of construction are covered in an Association publication entitled; *Track - How It Works and How to Model It*. This is available at shows and via the Association website (see p78).

PHILOSOPHY

At the risk of upsetting the 'rivet-counting' end of the hobby, I favour layouts that embody the whole scene of the railway in the landscape and 2mm finescale is ideal for this. I liken it to an impressionist painting with the overall image being what matters, rather than whether every speck of detail has been faithfully rendered. I like to think 'Welton Down' achieves this aim, although I will never pretend it is a masterpiece!

It is very easy to use 'Rule 1' ('It's my layout so I can run anything') but I prefer the discipline of a fixed period. The layout started off, in my ownership at least, based around 1994/95, just before privatisation and the creation of the Train Operating Companies (TOCs). However, I have since backdated it to a very specific June 1991, just before the end of Speedlink. This discipline requires regular reference to Platform 5's Locomotive Stock Book, so I can check names, numbers and livery

changes during that year. However, a little modeller's licence means that the freight traffic (my main interest) is more frequent at this location than in real life as I have imagined diversions from the main Tonbridge route whilst it is being upgraded for the forthcoming Channel Tunnel.

One of my pet hates is the N gauge Rapido coupling. They are so grossly overscale, they've been relegated to intermediate coupling of fixed sets until I have time to replace them with more delicate alternatives. DG couplings are used on all locomotives and ends of fixed rakes, with simple wire hook and eyes (or worse, Mathieson Models three-links!) used for intermediate vehicles such as the HAA coal hoppers or PCA cement tanks which are not uncoupled during normal operations.

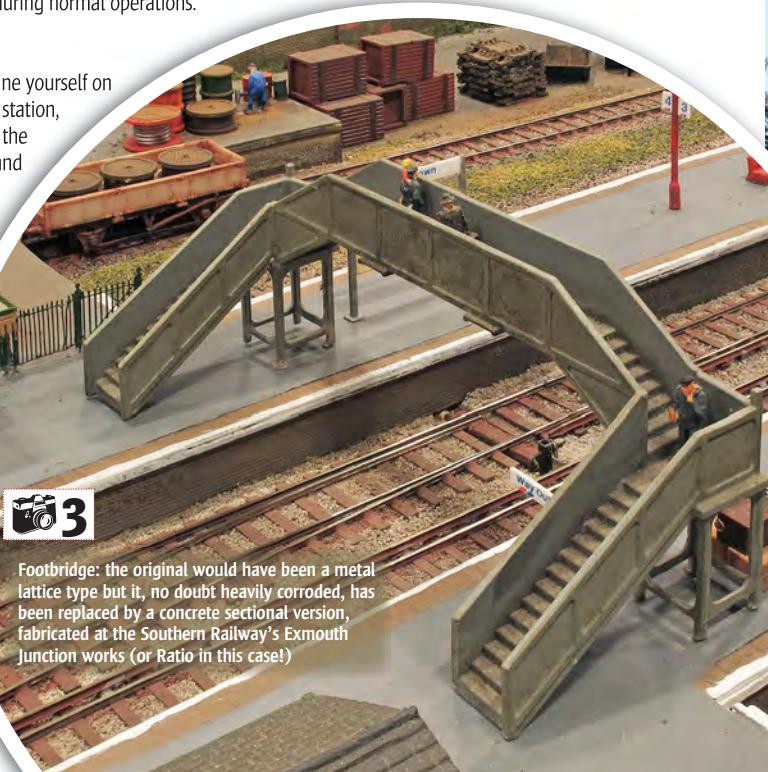
THE LAYOUT

Onto 'Welton Down' itself. Imagine yourself on the platform of a sleepy country station, in the midst of the chalk land of the North Downs. The signal clears and a elderly 4-VEP clatters over the points into the station with a stopping service from London. After disgorging its few passengers, it reverses over the crossover to the Up Main, then backs into the Up bay, ready for its return journey in half an hour's time.

Presently, the Up starter clears and the distinctive horn of a Class 47 heralds the arrival of the daily Cross Country service from the south coast back to the Midlands. It

rushes through, disturbing the peace temporarily on this hot summer's day. Later, a Class 56 on an MGR coal train rumbles through on its way to a nearby cement works, the empties returning later.

Meanwhile, over in the branch yard, volunteers of the fledgling North Downs Preservation Society tend to their eclectic mix of preserved steam and diesel locomotives and prepare the passenger train for the day's service up the branch to Welton and beyond. Closed by Network SouthEast a couple of years previously, it is now a well-established part of the preservation scene and services are shared between a Class 108 DMU and locomotive-hauled trains of Mk 1s.



Footbridge: the original would have been a metal lattice type but it, no doubt heavily corroded, has been replaced by a concrete sectional version, fabricated at the Southern Railway's Exmouth Junction works (or Ratio in this case!)



The semaphore signals are scratchbuilt and are operated by relays under the baseboard, powered by an electronic circuit that, once operated, reduces the voltage to just enough to hold the signal arm off without burning out the coil. The station running boards and other signage were commissioned from Electra Railway Graphics.

PROTOTYPE INSPIRATION



The prototype is the London Chatham & Dover main line and, in particular the section through the North Downs in Kent that was opened in 1860 and electrified in 1939 as far as Gillingham. It was built to portray the Southern Railway in 1947 with mainly steam, but as my interest is the D&E era, it just had to incorporate slam-door EMUs in the NSE era, as I used to commute on them to London in the 1980s.





Railfreight Coal sector 56077 *Thorpe Marsh Power Station* wheels a rake of loaded HAA hoppers past the signalbox, bound for the nearby cement works. Pre-dating the Dapol model, Pete Thorpe created this '56' from the Graham Farish model, but improved it with whitelmet roof ends from the P&D Marsh kit, plus etched roof fans and grilles.

CONSTRUCTION

Originally constructed by Bill Rankin as a Southern Railway 1947 era layout, it measures approximately 14' by 8' in a traditional oval, with the scenic section 10ft in length running around to a fiddle area at the rear, using a cassette system. Built in weight-saving plywood, it is supported on an underframe of Wickes adjustable trestles and timber bearers.

These replaced the original underframe of plywood legs and beams that slot into place. An integral lighting pelmet and a relatively high position forces the viewer to view the whole scene without seeing the operators - or that's the idea. A curtain hides all the woodwork.

All trackwork was hand made using 2FS Association products - Code 40 rail and copper clad sleepers, as it pre-dated Easitrac. All turnouts and the single slip are operated by H&M solenoid motors and are all built to suit the trackplan. The third rail is correctly laid as per the prototype. When purchased, the rear of the layout was a traditional fiddleyard (dubbed the 'Mighty Wurlitzer'), comprising two eight road loops, interlaced to avoid creating too wide a baseboard. However, this was at the expense of siding length so the longest were inadequate for anything more than six coaches.

To enable nearly scale length trains to run, I disposed of the fiddleyard and constructed two large 'fiddle boxes' using the principle outlined by Chris Pendleton in an early issue of *Model Railway Journal*.

Basically, the trains sit in cassettes constructed from aluminium angle, on small brackets in what appears like a side-on position. When required, they are lifted

down onto the 'fiddle deck', run off the cassette and around the layout, then back onto an empty cassette at the other end thence back to the box. The cassettes are constructed in three lengths - 0.5m, 1.0m and 1.5m and any combination that adds up to 1.5m can sit on each set of brackets. The two boxes have a combined capacity of 22 full units or around 36 trains, depending on length. The stock remains in the cassettes in between shows and is protected from damage during storage and transit by foam which presses lightly on the sides of the stock when the stock box lids are fastened in place. More recently, an optional continuous loop has been constructed on the Down Main. It is proving useful for testing stock.

The control panel allows one operator to run each main line, with a third in charge of the yard and branch. Controllers are ECM Compspeed or Gaugemaster hand-held units as all is still traditional analogue DC with probe and stud control of the turnouts.

The predominantly lattice posts semaphore signals are all operational, as are the ground discs, testimony to Bill Rankin's modelling skills. A recent addition is a three-aspect colour light on the Up Main before the tunnel. This is operated by a rotary switch, giving that operator an extra little task. No fancy electronics here!

LOCOMOTIVES AND ROLLING STOCK

The locomotives are all converted from Graham Farish and Dapol N gauge items, with their wheels turned down to finescale standards and extra detailing added. The regular stud comprises those typical for the former Southern Region - Class 33s, 47s and 73s - with 37s,

56s and 60s for Railfreight duties. 'Rule 1' does apply on the preserved branch line with mainly ex-GWR steam locomotives and various early diesels.

Coaching stock is Graham Farish and Dapol, with bogies progressively being replaced by Association etched versions. These provide simplified three point suspension and greater mass low down for improved ride quality.

Freight rolling stock is a mixture of re-wheeled Farish and Dapol and etched or plastic kits from numerous sources - the N Gauge Society, Parkside and TPM to name three. Where possible, 2FS Association etched bogies and running gear have been used.

As yet, no proper timetable has been developed for exhibitions, with trains being selected to satisfy the operators' fancy or specific requests from the viewers. However, I am conscious that a typical sequence should include far more appearances of the EMUs than anything else, reflecting the frequent interval service run by NSE.

'Welton Down' is likely to have its last hurrah at The International N Gauge Show in September 2016. After a small diversion to build a couple of small layouts in IKEA Apa toy boxes, inspired by Steve Purves' 'Apa Park' (featured in October 2014 BRM), my next big project is a real location - Littleton Colliery Exchange Sidings in Staffordshire - near where we used to live. It features electrics again, but 25kV AC overhead this time. **BRM**

Thanks to Pete Thorpe and Dave Stratton who bring locomotives and stock and help operate at exhibitions, Bill Rankin for building the layout and my wife Sue for helping to operate and her unfailing support. Thanks also to Andy York for taking the photographs.

I favour layouts that embody the whole scene. I liken it to an impressionist painting with the overall image being what matters, rather than whether every speck of detail has been faithfully rendered.

The 4-CEP passes the lineside transformer, slowing for the Down platform. The signalman has been very quick to return the Down Home signal to danger!



KEY DETAILS

SOUTHERN EMUS

The slam-door Mk 1 EMUs are the biggest challenge for an NSE period layout. The only commercial product is the Graham Farish Class 411 4-CEP but this is the unrefurbished version, only available in green or blue/grey liveries. A repaint is not the whole answer as the early-1980s refurbishment programme involved moving the end guards' compartments into a middle car and replacing all the windows with aluminium hopper type frames. Although I now have four examples awaiting butchery, other solutions were needed more quickly.

What currently runs is based on clear plastic Farish Mk 1 bodyshells with TPM resin ends, Ultima etched underframes and Electra Railway Graphics pre-printed vinyl sides. Power is currently provided by a mixture of Green Max chassis, Dapol Class 73 mechanisms (see June 2006 **BRM** for detailed article by Nigel Burkin) and Graham Farish Class 158/170 chassis.



**67**

Pete Thorpe's 60031 *Ben Lui* in Trainload Metals grey passes the NSE summer extra with a steel train heading for the train ferry at Dover.

KEY DETAILS AUTHENTIC BUILDINGS

The buildings are mainly scratch-built from plastic card. These faithfully reproduce examples at a number of stations along the former London Chatham & Dover Railway main line, such as Farningham Road, Shepherdswell and Sole Street (see photograph). These have been recently complemented by 'ready-to-plant' offerings from Bachmann - the two traders stores and the transformer station. A single-road stock depot for the Preservation Society, probably on the old coal staiths road, is due soon.



Goods shed and trader stores: the platforms have been populated with NSE red standard furniture, included a modern waiting shelter (with trainspotting boys) whilst the former goods yard seems unusually tidy for a preservation society. The concrete trader stores are again a product of Exmouth Junction and Scenecraft.



Station Master's House and Station Building: a number of the station buildings on the LC&DR section were constructed by the same contractor to the same basic design but altered to suit each site. The one surviving today at Sole Street is virtually a mirror image to that at Welton Down.

10

The Plasser-Theurer 07/16 tamper sidles past the single slip, heading back towards the Capital. This is what finescale trackwork is all about!



MY FAVOURITE MODEL

My favourite is not a locomotive but the Plasser 07/16 Tamper, built from an N'Thiast Resprays kit. A proverbial 'pig' to build with few instructions but a great challenge and it won the Chairman's Trophy at the 2mm Scale Association's AGM in 2009.

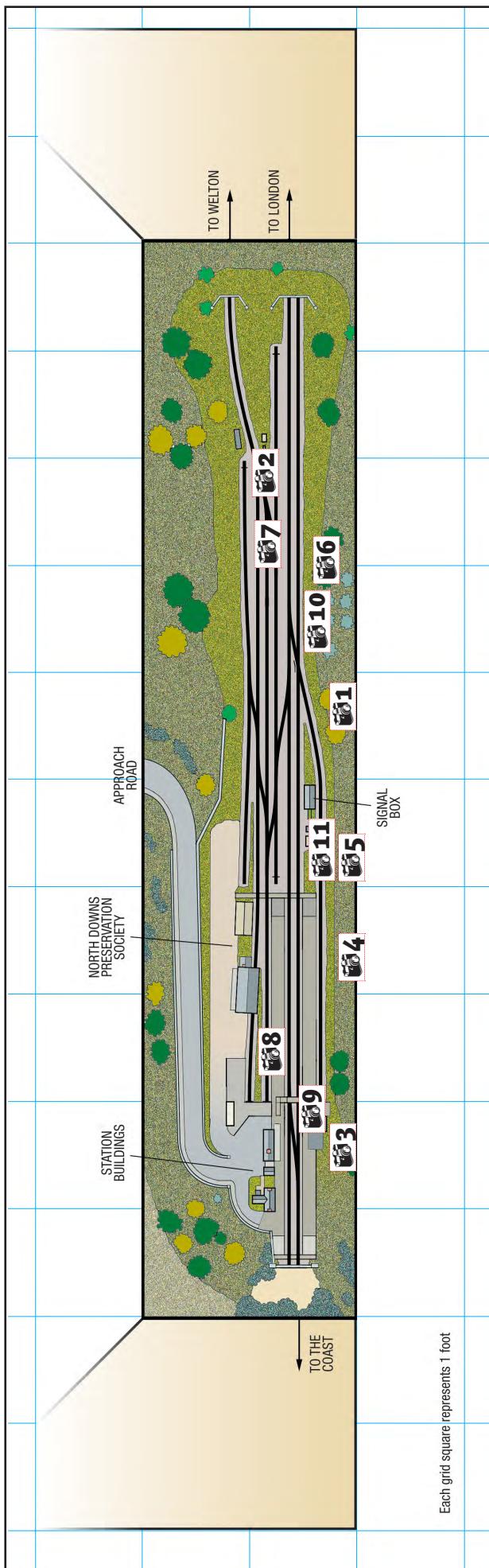
'Crompton' 33002 (named *Ofwat Observer* as a leaving present from a former employer) heads towards London with a ballast working whilst Dave Stratton's 'Jaffa Cake' Class 411/5 4-CEP sits in the bay, ready to form the next stopping service to Charing Cross. The upper quadrant starter looks positively sick!



2FS
GAUGE

2FS LAYOUT FOCUS WELTON DOWN

Chris Wilson



FACT FILE Jim Allwood

Now only months away from my Senior Railcard and a retired Civil Service surveyor, I started railway modelling at about the age of eight, with a Tri-ang 'Jinty'. I modelled in EM in the early-1980s but then changed to N gauge first of all, due to space constraints. However, one look at 'Haddon, Helsby & Tumill' at an NGS exhibition in Harrow convinced me to change to 2FS. I joined the 2mm Scale Association in 1987 and have not looked back. I'm currently an active member of the Yeovil Model Railway Group (ymrg.co.uk).

My favourite other layouts include three shunting layouts – 'Wheat Elizabeth' (P4), 'Hoath Hill Halt' (3mm) and 'Anderstaff Yard' (EM). The N gauge tail chaser 'Law Junction' is another but as it has been done already, I've ditched the research material I collected to build it myself!



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in 2FS?

The 2mm Scale Association exists to promote and facilitate modelling at the scale of 2mm:1ft. The scale has a long history as the smallest practical finescale standard. By joining the Association, members gain access to a wealth of knowledge and an exclusive component range designed to enable simple and accurate construction. The component ranges include a wealth of jigs and alignment tools which remove the guesswork and need for specialist measuring equipment from precision model making. Also produced are booklets which explain the construction techniques which have been developed over the years. To keep members in touch a bi-monthly magazine and newsletter is produced and an e-group is available for those interested. For further details, see www.2mm.org.uk

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A TAMPING MACHINE

A common sight on the modern railway, tamping machines are an essential tool for maintaining good track and ride quality. **Phil Parker** builds a rare 4mm scale kit of a contemporary machine.

Track machines are a bit of a mystery to many modellers. We see them from trains as we pass and can probably work out what they do, if not precisely how they do it. There's a lot of complicated equipment underneath which makes the chances of an accurate model pretty slim for most people. The only way to add one of these (usually) yellow

machines to your layout in the past was to use one of the various foreign plastic kits or RTR models. The trouble is that they are normally produced in 1:87 scale (HO) rather than 1:76 for OO/EM/P4. Worse, the prototypes don't always match the UK versions. This hasn't stopped Bachmann's Plasser & Theurer 07 Series Tamper Machine being popular of course



but it's quite likely to be the least authentic item of rolling stock on any British layout.

Filling the void is a laser-cut multi-media kit by Clockwork Ideas for the newer C80-RT or C100-RT tamper from Plasser & Theurer.

Designed to make use of Black Beetle motorising units, the kit is made up of a large number of laser-cut Rowmark (a form of ABS plastic) components supplemented with resin, MDF, etched brass and perspex parts. Apart from paint and glue, everything you need is in the box.

I approached this kit with very limited knowledge of the prototype, but once I'd chosen my subject, swayed by wanting to paint it in the simpler Amey livery, all I had to do was follow the instructions and a very impressive model would result.

Were I better informed, additional cable runs inside and underneath the model would have been added. As the roof isn't fixed, this is something I can look at in the future once I can get hold of more photographs for reference.

Construction is simple, but unexpectedly time consuming. This is a kit that will take 50 hours to build working at a modest pace. It's one of the most interesting and enjoyable models I've built for some time, so anyone who has a go without an editor breathing down their neck is in for a really pleasant project. **BRM**

PROTOTYPE INSPIRATION



Although more often seen parked in engineers' yards and around stations, tamping machines can occasionally be spotted travelling between worksites in the daytime. The subject of our model, Amey's DR73922 John Snowden, passes Brindle on the Blackburn-Preston line on May 29 2012. MIKE SARGENT



Construction is simple but will take around 50 hours at a modest pace. It's one of the most enjoyable models I've built for some time.

TOOLS FOR THE JOB

Knife | Wire strippers | Sanding sticks
Old paintbrush for applying solvent
Bending bars (pair of old steel rules)
3mm drill | Round needle file
Calipers (seen right)
These help find the right lengths of plastic and brass rod.
A cheap dial caliper costs £10.

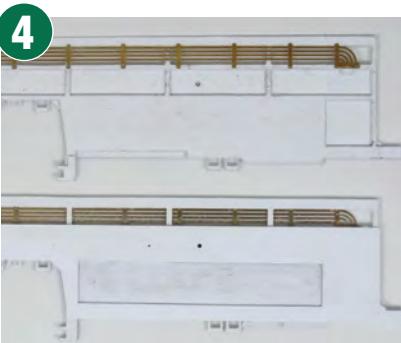
STEP-BY-STEP GUIDE ➤



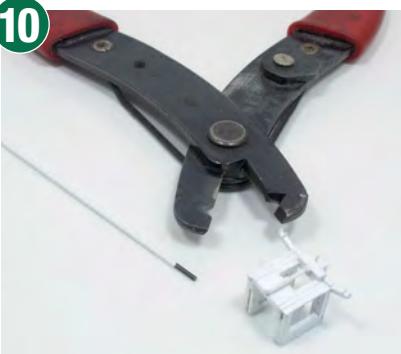
PRACTICAL BRM



STEP-BY-STEP GUIDE ➔



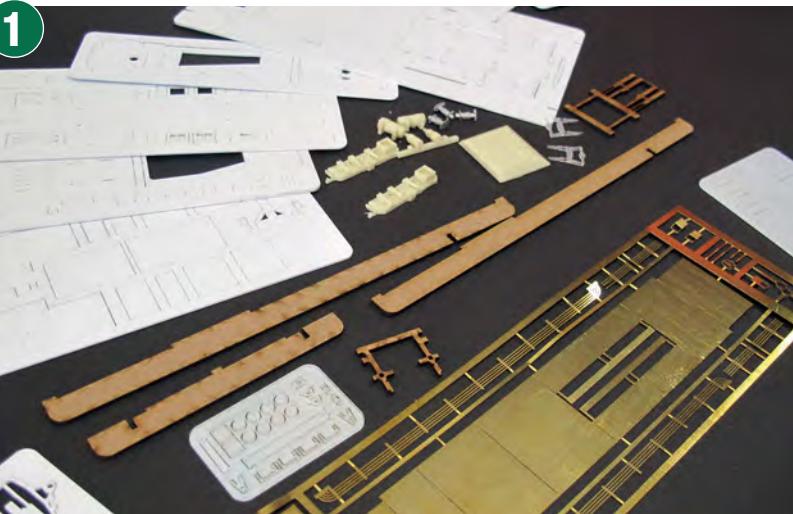
Cable runs are represented with etched brass parts fitted with superglue. Zap-a-Gap brushable was perfect but small amounts applied with a pin would work just as well.



Hydraulic rams are made from a length of plastic rod sheathed with the outer coating stripped from hard wire. Plenty of spare wire is provided but it's easy enough to do if you have some wire strippers.



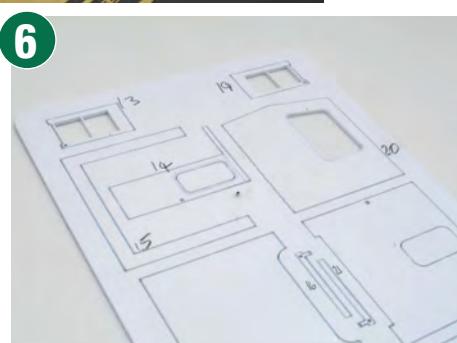
The lifting head is a fantastic design, but takes up four pages of instructions to go through the assembly. None of this is difficult, perhaps a little fiddly in places, but easy to follow.



Rowmark plastic, Perspex, MDF, etched brass, resin, styrene strip and brass rod - this really is a multi-media kit! Laser-cut parts mean it is also a high-precision kit.



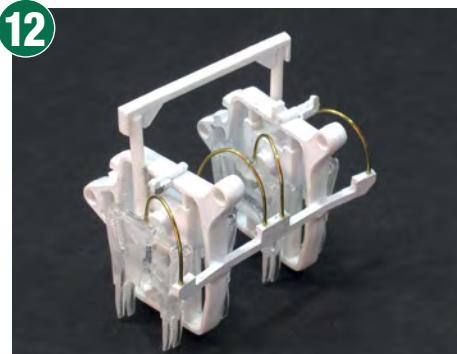
The floor ends are made up of Rowmark components with some MDF underframe pieces. Perspex parts have to have their ends chamfered before fitting and are used as they need to be thicker.



Eventually, it became easier to jot part numbers down against each item on the fret. Including castings, there are 258 to chose from. Some of the laser cut parts are difficult to identify without doing this.



The engine compartment is two sides separated by panels stuck on the top and ends. The instructions aren't clear about which parts should be fitted. The box should be 19.75mm wide. The brake wheel on the end is one of the detail differences between the C100-RT and the C90-RT I'm building.



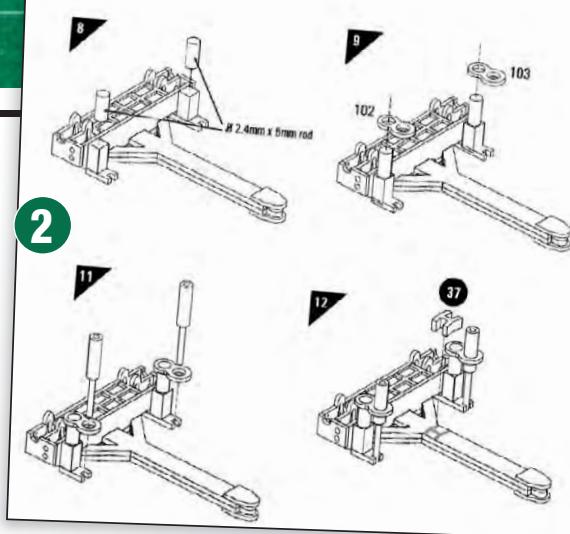
Ballast tins are divided in to left and right banks with their own instruction pages. The differences are tiny but important when you come to fit them to the finished model.



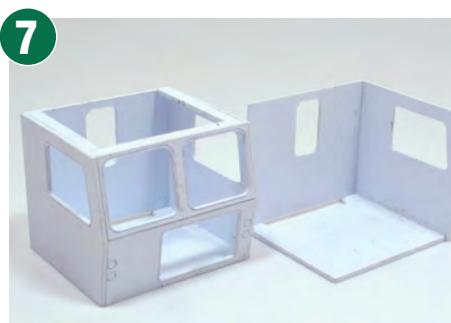
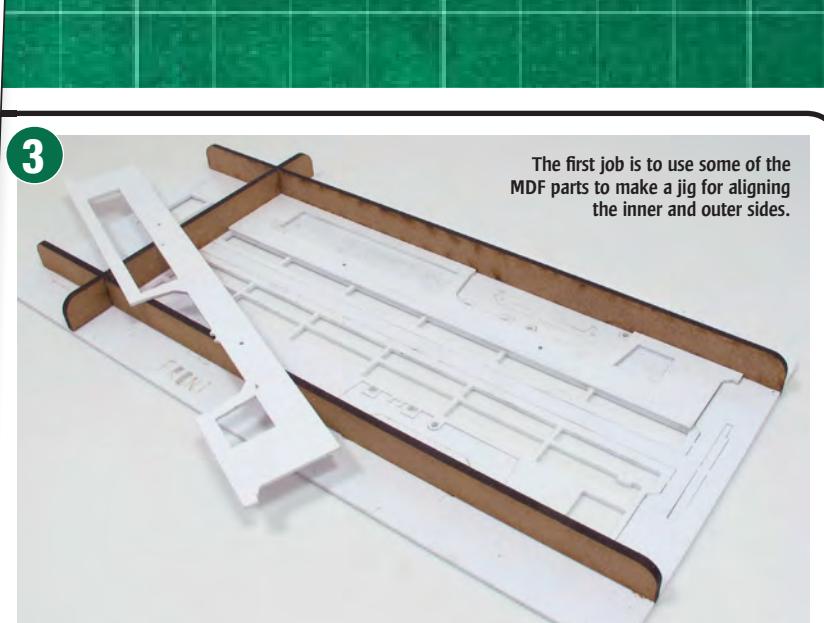
Some small panels are made up from off-cuts from the edge of the Rowmark frets. Take care when measuring and cutting them out.



The roof is a large piece of brass that has to be folded along half-etched lines working from the inner lines out. I used a 'Hold 'n' Fold' but a pair of steel rules in a vice would work just as well.



Some 84 pages of instructions are supplied as a PDF file on CD. You could print them out, but I found loading them onto a tablet computer worked well, although there was a lot of flicking up and down to identify components as I went along.



All cab sections are boxes made up by butting parts against each other. Close attention to the drawings tells the builder which component overlaps the others - essential if the model is to fit together.



Resin and etched parts complete the other cabs. The roofs aren't fitted at this stage, just trimmed to ensure they will.



The inner cab doesn't have a roof but there are control desks to make up which are fiddly when you use solvents like these that leave the plastic softer than conventional styrene would be.

WORKING WITH ROWMARK

Rowmark is an ABS material that can be cut cleanly by laser. It is light, very strong and not too difficult to use. The biggest difference is that a more active solvent is required than is normal for plastic kit assembly.

Any ABS glue will stick the parts together, such as Phoenix Precision's Superweld or EMA Plastic Weld. The shorter and wider bottle wins out for ease of use as it's less likely to fall over. Mek-Pak and other normal plastic solvents aren't up to the job here.

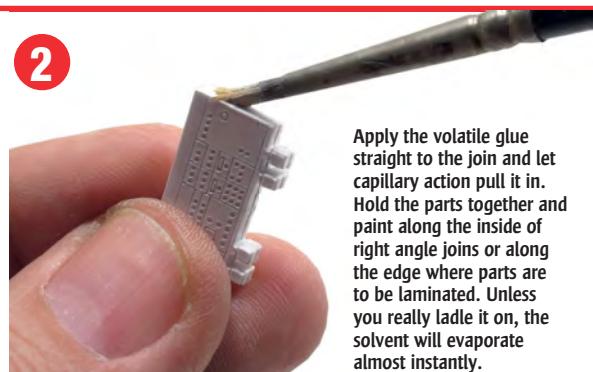


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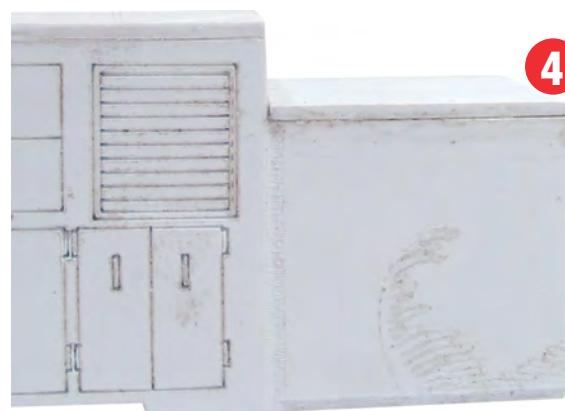


3

Within a few seconds, the joint will be ready to be lightly sanded. Here, the solvent was left to soak in to the join and then tiny amounts of molten plastic splurged out and had to be removed.



2



STEP-BY-STEP GUIDE

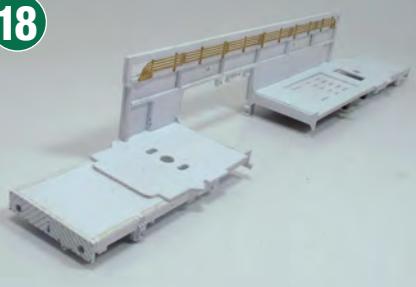
One danger is that the Rowmark surface can remain soft if you spill solvent on it. Touch the soft surface and a fingerprint will be left. I left this overnight and then gently sanded it away with a fine grit. Wait for it to dry first. Do this too quickly and the soft material will stick to the sander, making things worse.

PRACTICAL BRM



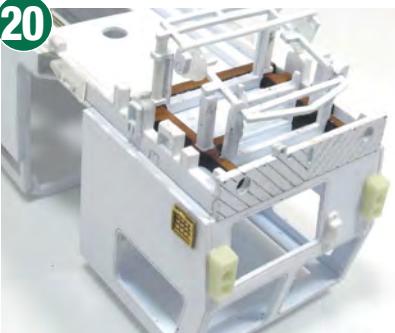
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18



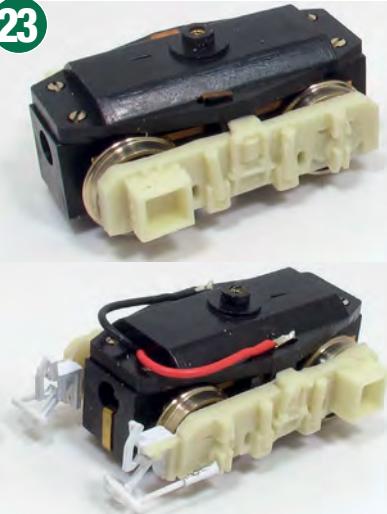
Assembly starts with the sides fitting to the floors. Check these align perfectly and open out some of the slots if they don't.

20



Under the cabs, there is some interesting construction work. This looks fragile but the Rowmark is very strong so there's no need to worry about losing parts on the layout if you've glued them together properly.

23



Bogie sides are glued to the Black Beetle bogies. Two types are included for the C100 and C80. For the '80', ballast ploughs are fitted to the ends made from Rowmark and Perspex.

16



An exhaust hole has to be drilled in the top cover before bending but as it's nearly as wide as the part, you can't do it in one go with a large bit or you'll chew through the side - just as I did. Make a small hole and enlarge this with files.

17



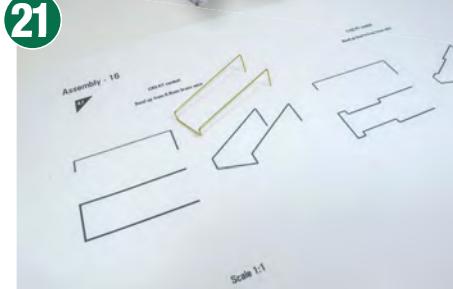
Over 30 hours in and all the sub-assemblies have been built. The next stage is to start putting the model together.

19



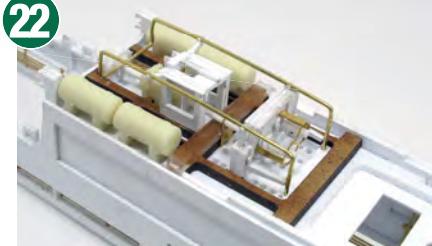
With the outer cabs in place, a quick check proves that the roof clips in place perfectly.

21



One instruction page that does need to be printed out covers some underfloor pipework. Make sure you print at 100% though for the bent wire, using it as a guide.

22



The wire work fits around the drive components under the centre of the model. Resin parts like these tanks should be scrubbed with washing up liquid before fitting to remove any mould release agent or the paint won't stick.

24

Completed and nearly ready for service on a modern image layout, the tamper now just needs a lick of paint and running in.



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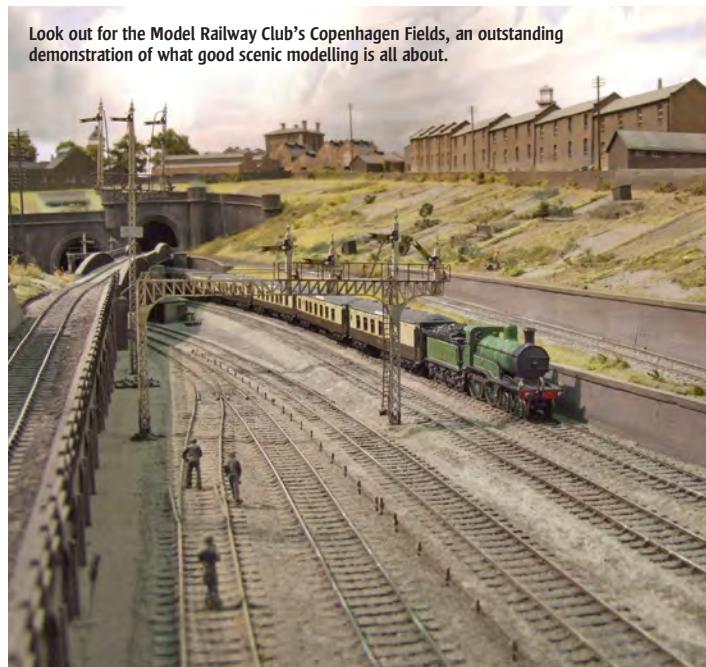
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Abbotstone - O
Binns Road - O
Bad Obing - O
Dubmill Sidings - O
Lough Motive Power Depot - O
Rhydwyn Fawr Steel - O
Nether End - O(16.5)
Sandford & Banwell - P4
Waterloo Street - P4
Prospect Wharf & Yard - EM
Trevanna Dries - EM
Empire Mills - EM
Billton Goods - OO
Calderwood - OO
Fisherton Sarum - OO

Horfield - OO
Leicester South - OO
Star Lane - OO
Sutton - OO
Warren Lane - OO
Woodstowe - OO
Untermutten - HO(m)
Beckenvik - HO(m)
Daconby Town - 3mm
Modbury Torr - TT
Thorpe Road - TT
Stokesay Junction - N
Welmic am Rhein - N
Long Line - N
Barton Hill - N
Choates Lane - N
Tanners Hill - N
Copenhagen Fields - 2FS
Shasta - Z

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NEW
FOR 2015

INSIDE TRACK



1 CONCEPT DESIGNING

A BRANCH LINE IN N

When modellers speak of branch line modelling they rarely mean it in its true sense. Magazines in particular have and continue to be littered with a single platform through station, sandwiched between scenic runs, or the archetypal terminus both ultimately leading to non-scenic storage of one kind or another and therefore a location, not a line. Cyril Freezer, in his ground-breaking and inspirational publication of some considerable time ago, *Designing Model Railways*, amply described the issue, both with reference to the Isle of Wight system and of branch lines in general.

The once-fashionable concept of modelling 'the last quarter mile', whilst on the surface appealing, in reality is fraught with difficulty, both in appearance and space required, especially when measured against operating potential. To put this into some kind of perspective, at least as far as space is concerned, Cyril went on to demonstrate that the

last quarter mile, allowing for a 'U' curve into a fiddle yard would require a room 20' by 8' for OO gauge. If you then apply his formula to the whole of the Isle of Wight railways the space increases to something in the region of 1,250' by 840'. Whilst he goes on to offer some modest amendments, albeit at a compromise, it's easy to imagine just how difficult the task would be.

In this first concept design I intend to explore how we might model either a complete or substantial part of a branch line with a system that enables the suggestion of elapsed time between stations and facilities. Assessing what's required in terms of a design brief is a great starting point; multiple locations, a method of delaying travel, for example, between two sequential stations and a way of representing the rest of the rail network!

What's required needs then to be tempered with any other issues; space available, size of anticipated

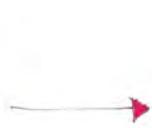
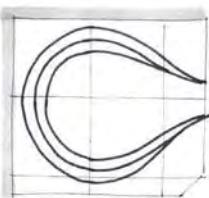
prototype and choice of scale. Whilst all this can sound quite complex, I find it a great way to focus on the task in hand. It helps channel a way forward, looking for the solutions that will help us arrive at an acceptable outcome. So here's the design question and answer process.

- How do you increase the size of a room without major building work? Have your layout on tiered levels. Two levels gives you twice the space and so on
- Traditional gradients, providing good-sized hand access between two levels, take up too much space. Our American counterparts make effective use of the helix in this process and the system is now readily available in the UK
- How do you represent the time lapse, of a non-existent long prototype scenic run, between two stations on the layout, if insufficient space exists? Find a way to hide and delay trains off-stage!

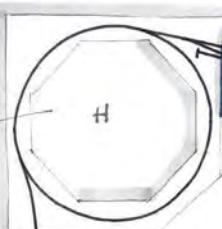
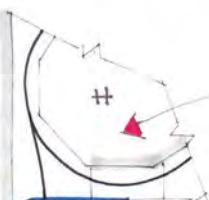
PAUL A. LUNN'S NEW BI-MONTHLY LAYOUT PLANNING AND DESIGN TUTORIAL



HALWILL JUNC.
RTDL



SCENIC SECTION

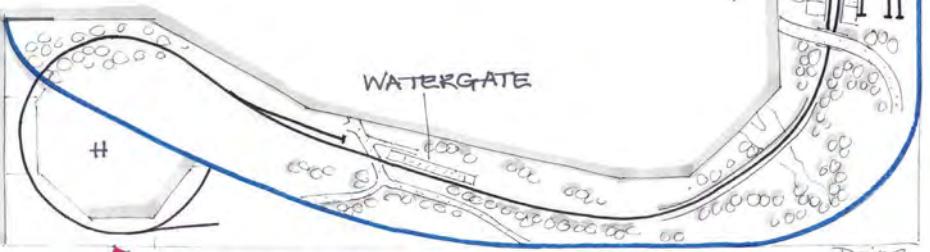


BIDEFORD

TDC



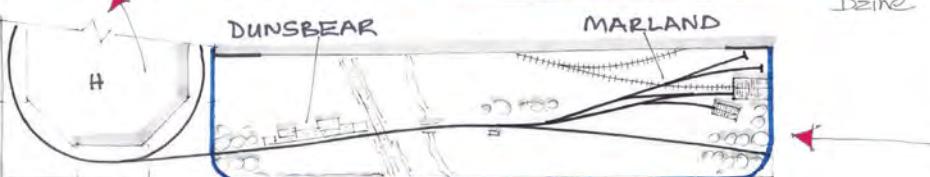
PETROCKSTOW



TORRINGTON

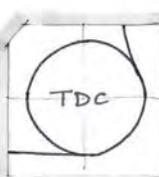
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BARNSTAPLE
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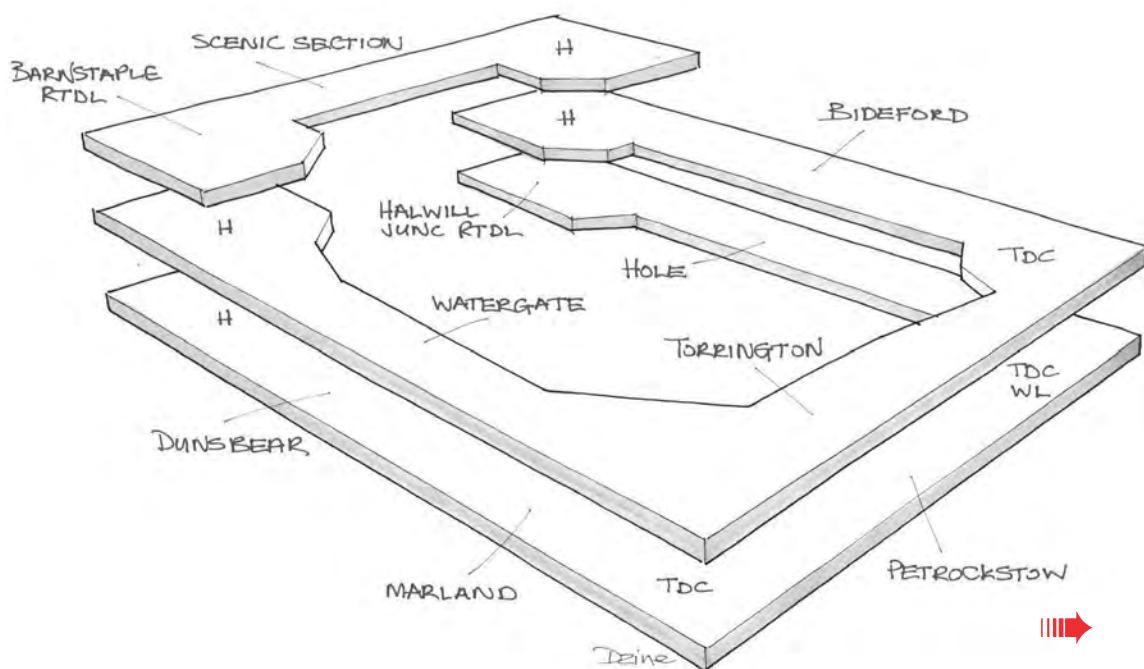
DUNSBEAR

MARLAND

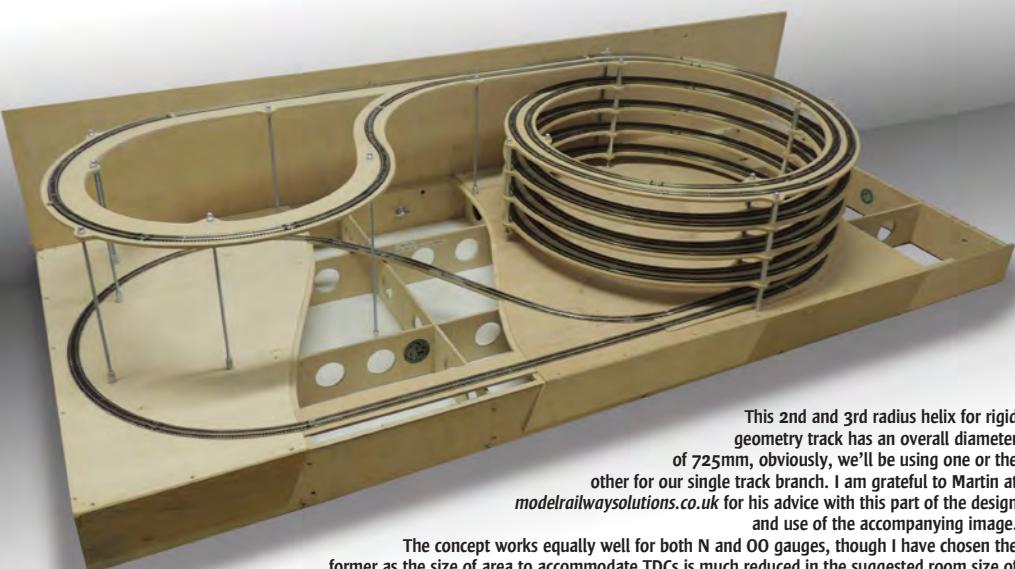


The plan is basically 'U' shaped at two levels, 2' 6" and 3' 9" high (to accommodate lowered bridge sections at Bideford and Torrington), with a fourth side, across the ends of the 'U', at 4' 9" high, and adjacent to what I anticipate would be the door entrance wall, for easy duck-under. For the purposes of this exercise I have chosen the line from Barnstaple to Halwill Junction via Torrington, a through branch, to illustrate the concept of modelling a line rather than a location. Note how I've employed;

- Return Time Delay loops (RTDL), comprising of 1st, 2nd and 3rd radius curves, at each end of the entire run, acting as non-scenic storage and to allow the passage of time before a train returns
- Single track Time Delay Circuits (TDC), comprising 1st radius curves and standard geometry points, to allow the passage of time between stations or scenic sections
- Time Delay Circuits, with track components as for single track Time Delay Circuits, With a Loop (TDCWL), to allow trains to pass where the prototype had a passing loop, but this section has not been included on the layout
- Two helices (H), to create clearance between each level
- Where shown, each square represents 1'.



INSIDE TRACK



This 2nd and 3rd radius helix for rigid geometry track has an overall diameter of 725mm, obviously, we'll be using one or the other for our single track branch. I am grateful to Martin at modelrailwaysolutions.co.uk for his advice with this part of the design and use of the accompanying image.

The concept works equally well for both N and OO gauges, though I have chosen the former as the size of area to accommodate TDCs is much reduced in the suggested room size of 12' x 10'. Note how the corner baseboard sections vary in size depending on trackplan. As a result some scenic baseboard lengths vary and may not be the same as the one above/below.



Bideford is an interesting and unusual location with its nearby hotel and terraced properties. It's a great choice to include on a lengthy branch due to its unique appearance, not a repetition of the station before or one after.



The Marland area was well known for high quality ball clay and the works, part seen here, had a standard and 3' gauge internal railway system. The former comprised of a loop and sidings including a mixed gauge transhipment shed and a locomotive shed. The latter, more extensive, system had numerous drying sheds, storage shed, weighbridge, large shed and tracks serving the quarries/mines. Two standard gauge shunters were retained, in the more recent period; a 60/66hp 6B Fowler and an 80hp 6A Fowler. All photographs were taken in 1983/84.



Watergate Halt allows for some spectacular wooded scenery and I've included the solitary siding for timber pit props to provide additional traffic.



Torrington station was unusual with its in-line crossover between the two platform faces. In all other respects it's your average branch layout with part of the goods yard given over to milk traffic, one of two surviving commodities, ball clay from Marland being the other.



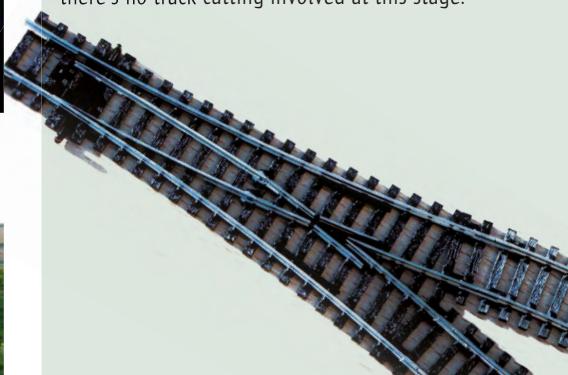
This version of Torrington Viaduct, 700' long and 40' high, built in the early-1920's, replaced an earlier timber fanned construction built for the Marland Light Railway and situated to the left, and roughly parallel with the current structure. The layout will require a dropped section of baseboard to accommodate the river and I have spaced the tiered baseboards wider on this level to facilitate the viaduct, though not to prototype dimensions!

2 ADVANCED GEOMETRY: RIGID SECTIONAL TRACK

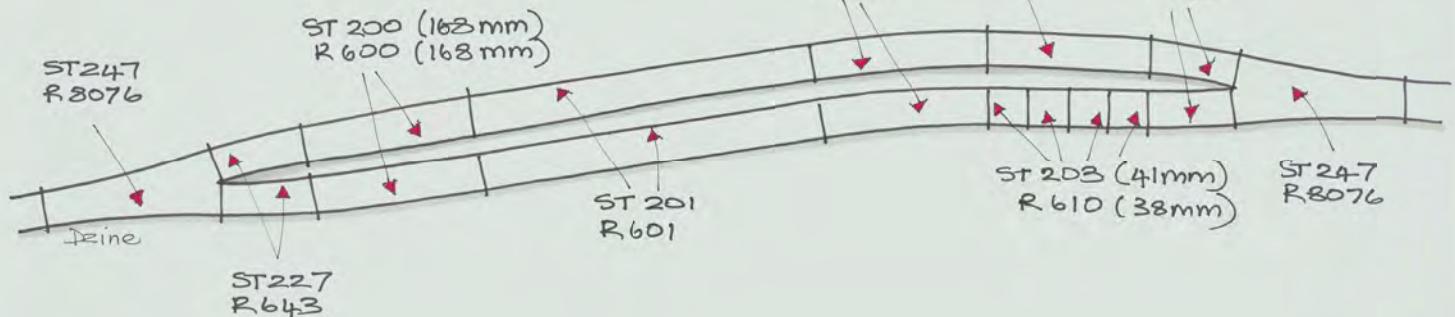
Manipulating the components

Designing trackplans for the N and OO gauge Peco Setrack Planbooks gave me the opportunity to experiment with various track components. For the purpose of the books I was obviously limited to the prescribed geometry, aimed at a particular market, and whilst I'd like to think the designs broke away from tradition, understandably, they were always going to have limitations when considered against their flexible counterparts. I remembered, as a young man, the dilemma of realising that very difference and thinking the only solution was to sell up and start again.

Now, that's all very well for those on unlimited budgets and in addition, certainly in more recent times, I've become acutely aware of the number of modellers who don't relish the idea of cutting flexible track. By complete accident, well at least initially, I stumbled across ways of connecting rigid geometry track, the sort Peco, Bachmann, Hornby and some of the European and American companies sell, in a way not described in their catalogues. The result has been potential for more imaginative layout designs and improved appearance, especially in the spacing between tracks. In this issue, I'm going to look at a number of different applications for rigid geometry track, some quite simple, others a little more complex, fortunately there's no track cutting involved at this stage.



Let's start by reducing the gap between two or more parallel tracks. Here's a standard 'Y' point, ST-247 with short ST-227 curves on both forks. Follow on with straight track in parallel, for as far as you need, then repeat mirror image at the other end, creating a loop. Note that spacing between the double track is now at approximately 50mm (2") centres, similar to flexible systems. In terms of application this arrangement would be ideal for a single track branch line station with a passing loop and two platforms. Whilst this provides considerable improvement, it still promotes parallel straight track, usually coinciding with the baseboard edge.



By using two Peco ST-238s or Hornby's R628, the largest rigid curve currently available, we can make an interesting bend along the two straights whilst ensuring enough space for rolling stock clearance. Unfortunately, the same curve in parallel creates different spacing for the adjoining standard straight on the inside curve, which now needs to be slightly shorter. This sounds complex but in fact it isn't. To answer the problem we need to expose another geometrical myth. The various divisions of the standard straight do not add up to its overall measurement. So in the Peco range $4 \times ST-203s = 164mm$, $2 \times ST-202s = 158mm$. Hornby's R610, is shorter than an ST-203 at 38mm and when you multiply it by four comes in at 152mm, whereas the standard straights in both ranges are 168mm long.

I've tested this theory using Hornby $\frac{1}{4}$ scale plastic templates and the result is shown in the accompanying drawing. Note therefore the four short straights may only work lengthwise with the Hornby unit. Furthermore, Atlas 847, Code 100, Straight Snap Track Assortment, which is compatible with UK track products, provides us with a selection of short straights; $\frac{3}{4}$ ", 1", $1\frac{1}{4}$ ", $1\frac{1}{2}$ ", 2" and $2\frac{1}{2}$ " long and 24 rail joiners, ideal for making any small gap adjustments in the sort of arrangement shown here.



I'm extremely grateful to Stuart at Gaugemaster for his help and advice with Atlas products and kind permission to use the accompanying photograph. Next time I'll be looking at how to include the loop into a layout and adding a number of other track design features that manipulate the geometry, for a more realistic effect.

3 PAST IN THE PRESENT

Sourcing historical infrastructure in the modern world

Such radical changes have taken place across the rail network that at first glance it might appear as if everything has been modernised or swept away. From a modelling point of view, referring to documentary evidence is often considered as the only principal method of research and we don't value getting out and about to look at what's left of historical reality. In fact, I think it's a serious omission, compounded by the apparent inability to really look at what we take for granted in everyday life.

I frequently undertake photographic surveys of both closed and operational lines and do so as a reference to enhance the realism of my layout designs. It never ceases to amaze how much of the past is still with us. Patience and diligence in ones' exploration will often bring useful rewards. Recently I've undertaken a number of large layout schemes with the need for a major town or city station. In doing this you can refer to real life examples and for the purpose of this exercise I've used Hull Paragon.

All of the accompanying photographs have been 'carefully' taken and then further edited to remove any modern incongruity. Printing in black and white enhances the historical look and, in my opinion, it would be difficult to tell some of these images from August, 2011 apart from genuine steam or early diesel period examples. As such this process becomes an essential resource to authentic planning and design of a layout, especially if you're too young to remember how it really looked, you just have to find examples that meet your need.



This side elevation is packed with period detail, with its extensive wooden panelling and foreground barrier fence.



There are many incongruous modern items adjacent to this feature, blot them out and you have the original side entrance arched entrance.

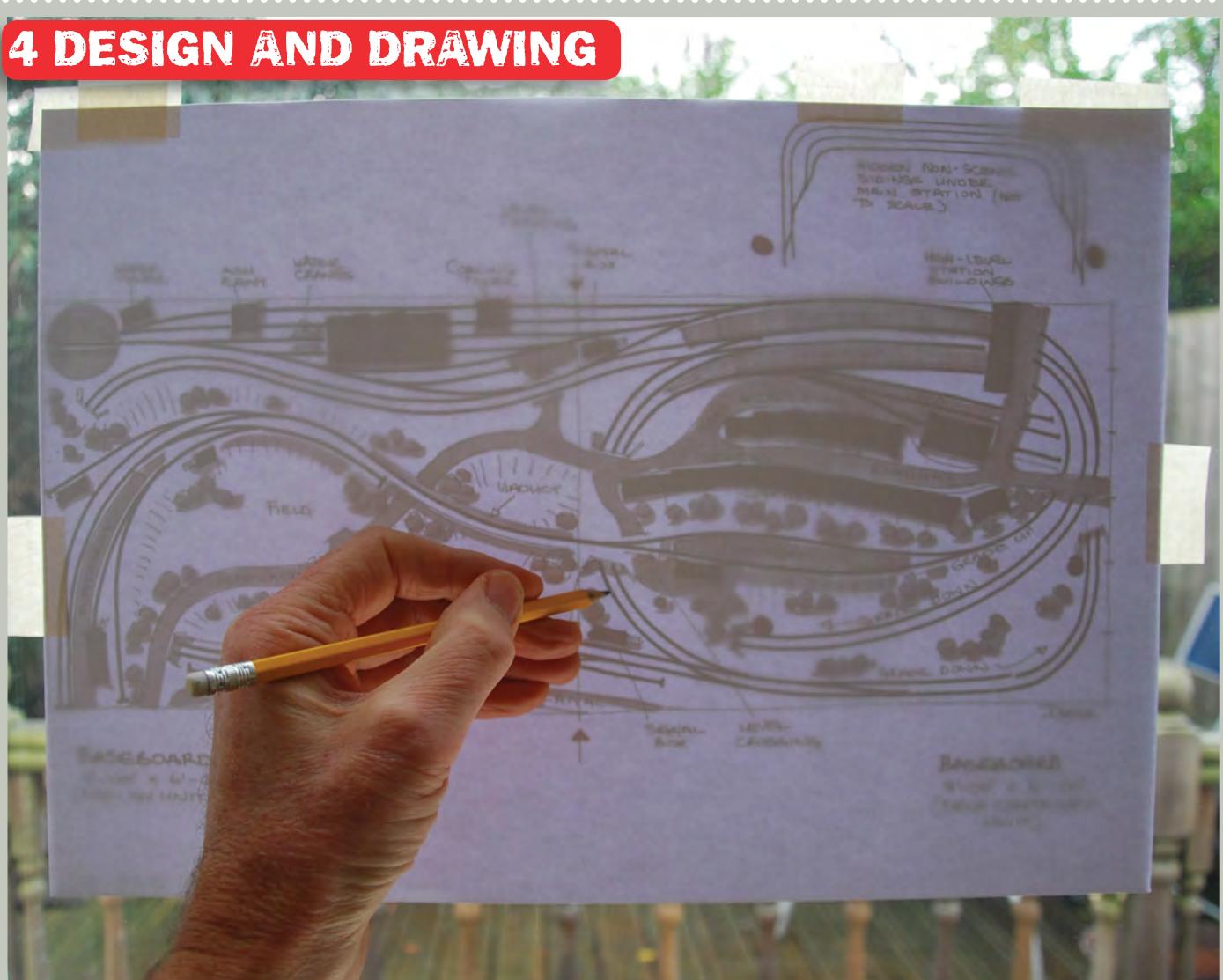


From my point of view this is probably the weakest of the series. My memory suggests both the glass and timber panelling would be extremely dirty. The roof in all other respects retains much of the original charm.



My favourite is this three-quarter view with 'period' postbox. The modern floor covering is the only giveaway and in my opinion not that noticeable!

4 DESIGN AND DRAWING



Developing a design

I'm sure we all venture through a number of trackplan iterations before arriving at a final result. If, like me, you draw in pencil, sometimes the paper starts to wear a bit thin with subsequent revisions, or worse, where a large scheme is involved, you don't want to start again from the beginning having committed so much time in

development. Rather than redraw from scratch, a tracing can save considerable time and effort. Many artists use a light box in order to trace from paper onto paper, but, unfortunately, they're expensive to buy and cumbersome to store. Any reasonable size window will act as a light box by allowing light through an original drawing so that

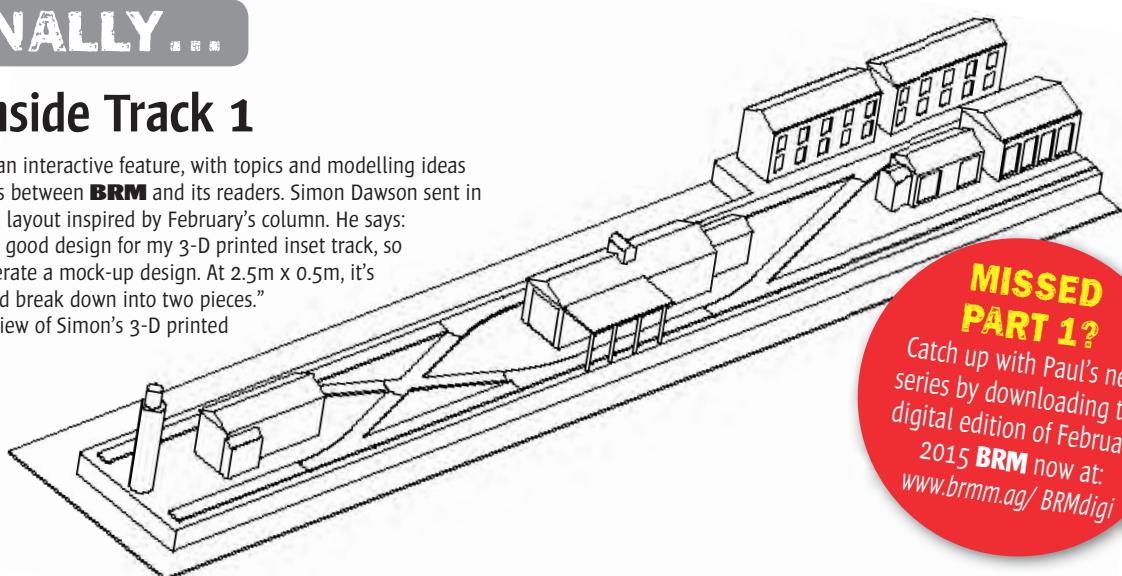
it can be clearly seen and traced onto a second, top sheet. As seen here, use low-tack masking tape to hold your original at a height that suits your drawing arm position. Place a new sheet on top of your original, tape in place, and start to trace. It's that simple, the only drawback is that it only works in reasonable daylight!

5 AND FINALLY...

Inspired by Inside Track 1

'Inside Track' is intended to be an interactive feature, with topics and modelling ideas flowing backwards and forwards between **BRM** and its readers. Simon Dawson sent in this CAD mock-up of a dockyard layout inspired by February's column. He says: "I thought that it might make a good design for my 3-D printed inset track, so I used my CAD program to generate a mock-up design. At 2.5m x 0.5m, it's a bit too big for me, but it would break down into two pieces."

Look out for Phil Parker's review of Simon's 3-D printed inset track in **BRM** soon.



Nuremberg Toyfair 2015

Ben Jones reports from the world's biggest toy and model trade fair, and discovers plenty of exciting new products for UK railway modellers.



1

Every year the German city of Nuremberg is host to the world's largest trade fair for toys, games and hobbies. With 2,700 exhibitors from more than 60 countries displaying around one million products (75,000 of which are new) and 75,000 visitors from 120 countries, it's a major event by any standards.

In amongst the cuddly toys, radio controlled drones, die-cast models and action figures is an entire hall dedicated to model railways. All the major European manufacturers are represented, as well as a large number of others from Europe and further afield. From a British point of view, the main attractions are the Hornby International and Bachmann Europe stands, but there is plenty

more to interest us, whether it's new tech, DCC equipment, scenery products (lots of scenery products!) or a glimpse at developments that will hopefully be seen on our models over the coming years.

For those interested in the new items from the big manufacturers, click on the links below to discover what they have in store.

HIGHLIGHTS

Oxford Diecast had decorated samples of its new 7-plank coal wagons on display (Photo 1).



2

When asked about the red painted inside of the bodies, Oxford told us that this will be painted in appropriate colour on production models. It is also addressing the length of the couplings before production starts.

SHOW REPORT



Oxford is also working on a wide range of new die-cast vehicles in 1:76 scale for release in 2015. Those suitable for model railway use include a Komatsu tracked excavator, Freightliner DAF container lorry (Photo 2), Volvo 240 Estate and three generations of Ford commercial vans - the Thames Trader and Transit Mk 1/Mk 3 (Photo 3).



Several new products are promised by **Peco** across its own ranges and those of **Wills** and **Ratio**. Pre-production samples of the 4w Glyn Valley Tramway coaches (Photo 4) and wagons were on show, along with a 4mm scale laser-cut small wooden station building (LK-200). Track-wise, new O gauge Setrack No. 2 radius turnouts and OO9 Radius No. 1 turnouts are planned, along with an SM-32 gauge bufferstop track.

From **Ratio** a new family of modern level crossing components should be popular. It includes gated



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TRENDSPOTTING

Apart from radio controlled drones, which seemed to be everywhere in all shapes and sizes, there were a few noticeable trends visible in model railways this year.

- 1) Options: With a drive to attract younger modellers at one end and provide ever better detail and features at the 'top end', whilst keeping prices realistic for those in the middle, there's a noticeable stratification in the offers of many companies. A good example is Brawa, which has started offering 'Basic' (DCC Ready), Basic+ (DCC Ready with extra lighting features) and 'Extra' (DCC fitted with sound and extensive lighting features) options on its new HO locomotives. Would this work in the UK? Would enough British modellers spend around £350 for a high-quality diesel locomotive with all the bells and whistles?
- 2) Barrel Scraping: A crude term, but appropriate as manufacturers search for interesting new subjects to extend their ranges. Just as in the UK, where numerous obscure subjects and one-off prototypes are appearing, the German market in particular is seeing some esoteric new models being announced. To balance this out slightly, the big manufacturers are also upgrading the most important classes with new tooling. Perhaps British suppliers will start to look again at some of the staple OO gauge locomotives as new subjects dry up?
- 3) 3-D Printing: It's been around for a few years, but is really starting to make its presence felt in mainstream model railways. As it was with laser-cut card kits, Noch is an early adopter of 3-D printing for mass production, introducing a small selection of highly detailed station and lineside detailing packs. Laser-cut kits also continue to march on, with a large number of suppliers (large and small) including them in their ranges and encompassing everything from weathervanes to giant industrial buildings.

or ungated crossings, a relocatable equipment building and CCTV cameras on posts. Meanwhile **Wills** has also gone 'modern' with a modular modern industrial/commercial building system known as 'Wills Modern' (Photos 5 & 6). Components will allow various styles of industrial units, out-of-town retail unit and supermarket frontages, loading



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bays to be assembled in full or low relief.

Deluxe Materials' next new product will be 'Strip Magic' (Photo 7), a safe, effective paint stripping liquid that softens up paint and printing, which can then be removed with a cotton bud. We'll show you how to get the best from this product soon.

Piko has developed a new DCC system 'Piko SmartControl' - the handset combining touchscreen control with a proper wheel for speed control, selection of features and so on. Capable of storing up to 16,000 locomotives, 1,000 accessories, running 28 functions per locomotive and consists of up to four locomotives it will soon be available in the UK via Gaugemaster.

Preiser has been persuaded to reintroduce a small range of 1:76 scale figures for the UK market; 11 sets include a range of passengers (seated, running, waiting), British police and BR station staff plus a set of cows.

Turkish firm **Proses** is to release two pre-wired switch boards with LED indicator lights for controlling up to six solenoid point motors or signals or the same number of lights, turntables of accessories. These neat and easy to install units should be available in the UK via Golden Valley Hobbies. Proses is also releasing a modular helix system in clear acrylic (N) or PVC (HO/OO) which can be assembled without tools.

Best known for its DCC equipment, **ESU** is moving into the garden scale and Gauge 1 RTR markets. For G scale, its debut model is a Swiss Rhaetische Bahn electric railcar with a host of digital functions, including automatic raising and lowering pantograph, sound, squealing flanges on tight curves and various lighting options. In Gauge 1, ESU is working with **Heljan** to produce the legendary Danish NOHAB diesels.



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interesting were economy packs of painted and unpainted 1:87, 1:120 and 1:148 scale figures due for release in July. A starter pack containing 144 figures, three paintbrushes and eight tinlets of Revell enamel paints should prove very popular. Scenic products include several new laser-cut building kits, Mediterranean trees in three scales, embankment vegetation, new tree kits for novices and experts, ploughed arable land moulded in hard foam and various new culverts and underbridges also in hard foam. Various new 3-D printed items are also promised (Photo 9), although apart from a pallet truck set, these are largely German outline items.

Woodland Scenics' big new release is the impressive 'Just Plug' modular lighting system (Photo 10). No electrical knowledge or special tools are needed to install the equipment, as the name suggests, everything just plugs together around 'Light Hubs' powering stick-on LEDs inside your buildings. Usefully, the hubs have dimmer switches on each output, allowing you to set the

brightness of each LED. The complete system should be available in the UK soon via Bachmann/WS stockists.

One of several companies displaying excellent building/structure kits, but not widely known in the UK was **Hack Bruecken** (Hack Bridges), which has a superb range of pre-assembled metal bridges for N, TT, OO/HO and O gauges (Photo 11) at very reasonable prices and in many shapes, sizes and designs. Since 2014, Hack is also producing a small range of laser-cut card bridges and supports for HO scale. See more at www.hack-bruecken.de

Branching out from its usual model road vehicles, **Rietze** is introducing a modern multi-storey car park in 1:87 scale, typical of those being erected at many busy commuter stations. It should be suitable for British modern image OO layouts (Photo 12). Also planned is a small, ready-built modern bus station priced at €40. See www.rietze.de

Highlight of the new **Faller** HO scale range is a kit of a 21st century regional station building (below), complete with 'eco' features such as photo-voltaic panels, a green roof and extensive

glazing to allow natural light to fill the interior. Although based on a German prototype, it could easily be adapted for British use. Due in June, it will be available via Gaugemaster and stockists. No UK price has yet been announced.

Staying on the plastic kit theme, the 2015 **Kibri** programme includes a superb HO scale electricity sub-station (Photo 14) of similar design to those seen alongside electrified main lines. Kibri's parent company **Viessmann** is introducing an ingenious motorised open wagon, designed to work with unpowered engineering vehicle kits, road-railers and cranes. The four-wheel dropside wagon not only has a near-invisible drive mechanism to both axles, but also features configurable steam or diesel sound, an in-built decoder and working red tail light. See www.viessmann-modell.de for more information.

14



Finally, Austrian giant **Roco** is making progress with a model in 1:87 scale that may also appeal to British modellers. The US Army Transportation Corps S160 2-8-0 (Photo 15) was briefly used in this country during the Second World War, and distributed all over mainland Europe after mid-1944. Roco's HO model will be offered in USATC, Italian, Hungarian and Chinese guise, with release likely in 2016. A 3-D printed prototype was on display (below).

* For more information and links to manufacturer websites, see the **BRM** blog at www.rmweb.co.uk.

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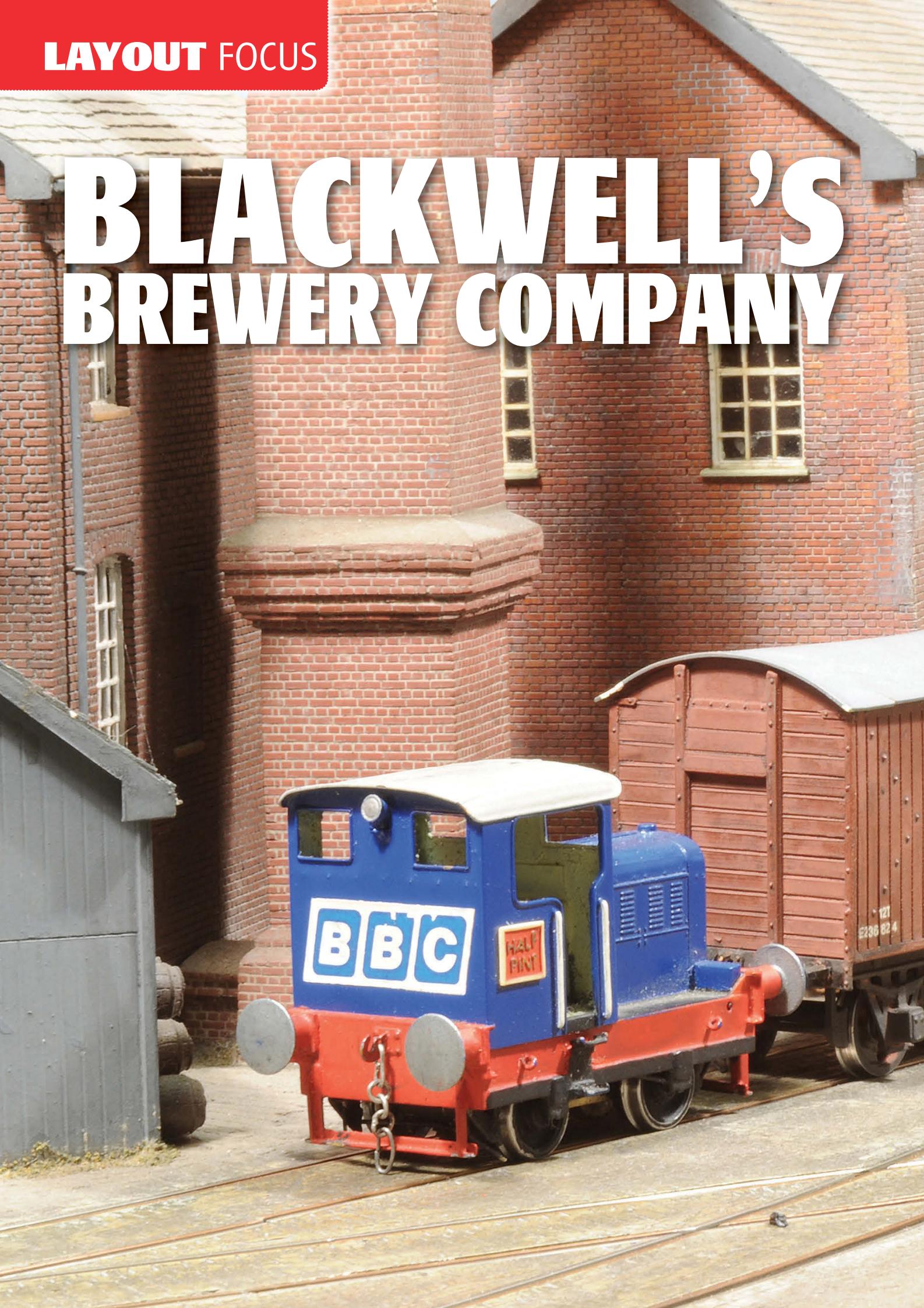
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11



BLACKWELL'S BREWERY COMPANY



FACT FILE

- **Layout Name:** Blackwell's Brewery Co.
- **Scale/Gauge:** 4mm:1ft scale, 18mm gauge EM
- **Size:** 19' 0" x 13' 0" (J-shape)
- **Era/Region:** Late-1950s
- **Location:** Essex
- **Layout Type:** End-to-end 'J' shape
- **Power/Control:** 12V DC analogue
- **Words:** Nigel Bowdidge
- **Photography:** Mid Essex MRC

Somewhere in rural Essex is the other 'BBC' - a traditional brewery served by a fictitious light railway, as ***Nigel Bowdidge*** of Mid Essex MRC reveals.

A tiny Ruston 48DS 4w diesel, appropriately named *Half Pint*, is the smallest member of the BBC locomotive fleet. Towered over by an ex-LNER 12t ventilated van, it rests while the crew have nipped off for their break.





Borrowed from the Yarmouth Docks line for trials in Essex, Drewry 0-6-0DM No. 11111 displays its protective skirts for tramway operation as it trundles past the brewery connection with short mixed goods.

The Blackwell's Brewery Company (otherwise known as the BBC) has been part of the Mid Essex club for more years than many of us care to think. It is based on a 'might have been line', a light railway that was proposed in 1919 to run from Shenfield, on the Great Eastern main line out of Liverpool Street to Colchester, through the Essex countryside to join the GER again at Ongar. We have assumed the railway was built and then later upgraded to take larger locomotives than would normally have been seen on such a line, and like many other groups, we find the late-1950s a most interesting period to model with both steam and diesel traction available.

A GROWING LAYOUT

Currently the oldest part of the layout, the two brewery boards were actually the second set of boards built. The layout was originally a straight end-to-end with a small single platform station named 'Swallows Cross' (after a local small hamlet at a road junction) together with a loop and siding. This served a loading bank with a narrow gauge line that ran down to the road and off-scene. The two boards that comprised the layout were book-ended by two small turntable fiddle yards and the whole layout was built in the early-1980s on secondhand baseboards.

After a few years the original 'Swallows Cross' needed more operational potential so we decided to extend the layout with a small industry for shunting. To add interest the new section was to be on a curve, making the layout 'L' shaped, and various designs were drawn up, argued over and finally the layout we have today was settled on.

The discovery of some old BBC transfers forced our hand as to the type of industry the sidings would serve.

Our sad minds had already decided that the company name would be 'Blackwell', the second B forced us to choose between a brewery or brickworks; no contest really! New six-road turntable fiddleyards were also built and these replaced the previous smaller ones.

This 'L' shaped configuration served the club through to 1990 when it was decided to retire the 'Swallows Cross' boards on grounds of old age. These were sold off and still survive today in private ownership.

The brewery boards sufficed for a while but after a few years thoughts turned again to building another extension. Two more boards were constructed, replacing the old station, but this time making the layout a 'U' shape. Plain track on a curve extended the layout from the brewery through a cutting to the fiddleyard.

This formation served us for several years despite the occasional comment overheard at exhibitions; "It's not a proper layout, it hasn't got a station"!

Despite the lack of room in our then clubhouse the decision was once again taken to extend. This time we added to the other side of the brewery so that the main line would run in a sinuous curve past an extension to the brewery sidings forming a run round loop for arriving trains, along with a steam shed and diesel servicing siding. Two more boards thus changed the shape of the layout again, this time into a 'J' shape, and to ensure that we had a 'proper' layout, a small halt was added by the road bridge, the platform being deliberately short so that only a few passenger trains can stop there.

BUILDINGS

In the mid-1980s, there were only two breweries working in Essex, the big Ind Cope complex at Romford and the

much smaller Ridley's at Hartford End near Felstead. Although Ind Cope was rail-served for many years, Ridley's was a small Victorian brewery in the middle of nowhere. A visit was duly arranged, with permission, to photograph and measure various buildings at Ridley's and drawings were produced using the photographs and dimensions. We took the main elements of the brewery and mirror-imaged some of them to fit our site.

Alongside the brewery are the office buildings with a siding running underneath from a wagon turntable. These were based on a building then extant in Commercial Road near Gardner's Corner in East London.

All of our buildings were produced using a mixture of plastic card and the then new Formcraft brick mouldings. Slate roofs are represented by plastic strips cut to resemble the individual slates. We did try the individual slate method but didn't have enough time or sanity!

The main brewery buildings form a backscene to the yard and include a tall chimney. As we leaned over the buildings for shunting purposes we realised that there was a strong chance of knocking the chimney and damaging it, therefore it was designed in two halves with the top half of the chimney slotting into the lower half so if it does get knocked, it will just come apart and can be put together again easily.

However our sanity was tested when the roadway was laid in front of the brewery. Isopon car body filler was used to form the road surface around and between the rails. Before it cured it was scribed to represent stone setts using an old compass point.

In the brewery yard we have a wagon tippler based on one that used to be at West Ham power station, and installed, we believe in the 1930s. These tipplers could be

We find the late-1950s a most interesting period to model, with both steam and diesel traction available.



No East Anglian layout would be complete without an ex-Great Eastern Railway J15 0-6-0, soon to be released by Hornby. This kit-built model is employed on both goods and passenger duties, just like the prototype.



KEY DETAILS COAL TIPPLER

The tippler is fully operational, based on the original principles, and is used to bring coal in to the brewery. It was originally powered by an X04 motor driving a set of gears from an alarm clock but we managed to wear that out and it is now belt driven using components from an old video recorder. A brewery of the size we have modelled would not use the amount of coal we pass through the tippler so we assume that other industries also receive supplies this way. Regardless of this, the tippler is a popular aspect of the layout and is used rather a lot!





5

A classic country railway scene as J69/1 No. 68623 rumbles over the short girder bridge with wagons for delivery to the brewery. The J69 shares goods duties with the Drewry 0-6-0DM and various new BR diesels gradually being introduced by the Eastern Region. Note the attention to detail around the railway, such as the bridge itself, signpost, fencing and gates.





Diesel railbuses were introduced on several rural lines in East Anglia as BR strove to reduce costs in the late-1950s. A Heljan Waggon & Maschinenbau vehicle passes the brewery on exactly the sort of duty they were designed for.

KEY DETAILS USING SCALE COUPLINGS

All stock used on the layout is fitted with three-link or screw link couplings and these help to improve appearances. However for shunting purposes the three-links have two blackened brass links and a bottom link of soft

iron. This means that we can use a magnetic screwdriver to couple and uncouple wagons and we find this method generally easier than fiddling around with a hook of some description.



Yorkshire Engine Co. 0-4-0DH *The Bishop* coupled to the brewery's unusual shunters truck converted from an old coal wagon. Note the inlaid track typical of brewery sidings and similar industrial railways.



ordered 'off the shelf' and we were able to obtain copies of the maker's drawings (see panel).

Other items are taken from prototypes seen in photographs. For example, the water tower by the locomotive shed is based on the one that used to be at Upwell; an old GER tender body on a high wooden frame. The halt is a simple structure using a carriage body as a waiting shelter, the inspiration for this being Ashdon Halt on the Saffron Walden-Bartlow line. The diesel refuelling point was inspired by the temporary installation at Ripple Lane during rebuilding in the 1970s.

STOCK & OPERATION

Most of the current goods stock, locomotives and brewery shunters are owned by the club, with reliance placed on club members' own locomotives and carriages for the passenger services. In this way there is enough stock to have 11 trains available for running plus wagons to keep the brewery shunter occupied.

There are three locomotives allocated for brewery shunting purposes, Ruston 48DS *Half Pint*, Yorkshire Engine Co. 0-4-0DH *The Bishop* and an ex-Lancashire & Yorkshire 'Pug' named *Old Bob* (see above), all painted mid-blue and proudly bearing the BBC logo. Other locomotives are used occasionally, in particular a British Railways Drewry 0-6-0DM shunter (later class 04) No. 11111 with skirts and cowcatchers. The prototype was used on the Yarmouth Quay lines in this condition.

The Drewry, along with a BR 204hp 0-6-0DM (Class 03) and a J69 0-6-0T tend to be used on local goods trips serving the brewery. The other club steam locomotive is a J15 0-6-0, generally used on an engineers train, with the three diesels, a NBL Type 2 (Class 21), Derby/Sulzer and BRCW Type 2s used on goods and parcels services.

DMU workings employ a Cravens two-car set or a Waggon & Maschinenbau railbus. An N7 0-6-2T has been known to appear with a quint-art set, and various Gresley and Thompson coaches cover other passenger services. There is still plenty of scope for a wider variety of stock to be built inspired by the many photographs taken of East Anglian railway byways in the 1950s. Our main aim when we take the layout to exhibitions is to keep the watching public entertained. Hopefully we achieve this by running what is a very intensive service for a single-track line as we just keep the trains running from one end to another. That looks after those who like to see the trains moving, and anyone who then enjoys watching shunting usually finds the brewery sidings fascinating, as do the operators.

The turntable fiddleyards have never been hidden away from public gaze as we find that a fiddleyard operator is then available to explain the layout, stock and future exhibition bookings to any interested viewers.

With a turntable fiddleyard trains do not have to be handled unless absolutely necessary. Passenger trains tend to be left alone although goods trains are re-marshalled every so often. Empty coal wagons will

get filled as required and if we are running the sand hopper train then loads will be removed in the 'Ongar' fiddleyard and replaced in the 'Shenfield' yard to represent sand traffic from Southminster to the north.

Every so often the brewery shunter will need to send out a train and have it replaced by new wagons. A train of wagons will enter the brewery sidings and get 'locked in' thus allowing trains to run again on the main line. We have an arrangement whereby the only way the point allowing entry to the brewery will work is if an electronic token is plugged in at the brewery. With this in place the point can be changed and the train run in, removing the token from the brewery automatically changes the point back to the main line. The incoming train can then be sorted as required and an outgoing one made up for despatch. When not required for entry/exit to the brewery the token is plugged in by one fiddleyard to allow the main line to be used. The layout has given us a lot of pleasure over the years and still does. It may not get out much on the exhibition circuit these days but it always seems to be appreciated when it does. **BRM**

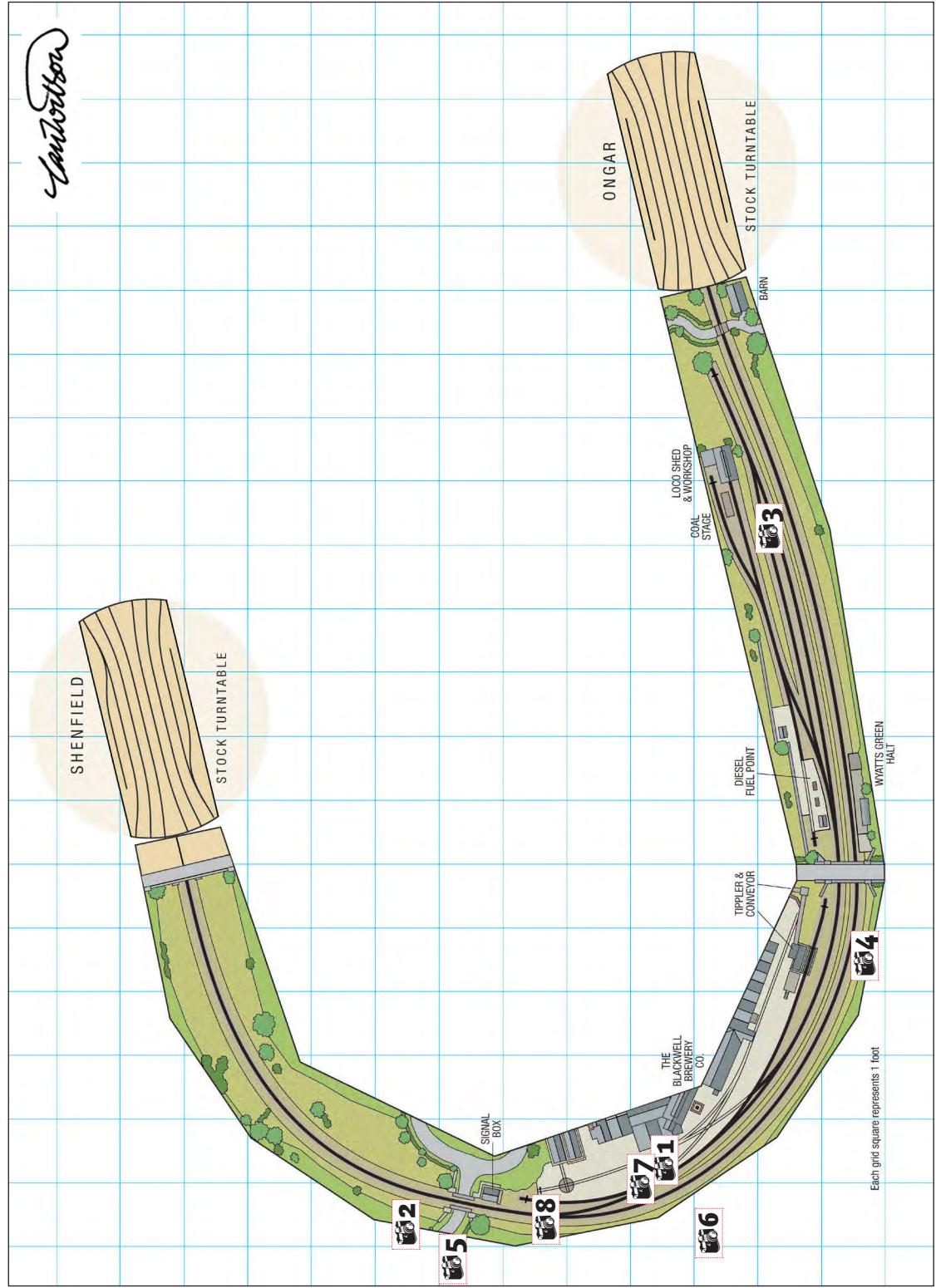
SEE 'BBC' IN ACTION

The Brewery will be on show at the forthcoming St. Neots Exhibition on the 14th & 15th March 2015 and further details can be obtained from secretary@midessexmrc.org

Our main aim when we take the layout to exhibitions is to keep the watching public entertained. Hopefully we achieve this by running what is a very intensive service for a single-track line.

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HOW TO BUILD AN...

EARLY LMS BRAKE VAN

John Cockcroft tests out a recent 7mm kit release from Parkside Dundas.



Parkside Dundas kits are a good way into kit building and into O gauge modelling generally. They are very good value for money, accurate and easy to build. If you have ever built a plastic kit for an aircraft

or ship you will find very little that is unfamiliar in these kits. What's more they come complete and you don't need to know anything else about suppliers of O gauge wheels or other bits and pieces!

This early LMS brake van is not one of the cheapest or simplest of Parkside's kits but is still pretty easy to build. The only area of complexity can be in the brake gear, which is almost invisible under the wagon so bodge can be discreetly hidden away if things get a bit mixed up!

If you get really ambitious you can backdate the model as one of the Midland Railway versions introduced after the First World War. These had a different form of brake gear that didn't have the double bracket featured in this kit. If you get really into it you can model a Midland fitted version which had the vacuum cylinder inside the

van but different mechanism underneath and, of course, vacuum pipes and screw couplings. My model represents the van in 'as new' condition which included a Midland train identification number rack on the side of the body.

The prototype is the earliest mass produced goods brake van built by the LMS from around 1924 until 1927 by which time there were 849 in traffic. They were more or less identical to the final Midland Railway design and lasted in considerable numbers into the 1960s. Some lingered on in departmental stock as late as the 1990s. There were minor variations over time but these are mentioned in the instructions.

It is fun, satisfying and enjoyable to build and the photos and captions give some of the stages I went through when I built the vehicle. **BRM**

TOOLS FOR THE JOB

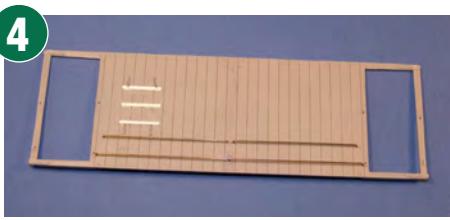
- Craft knife ■ Tweezers ■ Light flat file
- Round rat tail file ■ Small pliers
- 0.5mm, 1mm and 1/32nd drill bits
- Pin vice ■ Plastic Weld ■ Super glue

STEP-BY-STEP GUIDE

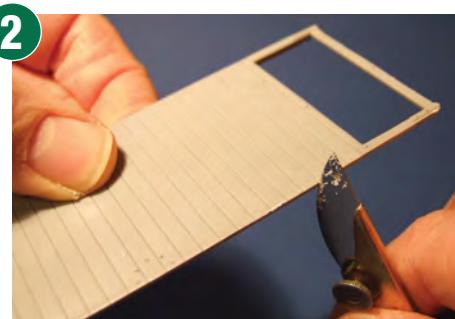


1

The kit includes wheels, couplings and transfers. There are good photographs of the prototype in *An Illustrated History of LMS Wagons; Vol 2* by Bob Essery. A comprehensive reading list is in the instructions.

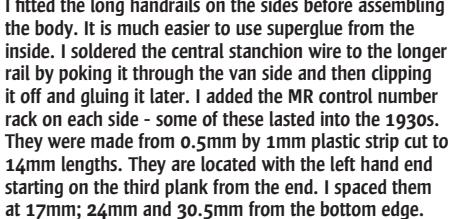


2



3

You can fit fine detail after the basic assembly, but I find it easier to fit some detail while the parts are flat. It is easier to fit the buffers and couplings into the underframe when they are already in place. You can make clearance if they get in the way rather than hacking the space out later!

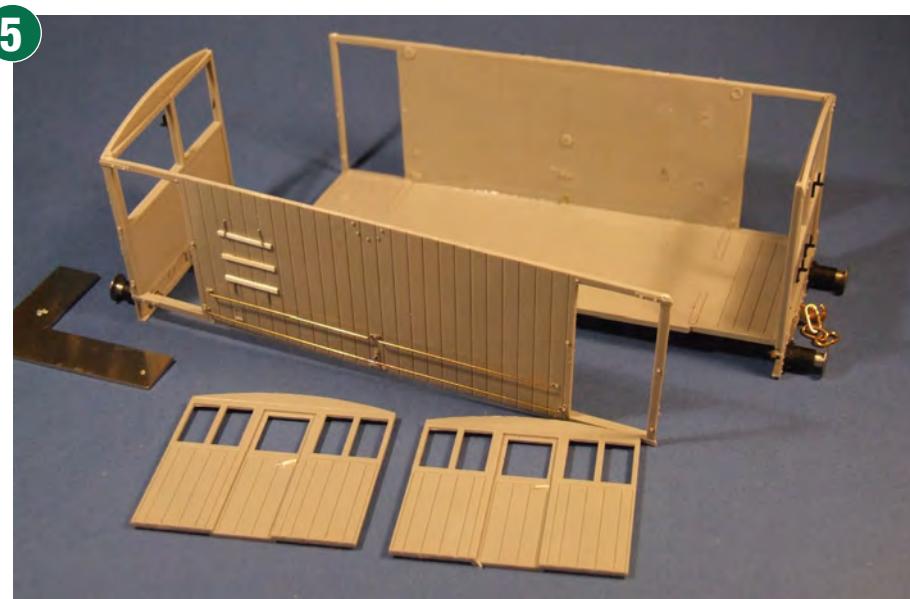


4

I fitted the long handrails on the sides before assembling the body. It is much easier to use superglue from the inside. I soldered the central stanchion wire to the longer rail by poking it through the van side and then clipping it off and gluing it later. I added the MR control number rack on each side - some of these lasted into the 1930s. They were made from 0.5mm by 1mm plastic strip cut to 14mm lengths. They are located with the left hand end starting on the third plank from the end. I spaced them at 17mm; 24mm and 30.5mm from the bottom edge.



5

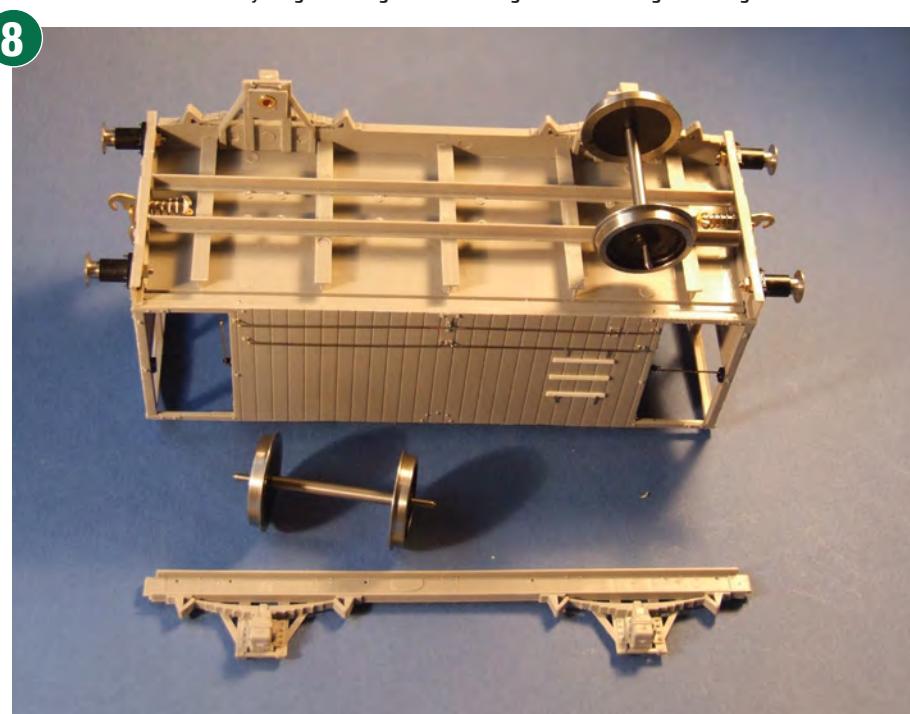


I then fitted the other side and end unit to the floor and the ends, trying to get the corners as tight as possible and the whole thing square. I left the model for an hour or two to set, then slotted the inner ends between the sides. A smear of car body filler cured the odd hairline crack in the outside corners.



7

I much prefer to fit the axleboxes before the solebar units are fitted to the van. Two sorts of axlebox are provided, I used the earlier type, but I have shown a later one here for comparison. I had to drill out the holes in the axleboxes just over 2.5mm so it was an easy fit on the bearings. I superglued the bearings into the axlebox back plate. To allow the boxes to move in the axleguards I pushed the box onto the brass bearing with the back plate fitted into the axleguard, a small drop of super glue on the tip of the brass bearing enabled it to be secured but still left the axle box free to move up and down.



I fitted one solebar and axleguard unit to the van, ensuring it was vertical to the floor. Then I glued in the underframe moulding ensuring that the second solebar fitted vertically by dry-fitting first. I left this to set and then put the wheels into the bearings and glued in the other solebar unit with the wheels in place. Before it had fully set I checked that all the wheels sat square on a sheet of glass, you can make minor adjustments if there is some rocking.

PRACTICAL BRM



9



Here the van is placed on a sheet of glass to ensure that the wheels will all sit on the track. As the axleboxes can move up and down it is easy to adjust the sit of the vehicle on the glass - on some models I have glued the axleboxes so that it remained square and did not rock. This model seemed happy enough without gluing any of them!

10



The complex part of the kit is the brake gear. The instructions are good and one assembled brake operating unit is shown here prior to installation and the parts of the other. I used a thin broach to open out the holes in all the links so that they fitted together without breaking the pins. I fitted the brake shoe units after I had pared down the backs of the shoes to ensure they were clear of the wheels. Remember to fit the etched end brackets using superglue before fitting in the link units because the bottom link is below the axle.

11



Fitting the link and brake yoke units at each end is a fiddly job and you need fine tweezers and some patience. I found that the units were easier if you glue the linking lugs after you are absolutely sure you have got everything in the right order. It is easy to get the brake yoke on the wrong side of the operating link and you have to take it apart - check before gluing. When the whole lot is fitted and looks like this you can glue everything solid!

12



When the brake gear was complete I fitted the more vulnerable external details such as lamp irons, handrails at the sides of the verandah and the main side steps. The latter should be well secured and I found the brackets to be surprisingly strong. The instructions suggest that the roof and glazing should have been fitted much earlier, but why spray the model with the glazing in place? Similarly the roof has to be fitted after the glazing, so I painted the model in the state shown here.

13



I used grey Halfords car primer and matt black to get the basic LMS colours. The paints don't seem to damage the plastic but I didn't flood it, just in case! I masked the body and windows first and used matt black on the underframe and inside of the van. I didn't want to see the inside, so black is a good colour! I then masked the black parts as shown and sprayed grey. I did the black first as it is easier to match with Humbrol paint than the grey - I preferred overspray on the black.

14

15



I picked out white handrails and applied the transfers. The Pressfix transfers are easy to use. Transfix soaks off the backing paper which softens the transfers and enables them to be pushed into the gaps between the planks. Note that the letters are fairly compressed because of the control number rack - some vehicles had compressed lettering even if there was no rack. I painted the verandah floor black and applied black and earth colour mix as dilute weathering inside the verandahs while the roof was off and the glazing absent - much easier! Then I fitted the glazing and glued a good slab of lead to the floor. Finally I drilled a few holes in the floor to avoid any build up of solvent vapours inside the cabin.

15



I glued the roof in place securely and taped it while the solvent hardened. The rain strips are thin plastic strip, I marked the high point on the centre of the roof with dividers and then the low points at each end. The strip was roughly pre-formed, then working from the centre I applied solvent carefully so that the strip formed a gentle curve to the marks at the end of the roof - easier than it sounds! When the solvent set I painted the roof dirty grey. Weathering is subjective - I used a matt black and earth mix concentrated on the underframe and around the ends. I added orange/brown rust to the brakes and in odd places under the vehicle. As with all Parkside kits the model really captures the look of the prototype, and is great fun to build!

I already have a Parkside LMS brake van which represents the later version with duckets and a shallower openings in the verandah end. Here are the two of them together for comparison - the differences are fairly minor.





00 GAUGE

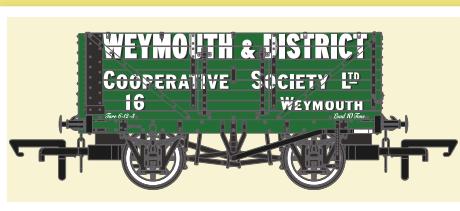
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OR76MW7003
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OR76MW7005
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In Pursuit of Excellence

PRACTICAL BRM



Prototype Models have made this kit for many years - it's an attractive prototype and at 'a fiver', it's keenly priced.

The journey to becoming a great modeller usually starts with a single kit. This 4mm scale model of the engine shed at Sidmouth, Devon, is an ideal modelling project that you'll find enjoyable.

Prototype Models has made this kit for many years - it's an attractive prototype and at 'a fiver', it's keenly priced. Most layouts can make use of a locomotive shed somewhere and even if this isn't exactly what you need, the skills developed building it will be very useful in the future, whatever path you choose.

Even with a pretty simple kit like this, there are some options to consider before starting construction. It's possible to build the walls with greater relief than the model you see here. I chose to go with what the instructions describe as 'the simple version', partly as it involved fewer fiddly parts and is better suited to novices who have never assembled a building kit before.

The other choice I made was to provide a basic interior to be seen through the doors. Locomotive sheds are one of the few buildings where the inside is very visible and yet few kits or ready-built models provide anything to look at.

WHAT YOU NEED

- Craft knife or scalpel
- Cutting mat
- Coloured pens
- glue or PVA
- Spare blades
- Tweezers
- All purpose glue
- Grey paint (Humbrol 66)
- 30cm steel rule
- 15cm steel rule

**In addition, I find a small snap-off blade knife handy for long cuts and a 15cm steel rule easier to manoeuvre, but neither is essential.*



HOW TO BUILD A...

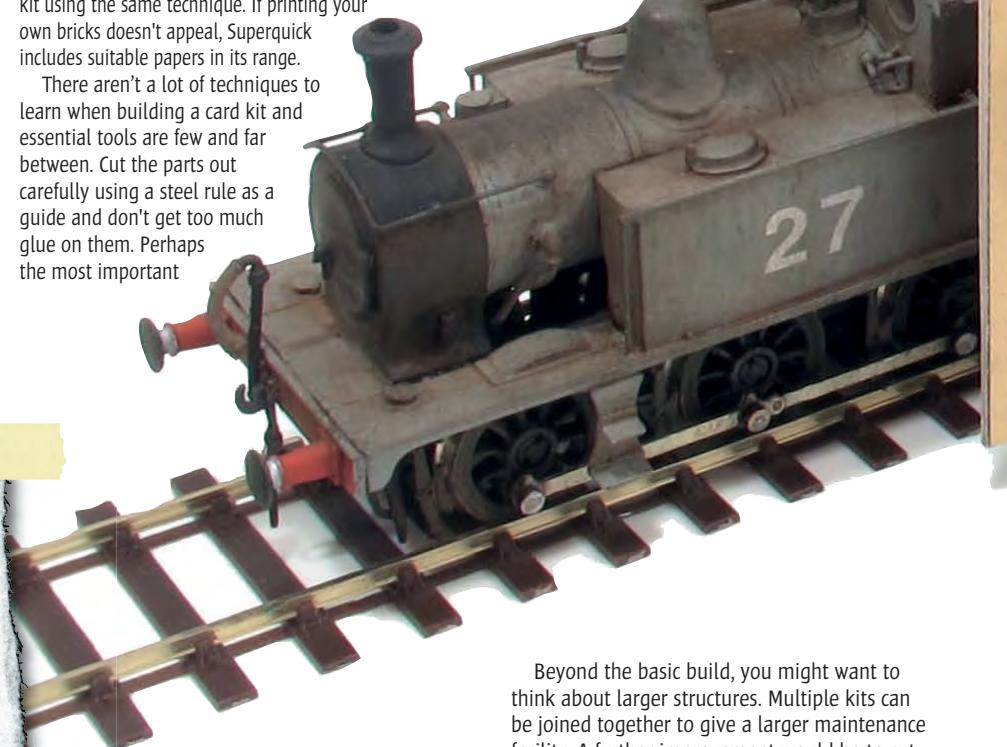
CARD ENGINE SHED KIT

Assembling card kits can be a great first step into railway modelling.

Phil Parker shows just how easy it is, building a kit from Prototype Models - an ideal weekend project.

Here, I've mocked up something using downloadable whitewashed brick patterns, printed onto card and copied the exterior walls. You could upgrade a resin or plastic kit using the same technique. If printing your own bricks doesn't appeal, Superquick includes suitable papers in its range.

There aren't a lot of techniques to learn when building a card kit and essential tools are few and far between. Cut the parts out carefully using a steel rule as a guide and don't get too much glue on them. Perhaps the most important

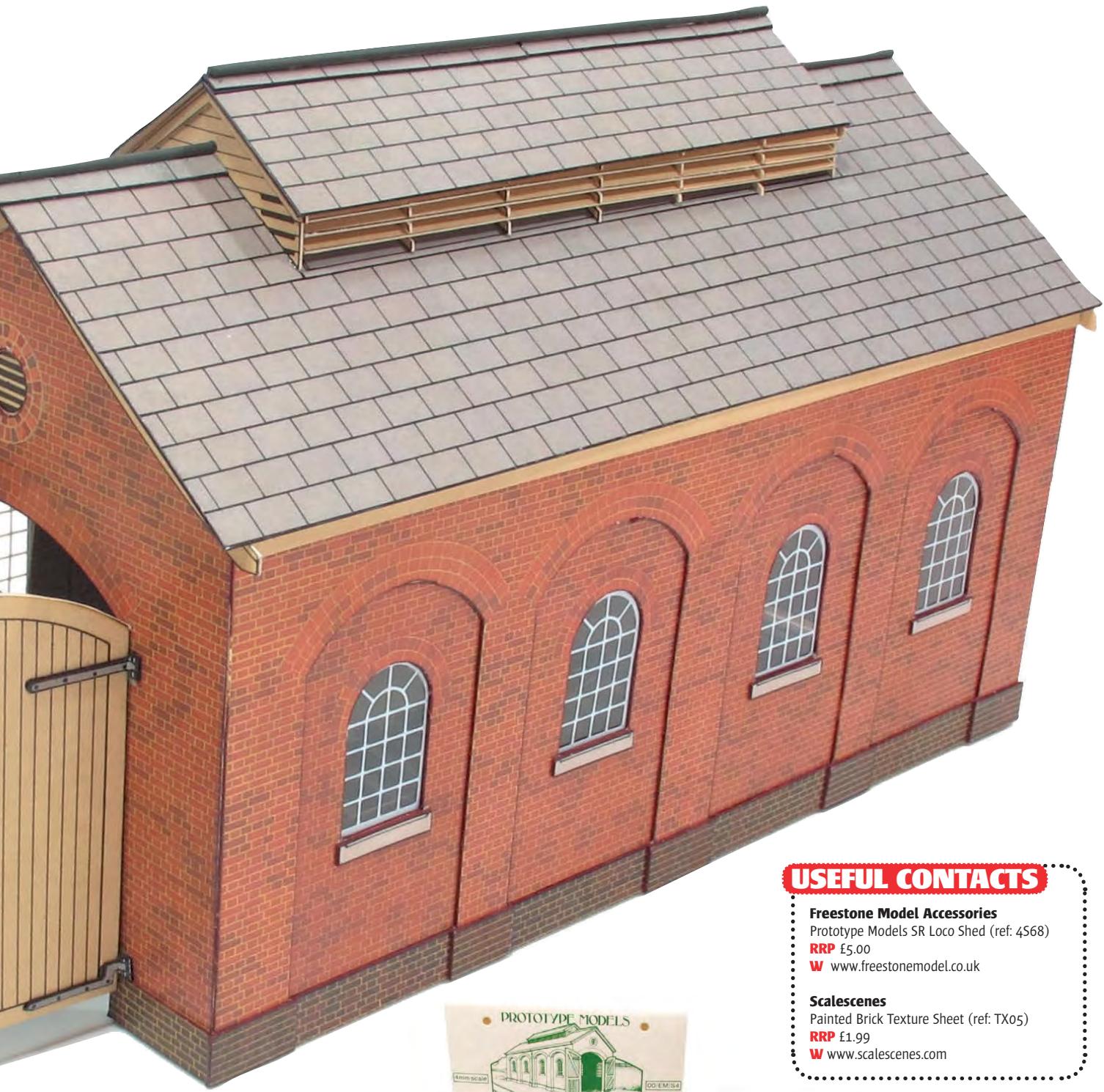


lesson is to note how easily card cuts with a fresh blade, compared to a worn one. Once the blade starts to lose its edge it's time to change. Blunt blades take more effort to cut with, and this can cause you to slip, ruining the kit or even your hand. I wore out two scalpel blades and four snap-offs building this kit. That probably seems a lot, but the card did dull the edge quite quickly and when trying to nick out small parts such as the slots in the ventilation louvres, you don't want to struggle.

Beyond the basic build, you might want to think about larger structures. Multiple kits can be joined together to give a larger maintenance facility. A further improvement would be to cut individual slates for the roof. As supplied it is a little plain and flat.

A pile of slates made from very thin card cut into 7mm squares can be fixed with Pritt Stick or a smear of PVA. Overlap them so that only 5mm shows. The work will take a few hours, but the results will be impressive.

After this, the world is your oyster. Scratchbuilding is only one step beyond assembling this kit. You just need to mark out the parts yourself. As I say, it's the first step... **BRM**



The completed shed kit ready to use on a layout. As far as card kits go, this one is eminently suitable for beginners.



The kit bag contains several pre-printed sheets of card, a clear sheet of windows and lengths of wire and plastic rod.

USEFUL CONTACTS

Freestone Model Accessories

Prototype Models SR Loco Shed (ref: 4S68)

RRP £5.00

W www.freestonemodel.co.uk

Scalescenes

Painted Brick Texture Sheet (ref: TX05)

RRP £1.99

W www.scalescenes.com

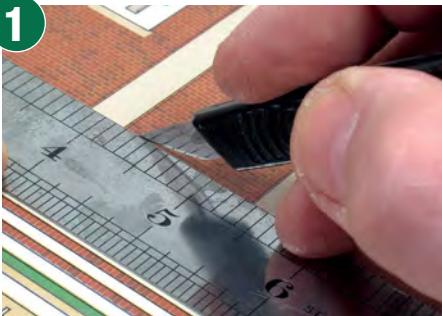
TURN OVER FOR A
STEP-BY-STEP GUIDE 

PRACTICAL BRM



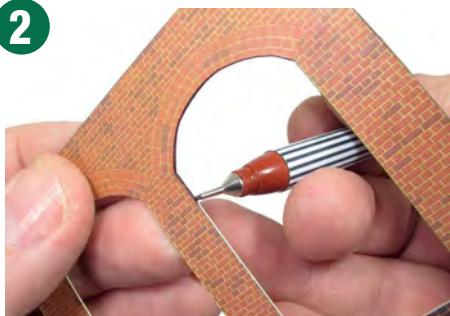
STEP-BY-STEP GUIDE

1



Every part has to be cut from the sheet. Use a steel rule and sharp knife for this. Only remove parts as you use them, and store the sheets somewhere safe until you've finished. Not all the parts are required for the simple version of the shed we're building here.

2



All the cut edges will be white. Colour these in to match the wall colour or they will be very obvious on the finished model. The colour match doesn't need to be perfect, only brown and grey are used on this model.

3



The sides are made from two layers of card. Before assembly, I used them as templates to produce identical parts using Scalescenes whitewashed brickwork printed onto thin card. These are fitted after the building is glazed.

4



With any card kit, it's vital that you assemble the corners correctly so they overlap properly. So long as you line up the outer arches over the printed lines on the inner wall with this kit, you can't go wrong. A diagram in the instructions helps to clarify matters.

5



The walls are quite thin, so a little bracing in the corners with off-cuts from the kit help. Take as much time as you need to ensure nice corner joints as these are very noticeable on the finished building. Work on a flat surface too so the model sits properly on the ground.

6



The roof needs to be fixed with the same overhang on each side and end of the building. I find drawing some lines on the back of the card, then assembling the model upside down helps a lot.

7



Ridge tiles are scored to allow them to bend and also provide a rebate for some plastic rod to sit in as a finishing touch. The red plastic needs a coat of Humbrol 66 once firmly stuck in place using all-purpose glue.

8



Ridge tiles are scored to allow them to bend and also provide a rebate for some plastic rod to sit in as a finishing touch. The red plastic needs a coat of Humbrol 66 once firmly stuck using all-purpose glue.

9



If there are spots of excess glue showing on the printed surface, a light spray with matt varnish will remove the shine so you can't see them. This also tones down the slightly shiny printing and provides a key for weathering powders if you decide to dirty the model.

10



The window material has glazing bars printed on one side. They give a matt finish and this side should face outwards.

11



With the glazing installed, the inner walls made earlier are fitted. This makes a huge difference when the finished model is viewed through the doors.

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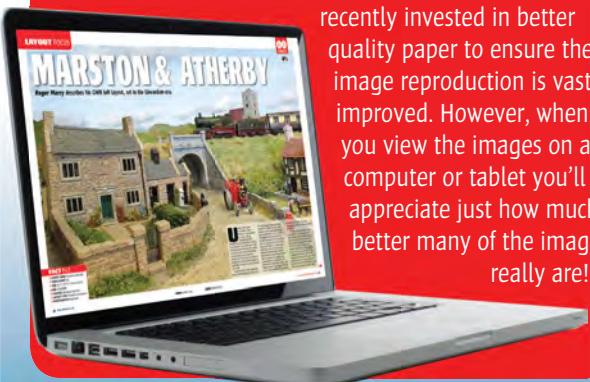
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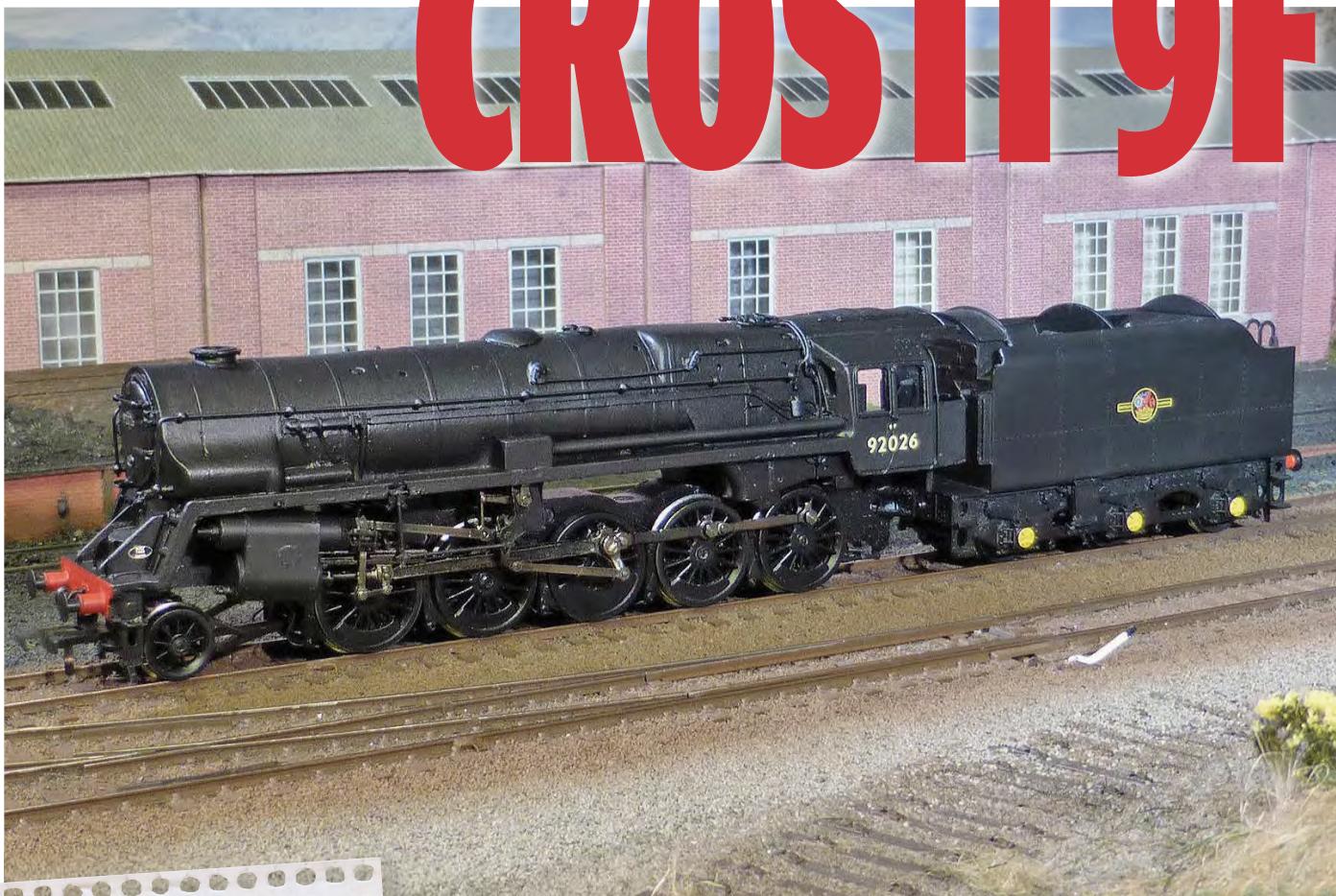
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HOW TO CREATE A...

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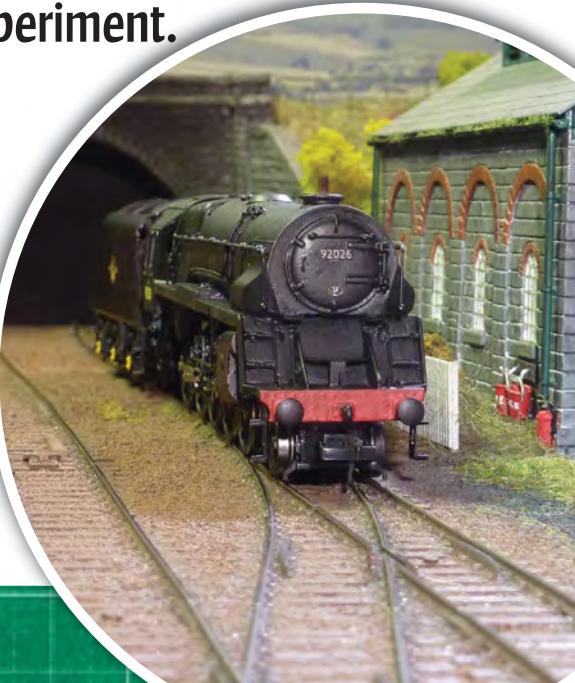
WHAT YOU'LL NEED...

- Bachmann BR 9F 2-10-0 No.92077 (ref: 32-857) www.bachmann.co.uk
- Golden Arrow 'Rebuilt' Crosti 9F resin body kit www.goldenarrow.me.uk
- Peters Spares - Bachmann round head sprung buffer (ref: 36-032) and King boiler handrail with 13 knobs (ref: L5514) www.petersspares.com
- HMRS sheet 14 'BR steam era loco and coach insignia' pressfix transfers www.hmrs.org.uk
- 1mm styrene sheet - Slater's Plastikard www.slaterplastikard.com
- Tamiya X-18 semi-gloss black acrylic paint - Hobby Holidays www.hobbyholidays.co.uk
- Custom etched number and shed plates - Narrow Planet www.narrowplanet.co.uk
- Carplan grey primer and satin black aerosol paint - all good car parts retailers

Ian Mellors shares his account of how he modelled a 9F rebuilt after the unsuccessful Franco-Crosti boiler experiment.

With the impending release of the Hornby Railroad 'as-built' Franco-Crosti 9F, I thought it would benefit modellers who choose to run 1960s-era layouts if I detailed how I made a rebuilt version - something not being offered by Hornby.

I've made several Golden Arrow Crosti 9Fs before. The kit is designed for the tender drive Hornby donor, although it readily accepts the later locomotive-drive Railroad chassis. For this build I decided to use a Bachmann 9F which meant a little more modelling to get the body to fit, but it is well worth it for the superior running characteristics. The donor locomotive had the advantage of a BR1C tender which only needed to have the coal separator moving to a central position to transform it into the BR1B version needed.





CONVERTING THE TENDER

Starting with the tender, the coal separator was cut away at its base using a sharp scalpel. An extension piece was cut from 1mm styrene sheet and cemented beneath the coal separator to raise it in height. Once dry, the deeper separator was glued in the coal space. Tamiya semi-gloss black paint was then brushed over the entire coal space. Any remaining marks from the modification were disguised by adding a real coal load. The tender was then put to one side and attention turned to the bodyshell.



CHANGES TO THE CHASSIS

The task of making the body fit the Bachmann chassis came next. The firebox lower sides below the running plate were removed - the resin was ground away using a rotary tool, providing clearance for the cast version on the chassis. At the front, the dummy frames were cut away from behind the bufferbeam and the moulded lubricators filed away.

Some of the resin was ground away from the underside of the boiler to clear the large cast weight that fits over the motor. The weight was also removed and profiled.

A blanking plate with cut-outs to fit the Hornby chassis mountings is provided with the kit.



PROTOTYPE INSPIRATION

Ten BR Standard 9Fs (Nos. 92020-029) were built in 1955 at Crewe Works with Franco-Crosti boilers. They incorporated a combustion gas fed water preheater sited under the main

ADAPTING THE RESIN BODY

To start, the casting flash was cleaned with files and emery paper. It cleaned up easily and very quickly acquired the look of the prototype. The cab backhead and floor is a separate casting and was glued using epoxy resin, secured with an elastic band and left to dry overnight. The fill panel that replaces the side chimney of the original version was bonded in place at the same time.

boiler that recuperated residual heat in an attempt to increase efficiency.

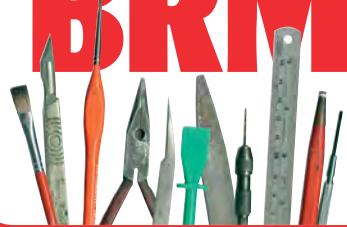
The short-lived experiment proved a failure and between 1959 and 1961, all ten were

rebuilt, having their preheater boilers and side chimneys removed and converted to a conventional draughting arrangement, but retaining their somewhat unusual look.



COLOUR RAIL

PRACTICAL BRM



using Evergreen microstrip cemented in an 'L' section. A set of Comet Models etched steps was fitted to the front and underneath the smokebox door. The donor smokebox handrail and small sections of steel staples for lamp irons completed the face of the locomotive. Safety valves from the donor bodyshell and Bachmann sprung buffers completed the detailing.

FINISHING TOUCHES

Construction complete, a good wash in warm soapy water was in order followed by a coat of grey primer. This showed up some porosity in the castings which was filled before the final painting, but that's why it's used. Primer not only keys the top coat, it's great for showing minor imperfections.

Following a few coats of satin black from an aerosol can, the numbers, logos, shed and numberplates were added. A couple of light coats of Phoenix Precision satin varnish were applied by airbrush to complete the 'ex-works' finish. This pristine condition will not suit many and a good weathering would give the locomotive a more prototypical appearance.

A FINAL NOTE

So there you have it, a model of a re-built Crosti-boilered 9F that is arguably more useful to modellers as they ran like this in the more popular 1960s transition era and saw just as much service, if not more, in this rebuilt form.

The project took approximately 16 hours from start to finish, so could easily be accomplished over a week of evenings.

Following discussions with Golden Arrow, a rebuilt only kit at a reduced price of £45 is now available - make sure you select the correct version from the website when ordering. **BRM**



I elected to cut a fresh one from styrene sheet and superglue it in place.

At this point, the front mount was fabricated from resin sprue left over from the kit and bonded to the styrene sheet. The rear fixing was produced by cutting off the large boss under the cab with a razor saw and bonding a suitably sized styrene rod in its place.

Golden Arrow leaves the sourcing of suitable handrail wire,

operating rods and other boiler fittings to the builder. Most of the fittings for this build were salvaged from the donor body, carefully removing them from the stock body by pushing the mounting legs from behind with a very small screwdriver. Having built several kits in the past, I have quite a stock of various thicknesses of brass and copper wire which was also raided for this project.

The original under-cab injector pipework and mounting was cut from the donor and fitted below the cab. The handrails could not be recycled from the donor locomotive as the Crosti 9Fs have longer versions that stretch from the firebox all the way to the smokebox front. Two 'King' handrails obtained from an eBay seller were cut and shaped to fit. Gibson handrail knobs and 0.5mm wire could also have been used if the Hornby parts had not been available.

The final construction involved adding the extra steps under the right-hand side of the cab



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LIMITED EDITIONS

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37-557X	TTA Shell Black 5178	£10.85
37-557Y	TTA Shell Black 5169	£10.85
	All Weathered	
37-659Z	Benzole set of Three	£29.95
37-577W	TTA Shell Black 5172	£10.85
37-675U	Mobil set of Three	£29.95
37-711Y	Pack of 3 GWR Cattle wagons	£27.20
	Non Weathered	
37-711Z	Pack of 3 GWR Cattle wagons	£27.20
	Weathered	
37-730Z	GWR Vent Vans Weathered Set of Three	£25.45

NEW RELEASES

R2881	LMS Class 5 Black	£65.95
R3219	1914 GWR Troop Train	£142.50
R3229	British Monarch	£119.25
R3230	LNER Class J15	£96.45
R3231	BR Early Class J15	£96.45
R3232	BR Late Class J15	£96.45
R3242	BR Early Class K1	£114.25

HORNBY

R3245TTS	A1 Tornado	£135.75
R3188	N2 BR Late	£74.95
R3114A	B1 BR Late	£118.95
R2634	Patriot Class	£74.95
R2744	Schools Blundells BR	£84.95
R2827	Cheltenham Schools	£94.45
R2840	M7 SR	£79.25
R2843	Schools Dulwich SR	£94.45
R2916	CL2800 GWR	£93.45
R2917	2800 Class BR	£103.99
R2917X	CL2800 BR	£106.45
R3010	N15 Sir Sagramore	£119.45
R3010X	N15 SR	£133.95
R3015	Prince Arthur BR	£103.50
R3016A	Standard 4MT BR Black	£109.00
R3017	BR Patriot	£108.50
R3088	LNER Class 01	£97.45
R3100	NRM Flying Scotsman Black	£111.99
R3025	J94 LNER	£55.45
R3204	M7 LSWR	£108.95
R3206	BR Blue Tornado	£98.45
R3228	Austerity NCB	£65.75

HORNBY TRAIN PACKS/SETS

R2696	CL101 - 2 Car	£65.25
R2806	Dean Single LMS Pack	£124.75
R2815	Southern Suburban Ltd	£159.00
R2952	Imperial Airways	£159.50
R2981	London Olympic	£158.00
R2985	Duchess of Carlisle	£179.90
R2986	Date with the Duchy	£179.90
R3059	Tornado Train Pack	£128.45
R3098	BR Tornado	£93.45
R3186	Titfield Thunderbolt Set	£98.45

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R3161B	SR 2 Bil Green	£120.60
R3290A	BR 2 Hal Green	£113.90
R2486	CL50 - Agincourt BR - 50013	£70.75
R2508	CL121	£47.50
R2508A	CL121	£47.95

R2576	CL56 BR - 56063	£44.50
R2644	CL121 Choc/Cream	£47.50
R2646X	CL56 BR Grey	£83.95
R2647	CL56 BR Grey	£72.95
R2650	CL66	£51.95
R2652	CL66	£51.95
R2755	CL86 BR Les Ross	£43.95
R2803XS	CL31 BR	£163.99
R2900XS	CL31 Railfreight	£179.45
R2977XS	CL08 BR	£158.50
R3038	CL67 DB Schenker	£95.99
R3052	CL56 Richard Trevithick	£98.45
R3141	CL60 Tata Steel	£117.45
R3136	Network Rail Class 73	£53.45
R3135	GBRF Class 92	£61.25
R3177	BR 2Bill SR Green	£123.99
R3178	NCB Sentinel	£44.95
R3180	Tarmac Sentinel	£44.95
R3183	Class 67 Arriva	£107.45
R3268	Class 67 Arriva	£122.90
R3283	Bagwall Shunter	£25.75

HORNBY CONTROL EQUIPMENT

BACHMANN STEAM LOCOMOTIVES

R044	Inclined Pier Set	£8.50
R046	High Level Pier Set	£5.60
R660	Elevated Track Side Walls	£16.45
R909	Track Supports	£6.45

HORNBY TRACK

R070	Turntable	£57.95
R083	Buffer Stop	£1.35
R207	Track Fixing Pins	£2.50
R394	Hydraulic Buffer	£3.95
R600	Straight	£1.30
R601	Double Straight	£1.95
R604	Curve 1st Rad.	£1.75
R605	Double Curve 1st Rad.	£2.05
R606	Curve 2nd Rad.	£1.70
R607	Double Curve 2nd Rad.	£2.20
R608	Curve 3rd Rad.	£2.10
R609	Double Curve 3rd Rad.	£1.95
R610	Short Straight	£1.15
R614	LH Diamond Crossing	£9.25
R615	RH Diamond Crossing	£9.25
R617	Uncoupling Ramp	£2.30
R618	Double Isolating Rail	£6.95
R620	Railer Uncoupler	£4.25
R628	Half Curve 3rd Rad.	£1.70
R643	Half Curve 2nd Rad.	£1.40
R3134	Northern Belle Train Pack	£117.00
R8026	Power Track	£3.75
R8072	LH Point	£8.45
R8073	RH Point	£8.45
R8074	LH Curved Point	£14.25
R8075	RH Curved Point	£14.25
R8076	Y Point	£10.25
R8077	LH Express Point	£13.95
R8078	RH Express Point	£13.95

HORNBY TRACK ACCESSORIES

R076	Footbridge	£11.85
R169	Junction Home Signal	£8.50
R170	Junction Distant Signal	£8.50
R171	Single Home Signal	£6.50
R172	Single Distant Signal	£6.50
R189	Single Brick Bridge	£6.30
R394	Hydraulic Buffer	£3.95
R406	Colour Light Signal	£18.95
R499	River Bridge	£10.70
R574	Trackside Accessories	£10.00
R626	Point Underlay	£3.20
R636	Double Level Crossing	£14.50
R638	Track Underlay	£7.95
R645	Single Level Crossing	£8.95
R657	Girder Bridge	£11.45

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

31-536	CL105 Speed Wiskers	£84.45
31-537	CL105 Small Yellow Panel	£84.45
31-575	Windhoff MPV NWR	£104.00
31-576DC	Windhoff MPV NWR	£114.00
31-577	Windhoff Railtrack	£104.00
31-653	CL47 ScotRail	£86.35
31-655	Class 47 Railfreight	£86.35
31-658	Class 47 Petroleum Sector	£97.70
31-995	LMS 10000 BR Green	£89.45
32-034DS	CL20 BR Green	£165.95
32-118	Class 08 Haversham	£61.15
32-166A	CL08 BR Green	£50.95
32-475	DC Class 40 BR Blue	£87.75
32-515A	Derby Lightweight	£93.97
32-531DC	CL55 BR Blue	£89.95
32-616A	Derby Lightweight	£93.97
32-652DS	CL44 BR Blue	£152.95
32-750	DC - CL57 FL - 57008	£52.95
32-904DC	CL105 BR Blue	£96.99
32-906	CL108 Green 2 car	£93.50
32-910	CL108 Blue/Grey	£74.95
32-938	Class 150 Northern Rail	£127.45
32-937	Class 150 Centro	£127.45
32-928	Class 150 Sprinter	£135.95

O GAUGE

Hel52811	CL52 Western Lord	£459.50
Hel52821	CL52 Western Lady	£459.50
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BRM

READERS' L

Here's your chance to have your layout or project highlighted in the pages of **BRM** for all our readers to enjoy. Send your photographs and text to the address below. We look forward to receiving them!

30 YEARS IN THE MAKING



My first model railway had a Hornby Dublo BR *Duchess of Montrose* 4-6-2 which I started at the age of ten. From that time I've had my layout on a board which I store away when not in use. Over the years it has developed into what you see today.

My hobby is still ongoing due to the wonderful model railway shows that you can go to and gather fresh ideas. Recently I have constructed a fiddle yard at one end of my layout so I can run more trains. This is a great bonus when people come round to see my layout in full operation with all the rolling stock, railway buildings, cars and people in place.

My recent purchases can be seen in the station in the photo above. This is the High-speed Hitachi Class 395 EMU, Bo-Bo Electro-Diesel Class 73 and a Class 416 '2-EPB' EMU set.

John Francis, via e-mail

AYOUTS

DIESEL DEMO LAYOUT



This diorama is for the Ivatt Diesel Re-creation Society which hopes to build a replica of LMS 10000. It will be used at events to feature models of donor locomotives that have components that can be used in the re-creation. It's early days, but having regularly seen the original 'Twins' in 1947 I

would like to see the locomotive live again. To conform to modern regulations it will have to be rather different under the cladding than the originals. The society has acquired an original English Electric rail traction 165VT diesel engine and Brown Boveri turbochargers.

Don Asher, via e-mail

OAKDALE



My name is Alan Oakey and I am submitting a few of my photographs for other readers to enjoy. My room measures 9' 6" x 7' 6" and is home to Oakdale. An 8' x 2' Motive Power Depot is in the living room, started eight years ago, called 'Notsocheap Side'. My wife loves railways too. If you wish, you can visit my blog at www.alvoncas.blogspot.co.uk

Alan Oakey, via e-mail

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DL8 1BZ



WHAT'S NEW?

News and Events from the model railway trade

HELJAN FALCON SWOOPS IN

**FIRST
LOOK!**

Heljan has released images of the first sample of its latest O gauge locomotive - Brush prototype *Falcon*. The manufacturer has promised the one-off Type 4 in all three liveries it carried, original lime green and brown (Ref. No.: 5300), BR two-tone green with small yellow warning panels (5301) and BR blue with full yellow ends (5302).

Heljan has made it clear that this isn't the definitive model and that it could be subject to further modification, but it is still good evidence that the project is progressing well and currently on time for the expected release date late-2015 /early-2016.

Only 750 models are being produced with an expected RRP between £659.00 and £699.00. These will be split between the three batches with 200 in lime green, 350 in BR green with yellow ends and 200 in BR blue with yellow ends.

Look out for updates on this model and others due soon from Heljan in **BRM** over the coming months.

W www.heljan.dk



TASMA PLANT RANGE UNVEILED

Model and tool distributor Tasma products unveiled a new selection of plastic plants and crops at the Spring fair held at the NEC on January 1-5. The shipment of new items



has departed Vietnam and will arrive with UK distributors over the next month. Details for the new items have yet to appear on its website, but the samples shown at the NEC looked promising.

Made to OO scale, the plants on display included sunflowers and maize suitable for fields, and flowering primula, hedges and other plants for parks and residential areas.

A selection of vegetables (pumpkins, cauliflowers and cabbages) was also shown.

Keep an eye on the Tasma products website for updates and look out for a review of these items in **BRM** soon.

E sales@tasma.plus.com

T 01763 260 716

W www.tasmaproducts.co.uk

CAMBRIDGE CUSTOM

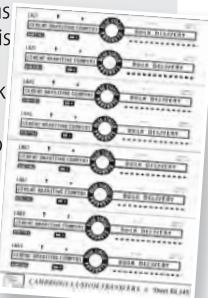
Cambridge Custom Transfers has released four transfer sheets this month including 'One Journey Only - Loco Coal', 'Cond' & chalk markings for mineral wagons (BL144) and Blue Circle Cemflo hoppers, (first batch, original livery); sufficient for four wagons (BL145).

Prices start from £7.00 per sheet (including UK P&P) depending on scale. For full details, and other releases see the website.

E cctrans@hotmail.com

A 6 Roseland Gardens, Bodmin, PL31 2EY.

W www.cctrans.org.uk



GET IN TOUCH If you have a new product that you would like us to feature, send it to Howard Smith by e-mail: howards@warnersgroup.co.uk



MODEL TREE SHOP CELEBRATES ITS FIRST DECADE

The Model Tree Shop is celebrating its tenth anniversary. Originally founded in Birmingham by two friends, the business has now grown to include scatters, static grass, electronic applicators, hedges, grass tufts and flower beds.

Over 750 tree types alone suitable for scales from 'T' to 7mm make them one of the most comprehensive scenic retailers in the hobby. Visit their website to view the full range.

E sales@themodeltreeshop.co.uk
A 4 David Hume View, Chirnside, Duns
 TD11 3SX
T 01890 819 021
W www.themodeltreeshop.co.uk



PRESFLOS FROM KERNOW

Kernow Model Rail Centre has received an exclusive edition of Bachmann OO gauge Presflo wagons. Available as a triple pack (38-260Y) priced at £79.99, the wagons are representations of those used to convey slate dust from Delabole Quarry in North Cornwall. The wagons - numbered B873339, B873341 and B873343 - worked from Wadebridge to Bodmin until closure of the line in 1978.

The product transported was branded as 'Delafla' and was used in

the production of bitumen, fertiliser, insecticides, plastics, paints, adhesives and rubber. The wagons are marked with instructions that empties should be returned to Delabole.

Orders are already being taken, so visit Kernow Model Rail's website for further details and secure yours.

A Kernow Model Rail Centre,
 98A Trellowarren Street,
 Camborne, Cornwall TR14 8AN
T 01209 714 099
W www.kernowmodelrailcentre.com



DIECAST CORNER

For more diecast models, see BRM's sister titles - Diecast Collector and Collector's Gazette.

OXFORD DIECAST

AEC MERCURY TL Derbyshire Fire Service
 (Ref: 76AM005)
 OO Gauge



OXFORD DIECAST

VOLVO FH WALKING FLOOR Alex Anderson
 (Ref: VOL01WF) OO Gauge

OXFORD DIECAST

RANGE ROVER EVOQUE (Baltic Blue)
 (Ref: 76RR003)
 OO Gauge



EXCLUSIVE FIRST EDITIONS

LEYLAND NATIONAL Green Line NBC
 (Ref: 17311) OO Gauge

EXCLUSIVE FIRST EDITIONS

PARK ROYAL
 FLEETLINE
 Birmingham
 (Ref: 18013)
 OO Gauge



B-T MODELS

DODGE PARROT NOSE TIPPER
 Hoveringham
 (Ref: DA90)
 OO Gauge



MASTERPIECE BULLEIDS DUE SOON



The latest production run from Masterpiece Models is due to arrive next month. The un-rebuilt (air-smoothed) 'West Country/Battle of Britain' 4-6-2s are to be delivered as they ran from shortly after the war through to the early-1960s. During these years there were many differences in their appearance including three smoke deflector lengths, the removal of cylinder fairings, changes to slidebar covers, repositioned safety valves and two or three sliding cab windows to name but a few. More fundamental changes were different cab widths, slab or 'V' shaped cab

fronts, and different tender types.

Over a year ago, Masterpiece Models was taking number choices from customers, stating that once a number had been chosen, it wouldn't be used again, making each model unique. All build and livery options were available (except experimental liveries) meaning that any specific 'West Country' or 'Battle of Britain' locomotive at a period of choice could be represented.

Of the 111 models built, only a few models now remain ready to order at £2,950 each. Visit Masterpiece models' website for more details.

W www.masterpiecemodels.co.uk

LSWR 02 FROM CONNOISSEUR

Connoisseur Models has released details of its O gauge kit for a Southern Railway Class 02 0-4-4T.

The 02s were built by the London & South Western Railway for working suburban traffic and later secondary passenger and local goods trains on branch lines, from London to the South West. They were also well known for hauling summer holiday trains around the Isle of Wight.

The kit, priced at £220.00 (incl. postage) is a mixture of detailed etched brass and nickel silver components and is supplied with many small fittings, pipework and cab interior detail. Also included are the fittings

to cover changes through BR days and alternative coal bunkers for Mainland and Isle of Wight versions.

The printed instruction booklets are based around step-by-step photographs of a complete build of a sample model complemented by digitally scanned images of all etched and cast parts to aid identification. The instructions are available to view and download from the website.

A Connoisseur Models, 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX
T 01544 318 263
W www.jimmcgeown.com



DIARY DATES

4-6

5-6

12

Things to SEE & DO in APRIL

YORK MODEL RAILWAY SHOW 2015

The 53rd York Model Railway Show will be held over the Easter weekend at York Racecourse. Over 40 layouts and 120 stands will be present showcasing the best that the hobby has to offer.

For further updates, visit the York Show website.

A Knavesmire Suite, York Racecourse, YO23 1EX
W www.yorkshow.org.uk

MID-SUFFOLK LIGHT RAILWAY

Celebrate Easter this year with some steam, including a rare 1906 Cockerill. All three locomotives of the Mid-Suffolk Light Railway will run and museum facilities will be open with steam train rides, museum, shop, café and trackside walk plus Easter Egg hunts for younger visitors.

E info@jrcom.co.uk
T 01473 890 622
W www.mslr.org.uk

GAUGEMASTER - NEW ITEM PREVIEW DAY

A preview and special offer day of new Gaugemaster continental items will be held at its Engine Shed, West Sussex. Samples from Roco, Fleischmann, Noch and Faller, plus layouts and demonstrations. Open 1030-1600.

E enginesthed@gaugemaster.co.uk
A Gaugemaster House, Ford road, Arundel, West Sussex BN18 0BN
T 01903 884 488

SMASHING SCENICS FROM SKYTREK



Model and accessory manufacturer Skytrex has added to its number of 4mm:1ft scale wagon and goods yard loads. Of particular note is the barrel bumper pack (4A/001A) at £15.00. Given the number of barrels that travelled via rail carrying bulk goods such as powders or liquids, they were a common sight on loading bays, near warehouses and docks.

In addition, Skytrex has a new collection of water crane kits, an SR column (4LS/001) at £4.50, a platform mounted NER crane (4LS/003) at £7.50 as well as a GWR platform mounted crane (ref: 4LS/004) and ground mounted crane (4LS/004A), both at £10.50. Where necessary the whitemetal and resin kits are supplied with wire, chain, drains, valves and fire devils, used to prevent water from freezing in the crane arm.



18-19

BARROW HILL ODDITIES GALA

The Roundhouse will hold its first diesel gala since 2009, featuring examples of Class 60, 66 and 68, as well as WR hydraulics. There will be static locomotive displays, free train rides, turntable demonstrations, trade stands and on-site catering including a real ale bar. Open 1000-1700 both days. For more information, see the website.

A Barrow Hill Roundhouse Railway Centre, Campbell Drive, Barrow Hill, Chesterfield, Derbyshire S43 2PR
W www.barrowhill.org



Owner Dave Bailey said 'If the current batch of new lineside and accessory items sell well, then there's plenty more to follow it up. We've used our experience from O gauge to target the, hopefully, better selling subjects. It also broadens our product range away from just buildings.'

Full details of all the new items in the range, can be found on the Skytrex website.

A Unit 1, Charnwood Business Park, North Road, Loughborough LE11 1LE
T 01509 213 789
W (O gauge) www.ogauge.co.uk, (OO Gauge) www.skytrexmodelrailways.com

LB&SCR DIGEST TRIAL

A trial issue of the LB&SCR modellers' digest has been made public. The short online magazine has been created by members of the Brighton Circle to illustrate what can be done to model the LB&SCR and demonstrate some of the techniques used in pre-group modelling. Download your copy from the website.

You can let the Brighton Circle team know what you think about the publication by joining in on the **RMweb** discussion at bit.ly/1KMNj8o.
W www.lbscr.org/lbscrorg/Models/Journal/

TAKING NUMBERS

2.8

million items a year are produced in Oxford Diecast's Chinese factory. Expansion of

the premises is taking place due to announced projects (see last month's story) and will allow for more items under the Oxford Rail brand to be produced. Reviews of the new models will appear in **BRM** as soon as they arrive.

W www.oxfordrail.com

194,187

pounds was pledged for the N gauge Pendolino project via its kickstarter.com fundraising page. Despite not achieving the £210,000 goal, Rapido trains Inc. has said that it still plans to proceed with the project. Watch a video of the scanning at www.bit.ly/1AeH1qv
W www.ngaugependolino.com

23

new OO scale ready-painted scenic accessories have been added to the Scenecraft range sold by Bachmann Europe. A full list of the new products can be found

on the Bachmann website.
W www.bachmann.co.uk

165

limited edition Dapol 8-plank wagons have been commissioned by Crafty Hobbies of Barrow-in-Furness. The model shop's 2015 wagon is in the all-over black livery of Croppers of Kendal and is priced at £11.00 plus P&P.

T 01229 820 759
W www.crafty-hobbies.co.uk

18 PAGES OF NEW MODELS REVIEWED

HORNBY LNER J15



The rise of the small 0-6-0 continues with Hornby's latest new release - a lightweight mixed traffic machine built by the Great Eastern Railway for use in East Anglia. Ben Jones finds out if it makes the grade.

Further evidence of Hornby's recovery occurred in mid-February when the company released seven new locomotives in a week - the largest total for around 18 months. Amongst those new releases was a trio of LNER/BR J15s, the first examples of this pretty little 0-6-0 to appear. All previous indications were that the D16/3 and SR 700 Class would arrive before the J15, but it has jumped the queue and is now on general release.

Three versions have been produced in the first batch; LNER black No. 7524, R3231 BR early emblem black No. 65356 and late crest black. No. 65445. No. 7524 is in 1930s LNER condition with yellow

shaded lettering and numbers, prior to renumbering under the 1946 system. No. 65356 is in late-1940s/early-1950s guise and has a Cambridge shedplate (31A), dating it before November 1951 when it was transferred to March (31B), while late crest

No. 65445 has a Stratford shedplate (30A), appropriate from January 1961, when it moved to East London from Parkes顿 shed in Harwich. The latter was one of the last few J15s in service, lasting until August 1962.

All three models are beautifully decorated, with dense, pin-sharp printing on an appropriately matt black base. The BR emblems/crests are a return to Hornby's best work, with several different colours and authentic shading,

particularly on the late crests. Cabside numbers are printed at the correct size and weight on all three models.

Although designed as a goods locomotive, the J15s were often employed on secondary or branch line passenger and excursion trains to the many East Coast resorts served by the LNER/Eastern Region. These models will look equally at home on short trains of Hornby Gresley or Thompson non-gangwayed stock (see Factfile) or mixed goods trains. Bearing in mind the rural, agricultural and coastal nature of much of their territory, typical goods trains would have included fish and fruit vans, grain hoppers and cattle wagons as well as the usual coal wagons and vent vans.



Stratford's No. 65445 was one of the final few J15s in service. Classic GER looks and smaller details are captured very effectively.



Die-cast metal boiler, running plate and cab side sheets give the J15 plenty of weight and an air of solidity despite its small stature.

All three versions are beautifully decorated; the BR emblems and crests are a return to Hornby's finest printed detail.

But enough of the build-up, do they actually look the part?

LOOKS

When you first pick the model up, it is surprisingly heavy for such a diminutive machine. A die-cast metal boiler, running plate and cab side sheets give it weight in all the right places that would be impossible to incorporate otherwise. Of the locomotive bodyshell, only the cab roof, smokebox door and chimney are plastic, giving it a reassuring weight and solidity.

At first glance it conveys the simple, appealing outline of original perfectly, from the convincing front end 'face' to the superb little GER tender with

its asymmetrical spacing. Separate components include the turned metal safety valves and whistle, wire handrails and lamp brackets and a really well detailed boiler backhead illustrating just how basic these Victorian locomotives were.

No. 65445 correctly has a Westinghouse air pump on the right hand side ahead of the cab, whereas the two earlier models are steam/vacuum brake only machines.

Anyone contemplating renumbering and detailing J15s should seek photographs of their chosen locomotives; over the decades many alterations were made and there are numerous detail differences across boilers, cabs and tenders that can trip up the unwary modeller. The RCTS 'green' book Part 5 and Yeadon's *Register of LNER Locomotives, Volume 35* are a great help in this regard.

FACT FILE

- **MANUFACTURER** Hornby
- **MODEL** R3230 LNER black J15 0-6-0 No. 7524, R3231 BR early emblem black J15 No. 65356, R3232 BR late crest black J15 No. 65445
- **PRICE** RRP: £109.99 each
- **AVAILABILITY** Hornby stockists
- **REVIEW** Ben Jones



Cab and tender detail is excellent, with lots of separate parts on the boiler backhead, although a footplate crew is essential to finish it off.

LNER No. 7524 differs from the two BR locomotives in having an original style cab roof with flatter profile. The fit of the higher roof, which is a separate component, was a disappointment on our BR models as daylight could be seen through the gap between it and the cab front.

All three models have the standard GER S23 2,640gal tender, although LNER No. 7524 has two toolboxes at the front of the coal bunker while the BR locomotives have just one. It's a well-crafted model, complete with wire handrails, handbrake lever, separate lamp brackets and the unusual guard irons attached to the rear bufferbeam.

The plastic 'coal' in the tender is

advertised as removable, although we couldn't figure out how to extract it. Optional extras include brake rodging for both locomotive and tender, steam heating and vacuum/air hoses for the bufferbeams and a front coupling.

CHASSIS

Mechanically, Hornby's J15s are as simple and rugged as the prototype. An open frame five-pole motor with skew-wound armature and twin flywheels drives the rear axle, giving smooth and quiet operation. Our samples happily trundled around on level track with 25 wagons or seven bogie coaches in tow.

Removing the locomotive bodyshell is very simple – a single screw at the

Inset The fit of the later, higher cab roof on the BR J15s is probably the weakest aspect of an otherwise outstanding model.

front of the chassis releases it and reveals the mechanism. Two screws hold the tender top in place. It's worth checking your model for excess lubrication on the mechanism after purchasing. Our LNER model in particular had large amounts of grease smothered around the short drive shaft between the inner flywheel and gear tower, and around the inside of the boiler. A few moments spent removing this will save any problems later.

NEM couplers are fitted front and



rear, as well as sprung metal buffers and an eight-pin DCC decoder socket in the tender. This is semi-permanently connected to the motor via wire leads between the locomotive and tender. Hornby's usual plug and socket arrangement can be seen under the front of the tender. There's sufficient space for a standard decoder in the tender and provision has been made for a speaker if you plan to add DCC sound.

Having been overlooked by RTR manufacturers for many years, East Anglia's railways are now increasingly achievable in OO gauge thanks to the release of the essential J15, Heljan's Class 15/16 diesels and Waggon & Maschinenbau railbus, Hornby's L1 2-6-4T, re-tooled B17 4-6-0, Peppercorn K1 and forthcoming D16/3 4-4-0.

There can be no doubt that Hornby has scored another direct hit with the J15. Gorgeous looks, attention to important detail differences, superb performance and excellent decoration are yet more evidence that Hornby is getting back to its best and delivering top quality steam locomotives. Highly recommended. **BRM**



Late crest No. 65445 is the only one with a Westinghouse pump. Smokebox doors, cab roofs and tender toolboxes also vary between the LNER and BR versions.

FACT FILE: LNER J15

Introduced in July 1883 to a design by T.W. Worsdell, 289 of these lightweight 0-6-0s were built, with construction continuing until 1913 over 27 batches under James Holden, S.D. Holden and A.J. Hill. Initially built to solve a shortage of goods locomotives, they would go on to be the most numerous Great Eastern Railway class, designated as Y14s until 1923.

Gradually replaced by larger GER, and later LNER, goods 0-6-0s on heavier duties, the class was nevertheless a great success, thanks to its simplicity and versatility. A light axle loading (RA1 under the BR system) also meant that they could work almost anywhere, a factor that would see some J15s required to work certain branch lines into the early-1960s.

The ultimate demonstration of the design's simplicity came in 1913 when the GER's Stratford Works smashed the record for erecting a new steam locomotive. Y14 No. 930 was assembled in just nine hours and 45 minutes (the previous record of 25½ hours was set by the LNWR) and

sent straight into service, only returning for maintenance after covering 5,000 miles. Stratford's record has never been beaten.

A total of 43 Y14s was loaned to the Railway Operating Division (ROD) for use in France during the First World War, all but one returning to the GER. Withdrawals of the earliest locomotives started in 1922, and continued throughout the LNER period. As LNER class J15, they continued to be used on a wide range of goods, excursion, troop trains and secondary/branch line passenger duties after 1923, although the introduction of LNER J39s relegated them to lighter work during the 1920s. In 1934/35, five locomotives (Nos. 5391, 5405/424/432/438) gained side-window cabs to give crews additional protection when working on the Brightlingsea and Colne Valley lines.

BR Eastern Region inherited 127 J15s in 1948, distributed right across the former GER system, primarily at the major depots at Stratford, Colchester, Ipswich, Norwich and Cambridge, but also as far west as



A typical rural, cross-country passenger duty for a J15; No. 65475 pauses at Long Melford, north of Sudbury, on the Stour Valley line in July 1959. COLOUR-RAIL (BRE2030)

Peterborough. Notable areas of operation included the East Suffolk Line and its branches, the Mid-Suffolk Light Railway, Mildenhall and Snape Maltings branches and parts of the former Midland & Great Northern Joint system, centred on Melton Constable.

The last four J15s 65361, 65464/465 and 65476 were finally retired from

Stratford in September 1962. No. 65462 was rescued by the Midland & Great Northern Joint Railway Society and preserved at the North Norfolk Railway. A major overhaul and rebuild has just been completed, which has seen it backdated from final BR condition into GER guise as a Worsdell Y14.

A Brake Third is one of four passenger vehicles in the new Maunsell coach family.



DAPOL SR MAUNSELL COACHES

After many long months of development, Dapol's N gauge Maunsell coaches have started to reach the shops.

These handsome corridor coaches lasted into the early-1960s, working not just on the Southern, but also on inter-regional trains to far-flung destinations such as York and Bradford.

Kindly supplied by Dapol for review is a complete set of vehicles in the elaborately lined dark green of the 1930s Southern Railway. The family consists of a six compartment Brake Third, Third Corridor, First Corridor, Composite Corridor and the useful 'Van C' 4w luggage van.

Dapol's models compare well with drawings in *An Illustrated History of Southern Coaches* (OPC) and capture the distinctive character of Maunsell's design very effectively. The tumblehome looks correct and the proportions of doors, windows and details make for a convincing model. Also captured are the subtle shapes of the Brake Third, which is narrower at the van end.

The underframe has full length footboards and a separate truss rod unit carrying brake cylinder and battery box detail. The bogies are well-modelled

Lovely 'Van C' is the fifth vehicle in the range, and a very fine model in its own right.

representations of the 8' wheelbase Maunsell coach bogie, characteristically inset from the carriage ends. Whilst not quite as exquisitely executed as those on the Hornby Maunsells, the bogies feature plenty of rivets and suspension detail. One plus point is that the footboards moulded as part of the bogie sides are far more durable than their OO counterparts. The blackened metal wheelsets have pin-point axles in brass bearings for extremely free running.

The body has neatly crafted grab handles and flush glazing, which on the smaller windows at least, display a slight 'prismatic' effect due to the comparative thickness of the clear plastic in this scale. Toilet windows are whitened and the labels in the windows are neatly printed. On the corridor side the timber handrails are printed onto the inside of the glazing. The roof has neatly moulded

ventilators, rainstrips and roofboard clips, plus a separately fitted wire toilet water tank filler pipe at each end.

However, the biggest ace up the sleeve of these new coaches is the design of the gangways. Dapol has put some serious thought into solving the age-old problem of the 'daylight' between coaches and devised an ingenious arrangement employing two-piece telescopic gangways connected by an optional, and very simple, plastic connector that fits into the gangways and bridges the gap. Although simple to use if you have nimble fingers (as with anything in N!), it employs some very clever miniature engineering and, if our brief tests are a reliable guide, it works well in the 'real world'. Rapido couplers are fitted in NEM pockets mounted on a cam arrangement to allow them to move closer on straight track. Working in conjunction with the gangways and, if desired, the optional hook type couplings provided, this gives a far superior visual effect than anything seen in British N to date.

Although it will doubtless be overshadowed by its more glamorous sisters, the 'Van C' is outstanding. In terms of shape and detail it is excellent, with features such as the uneven '2+2' planking, raised moulded double doors and metal body bracing carried off with real finesse. Likewise, the underframe is superbly detailed, complete with blackened wire brake pull rods and intricate linkages around the axles.

All our samples were finished in SR

dark green which looks accurate, if a little on the matt side for ex-works vehicles. On balance, the finish is more than acceptable for hard-working vehicles. The intricate lining has been superbly printed throughout, as have the numbers, lettering and other Remarkably, all the minute printed detail on the coach ends is legible under a magnifier!

It's been a long time since we had anything new in N gauge from Dapol, but the Maunsell coaches have been delivered to a high specification and at a reasonable price. Their superb looks, decoration, detail and a dash of innovation that manufacturers ought now to be considering for all gangwayed coaching stock should make them very popular indeed. **BRM**



The corridor connection inserts are the perfect finishing touch on these coaches.



FACT FILE

- **MANUFACTURER** Dapol
- **MODEL** 2P-012-002 SR lined green Maunsell First No. 7674, 2P-012-052 SR lined green Maunsell Brake Third No. 4050, 2P-012-101 SR lined green Maunsell Third No. 2355, 2P-012-152 SR lined green Maunsell Composite No. 5147, 2P-012-201 SR green 'Van C' No. 448
- **PRICE** Bogie Stock: RRP £23.95 each, Van C: £15.70
- **AVAILABILITY** Dapol stockists
- **REVIEW** Ben Jones



Despite not having pipes, couplings or other items from the accessory pack fitted in this shot, the Bachmann E4 is a fine model. Only the wonky front smokebox numberplate and seam on the chimney lets the 'face' of the model down.

BACHMANN LBSCR E4 0-6-2T

A new ready-to-run 'Brighton' locomotive is a rare event, so **Howard Smith** was keen to find out more about the first of two LBSCR machines from Bachmann this year.

Over the last couple of years, Bachmann has responded to public demand by bringing us a number of pre-grouping steam locomotives, including some very useful small and medium types that lasted into the

FACT FILE

- **MANUFACTURER** Bachmann Europe
- **MODEL** 35-077 BR early emblem plain black E4 0-6-2T No. 32556
- **PRICE** RRP: £99.95
- **AVAILABILITY** Bachmann stockists
- **REVIEW** Howard Smith

1960s. The latest of these brings us a rare foray into London Brighton & South Coast Railway (LBSCR) designs with a Billinton E4 'Radial' 0-6-2T. It's a versatile mixed traffic tank locomotive that can be used on secondary or branch line passenger trains or lightweight goods traffic.

Kindly supplied by Bachmann for review is BR plain black No.32556 with the 1950s early emblem. Other liveries soon to be released are No.579 in LBSCR umber (35-075), and No. 473 in SR green (35-076), as preserved at the Bluebell Railway. All have an RRP of £99.95.

From the box, one of the first things I wanted to test was the weight distribution. It's quite easy to get wrong and critical with an 0-6-2T

axle configuration. But, Bachmann has got it right and when on test, the locomotive performed faultlessly. The model shown was a superbly smooth performer on Code 100 track and over short radius Peco points during a long weekend testing at a recent show. Despite the lack of generous vertical play in the rear pony, it is sufficiently pre-loaded, allowing it to travel in reverse without a wobble or derail in sight. The locomotive picks up on all driving wheels and there is sufficient lateral side play to allow it to negotiate tight curves.

So, it runs and performs well, but is it a looker? In the usual Bachmann tradition, the model is covered with detail and fine parts. The roof rivets and firebox backhead in particular are

testimony to many hours of research and work, but it is time well spent - they are both superb! Locomotives from No. (32)507 onwards were fitted with screw reversers and Bachmann has executed this correctly on the model - it's quite visible behind the door. To the right-hand side of the cab is the Westinghouse air pump, a separately applied item due to its complexity and pipework and it looks very good, as does all the rest of the pipework on the exterior of this model. Even the handrail that weaves its way across the top of the water tanks, along the boiler and over the smokebox door has no fewer than 11 bends.

You can sense that the detail has been thought through - the front



In the usual Bachmann tradition, the model is covered with detail and fine parts.

raised lamp brackets for instance are made from metal rather than plastic and are well secured to prevent them from breaking loose. The guard irons are metal too for extra strength.

Whilst the buffers aren't sprung, they still have metal heads. And, since relatively few OO gauge modellers fit three-link couplings to their models, it all seems common sense if it helps reduce the price of the model. In the bag of accessories are some air and vacuum pipes, brake rigging, SR white headcode discs and

cosmetic screw-link couplings.

Standard fittings include detachable couplers in NEM pockets front and rear, a six-pin DCC decoder socket, wire handrails and sandpipes and fine die-cast metal wheels. Prominent on the front bufferbeam are the tall vertical brackets for mounting the headcode discs. The decoration is simple, but

well executed and the black has a satin sheen. Unusually, there's no shedplate on the smokebox door, but should you wish to add one, No. 32556 (originally named *Tadworth*) was based at Horsham (75D) until November 1951 when it switched to the South Western Division at

The sturdy cast chassis adds a fair amount of weight to the model. As with the exterior, the internals of the model are neat. Note the five pole motor and sealed gearbox.

Eastleigh (71A). It never returned to its native LBSC territory, being withdrawn from 71A in October 1961.

Although I don't model the steam era, I can see why people do when a model like this is produced. And, it's a versatile locomotive too - you don't need a main line with generous curves or endless long rakes of coaches to run it. If you are thinking of getting one, don't hesitate as I suspect it will sell out quickly in all three liveries. **BRM**



Such a low shot allows a sneaky peek inside the cab. The painted dials, regulator and water gauges really help add a touch of realism.

FACT FILE: LBSCR E4 0-6-2T

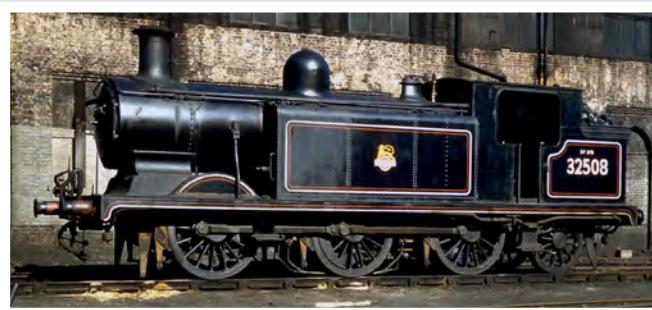
The London Brighton & South Coast Railway E4 0-6-2T was a product of Robert Billinton, a development of his E3s, which in turn, originated from an 1891 design by William Strudley. The E4s had a larger wheel diameter than the E3s, making them more suitable for passenger work. They became known as 'Billinton's Radials'. All were originally named after destinations served by the LBSCR.

A total of 75 were built between 1897 and 1903, but shortly after construction, four were rebuilt by Marsh in 1909-11 with larger boilers from the I2 class as part of

the E4X programme - these locomotives would be reclassified from a 2MT power rating to 3F. They eventually became BR Nos. 32466/477/478/489.

The rest of the class soon had their boilers upgraded too. From 1910 onwards, Marsh upgraded the boilers with extended smokeboxes, the last conversion being No. 32468 in 1949. All except No. 2483, withdrawn in 1944, were inherited by BR.

Twelve locomotives were loaned to the ROD in 1917 and sent to France. They all returned in 1919. One of the class even saw service on the Isle of Wight between



COLOUR RAIL

February 1947 and April 1949 as a trial. It wasn't deemed a success. No. 32473 (LBSCR No. 473 *Birch Grove*) was saved

by the Bluebell Railway after withdrawal in 1962 and has been a resident on the line ever since.

NETWORK RAIL IOA & JNA IN N



JNA 'Falcon' low-sided wagon features impressive underbody detail and lots of separately fitted parts.



Deeper IOA ballast box correctly rides on TF25 bogies and has separate wire footsteps, brake equipment and handbrake wheels. A block train of these imposing wagons will make a very impressive sight on any contemporary N gauge layout.

Having released these two 21st century infrastructure wagons in OO gauge a few years ago, Dapol has now made them available to N gauge modellers. If anything, the IOAs and JNAs, like many modern wagons, are better suited to N than the larger scales as it's often more practical to assemble a prototypical length block train in 1:148 scale.

With assistance from Network Rail, the Chirk company has developed RTR

models of the post-2003 JNA 'Falcon' bogie gondola and 2009-built IOA high-sided bogie box wagon. Both are used to move bulk ballast from quarries, such as Mountsorrel in Leicestershire, to local distribution centres, where it is offloaded for delivery to worksites.

Network Rail operates a fleet of 555 JNAs, built in Romania in 2003/04. Dapol has captured the almost North American look of the wagon very effectively; the ribbed body matches the original closely and is enhanced by separate wire handrails and metal stiffening panels on each end. But, as on the OO model, it's the underframe where the JNA scores much higher marks than its predecessors. The spine and cross-rib arrangement is beautifully modelled, as is the braking equipment, with separate air tanks, brake rodging and handbrake wheels. A ribbed metal floor gives the JNA a hefty, reassuring weight.

Although reminiscent of the DB Schenker MCA/MOA wagons offered by Graham Farish, the JNA is a shorter vehicle mounted on different bogies - NACO Axle Motion, rather than the Swing Motion type used by Thrall.

The bogies are probably the model's weakest area, being slightly lacking in detail, but they convey the correct shape and look from normal viewing distances.

The more imposing IOA is built to similar standards and also features wire hand grabs/steps, a finely detailed underframe with separately fitted air brake equipment and an accurately designed body. The large white handbrake wheels are particularly fine.

The wagon rides on Axiom Rail TF25 low track force bogies, which have been well modelled with excellent shape and detail moulded on the outer face. This wagon too has a die-cast metal floor which gives it a solidity and weight that breeds confidence in its performance when running in long, heavy block rakes.

NR took delivery of 120 IOA-E wagons from Poland in 2009. The deep box body design is common in mainland Europe and the wagons carry an international TOPS code ('I' prefix), plus their UIC number, data panels and description code 'Ealnos' (E: High sided open wagon, a: four axles, I: fixed body, n: four axles with 60t+ payload, o: with end tipping, s:

authorised to run at 100km/h). Dapol has printed this information neatly. Indeed, the printing across both wagons is accurate and executed to a high standard. There's nothing on the real or OO gauge wagons that isn't replicated here.

Both wagons have detachable tension lock couplings in NEM pockets, which are mounted on self-centring arms. This high-quality arrangement allows wagons to be coupled very closely using Microtrains couplings.

There's no shortage of suitable modern traction for the JNAs and IOAs, with Class 66s from Dapol and Graham Farish in EWS, Freightliner, GBRf and DRS the obvious choice. There's also the Graham Farish Class 70 and hopefully, in due course, Dapol will release its DRS Class 68 in N so that modellers can copy the real railway and haul trains of IOAs with the new Vossloh diesels.

In these two superb - and long-awaited - Network Rail infrastructure wagons, Dapol has strengthened its modern image offering in N and we look forward to seeing long rakes of them on layouts in the near future. Highly recommended.

FACT FILE

- **MANUFACTURER** Dapol
- **MODEL** Dapol 2F-045-001
- **Network Rail yellow IOA(E) 102t bogie ballast box wagon 31 70 5992 002-3, Dapol 2F-010-003**
- **Network Rail yellow JNA low-sided bogie ballast box wagon NLU 29232**
- **PRICE** JNA: RRP £21.60
IOA: RRP £21.95
- **AVAILABILITY** Dapol stockists
- **REVIEW** Ben Jones



BACHMANN BR 'TUBE' WAGON

Following close behind the 'Pipe' wagon reviewed in December 2014 **BRM**, we now have Bachmann's next venture into specialist OO gauge goods vehicles - the BR standard 'Tube' wagon.

As the name suggests, these wagons were designed to serve the once-extensive tube traffic between steelworks, stockholders and engineering sites across the country. Essentially a lengthened version of the LMS 'High Goods' five-plank open, 2,350 were built by BR between 1954 and 1961, with some lasting in departmental service until the 1990s. The earliest wagons were delivered without vacuum brakes (many

were later retro-fitted), but the vast majority were built as modelled by Bachmann.

At 32' long with an 18' 6" wheelbase, they certainly stand out from more conventional steam era goods wagons and Bachmann's model captures that exceptional length and simple character very well. The planked wooden sides and corrugated steel ends are crisply moulded and the sparse underbody detail is modelled in full. For an RTR open wagon, the body sides are commendably thin.

This later bauxite 'Tube VB' has roller bearing 'boxes, but the 2014 catalogue shows other models with large oil type axleboxes. Incidentally,

all three of the first batch carry variations on the bauxite theme, but with 1950s, 1960s (pictured) or 1970s/80s markings.

Coaching stock style NEM coupling boxes are fitted, mounted on sprung self-centring cams. These worked well when the wagon was coupled in a train, but we found that the strong springs contributed to derailments when reversing an empty wagon over short radius pointwork. It shouldn't be a major issue in normal use, but it is something to watch out for.

Our major reservation is the price; even taking into account Bachmann's recent price increases, an RRP of £24.95 looks expensive for what is a

FACT FILE

- **MANUFACTURER** Bachmann Europe
- **MODEL** 38-752 BR bauxite 22t 'Tube' open wagon B730811
- **PRICE** RRP £24.95
- **AVAILABILITY** Bachmann stockists
- **REVIEW** Ben Jones

relatively simple OO wagon. Other than that, it's a very good model of a useful, long-lived and widely seen prototype that can easily be personalised with interesting loads, weathering and extra decoration.

GRAHAM FARISH SR VENT VANS

Southern Railway 12t ventilated vans, with their distinctive roof profile, were built by the thousand, with construction continuing from the 1920s until the early years of BR. Unusually, the design changed very little over the years, with the major variations being in the wheelbase and materials used to build the body. Initially planks of a consistent size were used, but from the 1930s uneven planking was introduced and, with materials in short supply during the

1940s, plywood was employed instead. Both unfitted and fitted versions were built and used far beyond SR territory. During the Second World War, large numbers were bought by the LMS and, to a lesser extent, by the GWR. Unfitted wagons had largely been retired by the 1960s, but vacuum-fitted vans lasted into the 1980s and the odd one can still be seen around the network today.

Graham Farish has introduced three versions; 1930s SR brown with a white roof, BR unfitted grey, BR bauxite and a GWR dark grey van. Of those, the SR van has even planking, while the other three



have uneven '2+2' planks. The BR grey model pictured here has an 'M' prefix to the number, denoting a vehicle inherited from the LMS.

Graham Farish has done an excellent job in capturing the look and character of the SR design; the body shape and roof profile is accurate and convincing. The planking and body end vents

are crisply moulded, while the underframe features plenty of detail. The handbrake levers and turned metal buffers are separately fitted. Couplers are

mounted in NEM pockets, which have a good amount of lateral play to ensure reliable operation.

Decoration of all the samples we've seen has been excellent, whether in SR or BR liveries and there's no shortage of other liveries to keep Graham Farish occupied for the next few years.

Although a true Southern Railway design, these vans were seen everywhere across the country for many decades and most N modellers should be able to find a home for a few to add further variety to van trains, general goods workings or departmental operations. Highly recommended.

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **MODEL** 377-425 SR brown 12t ventilated van No. 48467, 377-426 BR grey (ex-SR) 12t van M523351
- **PRICE** RRP £15.75 each
- **AVAILABILITY** Graham Farish stockists
- **REVIEW** Ben Jones





HORNBY RAILROAD GWR 'HALL'

Ben Jones takes a first look at a new GWR mixed traffic 4-6-0 being offered with two alternative levels of decoration and detail.

Those with long memories might recall a situation a few years ago when the two biggest OO gauge manufacturers announced GWR 'Grange' 4-6-0s. Rather than going head-to-head, Bachmann opted to produce a new 'Hall' instead, leaving Hornby to offer its smaller cousin. It was therefore something of a surprise in 2012 when Hornby revealed that it would introduce the 'Hall' to its range as well.

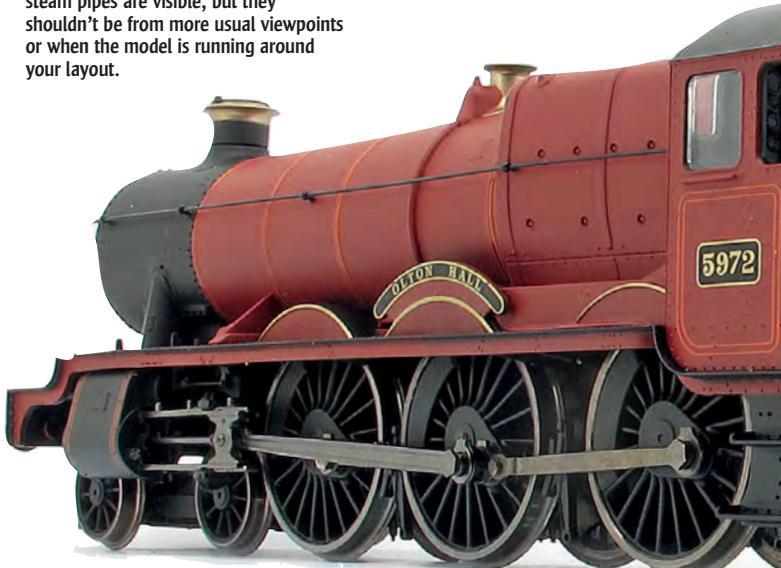
Since then, the mixed traffic 4-6-0 has been mired in Hornby's production backlog, and although engineering prototypes have been around since mid-2013, only now are we seeing them start to reach UK shelves. First to land is the Hornby Railroad version of No. 5972 *Olton Hall* in red, but with Great Western decoration on the tender, rather than

the 'Hogwarts Express' branding it carries for its starring role in the Harry Potter films. No doubt this saves Hornby a great deal of time and money by not having to deal with the Hollywood licensing machine!

As with other recent releases, Hornby is offering the 'Hall' in two levels of detail and decoration, for the Railroad and standard 'red box' range. Tyseley's BR late crest lined green No. 4965 *Rood Ashton Hall* and GWR No. 4953 *Pitchford Hall*, the latter in a train pack with three chocolate/cream Mk 1 coaches will feature a more complete decoration and extra detail, while this model and early GWR No. 4901 *Adderley Hall* make up the Railroad contingent. No. 4901 will be the only one of the quartet to feature an original 3,500gal tender as opposed to the more familiar 4,000gal Collett type.

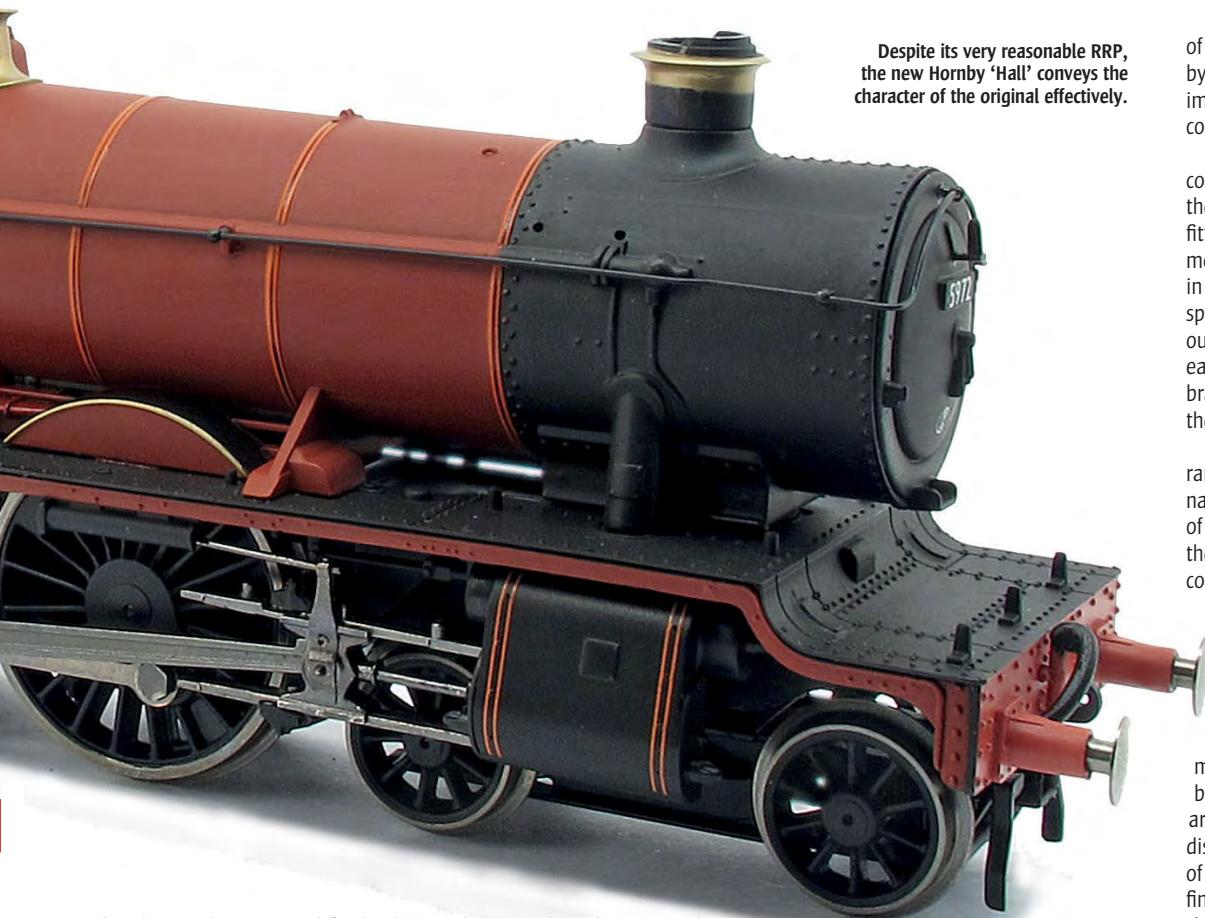
All models feature locomotive drive

From this angle, the filled in outside steam pipes are visible, but they shouldn't be from more usual viewpoints or when the model is running around your layout.



FACT FILE

- **MANUFACTURER** Hornby Hobbies
- **MODEL** R3169 West Coast Railways red GWR 'Hall' 4-6-0 No. 5972 *Olton Hall*
- **PRICE** RRP £82.99
- **AVAILABILITY** Hornby stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHY** Andy York



with a three-pole motor and flywheel housed in the boiler, eight-pin DCC decoder socket, NEM couplers and brass wiper pick-ups on the driving wheels. The mechanical arrangement makes for a smooth running, quiet locomotive with decent haulage power.

CONVINCING LOOKS

From a looks and detail point of view, the 'Hall' is similar to 2013/14

releases such as the GWR eight-coupled tank locomotives and BR 8P No. 71000 *Duke of Gloucester*. Overall looks and shape have been well captured and there's some excellent moulded detail throughout - the riveting around the bufferbeam, running plate and smokebox is especially crisp. Both locomotive and tender match photographs and published drawings of the prototype closely.

Despite its very reasonable RRP, the new Hornby 'Hall' conveys the character of the original effectively.

of Hornby's 'Grange' of 2005 but by 'Railroad' standards it is an impressive model designed to keep costs within reason.

In spite of the drive to keep costs down for the Railroad market, there are a number of separately fitted components that make this model stand out from older items in the range. The metal buffers (not sprung) and reversing lever stand out, as do the wire handrails along each side of the boiler. A vacuum brake pipe is also fitted at the rear of the tender.

An extra £37 for the standard range models will buy you etched nameplates, better cab detail, a set of brake rigging to fit underneath the locomotive and tender and more complete decoration. That said,

the execution of *Olton Hall's* unique red livery is far from second rate. Lining, lettering, name/number plates and crests are neatly printed and unlike many other Railroad models, features such as the boiler bands, cylinders and splashes are not omitted. The only slight disappointment with the decoration of our sample was the ragged finish of the copper cap around the chimney.

It might offend GWR purists, but No. 5972 has been red for more than a decade and delighted millions of film fans in that time. Having been seen on railtours all over the country and even on the West Highland Line during its filming expeditions, it's likely to prove popular with modellers of the contemporary scene as well as Harry Potter fans.

With an RRP of just over £80, this Railroad 'Hall' offers excellent value for money and an interesting alternative to the Bachmann

models. We await the 'full fat' Hornby models with interest as, based on the published specification, it's difficult to see how that extra £37 will be justified.

But, that's for another day. For the moment, Hornby should be congratulated for

issuing another all-new model of an essential GWR

class executed to a good standard at a very reasonable price. **BRM**





GRAHAM FARISH CLASS 31/1

Ben Jones brushes up on his Type 2 knowledge to assess this completely re-tooled N gauge diesel.

Another month, another new model of an important BR locomotive from Graham Farish. This time it's the turn of the under-appreciated Brush Type 2, better known as Class 31, to gain a new model designed and built to 21st century standards. A refurbished '31' was one of the final new diesel models to appear from Graham Farish's Poole factory before it closed, and although it was reasonably good compared to many of the company's other efforts in this area, it was an obvious choice for a fresh look.

With 263 locomotives built between 1957 and 1962 and used across the Eastern, London Midland and Western Regions for several decades, and spreading their wings even further since

privatisation, they are an essential part of any BR diesel fleet. Even in 2015, there are a small number earning their keep, including Network Rail's 1958-built 31105, the oldest locomotive in regular use on the national network.

Over the last couple of years, Graham Farish has delivered impressive replacements for older diesel locomotives in the range, including the Class 20s, 25s, 37s and Deltics. Will this all-new Brush Type 2 continue that sequence?

Our review sample features a period not often catered for; BR green 5826 has full yellow ends, BR double arrows and no 'D' prefix on the cabside numbers, dating it to the late-1960s/early-1970s; after the end of steam, but before the introduction of TOPS locomotive numbers in 1973.

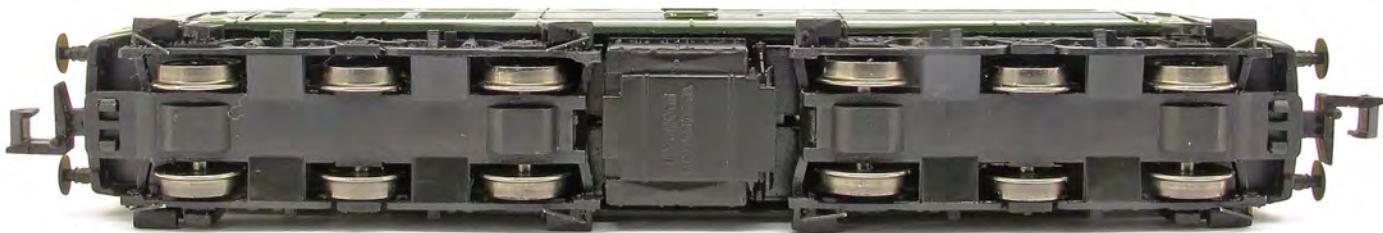
As modelled, 5826 was an Eastern Region machine. Having been delivered to Sheffield Darnall in December 1961, it was subsequently allocated to Wath and Tinsley before switching to the Western Region at Bristol Bath Road in January 1972.

Application of the hybrid livery is superb throughout, from the white double arrows and BR corporate image typeface numbers to the full yellow ends and the off-white bodyside bands.

Right Correctly, the middle axle on each bogie is unpowered and has slightly smaller wheels.

Below BR green 5826 is depicted in late-1960s/early-1970s condition and captures the character of the prototype very well.





This transition period threw up some unusual combinations of BR green and corporate image livery elements, and it's good to see them appearing as an option for RTR modellers of this interesting time. It can be paired with mixed rakes of maroon and blue/grey Mk 1s or traditional unfitted or vacuum-braked goods wagons made up into appropriate period trains.

Also available soon will be mid-1960s BR green D5596 with small yellow warning panels and BR blue 31173. All three models are in re-engined, but unrefurbished condition with raised bodyside beading and original bufferbeam cowling, although 31173 will differ in having its boiler filler steps and end gangway doors plated over.

A refurbished version will hopefully follow in due course,

opening up the possibility of dozens more liveries from the 1980s onwards. Other useful options for the future would be an ETH-fitted Class 31/4 and an early 'skinhead' locomotive without headcode boxes.

With almost 60 years of service behind them, there is no shortage of liveries, detail variations and popular 'namers' to choose from.

LOOKS

In terms of looks, the new '31' is streets ahead of the model it replaces. There's much greater relief and finesse to the bodyshell moulding, with prominent bodyside bands and rivets, crisp deep-set grilles and boiler filler footsteps, plus separately-fitted wire cab door handrails and an etched metal roof grille. The roof is also superbly detailed in the revised arrangement seen on re-engined locomotives from 1964 onwards.

Side-on, the model is every inch

a Brush Type 2. The gentle curve of the bodyside, not always captured well on RTR models, is beautifully executed, while the various subtle shapes of the cab front are also evident. The characteristically cluttered 'face' is far better than the previous Farish Class 31, featuring lots of tiny, neatly moulded

items such as footsteps, lamp brackets, hinges and handrails.

Your reviewer's first reaction, subsequently confirmed by several BR diesel locomotive experts, is that the front end has a slightly 'surprised' look that doesn't quite match the prototype. However, after extensive comparison with photographs and drawings and discussion with Bachmann's designers it is clear that the size and shape of the windscreens is as accurate as possible in this scale. It is, perhaps, exaggerated slightly by the black printed outline of the windowframes.

But, the overall looks, detail and design of the model are exemplary. It could be argued that the Farish Class 31 is actually superior to any of the OO models in terms of shape and character.

The Commonwealth bogies are correctly shaped and have good relief in the framework and springing, plus separate footsteps and sandpipes. Even the centre axle on each bogie has smaller diameter wheels and is unpowered, just like a real '31'. As is often the case, it stands too high on its bogies, but this compromise is necessary to negotiate 9" curves and short radius points.

EQUIPMENT

Standard features include a six-pin DCC decoder on the chassis, detachable couplers in NEM pockets and directional LED lights. The headcode panels, reading a suitably nondescript '0Z28' at the No. 1 end and '2-60' at the other, are illuminated, along with the tail lights at the rear. However, two switches are provided to allow DC analogue users to turn off the headcode panels or tail

FACT FILE

► MANUFACTURER

Graham Farish by Bachmann

► MODEL

371-110 BR green Class 31/1 A1A-A1A diesel 5826 with full yellow ends and BR arrows

► PRICE

RRP: £109.95

► AVAILABILITY

Bachmann stockists

► REVIEW

Ben Jones

lights (switches S1 and S2 respectively) when double-heading or hauling a train. DCC users can, of course, control the lighting functions remotely once a decoder has been fitted. Fitting a decoder is straightforward as the bodyshell simply unclips from the chassis. There are various suitable six-pin direct decoders on the market, including the Bachmann 36-558A, Lenz Silver+ Mini 10311 and Gaugemaster DCC23.

Removing the bodyshell reveals a conventional Farish die-cast chassis encasing a centrally-mounted five-pole motor with drive shafts to gear towers on each bogie. The sample shown was tested on **BRM** project layout 'Stokesay' at a recent show and proved to be unusually hesitant, although it did start to loosen up after a lengthy running-in session. On past experience of Graham Farish diesels, we expect it to be a 'rogue' rather than evidence of any widespread problem but, as always, check before you buy.

This is another excellent addition to the new generation of Graham Farish N gauge diesels and one that should find a home on many layouts set from the early-1960s through to the present day. **BRM**



HELJAN MK 1 BG



It's been a while since Heljan's BR Mk 1 coaches were first released. They included a Second Corridor, Second Open, Brake Second Corridor, First Corridor and even a Miniature Buffet, but, oddly, no Full Brake (BG).

That omission has now been corrected and the 57' underframe BG is now available. Our review sample carries WR chocolate/cream suitable for 1956 to mid-1960s (ref: 4953).

Given the number of common chassis parts shared with existing Mk 1s, not an awful lot has changed underneath the model. The BG underframe - shorter at a scale 57' compared to the 64' of the passenger vehicles - has a good level of detail. From the battery boxes, steps, trussing, V hangers, to the vacuum cylinders and dynamo, they look accurate. Adjacent to the bogies, the brake rigging is held in position with a small tension spring, allowing the

VAA VAN

Due to market demands, 1960s-era modellers have always had a good choice of locomotives and rolling stock in O gauge. Those who dare to model later eras have had to make do with kits of earlier prototypes that were still running

- usually adapting them to some degree - or, for the more adventurous modeller, scratch-build something to suit.

You can see how refreshing it is then, when you're faced with an O gauge model of a prototype that only came into existence in 1969 and is therefore only suitable for modellers of the BR blue era and beyond.

Breaking the mould, Heljan has ventured into uncharted waters with this model of a VAA van, part of a line-up of forthcoming 'modern-image' wagons to match its diesel locomotives.

The VAA vans were part of British Rail's plan to modernise its revenue-earning wagon fleet. Loss of freight to road traffic was becoming desperate in the 1960s as new motorways were

built, and an attempt had to be made to replace the outdated wooden-bodied wagons of yesteryear. Short wheelbase vacuum braked vans were no longer adequate for BR's bold new Railfreight network plans.

And so, between 1969 and 1978, 1,400 new two-axle air-braked wagons were built. Heljan's model of VAA 200589 represents a vehicle built to lot 3840 (diagram 1/286) at Shildon in 1974.

A GOOD EFFORT

We'd seen pre-production samples of the VAA on display at the Warley show last year. Still, nothing beats having a factory-fresh model in your hands to see what Heljan has managed to achieve this time.

The wagon was out of its box for no more than five seconds before I was smiling when I found it had a spring in its step - quite literally! It has working suspension, made possible by a small

coil spring between each axlebox and adjacent moulded leaf spring. It's a clever feat and gives just the right ride quality and balance - micro-engineering at its best.

The unmistakable appearance of a VAA is there, all main dimensions check out and a good effort has been made to get rivets where they should be and panels in-line with chassis features.

The application of livery is good too, with raised details covered neatly. And, there isn't just one to choose from, with early BR Bauxite (HJ1040), late Bauxite (HJ1041), Railfreight red/grey (HJ1042) and EWS maroon/gold (HJ1043). All carry an RRP of £84.95, but many shops are offering discounts.

I'm impressed by the level of chassis detail on the model. The air reservoirs, distributor, and brake linkage is there, although one of the 'V' hangers and brake lever are incorrectly positioned down one side of the model. Luckily, they are separate parts, so it's an easy

FACT FILE

- **MANUFACTURER** Heljan A/S
- **PRODUCT** VAA van in early bauxite (ref: 1040)
- **RRP** £84.95
- **SUPPLIER** Heljan stockists
- **PHOTOGRAPHS** Tony Wright
- **REVIEW** Howard Smith

BR2 design bogies to be removed without damage - these are the same as seen previously.

The most obvious change is to the body. BGs have a noticeably different window style, behind which are security bars to protect the contents. Heljan has got the body profile right when viewed broadside, but, when viewed from the ends, the incorrect side and roof profile is still evident, as with previous Heljan Mk 1s. However, the door knobs, stops hinges, handles, and hand rails down the sides are splendid. The application

of the livery is reasonably good - the colours look correct and the transfers are razor sharp, but the 'orange peel' finish of the chocolate brown lets it down slightly. The bottom lining separating the cream from the brown is also a little wavy as it passes over the collection of doorframes and stops. Whether this is an isolated case or is common on all coaches remains to be seen - check before you buy.

Printed overhaul dates and instructions on the solebar add an extra element of authenticity that is often lacking in the smaller scales.

Despite lacking buckeye couplings, the coach ends have sprung corridor

connections and flexible rubber gangway protectors. Working screw-link couplings and sprung buffers also feature.

In traditional Heljan fashion, the coaches are sold unnumbered, but choose wisely when re-numbering - the deeper frames surrounding the larger windows weren't seen on earlier Mk 1s. Hugh longworth's book on Mk 1 and 2 coaches will help identify candidates (ISBN: 9780860936503).

A FINAL FEW WORDS

Heljan has produced another model that'll be just as useful at the head of a passenger rake as it will in a parcels train, running alongside its new GUV. Overall, there are many good features on this model, but it's disappointing

FACT FILE

- **MANUFACTURER** Heljan A/S
- **PRODUCT** BR 57' Mk 1 BG, Chocolate and Cream (ref: 4953)
- **RRP** £325.00
- **AVAILABILITY** Heljan stockists
- **PHOTOGRAPHS** Tony Wright
- **REVIEW** Howard Smith

that the issues noted with previous Heljan Mk 1s have not been cured.

I'd recommend it, but with some reservations. It's certainly not cheap for a coach, even one with this many features. Are we now accustomed to paying this much for O gauge RTR? **BRM**



fix to cut them off and slide them along. The FAT 25 suspension looks good but, I think the springs look a fraction malnourished. The disc brakes look plasticky, but then they're made of

plastic - it's to be expected. If they really offend you, consider buying a nickel silver replacement set from PH Designs (ref: PH7BD1, £4.50).

Both bufferbeams are separately fitted items, but lack support, only being glued

to the body via the top edge, leaving a gap behind them, so they don't touch the solebars. Beware of heavy shunts - you might end up with sagging buffers. I'd suggest adding a few pieces of styrene strip behind, suitably painted, to add strength and block the daylight.

Heljan has made a good model that it

can be proud of - these wagons really do 'deliver the goods'. With the OAA opens due soon, soon to be followed by the 'Dogfish' and 'Catfish' ballast hoppers and Cargowaggon flats and vans, it's a good time for RTR O gauge wagons and I'm enjoying every release. **BRM**





FARISH 'DUTCH' CLASS 37

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **MODEL** 371-456 BR departmental grey/yellow Class 37/0 diesel 37133
- **PRICE** RRP £104.95
- **SUPPLIER** Graham Farish/Bachmann stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHS** Tony Wright

After a delay of several months, Graham Farish has released its latest batch of centre headcode Class 37/0s. Three versions depict weathered BR green D6827, 1970s/80s BR blue 37251 with 'domino' headcode panels and 1990s 'Dutch' grey yellow 37133. Unlike its earlier sisters, 37133 is presented in 'life extended' condition with plated-over headcode panels, radio aerials, high-intensity headlights and

cutaway bufferbeam cowling.

Having been a fairly anonymous member of the fleet for most of its career, 37133 enjoyed a late flourish as part of the InterCity sleeper pool in Scotland in 1993/94 and then in France in 1999/2000, when it was hired out to haul LGV construction trains. Graham Farish's model portrays it after January 1991 when it was repainted into the attractive grey/yellow scheme. This livery was carried until November 2004 when it was scrapped at Carnforth,

having not worked since its return from France in 2000.

Accurately decorated for the early to mid-1990s, 37133 carries cast BR arrows and Cardiff Canton depot plaques. Printing is generally superb; the only small flaw being a slightly fuzzy border between the yellow band and grey lower body on the left hand side (No. 1 end leading).

As previously reviewed, the new generation Farish Class 37s are fine models with excellent overall shape and

TRAINS TO THE TRENCHES

Could the First World War have taken place without railways as a means of transport?

Starting in the years before war broke out, the book describes how the Germans and to a lesser extent other countries, included railway planning in their military plans for the first time, with lines built specifically to support offensives or supply defensive lines.

Once the war had started, trains played an essential role both at home and near the front both in Europe and further afield from the deserts of Arabia to the snowy wastes of Russia. Tracks, or the lack of them, permitted advances or forced withdrawals as armies found their supply lines stretched.

From strategic standard

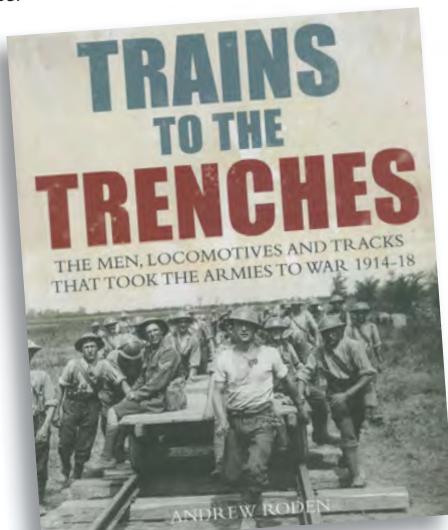
gauge lines to hastily installed narrow gauge railway systems, the first mechanised war simply wouldn't have been the same if all the armies were relying on horse power or the

few unreliable lorries available at the time.

Andrew Roden provides a fascinating new angle on WW1. While the book is not full of the minutiae of specific rolling stock or particular locations, it's an excellent high-level view of the conflict.

As you read through, the changes forced upon planners and the ways they were forced by events to develop and modify their ideas become clear. The British, for example, initially assumed they would rely on lorries but when these proved useless in the mudbath of trench warfare, they took to narrow gauge railways in the field, although quite some time after other countries had realised the benefits.

Closer to home, the railway companies faced problems running normal services while carrying wartime trains - although the



FACT FILE

- **PRODUCT** Trains to the Trenches, xxxx Press, ISBN: 978 1 7813 366 4
- **AUTHOR** Andrew Roden
- **PRICE** £20.00
- **AVAILABILITY** All good railway bookshops
- **WORDS** Phil Parker

Great Central still advertised holiday trains in 1915. A lack of central planning placed many vital military destinations, such as Scottish naval bases, on lightly built single-track lines. To compound the problems, 8% of the workforce had joined up and this could have contributed to the single largest loss of life in an accident on our railways; at Quintinshill when 226 were killed and 246 injured.

Numerous photographs, maps and diagrams are well reproduced adding to what is a comprehensive, interesting and well-written history.



detail, separately fitted parts such as roof mounted horns, wire handrails and bogie footstep. Metal buffers are also fitted, although in this case they should be oval rather than the original round type fitted.

Performance is also very good from the all-wheel drive chassis, which features a six-pin decoder socket, working LED lights and NEM coupler pockets.

Apart from the buffer error, this is a pleasing representation of an ordinary, well-travelled, 1990s locomotive suitable for departmental, freight and even InterCity passenger work.



CREATE EXTERIOR FINISHES

Petite Properties is a new name in model buildings. Architectural illustrator, Bea Broadwood, has been producing kits for the dolls house market for a while, but is now expanding the range in to model railway scales.

The kits, which we will be looking at in a future **BRM**, are laser-cut MDF and need surface textures applying. To help the modeller, this book accompanies the range but all the techniques can be used independently on cardboard, plastic or resin buildings.

Using cheap and readily available materials such as cardboard, air-drying clay, decorators' filler, fine sand and even coulis, the text provides step-by-step instruction to take the modeller through the



work. For variety, several different methods are provided up for some finishes, three each for both brick and stonework for example, so if you don't get on with one, there is another to try.

Whilst primarily aimed at larger scales, this book will inspire modellers to try a few unusual methods for building finishes, hopefully proving that high-quality results are within the reach of most modellers.

FACT FILE

- **PRODUCT** Create Exterior Finishes, ISBN: 978 0 993 0299 05
- **AUTHOR** Bea Broadwood
- **PRICE** £11.99
- **AVAILABILITY** [www.petitepropertiesltd.com](http://petitepropertiesltd.com)
- **WORDS** Phil Parker

FREIGHTLINER BOX KITS

Introduced in 1965, Freightliner containers were designed for domestic traffic within the UK. Although they shared the same 8' height and width of a standard ISO container, the normal corner lifting points weren't included as BR preferred a grapple arm system picking the box up from lift points 12' apart underneath.

By the end of the 1970s, the most common length of the container in Freightliner use was

the 20ft version as modelled by modelrailwayscenery.com

Available as both pre-printed or downloadable card kits, the builder has to stick the printed pages to either the supplied card or some from a cereal box. The first stage is to make up a basic box which is then covered in printed parts. All the card edges are covered, as are most of the paper ones. Those on the roof and base do show but if this worries you, run a pencil along the paper edge.

Four containers are provided in the pre-printed kit, two clean and two weathered. Extra numbers are also

FACT FILE

- **PRODUCT** AX007 - 20' Freightliners Containers - Non-ISO, 4mm:1ft scale
- **PRICE** Downloadable kit - £1.99
Pre-printed kit - £3.99
- **SUPPLIER** [Modelrailwayscenery.com](http://modelrailwayscenery.com)
- **WORDS** Phil Parker

provided to stick over the printed ones. Construction takes around ten minutes for each box.



HORNBY UPDATES 21T HOPPER

Hornby surprised many people in November by revealing that it had, amongst other things, developed an updated riveted 21 ton hopper wagon. Barely a couple of months later it is available for sale; times are changing! Hornby is shaking off the 'design clever' tag and this wagon is a little star which shows that the company can still produce good, useful items at a sensible price.

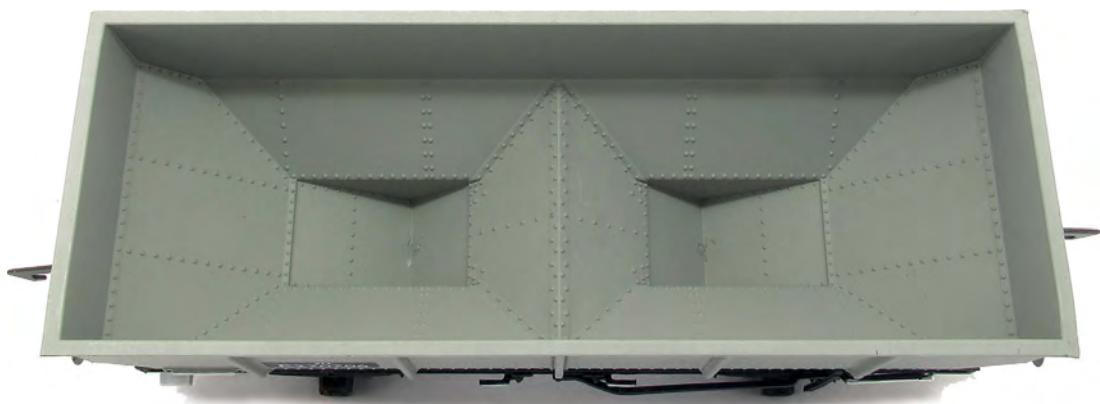
Initially an LNER design, introduced in the 1930s to replace traditional wooden-bodied hopper wagons in the north-east of England, this type of steel hopper saw widespread use through to the 1970s. Several thousand were built by the LNER up to 1948, but

more than 23,000 similar wagons were built between 1949 and 1958 after it was adopted as a standard BR design. Over 41 lots and five different diagrams, there were numerous detail differences so due

care should be taken when detailing and renumbering, especially as many wagons were re-bodied from the late-1960s onwards. Although intended for coal traffic, they were later used for all sorts of bulk goods,

including sand, grain, coke, stone and gypsum.

The version shown is based on a BR Eastern Region wagon built by Metropolitan Cammell in 1936 with early style BR numbering as



LMS HORSEBOX



Another of Hornby's surprise new items unveiled at the Warley NEC show was production samples of a previously unannounced LMS Horsebox. At the launch, it was stated that the models had already been manufactured and, as hoped, they are now available through Hornby stockists in LMS and BR colours, with two running numbers offered for each livery. The prototype chosen is a Diagram 1956 'box built between 1927 and 1935 which continued to be built by British Railways just after Nationalisation in 1948.

Both liveries appear to be the same colour (as LMS lake and BR maroon seem to be understood to be the same). I'm sure horseboxes were less well scrubbed than passenger stock but the finish appears quite flat, more akin to 1950s BR crimson than the glossier LMS crimson lake. Some comments have been made to the effect that the sides of the horsebox appear a little too flat, possibly a result of the finish? When viewed from the end the subtle slope and tumblehome to the bottom fifth of the profile matches

E270706. Hornby is also producing a later BR but pre-TOPS liveried version and a pack of three individually numbered 1970s/80s TOPS coded wagons for BR blue era modellers.

There is a degree of finesse to this wagon with sides which look and feel barely thicker than scaled-down plate steel with subtle but sharp rivet detail. The interior of the hopper also depicts the rivets down to the bottom of the full-depth hoppers, although they are missing from around the top section.

Hoppers did not last long in ex-works condition so at very least modellers should give the inside a healthy weathering. The underside of the wagon gives a good impression of the hopper discharge chutes from side viewing too; the appearance of the brake rigging looks fine but feels robust enough and correctly, for this variation has brake handles on both sides but with clasp brakes to only one side. All the samples seen so far are unfitted, with riveted bodies and have oil axleboxes; hopefully other variants with roller bearings, welded bodies and vacuum brakes to be introduced in due course.

Chassis construction leaves spaces in all the right places when viewed



A worthy successor to the old Airfix model, the 21t hopper is a superb update to Hornby's wagon range.

FACT FILE

- **MANUFACTURER** Hornby Hobbies
- **MODEL** R6677 BR grey 21t hopper wagon E270706
- **PRICE** RRP £14.99
- **AVAILABILITY** Hornby stockists
- **REVIEW** Andy York

from above, rounding off the model rather than giving it a 'toy' feel. The austere livery is well reproduced and all lettering, particularly on the solebars, is pin sharp. One of the finest details is the legible 'LNE' moulding on the axlebox covers. Such attention to detail, and the way it has been executed helps to make

the model far superior to its Airfix-designed predecessor.

With a reasonable RRP of £14.99 this model I'm sure this will be a model that aficionados will enjoy for a good few years to come, and find endless pleasure in detailing, weathering and modifying to reflect the diversity of the prototype.



Detail is excellent throughout, not least on the underframe, which includes a gas tank, vacuum cylinder, fine brake rodding and crisply moulded suspension/axlebox components.

images I have of the Midland Railway-Butterley's preserved example.

The end and roof detail reflect the prototype well although the vertical and horizontal conduits are moulded rather than separate detail and could benefit from being picked out in a slightly different shade to give the appearance of being a separate part.

The shell type roof vents appear to be separately fitted detail as are the relevant handrails, metal buffers, vacuum and steam heat pipes and even the communication cord equipment. The groom's compartment has a partition from the stable section and the bench seat is modelled, squeezing the sides and pulling the body from the chassis reveals that the grooms' compartment and partition is a separate part allowing easy detailing such as a groom and tack if the modeller so desired. The moulded hinge and strapping detail on the sides is very fine indeed and the planking on the doors is suitably subtle. It was only when I took the wagon apart that I could say that the ventilation louvres on the top of the sides aren't quite

see-through but they certainly give the impression from outside that they are. The underframe detail is well executed too although the lower steps appear a little too thick as they're plastic but would be a fairly easy replacement candidate with some brass strip.

This is a very well executed model, priced at £19.99, which will grace many a suitable layout and should combine well with Hornby's forthcoming LMS non-gangwayed coaches, the existing Period III



stock and locomotives such as the 'Black Five', Stanier or Fowler 2-6-4Ts. Having been neglected for many years, horseboxes are now well-served by three superb models covering GWR/WR, BR Mk 1 and now LMS/LMR vehicles. What are the chances of an LNER one next? **BRM**

FACT FILE

- **MANUFACTURER** Hornby
- **MODEL** R6678 LMS crimson horsebox No. 42513
- **PRICE** RRP £19.99
- **AVAILABILITY** Hornby stockists
- **REVIEW** Andy York

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PLEASE SEND TO (photocopies acceptable): LFRM TICKETS, EXHIBITION DEPT, WARNERS GROUP PUBLICATIONS, WEST STREET, BOURNE, LINCS PE10 9PH. Pre-booking closes Friday 20th March at 9.00am. All admission letters (tickets) will be dispatched after this date. Admission is non-refundable, non-exchangeable and we regret that lost tickets cannot be re-issued. If you have not received your tickets by 2 days prior to the show, please call 01778 391123 (Mon-Fri 9am-5pm).

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MODEL RAILWAYS LIVE

*Closing date for the May
issue is 1st April 2015*

Suitable for disabled visitors.

Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

EXHIBITIONS

SATURDAY MARCH 14 TO SUNDAY MARCH 15

Macclesfield Model Railway Exhibition

Tytherington High School, Manchester Road, Macclesfield, Cheshire SK10 2EE **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.30pm **Prices:** £5.00 adult **Tel:** 07796 457 978 **Web:** www.macclesfieldmrg.org.uk

St Neots MRC East Anglian Model Railway Exhibition 2015, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £7.00 adult, £4.00 child, £20.00 family (2 + 2) **Web:** www.stneotsmrc.com

Nailsea & District Model Railway Club Exhibition Nailsea School, Mizzymead Road, Nailsea, Bristol, Somerset BS48 2HN **Saturday:** 10.30am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.50 adult, £2.50 child, £4.50 OAP, £13.00 family **Web:** www.nailsea_district_mrc.co.uk

Perth Green Model Railway Club Exhibition Perth Green C.A. Inverness Road, Jarrow, Tyne and Wear NE32 4AQ **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £2.00 child, £12.00 family (2 + 2) **Email:** exhibition@perthgreenmrc.org **Web:** www.perthgreenmrc.org

SATURDAY MARCH 14

Sawbridgeworth Model Railway Exhibition Sawbridge Memorial Hall, The Forebury (off Knights Street), Sawbridgeworth, Hertfordshire CM21 9BD **Saturday:** 10.30am - 4.30pm **Prices:** £3.00 adult, £1.00 child (3 - 16 years), £1.00 OAP **Contact:** Ray Pond **Tel:** 01279 739 389 **Email:** sawbridgeworthshow@gmail.com **Web:** www.raysrails.co.uk

Swindon MRC Swindon MRC - Wiltshire ModRail 2015, STEAM Museum of the Great Western, Fire Fly Avenue, Swindon, Wiltshire SN2 2EY **Saturday:** 10.00 am - 4.30 pm **Prices:** £4.00 adult, £0.00 child (Under 16yrs) **Contact:** Ian Burbidge **Tel:** 07880 654 755 **Email:** imburbidge@btinternet.com **Web:** www.modrail.org.uk

SATURDAY MARCH 21

Wealden Railway Group Personal Layout Show Saxon Room, The Steyning Centre, Fletcher's Croft, Steyning, West Sussex BN44 3XZ **Saturday:** 10.00 am - 4.30 pm **Prices:** £3.50 adult, £0.00 child **Contact:** Andrew Knights **Email:** andrew.knights@btinternet.com **Web:** www.wealden.weebly.com

SATURDAY MARCH 21 TO SUNDAY MARCH 22

Heywood Model Railway Group Exhibition

DATES FOR YOUR DIARY

Rochdale Town Hall, The Esplanade, Rochdale, Lancashire OL16 1AB **Saturday:** 11.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £11.00 family (2 + 2) **Web:** www.hmrg.co.uk

concessions, £15.00 family (2 + 2)
Contact: Darren Hall **Email:** info@turnersfolly.co.uk
Web: www.turnersfolly.co.uk

SATURDAY APRIL 4 TO MONDAY APRIL 6
Gainsborough Model Railway Society Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE **Saturday:** 1.30pm to 6.00pm **Sunday:** 1.30pm to 6.00pm **Monday:** 10.30am to 6pm **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2) **Contact:** M A Clapham **Tel:** 01427 615 871 **Email:** gmrsscontact@gmail.com **Web:** www.gainsboroughmodelrailway.co.uk

York Model Railway Show Knavesmire Stand York Racecourse, York YO23 1EX **Saturday:** 10.00am - 17.00pm **Sunday:** 10.00am - 17.00pm **Monday:** 10.00am - 16.30pm **Prices:** £9.00 adult, £4.00 child, £22.00 family (2 + 3) **Contact:** Mr Scrimshaw **Tel:** 01482 503 188 **Email:** yorkshow@malscrimshaw.karo.co.uk **Web:** www.yorkshow.org.uk

SATURDAY APRIL 11 TO SUNDAY APRIL 12
 Beamish Model Tramway Exhibition Beamish The Living Museum of the North, Beamish, Durham DH9 0RG **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 5.00pm **Contact:** Gordon Bulmer **Tel:** 01913 704 000

Bentley Model Railway Group Exhibition Trainwest 2015, The Christie Miller Sports Centre, Lancaster Road, Bowerhill, Melksham, Wiltshire SN12 6QU **Saturday:** 10.00am - 5.30pm **Sunday:** 10.00am - 4.30pm **Prices:** £8.00 adult, £5.00 child, £20.00 family (2+3) **Contact:** Geoff Endacott **Tel:** 0149 657 283 / 01225 702 826 **Email:** trainwest@railnet.freemail.co.uk **Web:** www.trainwest.org.uk

Cheltenham Model Railway Group Exhibition St Margaret's Hall, Coniston Road, Off Windermere Road, Cheltenham, Gloucestershire GL51 3NU **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.30pm **Prices:** £3.50 adult, £2.50 child, £8.00 family (2 + 2) **Tel:** 01242 517 788 **Web:** www.chelmsfordmodelrailwayclub.org.uk

Crawley Model Railway Society Crawley Model Railway Society Tanbridge House School, Guildford Road (A281), Horsham, West Sussex RH12 1SR **Saturday:** 10am - 5pm **Sunday:** 10am - 4.30pm **Contact:** Peter Selby **Tel:** 07411 353 757 **Email:** peterselby48@gmail.com **Web:** www.crawleymrs.org.uk

North Down Model Railway Society North Down Model Railway Society Exhibition, Bangor Grammar School, Gransha Road, Bangor BT197QU **Saturday:** 10.00am - 5.00pm **Sunday:** 1.00pm - 5.00pm **Prices:** £4.00 adult, £3.00 child, £12.00 family (2+2) **Contact:** Derek Carter



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EVENT DIARY

Rochdale Model Railway Group Rochdale Model Railway Group Exhibition, Littleborough Coach House, Lodge Street, Littleborough, Lancashire OL15 9AE **Saturday:** 10.00am - 4.30pm **Sunday:** 10.00am - 4.30pm **Prices:** £3.00 adult, £2.00 child (Under 16yrs) **Contact:** Peter Rigby **Tel:** 01629 57034 **Web:** www.rmrug.co.uk

Tame Valley Scout Council Tame Valley Scout Council - Rail Road 2015, Astley High Sports College, Yew Tree Lane, Dinfeld, Gtr. Manchester SK16 5BL **Saturday:** 10.00am - 5.30pm **Sunday:** 10.00am - 4.30pm **Prices:** £4.00 adult, £1.50 child, £3.00 concessions, £9.50 family (2 + 2) **Contact:** Tom Lowther **Tel:** 01613 385 097 **evening:** 07719 259 638 **anytime:** **Email:** superscout@sky.com **Web:** www.scoutbase.org.uk

SATURDAY APRIL 11

East Surrey N-Gauge Group 17th Annual Model Railway Exhibition, St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1DU **Saturday:** 10.00am - 4.00pm **Prices:** £4.00 adult, £2.00 child, £1.00 family **Contact:** Jon Bartlett **Tel:** 01737 764 217 **Email:** bart.hyd@gmail.com **Web:** www.esng.co.uk

John Keble Church John Keble Church Model Railway Exhibition, John Keble Church Hall, Church Close, Off Deans Lane, Edgeware HA8 9NS **Saturday:** 10.30am - 4.30pm **Prices:** £4.00 adult, £2.50 child, £3.50 concessions, £10.50 family (2+2) **Contact:** Steven Perry

Model Railway Exhibition Model Railway Exhibition, Church Stretton School, Shrewsbury Road, Church Stretton, Shropshire SY6 6EX **Saturday:** 10.00am - 4.00pm **Prices:** £3.00 adult, £1.00 child, £2.50 concessions **Contact:** Chris Rochelle **Tel:** 01694 722 189 **Email:** chrishochelle5@aol.com

Norwich Railway Heritage and Model Society Norwich MRC Exhibition, Hellesdon High School, Middletons Lane, Hellesdon, Norfolk NR6 5SB **Saturday:** 10.00am - 4.30pm **Prices:** £5.00 adult, £2.00 child (Under 16yrs), £4.50 concessions **Contact:** Norhams Exhibition Team **Tel:** 01362 820 174 **Email:** tsd24@btinternet.com **Web:** www.norhams.org.uk

Shirehampton MRC Shirehampton Model Railway Club Exhibition, The Public Hall, Station Road, Shirehampton, Bristol BS11 9TX **Saturday:** 10.00am - 4.30pm **Prices:** £2.00 adult **Contact:** Tony Davies **Tel:** 01179 094 915

Tring and District MRC Beacon-Rail 2015 Pitstone Memorial Hall, Vicarage Road, Pitstone, Buckinghamshire LU7 9EY **Saturday:** 10.30am - 16.30pm **Prices:** £3.00 adult, £1.50 child, £7.00 family (2 + 2) **Contact:** Robert **Tel:** 01442 824 350 **Web:** www.tdmrc.co.uk

SATURDAY APRIL 18

31A (Cambridge) MRC Cambridge Model Railway Exhibition, Sawston Village College, New Road, Sawston, Cambridge, Cambridgeshire CB22 3BP **Saturday:** 10.00am - 4.00pm **Prices:** £4.00 adult, £2.00 child, £3.00 concessions **Contact:** Neil Chapman **Tel:** 01284 700 219 **Email:** moderail.club31a@ntlworld.com **Web:** www.cambridge31a-mrc.org.uk

Gloucester MRC Gloucester Model Railway Show 2015, Old Mill Hall, Gorse, Wantage, Oxfordshire OX12 7LB **Saturday:** 10.00am - 4.30pm **Prices:** £3.50 adult, £2.00 child, £3.00 concessions **Contact:** Alan Postlethwaite **Tel:** 01452 770 447

Luton MRC Luton Model Railway Club Exhibition, Christchurch Hall, Bedford Road, Hitchin, Hertfordshire SG5 1HF **Saturday:** 10.30am - 5.00pm **Prices:** £4.00 adult, £2.00 child, £10.00

family (2 + 3) **Contact:** Nigel Adams **Tel:** 01582 413 200 **Web:** www.lutonmodelrailwayclub.org.uk

Mid-Kent Model Railway Group Maidstone Model Railway Exhibition, Loose Primary School, Loose Road, Maidstone, Kent ME15 9UW **Saturday:** 10.00 am - 4.30 pm **Prices:** £3.50 adult, £1.50 child, £9.00 family **Contact:** Dakota **Tel:** 07595 255 150 **Email:** info@dakotadibben.co.uk

Newgog The South Wales 0 Gauge Show NEWGOG 2015 The South Wales 0 Gauge Show, Lysaghts Institute, Orb Road, off Corporation Road, Newport, Gwent NP14 0RA **Saturday:** 10.00am - 4.30pm **Prices:** £5.00 adult, £4.00 child, £4.00 concessions **Contact:** Fred **Tel:** 07896 967 526

Rushden Model Railway Exhibition Rushden Model Railway Exhibition, Hope Methodist Church, Rushden Academy, Hayway, Rushden, Northamptonshire NN10 6AG **Saturday:** 10.00am - 4.30pm **Prices:** £5.00 adult, £3.00 child, £3.00 concessions, £10.00 family **Contact:** Brian Silby **Tel:** 01933 400 774

SATURDAY APRIL 18 TO SUNDAY APRIL 19

Bingham MRC Bingham Model Railway Club Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ **Saturday:** 10.30am - 5.00pm **Sunday:** 10.30am - 4.30pm **Prices:** £6.00 adult, £4.00 child, £18.00 family (2 + 2) **Contact:** Stan Clough **Tel:** 01949 851 311 **Email:** stanatideaway@gmail.com **Web:** www.bingham-model-rail.co.uk

Maryport Model Club Maryport Model Clubs' 8th Annual Exhibition, Netherhall School, Netherhall, Maryport, Cumbria CA15 6NT **Saturday:** 10.00am - 4.30pm **Sunday:** 10.00am - 4.00pm **Prices:** £4.50 adult, £2.00 child, £3.00 OAP, £10.00 family **Contact:** Trevor Austin **Tel:** 01900 813 661

Wimborne Railway Society WIMRAIL 2015, Queen Elizabeth's School, Blandford Road, WIMBORNE, Dorset BH21 4DT **Saturday:** 10.30am-5pm **Sunday:** 10.30am - 4.30pm **Prices:** £6.00 adult, £2.00 child (5-17 yrs), £12.00 family (2+2) **Contact:** Graham Bevan **Tel:** 01202 673 246 **Web:** www.wimrail.org.uk

SATURDAY APRIL 25 TO SUNDAY APRIL 26

Epsom and Ewell MRC The Epsom Show, North East Surrey College of Technology, (NESCOT), Reigate Road, Ewell, Surrey KT17 3DS **Saturday:** 10.00am - 5.30pm **Sunday:** 10.00am - 5.00pm **Prices:** £7.00 adult, £6.00 child (Under 16yrs) **Contact:** Peter Swift **Tel:** 01483 576 274 **Web:** www.eemrc.org.uk

Helston & Falmouth Model Railway Club A Spring Model Railway Show in Cornwall, The Old Cattle Market Centre, Porthleven Road, Helston, Cornwall TR13 0SR **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £4.50 adult, £3.00 child, £4.00 OAP, £12.00 family (2 + 2) **Contact:** Steve Howe

Ilford and West Essex MRC Ilford & West Essex MRC - West Essex Modelrall 2015, St. Edwards School, London Road, Romford, Essex RM7 9NX **Saturday:** 10.00 am - 5.00 pm **Sunday:** 10.00 am - 4.00 pm **Contact:** Colin Heard **Tel:** 01708 442 836 **Web:** www.iwemrc.org.uk

Liverpool MRS Liverpool Model Railway Society Annual Exhibition 2015, Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RF **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.30pm **Prices:** £4.00 adult, £2.00 child, £3.50 OAP **Contact:** Bill Follett **Tel:** 01515 261 574 **Web:** www.lmrs.org.uk

Sutton Coldfield Railway Society Sutton Coldfield Railway Society Model, Railway Exhibition 2014, Bishop Walsh School, Wyld Green Road, Sutton, Coldfield, West Midlands B76 1QT **Saturday:** 10.00am - 5.00pm **Sunday:** 10.00am - 4.00pm **Prices:** £5.00 adult, £4.00 child **Contact:** Andy Smyth

SATURDAY APRIL 25
Horsham Model Railway Club Horsham Model Railway Club Exhibition, St Leonards Church Hall, Cambridge Rd, Horsham, West Sussex RH13 5ED **Saturday:** 10:00- 16:00 **Prices:** £3.50 adult, £2.00 child, £9.00 family **Contact:** Ray Hambling **Web:** www.horshamrc.org.uk

Trix Enthusiasts Club Bristol Model Rail Show, Eden Grove Methodist Church Hall, Horfield, Bristol BS70PQ **Saturday:** 10.00am - 16.00pm **Prices:** £2.00 adult, £0.00 child **Contact:** George or Dave **Tel:** 01934 838229 **Email:** miss_use@tiscali.co.uk

OPEN DAYS

SATURDAY MARCH 21

Felixstowe Area Group N Gauge Society Felixstowe Area "N" Gauge Model Railway Group Open Day, The Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 0TN **Saturday:** 11.00am - 6.00pm **Contact:** Chris Shum **Tel:** 01349 277211 **Web:** www.felixstowengauge.org.uk

SATURDAY MARCH 21

Harrogate Model Railway Club Harrogate Model Railway Club Open Day, Bilton United Reformed Church, Corner Skipton Road and Woodfield Road., Harrogate, North Yorkshire HG1 4LN United Kingdom, **Saturday:** 10.00am - 4.00pm **Prices:** £2.00 adult, £1.00 child **Contact:** Tel: 01423 521542

SUNDAY MARCH 22

Three Counties M.R.S Three Counties M.R.S Open Afternoon, The Railway Room, Aston Abbotts, Buckinghamshire **Sunday:** 2.00pm - 5.00pm **Prices:** £2.00 adult **Contact:** John A. Page **Tel:** 07541 241714 **Email:** threecountiesmrs@btinternet.com **Web:** www.threecountiesmrs@btinternet.com

SATURDAY APRIL 11

Hillingdon Railway Modellers, Hillingdon Railway Modellers - Test Track Open Day, Yiewsley Baptist Church, Cornerstone Centre, 74 Colham Avenue, Yiewsley, Middlesex UB7 8HF

United Kingdom **Saturday:** 10.00am - 4.00pm **Prices:** £4.00 adult **Contact:** Peter **Tel:** 020 8368 4090 **Web:** www.hillingdonrailwaymodellers.co.uk

SATURDAY 11TH APRIL

Ipswich Railway Modellers Association Ipswich Railway Modeller's Association Open Day, 40a Norfolk Road, Ipswich, Suffolk IP4 2HB United Kingdom **Saturday:** 10.00 am - 1.00pm **Contact:** Geoff Pickering **Tel:** 01473 742787 **Email:** geoffrey.pickering38@btinternet.com **Web:** <http://www.irma.co.uk>

SUNDAY 19TH APRIL

Chichester & District Society of Model Engineers Chichester Model Engineers "Steam on Sunday", Blackberry Lane, off Bognor Road, Chichester (East), West Sussex PO19 2FS England **Sunday:** 14.00 - 17.00 **Contact:** Mr Earnshaw-Manell **Tel:** 07954 051594 **Email:** benguiden@gmail.com **Web:** <http://www.cdsme.co.uk>

SATURDAY 25TH APRIL

Coventry and Warwickshire 7mm Modelellers (COVGOG) Coventry & Warwickshire 0 Gauge Modelers (COVGOG), Church of the Holy Cross, St Austell Road, Coventry CV2 5EA England **Saturday:** 10.00am - 4.00pm **Contact:** Pete Clifton **Tel:** 02476 313221

47th Annual BRISTOL MODEL RAILWAY EXHIBITION 2015

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ALVESTON HILL, THORNBURY, BRISTOL, BS35 3JB

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Sunday 3rd May 10am - 5pm

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EVENT DIARY

De Havilland Model Railway Society
Exhibition Ludwick Way Methodist Church, Ludwick Way, (by Woodhall Parade), Welwyn Garden City, Hertfordshire AL7 3PN **Saturday:** 10.00am - 5.00pm **Prices:** £4.00 adult, £2.00 child (5 - 15 yrs). **Contact:** Phil Bicknell

Tel: 01707 267 541 **Email:** phile_b51@yahoo.co.uk **Web:** www.dhmrss.weebly.com

Rotary Club of Fareham Rotarail 2015
Fareham College, Bishopfield Road, Fareham, Hampshire PO14 1NH Saturday: 10.30am - 5.00pm **Prices:** £5.00 adult, child free, £5.00 OAP **Contact:** Chris Thomas **Tel:** 01329 663 685 **Email:** mazchris@tiscali.co.uk **Web:** www.rotarail2015.webs.com

SUNDAY APRIL 26

Stowmarket Railway Club Stowmarket Railway Club Exhibition Mid Suffolk Leisure Centre, Gainsborough Road, Stowmarket, Suffolk IP14 1LH **Sunday:** 10.30am - 17.00pm **Prices:** £4.00 adult, £2.00 child, £3.00 concessions **Contact:** David Vince **Tel:** 01449 771360 **Email:** stowrallclub.org.uk

FRIDAY MAY 1 - MAY 3

Bristol Model Railway Exhibition 2015
Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB Friday: 13.00pm - 19.00pm **Saturday:** 10.00am - 18.30pm **Sunday:** 10.00am - 17.00pm **Prices:** £5.25 adult, £3.00 child, £4.25 concessions, Family £10.50 **Tel:** 0117 9763329 **Web:** www.bristolmodelrailex.co.uk

TRAIN & TOY FAIRS

FRIDAY MARCH 13

Malcolm Townsend Alfreton Toy and Train Fair Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD **Friday:** 7.00pm - 9.00pm **Prices:** £2.00 adult **Contact:** Malc **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

WEDNESDAY MARCH 18

Joe Lock South Croydon Toy & Train Fair, St John's Community Hall, Upper Selsdon Road, South Croydon CR2 8DD **Wednesday:** 6.30pm - 8.30pm **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 07866 641 215

SATURDAY MARCH 21

SRP Toy Fairs Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP **Saturday:** 10.00am - 2.00pm **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 98 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

TUESDAY MARCH 24

SRP Toy Fairs Tonbridge, Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF **Tuesday:** 6.30am - 8.30pm **Prices:** £1.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

SATURDAY MARCH 28 TO SUNDAY MARCH 29

Barry Stockton Fairs Barry Stockton - Merseyside Hobbies & Model Railway Show St. Mary's Catholic College, Wallasey Village, Wallasey, Wirral CH45 3LN **Saturday:** 11.00am - 4.00pm **Sunday:** 10.30am - 4.00pm **Prices:** £4.50 adult, £1.00 child **Contact:** Barry Stockton **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

SATURDAY MARCH 28

Tony Oakes (Fairs) Tony Oakes Fairs - Stoke-on-Trent, Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT **Saturday:** 10.30am - 2.00pm **Prices:** £1.00 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SUNDAY MARCH 29

SRP Toy Fairs SRP Fairs Dartford, Dartford

Science & Technology College, Heath Lane, Dartford, Kent DA1 2LY **Sunday:** 10.00am - 2.00pm **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoysfairs1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

THURSDAY APRIL 2

Joe Lock Theydon Bois Toy & Train Fair, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, Essex CM16 7ER **Thursday:** 7.00pm - 9.00pm **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 07866 641 215

FRIDAY APRIL 3

Barry Stockton Fairs Barry Stockton Fairs - Southport, Splash World, Dunes Leisure Centre, Esplanade, Southport PR8 1RX **Friday:** 10.30am - 3.00pm **Prices:** £1.50 adult, £0.50 child **Contact:** Barry Stockton **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

SRP Toy Fairs SRP Toy Fairs Colchester, Marks Tey Parish Hall, Old London Road, Marks Tey, Colchester CO6 1EN **Sunday:** 10.00am - 2.00pm **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

SATURDAY APRIL 4

Tony Oakes (Fairs) Frodsham Toy Fair Frodsham Leisure Centre, Princeway, Frodsham, Cheshire WA6 6RX **Saturday:** 10.30am - 2.30pm **Prices:** £2.00 adult **Contact:** Tony Oakes **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

SUNDAY APRIL 5

SRP Toy Fairs SRP Toy Fairs - Wallington, Phoenix Centre, Mollison Drive, Wallington, Surrey SM6 9NZ **Sunday:** 10.00am - 2.00pm **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

MONDAY APRIL 6

Tony Oakes (Fairs) Tony Oakes Fairs - Bridgnorth, Leisure Centre, High Town, Bridgnorth WV16 4ER **Monday:** 10.30am - 3.00pm **Prices:** £2.00 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SATURDAY APRIL 11

Malcolm Townsend Nottingham Toy & Train Fair, Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY **Saturday:** 10.00am - 2.00pm **Prices:** £2.00 adult **Contact:** Malc **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

SUNDAY APRIL 12

SRP Toy Fairs SRP Toy Fairs Rayleigh, Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ **Sunday:** 10.00am - 2.00pm **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

Tony Oakes (Fairs) Tony Oakes Fairs - Kidderminster, Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY **Saturday:** 10.30am - 2.00pm **Prices:** £1.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SATURDAY APRIL 18

Tony Oakes (Fairs) Tony Oakes Fairs - Chester Northgate Arena, Victoria Road, Chester, Cheshire CH2 2AU **Saturday:** 10.00am - 3.00pm **Prices:** £2.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SUNDAY APRIL 19

Malcolm Townsend Ashfield Toy & Train Fair Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ **Sunday:** 10.00am - 3.00pm **Prices:** £2.00 adult **Contact:** Malc **Tel:** 07951 072 790 / 01623 722 511 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

SRP Toy Fairs SRP Toy Fairs Brighton, The Grandstand & Paddock Hall, Brighton Racecourse, Fresh Field Road, Brighton, East Sussex BN2 9XZ

MEETINGS & TALKS

FRIDAY MARCH 13

Purbeck Railway Circle Purbeck Railway Circle, Harman's Cross Village Hall, United Kingdom 7 for 7.30: **Contact:** Bob Taylor **Email:** gensec@purbeckrailwaycircle.org.uk **Web:** www.swanagerailway.co.uk

MONDAY MARCH 16

Lutterworth Railway Society Lutterworth Railway Society - Robert Day, The United Reformed Church, George Street, Lutterworth, Leicestershire LE17 4EF **Monday:** 7.30pm **Contact:** Dave Habger **Web:** www.lutterworthrailwaysociety.webplus.net

Plymouth Railway Circle Plymouth Railway Circle - Lostwithiel to Lostwithiel, St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Prices:** £1.00 adult **Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

THURSDAY MARCH 19

Irish Railway Record Society IRRS - Bord na Mona Railways Today, Calthorpe Arms 252 Grays Inn Road, London WC1X 8JR **Thursday:** 7.00pm **Email:** irrslondon@hotmail.com **Web:** www.irrs.ie

SUNDAY MARCH 29

Rusper MRC Rusper Model Railway Club - Operating Meeting, Rusper Model Railway Club, Pickhurst, Nr Bromley, Kent England **Contact:** Tim Crumplin **Web:** www.ruspermrc.co.uk

MONDAY MARCH 30

Nantwich & Market Drayton Railway Society Nantwich & Market Drayton Railway Society - Bob Yate, King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH England **Monday:** 8.00pm **Contact:** John Lynn **Web:** www.the-gingerbread-line.co.uk

MONDAY MARCH 30

Plymouth Railway Circle Plymouth Railway Circle - Preserved Steam from both sides of the Atlantic on film, St Edwards Church Hall Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Prices:** £1.00 adult **Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

THURSDAY APRIL 2

Lutterworth Railway Society Lutterworth Railway Society - Stephen Gay, The United Reformed Church, George Street, Lutterworth, Leicestershire LE17 4EF **Thursday:** 7.30pm **Contact:** Dave Hanger **Web:** www.lutterworthrailwaysociety.webplus.net

TUESDAY APRIL 7

Southern Electric Group - South Hampshire Branch Southern Electric Group - Eastleigh Meetings, Eastleigh Railway Institute, Romsey Road **Tuesday:** 7.30pm **Prices:** £3.00 adult **Contact:** John Goodrich **Tel:** 023 8067 0028

Prices: £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

WEDNESDAY APRIL 22

Joe Lock Hoddesdon Toy & Train Fair, Shoreditch School, Cock Lane, Hoddesdon, Hertfordshire EN1 9JY **Wednesday:** 7.00pm - 9.00pm **Prices:** £1.00 adult **Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

FRIDAY APRIL 10

Purbeck Railway Circle Purbeck Railway Circle, Harman's Cross Village Hall, United Kingdom 7 for 7.30: **Contact:** Bob Taylor **Email:** gensec@purbeckrailwaycircle.org.uk **Web:** www.swanagerailway.co.uk

MONDAY APRIL 13

Midfield Railway Enthusiasts Society Midfield Railway Enthusiasts Society - L&Y in its Heyday, The Navigation Tavern, Station Road, Midfield, West Yorkshire WF14 8LG **Monday:** 7.30pm **Contact:** Pete Whitworth **Tel:** 01924 498451

MONDAY APRIL 13

Plymouth Railway Circle Plymouth Railway Circle - Colour Rail Update, St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Prices:** £1.00 adult **Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

TUESDAY APRIL 14

The Enfield Transport Circle Enfield Transport Circle Diamond Jubilee of the Routemaster Bus, First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ **Tuesday:** 20.00 - 22.30 **Prices:** £3.00 adult **Contact:** Roger Elkin **Tel:** 020 8363 0697 **Email:** rogerelkin@btinternet.com

THURSDAY APRIL 16

Irish Railway Record Society IRRS - Ulster Steam on the 1960's Some Untold Stories Calthorpe Arms, 252 Grays Inn Road, London WC1X 8JR England **Thursday:** 7.00pm **Email:** irrslondon@hotmail.com **Web:** www.irrs.ie

THURSDAY APRIL 16

Lutterworth Railway Society Lutterworth Railway Society - Ted Cook, The United Reformed Church, George Street, Lutterworth, Leicestershire LE17 4EF **Thursday:** 7.00pm **Contact:** Dave Hanger **Web:** www.lutterworthrailwaysociety.webplus.net

SUNDAY APRIL 19

Rusper MRC Rusper Model Railway Club - Operating Meeting, Rusper Model Railway Club, Pickhurst, Nr Bromley, Kent England **Contact:** Tim Crumplin **Web:** www.ruspermrc.co.uk

MONDAY APRIL 27

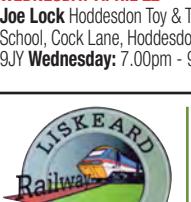
Nantwich & Market Drayton Railway Society Nantwich & Market Drayton Railway Society - Bill Chapman, King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH England **Monday:** 8.00pm **Contact:** John Lynn **Web:** www.the-gingerbread-line.co.uk

MONDAY APRIL 27

Plymouth Railway Circle Plymouth Railway Circle - The Changing Landscape of the Railway Scene, St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 7.30pm **Prices:** £1.00 adult **Contact:** Barrie Lanyon **Email:** barrielanyon@hotmail.com

SUNDAY APRIL 26

Barry Stockton Fairs Barry Stockton Train & Toy Fairs - Wirral, Hulme Hall, Wirral, Merseyside CH62 5DH **Sunday:** **Prices:** £1.50 adult, £0.50 child **Contact:** Barry Stockton **Tel:** 0151 334 3362 **Web:** www.barrystocktonfairs.co.uk



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Squires will be exhibiting at the following shows in 2015 – Diary updated as bookings are confirmed.

Mar 14/15 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College, Western Wy. Basingstoke, Hants, RG22 6HA Sat 10-5, Sun 10-4.

Mar 14/15 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH. Sat 10-5, Sun 10-4.

Mar 21/22 - NOTTINGHAM East Midlands Model Railway Ex Hadden Park High School, Harvey Rd, Bilborough, Nottingham, NG8 3BB. **Plenty of FREE Parking.** Sat 9.30 - 5.30, Sun 10 - 5.00.

Mar 22 - STAFFORD G Scale Society Show, Stafford County Showground, Weston Rd, Stafford, ST18 0BD. Sun 10 - 5.

March 28 - ISLINGTON - The Toy Soldier Show London, The Islington Business Design Centre, 52 Upper Street, London, N1 0QH Saturday 10.30 - 4pm www.guidelinepublications.co.uk

April 4 - 6 - YORK Model Railway Show, Knavesmire Stand, Racecourse Rd York. **Y023 1EX**. Sat/Sun 10-5, Mon 10-4.30 Coming to York Show? Why not try Sunday or Monday the show is less busy - See more of the layouts and a lot easier to get to our stand :-). *FREE Parking*

April 11 - NORWICH Model Railway Ex, Hellesdon High School, Norwich **NR6 5SB**. Sat 10- 4.30.

April 11/12 - HORSHAM Crawley MRS Exhibition, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, **RH12 1SR**. Sat/Sun 10-5.

April 11/12 MELKSHAM 2015 Trainwest Model Railway Exhibition, Christie Miller Sports Centre, Bowerhill Industrial Estate, Melksham, Wiltshire, **SN12 6QU**, Sat/Sun 10-5

April 25 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs. **WN7 4JY**.

April 25/26 - SUTTON COLDFIELD Model Railway Exh, Bishop Walsh School, Wyld Green Rd, Sutton Coldfield, **B76 1QT**. **Plenty of FREE Parking.** Sat 10 - 5, Sun 10 - 4.30.

May 1/2/3 - THORNBURY Bristol Model Railway Exhibition, Thornbury Leisure Centre, Alveston Hill, Thornbury, near Bristol, **BS35 3JB**. Fri 1-7, Sat 10 - 6.30, Sun 10 - 5.

May 2/3 - SHEPTON MALLET The South West Model Show, Bath and West Showground, Shepton Mallet. **BA4 6QN** Sat 10 - 6, Sun 10 - 5 Attractions include; Model Boats, Planes, Cars, Railways, Static Models

May 9 - PORTSMOUTH Victory Model Rail Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, **PO3 5XT**. 10-4.

May 9 - READING Assoc of Larger Scale Railway Modellers Trade Show & Exhibition, Rivermead Leisure Centre, Reading. **RG1 8EQ**. 10-4.

May 9/10 BARROW-UPON-SOAR, Humphrey Perkins High School, Barrow-Upon-Soar, Nr Loughborough, Leicestershire. **LE12 8JU**. Sat 10 - 5/Sun 10 - 4.

May 16 BOGNOR REGIS South Downs 7mm NGA Group Model Railway Exhib, Felpham Community College, Felpham, Bognor Regis, **PO22 8EL**.

May 16/17 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union St, Middlesbrough, **TS1 5NQ**. Sat/Sun 10-5.

May 30 - CLECKHEATON GOG Trade Convention & Exhibition, Whitcliffe Sports Centre, Turnstads Ave, Cleckheaton, W.Yorks. **BD19 3AQ**. 10-4.

June 6/7 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5.

June 6/7 - DONCASTER NORTHERN MODEL BOAT SHOW 2015 Doncaster Deaf Trust, Leger Way, Doncaster. **DN2 6AY**. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Restaurant

June 6/7 - GLASGOW 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE**. Sat 10 - 4pm, 11 - 4pm *Plenty of Free Parking - Close to Railway Station*

June 27/28 - PERTH Model Railway Ex, Dewars Ice Rink, Perth, **PH2 0TH**. Sat 10-6, Sun 10-5.

Aug 1/2 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School, Southwold, **IP18 6SD**. Sat 10-5, Sun 10-4.30

Aug 8 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, **TN40 1SE** Sat 10 - 5pm

Aug 15/16 - BUTTERLEY Midland Railex 2015 Model Railway Exhibition, The Midland Railway - Butterley Station, Ripley, Derbyshire **DE5 3OZ**, Sat/Sun 10 - 5pm

Aug 22/23 - SKIPTON & DISTRICT RAILWAY SOCIETY Model Railway Exhibition, Aireville School, Gargrave Road, Skipton, **BD23 1UQ** Sat/Sun 10 - 5 ***Note NEW Dates*** Plenty of FREE Parking

Sept 5/6 - TELFORD GUILDEX 2015 O Gauge Exhibition & Trade Show, Telford Ex Centre, St. Quentin Gate, Telford, **TF3 4JH**. Sat 10-5, Sun 10-4.

Sept 12/13 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon, **SN2 2EY** Sat/Sun 10 - 5 Tel 01793 466646, Email enquiries: steammuseum@swindon.gov.uk

Sept 19/20 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. **KA7 1JB**. *Modern Venue with easy access & FREE car parking.* Saturday 10 - 5 / Sunday 10 - 4

Sept 26/27 HALIFAX Model Railway Exh, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Oct 10/11 ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30

Oct 10/11 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon, **DL4 1PQ** Sat/Sun 10-5.

Oct 10/11 - DUNDEE Model Railway & Model Show Sports Centre, Mains Loan, Dundee, Angus **DD4 7AA**

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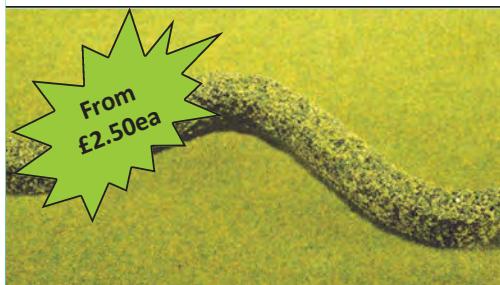
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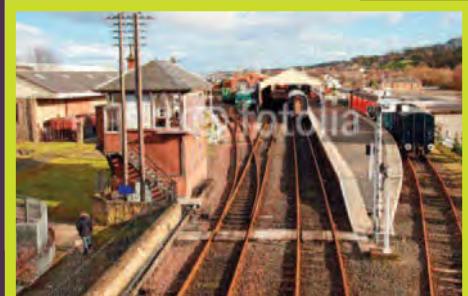


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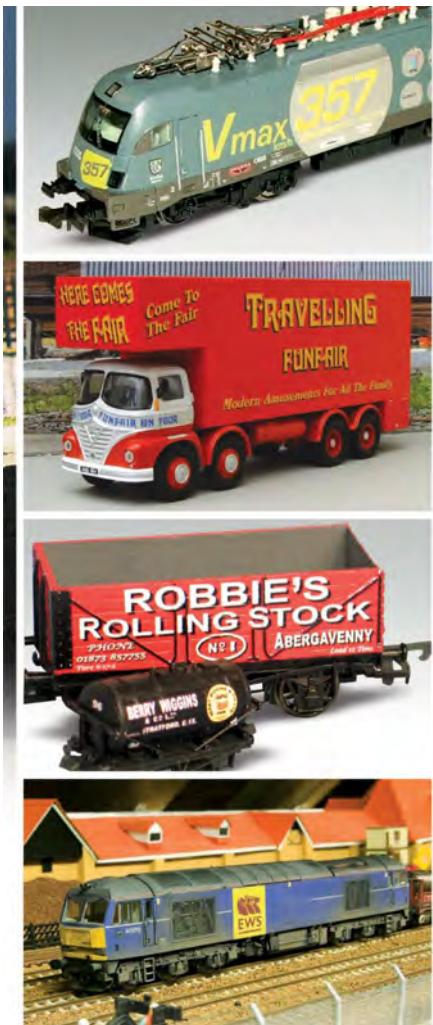
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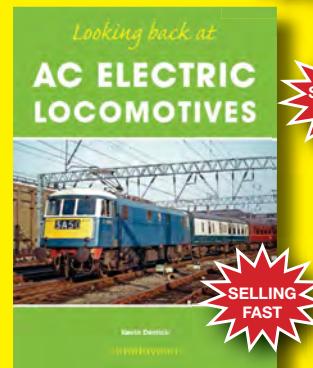
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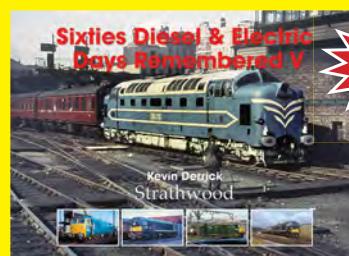
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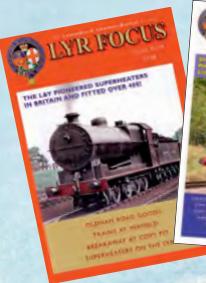
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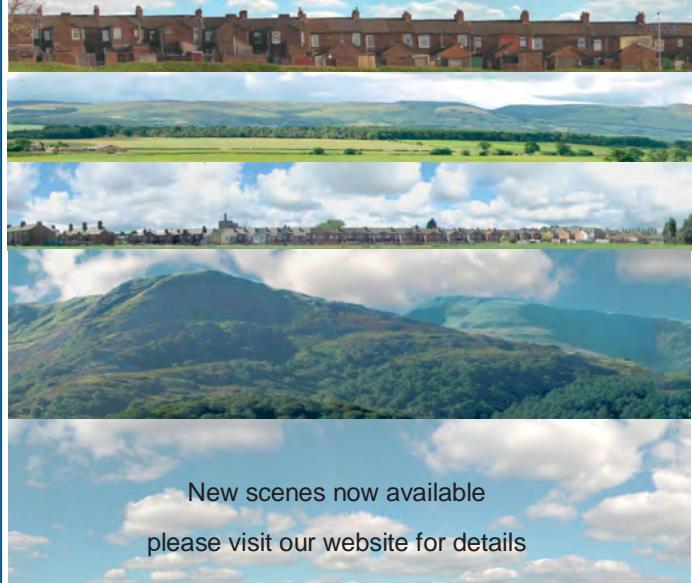
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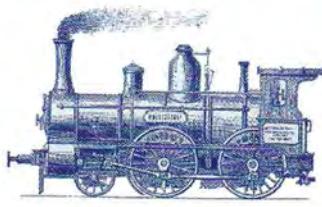




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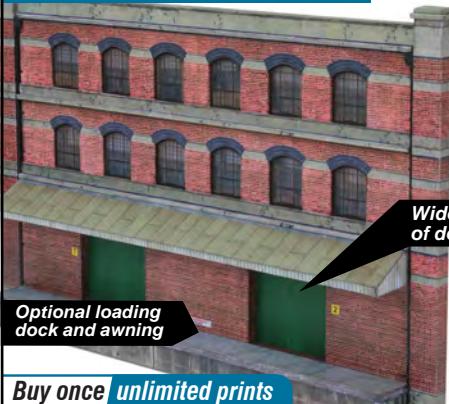
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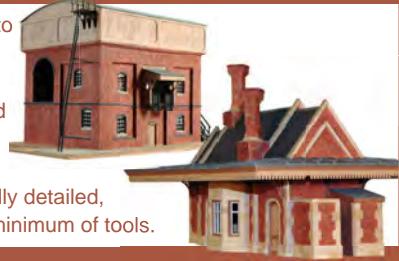
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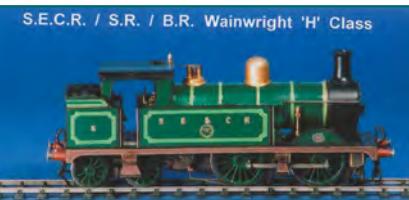
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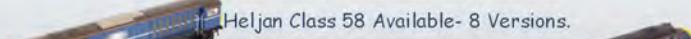
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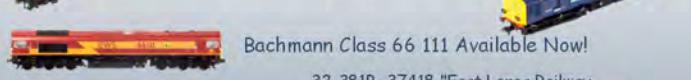
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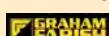


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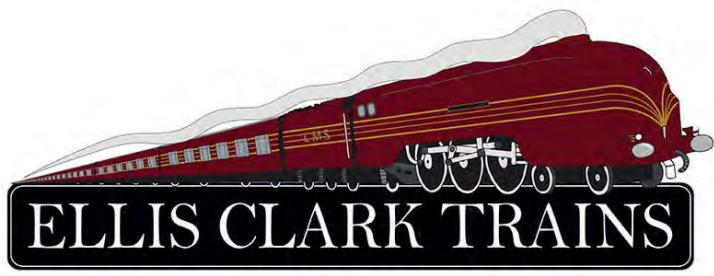
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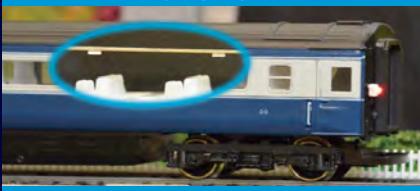
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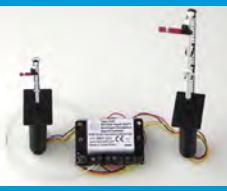
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The image is a double-page spread for Monk Bar Model Shop. The left page features a large yellow rectangular sign with the shop's name in large, bold, blue letters. Below the name, in a smaller purple font, is the word 'model shop'. To the right of the sign, the shop's address and contact information are listed in blue text. The right page contains descriptive text in blue and purple, including details about the shop's products and services. A black and white photograph of a model train and a toy car is positioned in front of a sketch of York Minster. The overall layout is clean and professional, designed to attract model enthusiasts.

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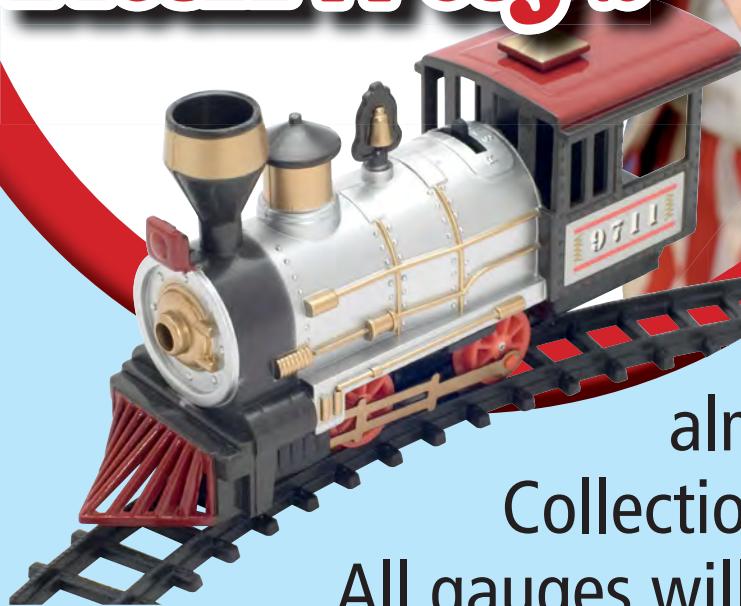
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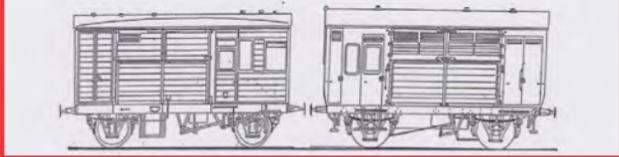
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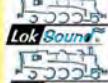
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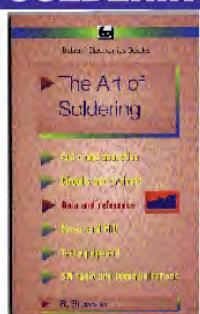
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Sadly Simon passed away 3 months after the company was started so Sarajane & Steven are now a 'Mom & Pop' business which is small enough to care but big enough to cope.

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TAIL LAMP



There are many over-used expressions that seem to trip readily off people's tongues without much thought as to what they are saying. 'With all due respect' is a good example; roughly translated it means, 'Actually, I have no respect for you whatsoever'. Similarly, one that is over used on model railway forums is; "My comments are meant as constructive criticism..."

When I see or hear those two words, 'constructive criticism', I wonder if those saying or writing them actually truly mean it. I am sure that most believe they are being constructive but I am equally sure that some just criticise for the sake of it!

Constructive criticism should be a balanced and objective view of the subject in question. Such comments should also be presented in a 'friendly' manner and certainly not confrontational. All very obvious one would think, which it is for those who are not looking to air their knowledge or prove how clever they are when writing reviews or passing comment on a new model. Sadly, it seems that there are some associated with our hobby who wish to pass on their knowledge but have forgotten or chosen to ignore the basic etiquette of constructive criticism.

Take, for example, a new locomotive model not yet launched but shown as a prototype on the manufacturers' website, a sort of sneak peek. Now I know that we all have an opinion and I also believe that those of us who enjoy the world of model railways are keen to pass on our knowledge where it can help. There are now various avenues via which to do this but where our hypothetical locomotive example is concerned it would not be unreasonable for any comments related to detail, dimensions or accuracy to be passed directly to the manufacturer. By publishing the images on its site that is what it is really asking for.

The problem for some of those who comment and demonstrate their extensive knowledge is that communicating directly with the

manufacturer is just a one-way street. Who other than the manufacturer would see their comments and know that their knowledge on the subject was so much greater than the model's producer?

In a situation like this it is not uncommon for egos to take over; rather than talking directly to the manufacturer our experts start to expound their knowledge on forums. We then have a situation where a feeding frenzy occurs because everybody wants to try and outdo the previous 'expert'. Before we know it, what started out as a sneak preview soliciting comments has turned into a game of 'I know more than you' or a competition to prove who can be most offended by any perceived errors.

Unfortunately, by taking this route those that should have been advised, namely the manufacturer, is by-passed in favour of a group of not so well-meaning individuals. Little wonder that some manufacturers prefer to talk directly to modellers rather than via forums!

I know that my comments will raise eyebrows and that forums will be buzzing with negative comments but for those that are offended might I suggest that before putting fingers to keyboard you ask yourselves if you really know the meaning of 'constructive criticism' and whether you're aware of the correct way to put your comments over to the manufacturer?

In my experience, when dealing with any company large or small, they are keen to listen and normally prepared to act accordingly when new information is received. But, much depends on how the comments are phrased. If they are presented in an aggressive manner they may be looked upon at best with cynicism or indeed just simply ignored. No manufacturer sets out to produce a model that is not as accurate as physically possible, within the constraints of mass production, but those who wish to contribute constructively towards that should do it directly with the manufacturer - believe it or not they do not spend every waking hour trawling the forums! **BRM**

Our 'industry insider' considers the nature of constructive criticism and how it can best be offered.

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2D-013-001 - Class 27 BR Green SYP D5401

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2D-013-051 - Class 27 Dummy BR Blue 27203

2D-013-052 - Class 27 Dummy BR Blue 27212

All product release dates correct at time of going to press

'OO' releases in March



4F-032-013 - Rectangular Tank - Yorkshire & Lincolnshire Tar

4F-032-014 - Rectangular Tank - Yorkshire & Lincolnshire Tar Weathered



4F-034-011 - 21T Hopper - NCB 131

4F-034-012 - 21T Hopper - NCB 131 Weathered

Also released this month include;

4F-060-015 - Grampus - BR Black DB990412

4F-060-016 - Grampus - BR Black DB990412 Weathered

4F-036-017 - Grain Hopper - GWR Avonmouth

4F-036-018 - Grain Hopper - GWR Avonmouth Weathered

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7F-051-017 - 5 Plank - A Bramley

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